



Buckeye Triumphs Newsletter

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

Winner of VTR Best Newsletter Award – 2003!

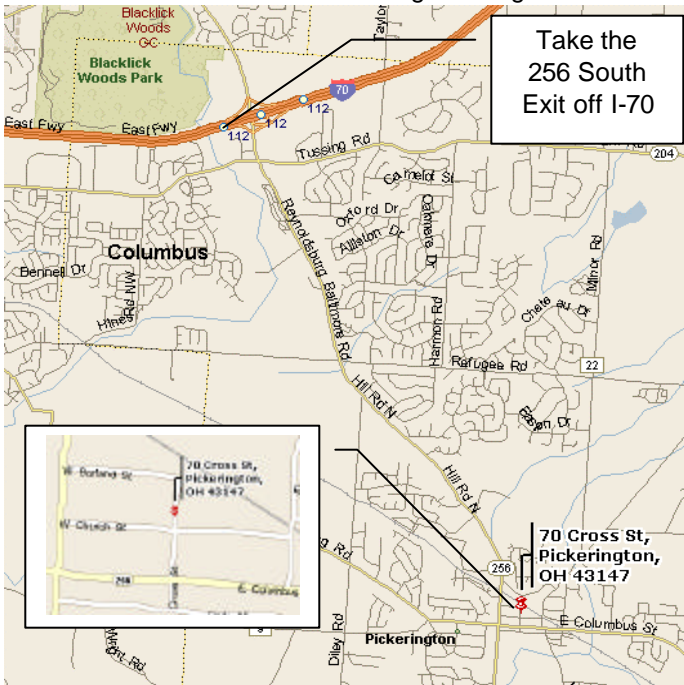
BT Club Meeting - Monday, October 6th "Cookout" at Auto Metal Masters

When: October 6, 2003 - Monday 6:30
 Where: Auto Metal Masters – 70 Cross Street
 Pickerington, Ohio Phone: 614-837-3601

John and Jeff of Auto Metal Masters have offered to hold a tech session at their shop in Pickerington to show us how they go about performing various types of body work on our cars.

They have offered to provide grilled hamburgers/brats, munchies and drinks. It will be inside, bring your chairs as they don't have too many in their shop. Please RSVP to Jim VanOrder 740-967-2110 home, 614-424-3184 work or vanordergj@core.com. We need to get a ballpark headcount so they know how much to prepare. A map is attached for directions to get to their shop.

This should be a fun and interesting evening. JVO



October 18th BT Driving Event to Charm in Amish Country

On Saturday, October 18th, we will have our October driving event to Amish Country

Your tour guide for this event will be Bruce Miles – and I have picked out some fun roads and great scenery for our "Fall" tour.

We will depart from Granville @ 9:30 AM. Driver's meeting at 9:20 in front of the Aladdin Restaurant in downtown Granville. Please park so that we can depart East on Broadway. As with other Granville departures, arrive early for breakfast at the Aladdin – I'll be there around 8:00.

Our destination is Charm, and I have stops planned at an Amish Bakery, lunch at The Swiss Chalet Restaurant (www.chaletinthevalley.com), a visit to the Guggisberg cheese factory <http://guggisberg.com> and downtown Charm.

For those of you that are Ohio State fans, the Buckeyes don't play that day until 3:30. Anyone that would like to share the game is welcome to join me at the Miles household after the tour to yell at the TV. I'll bring the munchies – if there are enough of you we'll put up the projection system you have seen at the holiday party.

I do need to give the Chalet in the Valley a head count, if you plan on coming please email me with your counts to bmiles@intinfo.com or leave a message at 740-587-4179

Also, **there aren't very many gas stops in Amish Country** (we see one at the 30 mile mark, and then don't see another for about 60 miles) **so I suggest that you "fill up" in Granville before we depart.**

Let's all pray for "Indian Summer" on the 18th.

I hope to see you there!

News from Miami Valley Triumphs

Editor's Note: We received this from member Bruce Clough:

I'm pleased to announce Miami Valley Triumphs is hosting TRA 2004. Location is Springfield, Ohio - home of International trucks and adjacent to wonderful TR driving territory - which we will let you experience up close & personal. Three days are full of events (including two early morning runs), so plan to come early and put the rubber to the road.

Over the next month or so we will get the TRA 2004 web site up, and will send out an announcement when it is functional. Hope to see you there!

Bruce Clough
 MVT President

The Announcement:

Announcing The Triumph Register Of America National Meeting 2004

The Miami Valley Triumphs of Dayton Ohio are pleased to announce that we will be hosting the 2004 TRA National Meeting in Springfield, OH on June 24-26 (Thursday

morning -Saturday night). Many driving tours, visits to local attractions, and activities are planned for each day of the event, so arrive early and enjoy all the fun and excitement that we have planned for TRA's 30th Anniversary celebration!

The host hotel and center of all TRA activities will be the Holiday Inn (Holidome) Springfield South, located at I-70 (exit 54) and St. Rt. 72. Overflow rooms are available at the Hampton Inn, located at the same exit and ½ mile west of the Holiday Inn. Please make your reservations directly with either hotel, and mention that you will be attending TRA to receive the rates shown below (+ tax). Camping is available in the vicinity, and this information will be made available in the near future.

Holiday Inn Springfield South (\$80) 383 E. Leffel Lane Springfield, OH 45505 (937) 323-8631	Hampton Inn (\$71 per night) 101 W. Leffel Lane Springfield, OH 45506 (937) 325-8480
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We think that everyone who attends this event will agree that it is an ideal location due to its rural proximity and city amenities. Country roads with minimal traffic for scenic drives and tours can be found a short ½ mile and 1 traffic light away from the Holiday Inn. Despite this seemingly rural location, you'll find over 26 restaurants in the immediate area, and enough local attractions, tours, and unique shopping to suit any taste.

