



# Buckeye Triumphs Newsletter

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 6-Pack Chapter  
 Center of Triumph Register of America  
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**Winner of the VTR Newsletter Award – 2003!  
 ..... and now 2005!**

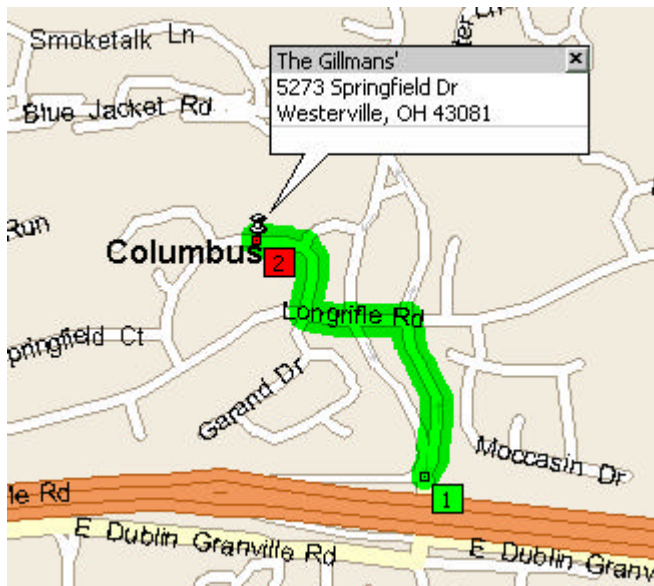
## October BT Meeting at the Gillman's - Monday, October 2<sup>nd</sup>

The BT meeting for October 2nd is a chicken fry and garage tour at the Gillman's, where Greg's uncle's Southern Indiana-style fried chicken will be provided for all. PLEASE plan to bring your own beverages, adult or soft, and if you'd like to bring a side dish or dessert, that would be great, too!

It would help us to plan to have enough for everyone if you can RSVP: 614-891-3733.

Festivities will begin at 6:30PM.

5273 Springfield Drive, Westerville, OH 43081



Hope to see you there!  
 Greg and Ann Gillman

## BT Fall Tour - Ohio Caverns, Mac-O-Chee Castles, and Boggy Inn Saturday, Oct 14th

Buck and Mary Henry will host the October driving event. We will leave Der Dutchman Restaurant (located on route 42 south of Plain City) at 10:00 a.m. Plan on meeting early to have breakfast before we leave to have breakfast. The tour will take us up to the Ohio Caverns and the Mac-O-Chee Castles, which are just down the road from each other. From there we head up to Bellefontaine to the first street in the U.S. paved with concrete and then on to the highest point in Ohio on Campbell Hill. Then it's cross-country until we get to the Scioto River and we follow it back to the Boggy Inn in Shawnee Hills. Depending on whether or not you take the tours at the caverns or the castles, it could take anywhere from 3 hours to the better part of the day. Hopefully, in two weeks, the leaves should be in full fall color and make the scenery beautiful.

This is an away game for the Buckeyes, we hope to see you at the drive.

Buck and Mary Henry (614-733-0563) home

## Editor's Corner

Happy October!

I had hoped to get this out before I left for TRials, but last minute preparations and packing kept me away from the computer last Wednesday.

A good time was had by one and all - I will assemble all of the photos from everyone and we will have a full report in next month's newsletter.


Ryan was able to join us for Thursday and Friday - and I think he is a bit re-energized to get the 250 on the road.

I'm looking forward to the BT Meeting tonight at Greg and Ann's place - should be tasty.

I know we all are wishing Sam Halkias good luck as he heads off to Topeka for the Runoffs. Sam's event is on Sunday, the 15<sup>th</sup>. I really want to go to this, but I'm not sure if I can justify that many hours in a car (but then again, when has that ever stopped me?)

Thanks to this month's contributions. Bruce Clough is taking the month off, but we have good articles from others.

See you tonight at Gregg and Ann's!