If you have any special needs or questions regarding your stay in Springfield, please feel free to e-mail Tonda Macy at tonda.macy@att.net or drop a note to TRA 2004, P.O. Box 149, Medway, OH 45341. We expect to have event schedules and registration forms available no later than Jan. 1, 2004, but you might want to make your hotel reservations as early as possible. We are looking forward to your visit with us in June!

Catch us on the web at www.miamivalleytriumphs.org

Editor's Corner

How was everyone's September? I'm getting this out a bit later (since we didn't have an organized driving event this month). Many of you went to some events; please note the contributions in the newsletter (Including John Huddy's comments on the TRials event for 2003).

I usually get one set of tickets to Buckeye games, but this year I got to go to two. One was that nasty triple overtime game with NC State - I was horse for 2 days afterwards. Both games had nice weather, so I got to drive the TR6 (and get the extra sunburn)

Ryan has left for college. Two days before he left he completed the engine transplant in the Porsche 944 and took it to school. I know it is a Porsche, but it looks really good going down the highway.

Kim and I took his 250 out for a spin a week ago, it was a beautiful evening and the 250 needed the "exercise".

The location for TRials 2004 is the Door County peninsula in Wisconsin (north of Green Bay). I took a vacation there

25 + years ago and have very fond memories of that location. Should be fun!

I hope you all can join us for the fall driving event to Amish Country. I certainly hope "Charma" can join us for our trip to "Charm" ☺

As the "car project" season (winter) draws near – I hope that you keep me in mind for articles for the newsletter. I am always excited to get input from all of you. (the "Comedy Clips" section is a bit large this month) – keep those coming, but do consider other submissions as well.

The Metal Masters meeting on the 6th also looks quite interesting – I've only ever heard good things about the quality and value of their work.

I opted to attend the Runoffs this month to cheer Sam Halkias on to victory in EP production class. Unfortunately, Sam lost the number 5 cylinder during qualifying (this engine had pulled very strong towards the end of the season) and had to go with a backup engine. The engine got pretty hot during the first few laps but then "settled in" – but by then he had no chance to make up time, and he finished (but not on the podium). I say this: *Thanks for the thrill Sam – we appreciate your commitment to the TR6 and look forward to next year!*

I hope to see you in October.

Bruce Miles bmiles@IN7Info.com

Next Newsletter Article Deadline – October 20th, 2003

Notes from the Internet

Editor's Note – I found the following 2 items interesting – thought you might too:

Date: Sun, 14 Sep 2003 07:34:06 -0500
 From: Irv Korey <emanteno@attglobal.net>
 Subject: Re: Lever Shock Rebuild
 At 07:24 AM 9/13/03 -0400, Don Malling wrote:

I was going to have my TR250 rear lever shocks rebuilt as part of my frame off restoration. I really didn't know if they needed it or not. I called World Wide Auto Parts in Madison WI www.nosimport.com and he said they should only need rebuilding if they leak oil. He said the same was true of my MGB shocks. He seemed very honest and talked me into not spending my money. When they leak, I know where I'll have them rebuilt.

Peter Caldwell, owner of World Wide Auto Parts in Madison, is a true enthusiast and an honorable business man. He has his own rebuilding operation and he stands behind his work. He also does rebuilds for other resellers. If you have specific lever shock requirements, Peter can offer you alternatives (heavy duty valving, etc) to your specification. His daily driver is a Sprite. If your lever shocks need rebuilding, send them to Peter and you won't be disappointed. NFI

Irv Korey
 74 TR6 CF22767U
 63 TR4 VSCDA Group 2 #58
 Highland Park, IL

Date: Sat, 13 Sep 2003 23:14:20 -0700 (PDT)
From: tr6taylor@webtv.net (Sally or Dick Taylor)
Subject: Re: TR6 Front Hub spec.

Jim---Some of us on the List run their front wheel bearings tighter than what the "book" calls for. I am one of them. If the bearings and races are new or in good condition, they will take a lot of thrust. That's what they were designed to do. At least the Timken brand is.

If you want to get rid of the wheel wobble and limit brake pedal drop after turning corners, try this:

Tighten the take-up nut until there is a heavy drag when spinning the wheel. This will squeeze the seal and load the bearing. Then back off the nut a flat. At this point you may be able to turn the wheel freely. If not, shake the tire top to bottom. Turn the tire again.

If necessary, back off on the nut another flat, or less. Repeat. If you find that you have obvious play in the tire, you've either gone too far with adding bearing clearance, or there is something else loose.

Do all of this adjusting with a full complement of wheel bearing grease, of course. Add the cotter key and cap when satisfied.

Take the car for a spin. If the bearings are too tight, or otherwise in poor condition, it will start to melt the grease. You'll see it!

Dick

A few more pictures from the Roadster Factory:



Ryan and I get our awards from TRF



I couldn't think up an appropriate caption here.



Raindrops make me sleepy



Ryan tries (and tries) to wake me up



I wish Clem's was closer to Ohio

September Meeting Minutes

Margo missed the deadline, she promises both next month.

President's Corner

To begin, I have two pleasant announcements. After some minor arm-twisting, Bill Blake has accepted the open position of BT Events Coordinator. He will be the person responsible for contacting folks who have volunteered to host meetings and driving events to make sure that all ducks are in order. Either Bill or the host(s) will post meeting/event details in our award-winning newsletter and website so that we all know where to go, when and how to go there.

Secondly, I recently received a call from Ted Schumacher, of T S Imported Automotive. Ted told me that he has Kas Kastner Competition Preparation Manuals for sale for \$34.95. If you are interested, contact Ted at (800) 543-6648.

Shifting gears (and subjects), the Washburn's, the Mercier's, Charma and I just returned from the 6-Pack Trials in Bowling Green, Kentucky. On Thursday, September 18th, we all met for breakfast and then we set out for the Blue Grass State. Since we weren't in any particular hurry, we stopped at a Cracker Barrel for lunch. We made one gas stop and arrived at the host hotel in mid-afternoon. In a former lifetime, I lived in BG, but I did not recognize the road that I used to live on due to all the business growth and numerous traffic signals. The host hotel was a very nice Holiday Inn built in an atrium design with an indoor water falls and a glass elevator. While enjoying some cold New Castle, we were invited to view a collection of vintage MGs belonging to BG resident's, Bill and Sarah Ritchey. Most of us chose to go and we lined up behind Sarah's car for the short journey to the Ritchey home. Once we arrived, we were amazed to see several (mostly) pre-war MG sports and race cars. Bill is a contractor and he has added three garages to their spacious and beautiful home. He has a hydraulic lift and a garage full of Snap-On tools.



(Bill

would laugh at my over-crowded 1 1/2 car garage where I am restoring my TR3A.) The Ritcheys just purchased three very nice MGs from the estate of the guy who started the MG club in the US. (Sorry, I don't remember his

name.) My favorites are a '49 TC and a '34 open police car. Bill is a real hands-on kind of guy and he has restored several of his cars. He is currently restoring a mid-thirties race car with a wooden tub (like a Morgan). What a great collection! The Ritcheys could not have been any more hospitable to a bunch of Triumph folks.

On Friday morning, we met at a local Steak and Shake for breakfast. Once filled, we drove to the Corvette factory for a tour. Since I had never been in a car plant before, I was in awe and I was impressed at the numerous quality control measures. I learned that the assembly line for Corvettes only moves at 1/2 MPH and they are built by one shift workers. On rare occasions, they work overtime and most assemblers make \$25.00 per hour. Our tour guide told us that 90% of all Corvettes are pre-ordered and each car is custom-made.



Both convertibles and coupes of all colors are built at the same time on the production line. BTW, did you know that current Corvettes have their transmissions attached to their differentials for optimum weight distribution? (I didn't.) If you have never been through a car factory, I would highly recommend taking a tour of the Corvette plant in BG.

Friday afternoon, there was a "funkhana" in the parking lot of the BG Convention Center.



The weather had turned a bit funky and didn't look promising. Fortunately, it never did rain, but it was a bit chilly. I helped run the event until my car stopped while attempting to show some entrants the course route. After coasting to a stop outside the course, I found that an ignition wire had come loose from its assigned spade on the switch.



The repair involved crawling under the dash and performing unnatural acts. Who was the clown who thought that it would be a good idea to hold the switch in place with a tiny metal screw? If that person is still alive, I would like to have a word with him/her. After putting all of Humpty Dumpty's pieces together, I still had no spark. Charma corralled John Hartley and Ron Fowler to help me figure out my lack of spark. John traced it to a dead coil - which was due to a crude anti-theft device installed by the previous owner. (Apparently, I had flipped the toggle switch while performing one of my unnatural acts under the dash.)

Friday evening, we went to the Spitfire Grill via airport vans for some adult beverages and a very nice buffet dinner. The good folks at the Spitfire had closed their place to the locals, so we had the entire place to ourselves. The good folks at The Roadster Factory picked up the tab for dinner. Thank you Charles Runyan and John Swauger!

On Saturday, we awoke to fog but with the promise of sunshine. Once again, the Washburns, the Merciers and Huddys met for breakfast. Sarah Ritchey had recommended a local restaurant and we took her advice. Everyone left there with full tummies. (I don't think that any of us ate again until dinner.) The Trials car show was held

on the grass in front of the Corvette Museum under beautiful blue skies. Once the cars were parked, we went into the Museum and were treated to a couple hundred Corvettes of every year and color. After the car show, we went on a "fun" rally through some beautiful Kentucky countryside. Part of the route had us cross a river on the "world's shortest ferry" and drive through the Mammoth Cave National Park area. (We even had to park and go into the visitor's center to obtain one of the rally answers.)

Saturday evening, was the cocktail (half) hour followed by the awards banquet. The host club had collected numerous and very nice door prizes. Every registrant won, at least, one door prize. Many folks won two or three. Next, the rally awards were presented by 6-Pack President, Matt Mullins. The Washburn's scored third, Charma and I won second and Darrell and Bev Floyd took first. Concours' cars were truly unbelievable. Competition gets stiffer every year. Jim and Margo won a third place in "Participant's Choice". (In my opinion, some "Participant's Choice" cars belong in Concours'.) Best of Show went to a stunning black TR250 that was trailered to the show and was pushed into the banquet hall. (I don't ever want to own a "Trailer Queen" that is too nice to drive.) At the end of the evening, it was announced that next year's Trials will be in scenic Door County, Wisconsin.

On Sunday morning, the Merciers, Charma and I met for breakfast in the hotel restaurant. Then, we hit the road together. Charma and I split off at Louisville to see some old friends. Unbeknownst to us, the Washburns had a problem with their car and they had attempted to reach us for some assistance. Fortunately, they have AAA and those folks were able to get their car started. (We will have to hear "the rest of the story" from Jim and Margo at the next BT gathering.)

Trials is always a small event, but one that shouldn't be missed. All you TR250/TR6 folks should seriously consider traveling to Wisconsin next September. I understand that Door County is a resort area that has something of interest for everybody.

(Thanks to Murry Mercier for all Trials photos.)

I hope to see many of you at our next BT Business/Social Meeting on Monday, October 6th

John

The Continuing Adventures Of...



Late TR Guy Extra - Summer Party/VTR National 2003 – Mud, Mud, Mud!