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

## President's Corner

Well, it looks like that time of year again when we are heading down the stretch toward the final turn and getting ready to put the LBC in the garage for the long cold winter. But before we do, there is some driving yet to be done. More on that later.

I have to apologize for being somewhat of an absentee President during the month of September. It seems that business and a few other obligations got in the way of my taking part in some of the activities that were scheduled. Somehow I missed the notice on the Ash Cave drive. I saw it on the calendar and was waiting on a last minute confirmation but didn't see anything announced. Sorry if I missed it. A friend of mine and I did ride our motorcycles up to Mid-Ohio to check out the NASA races on the 17<sup>th</sup>. The crowd was light but the racing wasn't bad. We caught the last few laps of a Cobra Replicar race and stayed for two full races and the start of a third, then we headed to a sports bar to watch the Browns vs. Bengal's game.

This past Monday I headed to LA for business and missed the British Cruise In at Quaker Steak and Lube. I hope there was a good turnout. Then this past week end, the same trip kept Mary and I from attending the 6 Pack Trials. While on the flight back, I was reading the latest edition or the 6-Pack Magazine and it dawned on me how ironic it was that while I was reading the 6-Pack's magazine, my fellow members were driving their cars at the TRials. Well, I can always look forward to next year. I'm just going to have to do a better job of scheduling my business trips.

By looking at the Buckeye Triumphs Calendar, I see that we have one more tour scheduled for Saturday, October 14<sup>th</sup>. Mary and I are sponsoring it.

I plan to start the tour at the Der Dutchman Restaurant located in Plain City at about 10:00 a.m. Plan on meeting there around 8:00 a.m. or so to have breakfast. The tour will take us up to the Ohio Caverns and the Mac-O-Chee Castles, which are just down the road from each other. From there we head up to Bellefontaine to the first street in the U.S. paved with concrete and then on to the highest point in Ohio on Campbell Hill. Then it's cross-country until we get to the Scioto River and we follow it back to the Boggy Inn in Shawnee Hills. Depending on whether or not you take the tours at the caverns or the castles, it could take anywhere from 3 hours to the better part of the day. I think it will be fun and in two weeks, the leave should be in full fall color and make the scenery beautiful. This is an away game for the Buckeyes so I hope to see you at the drive.

That's all I have for now. See you at the Gillman's for their home-style cookout.

Cheers, Buck

## **BT Minutes**

Minutes of September 11, 2006 Buckeye Triumphs Business Meeting

Attendance: Mike and Mary Henry, Bev and Gary Nettler, Joe Lynch and Anne Hunter, Ann and Greg Gillman, Kathy Scott and Bill Blake, Rod and Pat Yost with Lisa Decker, John and Charma Huddy, Margo and Jim Washburn, Kevin Eschofen, Sam and Carol Halkias, Bruce and Ryan Miles,

Bob Mains, Roy and Linda Gay, Howard, Taylor and Pam Jefferson

The September 11, 2006 meeting of Buckeye Triumphs was called to order by Mike (Buck) Henry at 7:10 pm at Bruno's, Dublin-Granville Rd., Columbus. Huddy's hosted the meeting.

Bill Blake announced a drive to the Hocking Hills this Saturday, September 16th, pending decent weather. Details to follow. If the drive takes place, the suggested meeting place is the Bob Evans in Canal Winchester.

The National Auto Sport Association Championship races will be held at Mid-Ohio this weekend, September 15th thru 17th. There will be 47 classes of cars per Sam Halkias.

The next meeting of Buckeye Triumphs will be October 2nd at the home of Ann and Greg Gillman. We will enjoy Greg's special fried chicken and a garage tour. Time is 6:30. Members may bring side dishes or desserts as well as their own beverages.

6-Pack Trials are coming up at the end of the month, September 28th thru October 1st. Those planning to attend will meet and caravan up to Cuyahoga Falls on Thursday morning.

Regarding the newsletter, Bruce thanked everyone for their contributions this month. He said he had to fight to keep it under 22 pages.