At the Holiday inn Express, St. Clairsville, OH, Sunday night, 10 August. I have some time to type while we get ready for dinner, or the pool (you know how Bridgett is) so I thought I'd document the week. Lesson One: I guess I should take the Weather Channel along with us wherever we go – if I did I would have went to a hotel room for TRF! Man, did it rain. Man, did it mud. Man, did it seem like this was a disjointed meet from my perspective (but that could be due to our mud-induced isolation. More on all this later.

This might be the last Summer Party for a while, or forever. TRF typically loses money on these, and they take a boatload of work, so although the word is they've suspended this for a year, my guess is that we won't see another one – we'll really see on that in a few years. Most folks have not been to a Summer Party, so I'll try to set the scene:

Background:

TRF is really for the enthusiast that likes fellowship. Hundreds of similar freaks congregate in the same place, most staying in hotels, but a large percentage camping. All walks of life, races, creeds, heights, shoe sizes, you name it - all there to celebrate cars which stopped production almost a quarter century ago – interesting when you think about it that way. TRF is on a hill in the northern reaches of the Allegheny Mountains, near where Chestnut Ridge and Laurel Hill flatten out to be high plateaus. You can clearly see the Comemaugh Gap, the deepest canyon in the eastern US, from TRF. The air is a few degrees cooler there due to the altitude, with some changes in Flora and fauna due to the height. This part of Pennsylvania is coal country. The coal history of the area is very evident – just take a ride on the bike path from Dilltown (just down the road) and you will see the history. I don't think much is mined anymore, probably as much due to the hassle of mining it as much as it's been depeleted. The roads are absolutely fantastic for driving. Allegheny ridges are fairly

broad and flat compared to other parts of the Appalachians, leading to spectacular views – seeing forever seems to come to mind. Folks there are friendly and simple. The openness is refreshing from dealing with folks from the “coasts” all the time. The economy seems to be more depressed there - this is part of the rust belt still seems rusty looking from the outside. TRF brings needed capital into the area, and the Summer Party is a big deal, filling the hotels and restaurants for a weekend. Charles and the crew always pour their hearts out trying to make it a good time for all. There are a lot of events, spaced evenly from TRF to Indiana, PA (the county seat of the county Armagh is in) about 20 miles away over twisty-turny roads.



Wet Row Of Wedges – Read On! (from Gary Knutson - <http://members.aol.com/phaedrus840/PennPics2.html>)

My involvement with Summer Party goes back to the original one in 1986 as part of the VTR Convention in Greensburg (thus it's fitting that maybe the last Summer Party is also a VTR convention – brings closure). At the original event I had a ball, and I was the last car out of TRF heading towards Greensburg that night with Keith Edward's family stuffed into the TR3 with me. My job that day was to stand next to the Harrah's TR2 that Tom Householder just bought and answer questions. Since then we've (now I bring Alice Bridgett and Duncan) been to most Summer Parties, missing several in the early '90s. Needless to say I consider it a highlight of the summer.

Highlight since I get to talk to a multitude of folks. It's the people that make this, yeah, the cars are important, but the people are what matters – the zeal, love, agape, even eros, okay, so maybe not eros, but some people have strange relationships with their cars!

I actually drove the route the week before. Construction at Circleville, Wheeling and near the Mongehela River, but nothing that would cause a drastic re-route. TRF looked like a anthill hit with a boot – folks were running all over the place doing stuff. Cleaning, sweeping, running around with papers in hand, taking phone calls – it was hectic, but the staff seemed very upbeat – looking forward to it, and so am I.

I'm writing this from the perspective of a Miami Valley Triumphs (MVT) and Buckeye Triumphs (BT) member, so if I use those acronyms, you know what they're for. Our plan was to get there early Wednesday to secure our campsite. TRF knew we were coming, but we wanted to make sure we weren't camping on the sides of the hill – a good decision as events bore out. This goes in chronological order, and I purposely did not put in any pictures of car shows or car events. Other publications will show these – the pictures I'm including are unique to this article, for sure....

Tuesday

Bridgett and myself started on the way mid-afternoon, top down, side exhaust blaring, old-timey music on the cassette player, and the small camper trailing behind (mom was bringing the Blazer and large camper later – the base rents out 9'and 11' ft Coleman campers, we'll sleep in the Coleman, the kids can play in the small one). That didn't last for long since before Circleville we ran into a nasty downpour. Up came the top, down came the rain. Sun came out as we neared Lancaster, just in time for a phone call.

"Hello sir, this is your alarm company. We just sent fire equipment to your house, your fire alarm just went off." That got my attention. Love cell phones – called our neighbor who confirmed that the alarm was going off, but there was no fire or smoke. Alice was coming home before heading off to join us, so she played with the fire alarm and the fire department until they shut it off (\$135 charge for a new smoke detector, by the way).

That was a lovely hour diversion (had a wonderful "Scottish" dinner waiting for phone calls), but soon we pushed off for our destination that night – Cambridge, OH. Motel with indoor swimming pool. Bridgett got wet. Alice & Duncan joined us later...

Wednesday

...no water. I woke up at 5 AM to get everyone up and to breakfast by 7 AM, and there was just a trickle from the spigot. Water main break, Sponge bath for me. Started water running through the coffee maker so Alice could have a warm bath (nice guy). Nice guy thing wore off as

the water came back on before I could boast of my improvisation.



Foggy Thursday Morning – Portend For That To Come?

Wednesday morning was uneventful. Breakfast with kids flinging food in all directions. No construction back-ups on I-70 or US 22. TR8 pulling the trailer like it's not even there. No overheating (have I finally fixed that?). Oh the TR8 didn't want to start – inertial cut-off switch problem, cycling the switch fixed it. Made it to TRF about noon on Wednesday – lotsa campers already, few toilets. This is going to be a smelly time?? Of course, it beats a ditch with two logs dug in the wilderness – ask me about that sometime...