Joe reported on the Dayton Car Show. There were about 350 cars there. He had the opportunity there to take a brief flight in a replica of the Wright Flyer. Four were built, and there is only one flying replica. He enjoyed the flight!

Mike asked for any suggestions for our own show as compared to the Dayton show. Bruce mentioned a possible new site for our May show – the lot of the MI Homes building. It is close to Easton, and a shuttle could be used.

Rob and Pat Yost introduced their guest, Lisa Decker. Lisa is an exchange student from Austria, and will be staying with them during this school year.

Name badges, ordered from Jim VanOrder, were distributed to those present who had ordered them. The Jefferson family would like to order badges.

Regalia - Bob Mains has shirts, hats, etc. with him tonight. He noted that Howard Jefferson has done an excellent job designing the vinyl BT logos with a few variations. Howard said he will print more if folks will let him know what they want. Bob suggested printing the larger BT logo for everyone (plain "meatball" with no extra wording).

Members present agreed with this and decided that 100 large and 20 small should be printed at the club's expense.

Before closing the meeting, Buck asked us to observe a moment of silence in remembrance of September 11th, 2001.

The 50/50 raffle drawing was held – Jim Washburn won \$24.

Respectfully submitted, Charma Huddy, Secretary

## Events: Annual Fall Hocking Hills Drive and Sonic Car Hop Lunch

Bill Blake

The 5<sup>th</sup> Annual Hocking hills BT Drive went off last Saturday with timing normally associated with precision Swiss watches. We met at the Bob Evans on Gender Road and US33 and headed to Rockbridge for a quite a hike of that area. This natural formation is seldom seen but always interesting in its size. From there we headed to Nelsonvilleburg and the ever popular Sonic drive-in; we took over the west side of the car hop area while some Harley-Davidson two wheelers took over the east side. We enjoyed each others motoring units and had a fine luncheon. The staff and management I think had as much fun as we were having.



Ash cave was quite busy with a wedding in progress and the set up for the reception. The waterfall at Ash Cave (90 feet) was flowing. From there we motored to Cedar Falls, and enjoyed the cool fall weather.



From Sonic we motored to Ash Cave following a road painting truck, which meant we needed to stay between the lines so to speak. This presented quite a challenge even for our LBCs.



## Making a Spitfire air deflector valance.

By Howard Jefferson

In May of this year, I bought a 1975 Spitfire 1500. It is amazing what 30 years will do to a car, and sadly, it had not been kept up. It has several issues, some of which will require “professional” help, others I am taking care of. My first project was the intake air deflectors or valances in front of the radiator.

The original intake air deflectors (or valance) forward of the radiator are made of a pressed and molded treated cardboard stuff (as were the side valances). They were warped, disintegrating, and a single rivet held one on. After 31 years they had accumulated petroleum by products, road dirty, dead bugs and other imbedded critters in it. I understood what a lack of proper airflow and cooling could do to a vehicle. It was time to replace the intake deflectors. Eventually I will be getting to the side valances.

Since British Leyland had the misfortune to go out of business and a particular automotive catalog company wanted \$17.00 a piece for replacement parts, I determined that I needed to recreate the deflectors my self.

After a bit of research I discovered that there are several internet sites that have the side valances, but none for the forward ones. Continued research convinced me that my best two choices for materials were either aluminum or plastic. Although I have worked on aluminum and titanium alloys in the Navy, I found that plastic was going to be easier to shape with the wood working tools I had. The wife will not let me buy a CNC machine. After speaking with a few auto specialists, techno geeks at my college, and a guy from the Society for Creative Anachronism. I settled on ABS plastic. AIN plastics, located in SW Columbus supplied me with some black ABS sheet plastic that would withstand the heat of an engine and retain its rigidity.

These instructions are for fabricating the front air deflector (valances) out of ABS plastic. If you use metal, please alter tool selection and fabrication instructions accordingly.