Time to set up camp. Ron Fowler and Matt Merz already at the site in our usual place. Ah, the rowdy Baltimore MG folks are on the other side of TRF, displaced by vendors. Great, more sleep. With the rented camper set up was great, but we still brought too much stuff, but that's par for the course.



Matt's

Tent - Pigtail No Less, But Will It Stop The Rain?

Once we got our stuff up we helped the others, or we watched them struggle and laugh. Matt's tent had a toupee with a pony-tail tied in the back. Stylish.

Once set up, we got ready for dinner – the annual TR8CCA meeting at the Grapevine Restaurant. The place was packed with Wedgies, 42 wedgies were parked out in front. We filled the place, food was good, but service was miserable. Took us over 2.5 hours to get dinner. A nice European dinner, but this isn't Europe, us North Americans (including the Canadians who were there) want instant gratification!

Back at the campsite we started the daily tradition of night time drinking. I think this is the only time all year I drink considerable amounts of adult beverages (slight vice), so I have to work at it. Matt has plenty of beer. So we started to stack the cans...

Headed off for a late night shower to take advantage of no lines and hot water. Walking through the campsite it looks like the amount of campers is up slightly, this year, we'll see.

Thursday

Morning is foggy, snoring all around – but, the vendors are coming alive, and I bought my weekend coffee mug (this is how we stock the to-go cups at the Clough household.) from the Boy Scouts. They are also selling PA's version of Moon Pies. No RC though, so I didn't buy one.



Buckeye Triumphs Camp Site During A Dry Spell – I Suppose IT Was Miami Valley's Also!

I guess the word for Thursday was MUD, MUD, MUD! It rained about mid-afternoon that turned this place into a semi-quagmire. Triumphs are not noted for their capabilities off road. TRF was busy with the Farmall pulling folks out of the MUD, MUD, MUD. Not that the day was a total wash-out. It started foggy, but soon the sun burnt off the fog and it actually started to feel warm. Sweaty. Pumping all that juice back into the atmosphere. Parts vending opened early, and I bought a few parts for the TR2, then TRF opened it's parts room, and I bought a few more. I don't really need anything, but I wanted a few things to make the TR2 more correct, like getting a correct thermostat housing and new heater valve, Importance stuff. Maybe more toys for Bridgett, maybe some more fire

extinguishers, maybe something silly, maybe I'll find something interesting....

The rest of the Buckeye Triumphs campers arrived in the afternoon. Up went the BT Tent & banner. Up went a few more tents whose owners were praying to make sure they wouldn't leak.

Some afternoon rain north of TRF cancelled a few events, but the evening dinner was on – the usual fare: corn beans, ribs, chicken, and Pennsylvania equivalents of Moon-Pies – still no RC. The line was long, but moved fast. I want to shake the hand of the guy who figured out that one could put the BBQ pits such that the smoke would blow under, and collect in, a tent we had to walk through to the food. Worse than college bars – I felt like suing for secondary smoke, or grabbing a respirator. Food was good – some got undercooked food, but mine was fine. Didn't eat my "Moon Pie" Afterwards they were showing the original version of "The Italian Job", but we all retreated to the camp site for more talk – then it started raining again.

The bad boys TR8s were in abundance - Supercharged, EFI, Holleys, Webers – you name it, they were rolling here. The sidepipes are a hit – a few more folks are lookig to do the same thing. Hopefully they will know how to do it better! I saw a few set-ups I liked, qand took pictures. I made sure that I took info from the owners so I can find them later.

All the cars started the slippery road down to quagmire. It was Farmall time. I'm not sure what the folks were thinking – I know we saw it coming!



The Start Of The Quagmire

We watched the mud follies for a little while, then opened up the bottle of Maker's Mark that the Thomas's brought with them. A big bottle. Goes with the mandolin and Bluegrass I'm practicing (or strangling, as some would say). We continued the nightly tradition of using legal drugs with bourbon rather than beer.

Late night to the showers confirmed that camping was up – there are campers everywhere. Glad we got here early and staked the spot out. Many folks are camping on the

sides of the hill, which will make it interesting seeing if they can make there way up (remember the MUD). Number of latrines is down, but they are cleaning them every day. The showers are better – instant hot water and no copper pipes overhead to sweat and drip cold water on you –a definite improvement!

in the rain – I think the steak tasted better due to it!) About 9 PM or so it stopped, and we brought the Makers Mark out to celebrate. It started again at 11 PM. We brought out the Makers Mark to celebrate. It stopped again at 12:30 AM. We brought out the Makers Mark. It was that kind of night. Good thing it was the large bottle.

If it seems like the author is promoting alcoholism, it is not the case, far from it. The alcohol was used for medicinal purposes only – to temporarily let the campers escape a rain-induced depression. This magazine/newsletter and/or club do not condone the abuse of good alcohol!



Line forming For TRF Food In The Tent – It Stretched Well Around Out Of The Picture



Bungee Cord Crew Tying Up Another Victim

I feel sorry for the vendors. There are a goodly number of them, but Friday was a blown day for them. All the folks in Indiana (PA) were staying there, and us campers had already seen their wares. Nobody to sell to, nowhere to go, and the rain is coming down. Oh well, at least I bought an adjuster for the TR8 alternator. I'm hoping today is better, but Mr. Weatherman doesn't give us much a chance. Well, at least it will wash off the mud of trying to get out of here!

Friday



Friday Morning – Starting To See A Pattern?

Friday was a wash-out. Blech! Rain shortened the funkhanan, shortened the hill climb, and cancelled the night out at the drag strip, and made the TRF mud problem a real disaster. Heck if we knew, we were back at the mud hole watching the water rise. We probably had an inch of rain, but ten inches of mud. The TRF tractor crew was real busy all day. (I'll try to take pictures, but it probably won't do it justice) Needless to say I'm plotting my plan to get the TR8 out of the quagmire to the road for the Mountain Road Tour. There are several escape routes that I will scope out closer as it comes closer to H-hour. All meals were at the campsite since we are to chicken to try to leave. Rather than heading in town (Ebdensburg) for steak, we pan cooked them. It was a wonderful dinner, followed by more rain (okay, so actually we were cooking

Saturday



Saturday Morning – Batting 1000

Same-old, same old, but the events got off this day. After the usual morning fog folks left for the autocross, most of them got out without use of the tractor. A few more vendors came in with the help of a tractor. I don't know

why – nobody came up to TRF – the word had gotten out that you don't pull on Superman's cape, spit into the wind, pull the mask off the old Lone Ranger, or drive into TRF. I managed to get the TR8 out onto Killen Road without incident (literally drove through the fields back behind TRF), and I also got the Blazer started after an electrical open threatened to strand it there (whew!).

The afternoon was the Mountain Run – I needed a moving event to get the TR8 into the VTR car show, and this was one that was local to the TRF and didn't risk breaking the car. I needed a navigator, but Alice was busy, and Bridgett & Duncan can't read, so I enlisted the help of the navigator to be named later (NTBNL) to help out. We were in line at 1 PM, but nobody seemed to know what was up.

However, we were handed a participation sticker, we had the directions, and we had a map, so we took off ahead of the crowd. Blew out of there, tires spinning and sidepipes blaring. Typical stupid male show. It was a good thing we did since the sky opened up. Even with the weather the roads were fantastic, Twisty & turny. I was taking it 10-15 above the speed limit or suggested speed, slogging the turns and enjoying the freedom from mud bondage – or at least until NTBNL threw up. Oh well, that trail mix wasn't that good anyway. If you see a pile of mashed nuts on Peoples Rd., that's been preprocessed – leave it to the beasties. The drive back north on the tour was much better – NTBNL felt better, and the sun came out. He is now known as "Spewman", contrasting to "Spewboy", our son.

After the tour I took the car down to the car wash and blasted a few inches of mud off the car, then headed towards the car show. Ah, the car show, 70 TR8's & a bunch of TR7's. Oh, not to mention all the other cars, the hundreds of other cars. I pulled the 8 in and opened the hood. Although what's there is a bit radical for Dayton OH, around here it's ho-hum! Oh well, at least its unique! The rest of the family joined me after I got the car cleaned up for...

...the dinner from Hades! The last time we ate at this place (a pub to be named later) we had a wonderful meal. Not so this time. Lost orders, undercooked food, late, late, late – the entire dinner party ran away – in fact NTBNL told the server to keep the change even though the tip was way too much for the lousy service – just had to escape! Should have gone to Subway.

I decided to actually vote in the car show, something I should do more often. Darrell Floyd wanted me to judge, but after I gagged and growled, I agreed to stick around as wedge consultant. I wasn't needed – as soon as the wedges were judged I walked around the other cars, soliciting bribes for votes (didn't get a cent!). After stuffing my ballots in the box I headed back to the campsite – through driving rain, of course.

The Maker's Mark was out by the time I got back. People were already partying – nothing else to do while it's raining (Rained from 9:30 PM until 12:30 AM Sunday). I joined

them. We discovered that if you get a citronella candle wax hot enough to burn without a wick that the entire candle becomes a torch, and if you sit it out in the rain it becomes a fireworks display.. Burns for a long time. Makes lots of noise. Scares other campers. Quite a display !

Oh, If you get drunk on cheap rum, please don't come by our campsite. A deadhead came by looking for some other camper, drunk out of his head with cheap spiced rum. His girlfriend was stone-cold sober and making the best of it. Good thing he was camping. Probably left a pile Spewman would be envious of!

Sunday

Sunday morning dawned misty & dreary. About par for the course. I had some hopes of making the brunch, but that was dashed against the rocks of reality as I surveyed the muck, fog, and mess. Tow campers to pack up and get out of this mire. We kicked Vanorders out of our little camper, and busily packed our bags, but we weren't ready for the tractor to pull out the big camping trailer until 10:30 AM, so we decided not to head into Indiana, but headed to Dean's Diner instead. For all the years I've been driving to TYRF this is the first time we've ever stopped there. Nice place – family type diner with good food and happy staff. I've got to remember this. The drive from TRF to here (St Clairsville) was a non-event. Bluegrass CDs and Bridgett napping. Now, you must excuse me, it's dinner time.

Post Mortem

The Blazer never got stuck the weekend, especially with me driving it like a madman – first rule of driving in mud – don't stop. Second rule – don't turn. Third rule – don't stop.



Sunday - What A Mess!

I'd like to apologize to all the folks I didn't talk to. Unlike prior years the kids kept me busy, not as busy as mom, but busy enough that I didn't get around. Much. One of the prices to pay, but paid happily.

Oh, the TR8 sounds neat, and one can still hear the strains of old-timey music above the din. Everyone wants some of

them side pipes – I could make a killing selling them, but then again, the deaf associations would be after me. They did not drive me crazy while driving – in fact, it was kinda pleasant. I think I'll leave them on for a while.

The record will show that you, and I mean the collective you, missed a great, errrr, memorable time at the old Polo Fields in Armagh, PA. As far as I could tell, there was not another MVT member except for the Seto brothers, and ones who are also Buckeye Triumphs members. I did see ex-MVT'er John Reed, who now lives in Ann Arbor, did not know if he brought the TR3, but he sure looked happy! I suppose I could get on my high horse and rant & rave about folks who join a club yet don't want to do anything, or travel, as the case may be, but I probably am wasting energy.

What to do next year? I'm assuming TRF Summer Party is off. An initial poll of the campsite showed folks wanted to camp. Initial location was near the Mohican River (Greer, OH), but my suggestion that we camp out in WV and invite folks from where-ever has gained momentum. Will we actually put something together? Stay tuned and find out!