What supplies you will need:

- Two sheets of 13.5inches high, 10.5 long, 1/8-inch thick black ABS flame retardant plastic.
- Rivets, Screws, or bolts, nuts & washers for mounting. I used #10, 3/4-inch self-tapping screws.
- Small angle iron (aluminum or stainless steel) for the leading edge to be mounted to the frame.

Tools you will need.

- Drill and metal drill bits, to remove the old rivets and create holes in plastic.
- Wood working compass/scribe (or String, tack, & Pencil) and a ruler.
- Band Saw, Jig Saw, Handsaw, or sharp utility knife for cutting plastic. I have a band saw set up which worked very well.

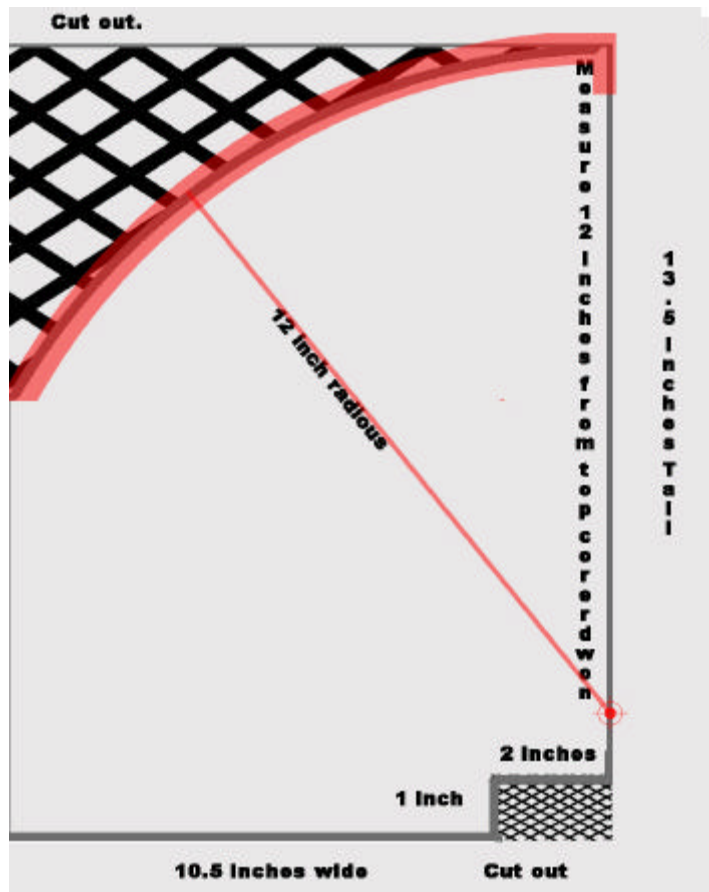
- Basic tools, especially a screw driver (Optionally a rivet gun).
- Sand paper or abrasive cloth for removing burs and rounding cut edges.

I removed the left deflector first. It was easier to get to. Retain all hardware (the frame bolts). In my case, it was a matter of a firm pull and out came the rotten deflector. The original deflectors were also held in place by rivets. These will need to be removed prior to installation of the new deflector. Remove the forward frame bolt and set it aside for the moment (mine sat in some WD-40 while I was working).

Measure the old deflector and create a cardboard template (foam core works also), or create a template from this one. If you are one of those unlucky soles that does not have an intact set of deflectors, please use my template to create your own.

Although I have included a template based on mine, **please verify** it against your car, yours might differ from mine. Remember, Measure a dozen times, cut (drill) once.

The deflector is 13.5 inches tall by 10.5 long.



Measure 12 inches down from the upper corner that you want to be the rear of the deflector. With a wood compass set at 12 inches, draw an arc from the upper corner to the leading edge of the deflector panel. This arc should

intersect the edge about 6 inches from the lower edge. This arc is your cut line

At the radiator edge bottom, measure up 1 inch and 2 inches towards the front from the edge next to the radiator. Remove this small rectangle of plastic.

Test fit the template for clearance and alignment on your car. At this time, you can mark and identify mounting holes that are on the radiator upright frame. But wait to verify them against the car once the replacement has been cut.



*Create the template from the original deflector (if available). Test fit to verify that alignment and clearance is correct.*

On the original valance, the leading edge was cardboard that was molded and bent over. A frame mounting bolt secured the cardboard to the frame. However, the plastic deflector is far more rigid and a small angle bracket is used with the original frame-mounting bolt. A visit to the hardware store, with the bolt, and I picked out a package with some 1-inch brackets in it. The one hole in the bracket needs to be opened up a little more for the larger frame bolt.

Determine what side will be your leading front edge, what will be next to the radiator and what will be towards the inside center of the car. The plastic I received had what they called a "hair cell" textured finish on one side. It is a bit bumpy, and not as shiny as the other side.

Lay the template out on one sheet of plastic. Using a marker, transfer the template pattern onto the plastic. Remove the template and retain. The template works for both left and right side deflectors.

Cut and remove the plastic with saw of your choice. Remember there is a 1"x 2" notch at the bottom of the panel that needs to be cut out. Use some sandpaper or abrasive material to remove any burrs and to round the edges.

Install the leading edge bracket with the frame bolt, but do not snug it down.



*Test fit the new deflector. Note the condition of the right hand deflector.*

Test fit the deflector on your car. The notch at the bottom should almost rest on the frame cross member above the front wheel axle.

Once you are satisfied with the alignment of the deflector, **then** start marking holes on the deflector, including the leading edge bracket.

The first hole to work is for the bracket at the leading edge of the valance.

Your choice of mounting will determine how large the holes need to be. I used #10 3/4-inch self-tapping screws. Rivets and bolts will differ just a bit, so please make the appropriate adjustments. For rivets, remember that the shank of the rivet must extend past all materials. Using washers to reinforce the rivet is a good idea.

Drilling small pilot holes in the plastic where needed.

With the deflector back in place, screw in the top radiator upright hole first. Keep it loose initially. Then move to the forward bracket. The deflector was to the inside of the bracket to keep it in place, secure it with a screw. Complete installing screws to the rest of the holes.

Your left side air deflector is complete.

Creating the right side is essentially the same. The same template can be reused. Transfer the pattern to the plastic and cut. Test fit prior to making pilot holes. There was a

minor alignment difference I noticed with the forward bracket, but this was resolved during final installation. Once again, remove the old deflector and rivets. Retain the forward bolt. When drilling the old rivets out, be very careful of the various lines at the top and bottom of the radiator.

The primary difference between the left and right side deflector installation is the radiator expansion bottle, and the charcoal filter bottle and the associated hoses that attach to them. The charcoal filter bottle has several hoses attached to the bottom, which during the removal and installation of the new deflector these hoses need to be removed temporarily. On my car, the expansion bottle and its support brackets were also attached to the right side forward bracket bolt. <sup>1</sup> This was removed and eventually relocated. Please note, that it probably has fluid in it, so be careful not to spill. Luckily, I have cats, and plenty of cat litter for such, uh, incidents.



*Filter assy. With lower hose removed for deflector installation. Second large L bracket for new lights.*

Once satisfied with the alignment, make pilot holes and attach the deflector as before.

Replace charcoal filter bottle hoses. Replace or relocate the expansion bottle. My expansion bottle had a convenient hanger like hole at the top, and it found itself mounted to the left side deflector.

With the right side deflector complete, this little project is also complete, other than cleaning up. Total cost was about the \$25 for the ABS plastic and a couple dollars for the brackets. I had most of the screws from previous projects also, however that too would have only been a few dollars. I spent about 2 to 3 hours of actual work on this project, not counting coffee breaks, lunch, and explaining to the cat why she has to hold it.



Deflectors up and installed. The radiator expansion bottle has been relocated to the left deflector.

If you have questions or comments, please contact me via e-mail.