Editor's Note – Thanks Bruce C. for this entertaining look at TRF 2003

2003 BT Holiday Party (in 2004)

MARK YOUR CALENDARS!

BUCKEYE TRIUMPHS HOLIDAY PARTY

FIFTH ANNIVERSARY

SATURDAY, JANUARY 17, 2004

We have made arrangements and are going to have our Fifth Annual Holiday Party at Buckeye Hall of Fame Café, 1421 Olentangy River Rd., Columbus, Ohio.

Start planning, this will be Buckeye Triumphs fifth year in existence. Set the Saturday evening aside and come and celebrate the Holidays and the New Year with your TRIUMPH friends. Further details will be listed in future Newsletters.

Officers and the Fine Print

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

Club address: Buckeye Triumphs, 9023 Concord Rd, Johnstown, Ohio 43031

Annual Dues: \$20.00

General email: buckeyetriumphs@BuckeyeTriumphs.org

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

Our current crop of Buckeye Triumphs Officers include:

President: John Huddy
(614) 846-2321
jhuddy@columbus.rr.com

Vice President:

Officers and the Fine Print	
Treasurer: Jim VanOrder (740) 967-2110 vanordergj@core.com	Events:
Newsletter Editor: Bruce Miles (740) 587-4179 bruce.miles@buckeyetriumphs.org	Secretary: Margo Washburn 614-882-5219 jimbo165@earthlink.net
Technical Consultants: TR2's & 3's: John Hartley 740-753-1066 email: jhartley@frognet.net or John Huddy 614-846-2321 email: jhuddy@columbus.rr.com TR-4's: John Thomas 614-855-4175 or Bruce Clough 937-376-9946 clough@erinet.com TR250, TR-6: Robert Mains 614-890-7767 bob.mains@ode.state.oh.us or Jim VanOrder 740-967-2110 vanordergj@core.com Spitfires and GT6: Doug Braden 614-878-6373 braden.13@osu.edu , TR-7 & 8's: Ron Fowler 614-833-6885 tr8@msn.com Affiliations: 6-Pack Chapter -- Center of Triumph Register of America -- VTR Zone Member	

Reports from the Field

Editor's Note – Received this from Club Member Bill Blake:

Hi Bruce, Kathy and I went to the First Annual Islander Hotel car show held in Put In Bay, South Bass Island on last Saturday, September 20th. Participants must apply to be in the cruise and show; there were 35 cars and they were well above average. The best, in my opinion of course, was a Triumph: 1959 TR3. There was a wedding at the hotel so the "cruise" began with the bride and groom sitting on a large white Cadillac convertible followed by the wedding party on an antique fire truck followed by the honored guests in various cars, then came the car cruise participants lapping the city park several times on the bay. The cruise cars then parked in front of the Perry Peace Monument for icy cold adult beverages and an all around fun time.





Also:
10/5/2003 - Sunbury on the Square Cruise In
9am to 1pm registration
I am going weather permitting

Bill Blake

Editor's Note: I also received the following items from Bill Moine:

Bruce, I was reading August news letter (a little late I know) and I saw that you mentioned the Warren show put on by NCTA and I took a couple pics while I was there which are attached. It was mostly spitfires(20+) with 15-20 TR6s, a few MGBs and older various others.

also is a attached is a pic of the cars that took a six pack drive on today from Brecksville to Smithville. I did not go for the drive because I was too tired from my late night rain delayed trip back from Chicago, but I did meet them in the parking lot of the Barn Restaurant. (The barn is 5 min from my house.. and i figured i would chance it without a top) The day actually ended up being very nice.

2003 British Car Events

Date	Event	Contact
Oct 18 th	Visit to Charm and Amish Country	Bruce Miles bmiles@intinfo.com or 740-587-4179

Buckeye TRIUMPHS REGALIA

T-Shirts- Lt Grey Cotton \$14.00

BTC Logo - front

Large Wreath Logo – back

Sweatshirts- Lt Grey Cotton \$20.00

BTC Logo - front

Large Wreath Logo – back

Golf Shirts with embroidered logos – 100% Cotton \$35.00

Patch Embroidered Logo \$12.00

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

Halkias Video on Valve Adjustment for 6-cyl TR's - \$10.00

Send or bring your articles to Bob Mains. Turn-around is usually about 2-4 weeks. (Names or lettering can be added for additional costs).

Comedy Clips

Nelson sends some interesting notes – they seem appropriate with our upcoming trip to Amish Country:

An Amish lady is trotting down the road in her horse and buggy when she is pulled over by a cop.

"Ma'am, I'm not going to ticket you, but I do have to issue you a warning. You have a broken reflector on your buggy."

"Oh, I'll let my husband, Jacob, know as soon as I get home."

"That's fine. Another thing, ma'am. I don't like the way that one rein loops across the horse's back and around one of his testicles. I consider that animal abuse. That's cruelty to animals. Have your husband take care of that right away!"

Later that day, the lady is home telling her husband about her encounter with the cop.

"Well, dear, what exactly did he say?"

"He said the reflector is broken."

"I can fix that in two minutes. What else?"

"I'm not sure, Jacob...something about the emergency brake..."

Interesting paint jobs from by business partner James:



Here is another note from Nelson:

I understand the following questions and answers were collected from the Florida Exam that students are required to pass to receive a high school diploma. Maybe these answers shouldn't be surprising; many Florida school teachers had difficulty selecting the candidate dictated by their union in the last presidential election.

Q: Name the four seasons.

A: Salt, pepper, mustard and vinegar.

Q: Explain one of the processes by which water can be made safe to drink.

A: Flirtation makes water safe to drink because it removes large pollutants like grit, sand, dead sheep and canoeists.

Q: How is dew formed?

A: The sun shines down on the leaves and makes them perspire.

Q: What is a planet?

A: A body of earth surrounded by sky.

Q: What causes the tides in the oceans?

A: The tides are a fight between the Earth and the Moon. All water tends to flow towards the moon, because there is no water on the moon, and nature abhors a vacuum. I forget where the sun joins in this fight.

Q: In a democratic society, how important are elections?

A: Very important. Sex can only happen when a male gets an election.

Q: What are steroids?

A: Things for keeping carpets still on the stairs.

Q: What happens to your body as you age?

A: When you get old, so do your bowels and you get inter-continental.

Q: What happens to a boy when he reaches puberty?

A: He says good-bye to his boyhood and looks forward to his adultery.

Q: Name a major disease associated with cigarettes.

A: Premature death.

Q: How can you delay milk turning sour?

A: Keep it in the cow.

Q: How are the main parts of the body categorized? (E.g., abdomen.)

A: The body is consisted into three parts - the brainium, the borax and the abdominal cavity. The brainium contains the brain, the borax contains the heart and lungs, and the abdominal cavity contains the five bowels, A,E,I,O and U.

Q: What is the Fibula?

A: A small lie.

Q: What does "varicose" mean?

A: Nearby.

Q: What is the most common form of birth control?

A: Most people prevent contraception by wearing a condominium.

Q: Give the meaning of the term "Caesarean Section."

A: The caesarean section is a district in Rome.

Q: What is a seizure?

A: A Roman emperor.

Q: What is a terminal illness?

A: When you are sick at the airport.

From Mark Uhlig: My wife's been acting kind of funny lately. Should I be worried?



From my friend Shelly Snyder, under the topic "Failed Parenting":



Club member Steve Hughes thought we might find this interesting:

Accodrning to a rscheearch at Cmabrigde Uinervtisy, it deosn't mttae in waht oredr the ltteers in a wrod are, the olny iprmoentn tihng is taht the frist and lsat ltteer be at the rghit pclae. The rset can be a total mses and you can sitll raed it wouthit porbelm. Tihs is bcuseae the huamn mind deos not raed ervey lteter by istlef, but the wrod as a wlohe.

Mark Uhlig found these signs in Canada:





401 K Plan?

If you had bought \$1,000.00 of Nortel stock one year ago, it would now be worth \$49.00. With Enron, you would have \$16.50 of the original \$1,000.00. With WorldCom, you would have less than \$5.00 left.

If you had bought \$1,000.00 worth of Budweiser (the beer, not the stock) one year ago, drunk all the beer, then sold the cans, you would have \$214.00.

Based on the above, my current investment advice is to drink heavily and recycle. This is a new retirement program; it's called the 401KEG.

"Tip the world over on its side and everything loose will land in Los Angeles." - Frank Lloyd Wright

Classifieds

These classifieds are free to BTC members, given, of course, that they relate to Triumphs, and are for private (not business) use. No, you cannot sell that old couch here! We'll run classified ads for two months, beyond that you'll have to ask for an extension.

For Sale

I have an average set of wheel trim rings for a TR6, asking \$50.00
Contact Bill Blake - 330.760.0825

For sale:

1. Six 16 ounce spray paint cans of TR6 white Dupont paint. This is the equivalent of a quart of paint. Price \$75.
2. For sale: Luggage rack in good condition. \$50.
3. For sale: Interior New Tan carpet set. Like new condition. \$50.
4. For trade only. Tonneau cover for complete cockpit in New Tan in really good shape. Trade for early TR6 Tonneau (no seat humps) in black.
5. Wanted. Black boot cover in good shape.

Steve Hughes

H: 614-848-9741

W: 614-213-7430

Information on old dashes:

I'm interested in placing an ad in your newsletter. I'm trying to track down sources for used and unwanted wooden dashboards for reveenering and refinishing. Any info would be appreciated.

Thanks, Roger Foster e-mail RWFDSF@aol

For Sale: 1975 TR7 Coupe with glass sun roof, excellent body and 50,000 miles. Car has been stored for several years. Needs brakes and clutch overhauled. Best offer over \$2,500.00. If interested, contact Ken Ball at 457-4860.

PARTS...PARTS...PARTS - Triumph and LBC parts available... New, Used & NOS... The Roadster Factory, Moss & Victoria British items at discount prices.

Many common parts in stock.

Doug's Parts 614-878-6373 Braden.13@OSU.edu

<http://www.triumphparts.com>

Reading this newsletter and not a member? Please join our club! Here is a handy form:



Buckeye TRIUMPHS

9023 Concord Road
Johnstown, OH 43031



MEMBERSHIP DATA REQUEST *Membership includes spouse.*

Last Name		I am currently a member of: <input type="checkbox"/> Vintage Triumph Register (VTR) <input type="checkbox"/> 6PACK <input type="checkbox"/> Triumph Register of America (TRA) <input type="checkbox"/> TR8 Car Club of America (TR8CCA) <input type="checkbox"/> Triumph Digest <input type="checkbox"/> Central Ohio Chapter TRA (COCTRA) <input type="checkbox"/> North Coast Triumphs <input type="checkbox"/> Miami Valley Triumphs <input type="checkbox"/> Other _____ <input type="checkbox"/> Other _____ Other _____
First Name(s)		
Address		
City		
State/Province		
Zip/Post Code		
e-mail		
Phone, Home	()	
Phone, Work	()	
Fax	()	

Triumphs Owned	Model/Year/VIN/etc.
Vehicle 1	
Vehicle 2	
Vehicle 3	
Vehicle 4	
Vehicle 5	

Dues are \$20/Year (Includes Spouse)

Date	
Dues Paid	
Signature	



Buckeye Triumphs
9023 Concord Rd.
Johnstown, Ohio 43031