R/  
Howard  
[PNHNT@INSIGHT.RR.COM](mailto:PNHNT@INSIGHT.RR.COM)

## Rod Yost's Story

**From:** Yost, Roderic [rod\\_yost@ml.com](mailto:rod_yost@ml.com)  
**Sent:** Monday, September 25, 2006 11:55 AM

As everyone is getting to know more about me, they can easily see why it takes me 35 years (or more) to restore my TR3. Good news. I have purchased the first of many new parts I will need for the restoration, a set of new sills. Bad news, I've not made any other progress in the last month, and I'll confess, I've even been backsliding. I've restored our '66 Starcraft Runabout boat, and am using the battery out of the TR6 in the boat. It's a slippery slope.

Rod

## GarageMahal Grand Opening in MN

By Bill Blake

The 23<sup>rd</sup> saw the grand opening party and all around general celebration for the 9,000 square foot Heartthrob Design Center attached to the home of John Forbes, owner of Heartthrob Exhaust Accessories. I attended and knew that most everyone would be interested in the details of this fine garage. It has heated parking for at least 24 cars with ample space for parts storage. The operational area has a massive 4 post lift with an array of machine tools that one

can only imagine having let alone knowing how to operate. There is an area over the garage with a juke-box and poker table and for overnight quests. It blends well with the existing house and attached garage. A few of the toys:



The party had a live band from 7 till 11pm and a Divco Milk truck that had been redone into a street rod that now delivers cold Bud on tap. Heartthrob manufactures performance exhaust systems for Summit and Jeg's Mail Order in their 25,000 square foot factory in Litchfield, MN. <http://www.heartthroboxhaust.com/>

### Events: British Invasion Stowe, VT

From Jeff at LBC Store as told to Bill Blake.

{I thought this looked like a really cool event and the Triumph pictures were outstanding!}

The Stowe British Invasion is billed as the largest British Car show in the NE USA and it most likely is with almost 675 cars on the field for the big show day on Saturday. The only show in North America that I can think of that is larger in the NE is the huge Bronte Park event in Toronto that happens to be the same weekend as Stowe. It was reported that almost 1400 cars were at Bronte this past weekend, that must really be a site.



Back to the invasion Thursday evening we enjoyed our "annual" dinner at Ye Old English Inn with Bruce Vild and Faith Lamphrey from the British Marque Car Club News [www.britishmarque.com/index.cfm](http://www.britishmarque.com/index.cfm) <<http://www.britishmarque.com/index.cfm>> and Sam Smith of Brit Bits [www.britbits.com](http://www.britbits.com) <<http://www.britbits.com>> . Sam tends to have quite a few Brit Cars for sale as well as service and parts at his shop in New Hampshire

There was a bit of drizzle in the air on Friday, but that did not keep the crowds away from the vendor areas (both under the "Big Top" and in the outdoor vendor city. The late afternoon reception under the tent drew a ton of people for some really great wine and beer and wonderful appetizers. This is always a big hit at the Invasion.

Saturday was the day of the reeeaaally biiigg shoooww and it was. The field was packed. The weather started out a bit overcast but as the weather person predicted it cleared and was beautiful (same on Sunday too.) We brought the Beeser so that was on the field along with a couple of other bikes. Clive did the photo honors for me as I only got a few minutes to walk around.



Sunday up early again for the final day. This day the show revolves around the fun event of cars by

color where there is one award in each color class. There is also the popular Picnic Basket competition and the car games. I would estimate about half the participants stay for the Sunday events which wind down around 2PM. Next year if you can try to make this event, even in the rain it is a happening.



Check our event schedule on our website and try to make one of the British Car Events that remain this year.

## Notes from Members

**From:** GaryN [mailto:Garylaptop@columbus.rr.com]  
**Sent:** Wednesday, September 13, 2006 8:12 PM  
**Subject:** 2 pictures for you

Bruce,

Here are a couple of pictures. I plan to sent them to NASS and Spitfire magazine also.







### Events 2006 - Bill Blake

October, 2006		
10/2	Mon	Business and Social Meeting Greg and Ann Gillman to host Annual Garage Tour
10/9	Mon	Columbus Day (Fed)
10/14	Sat	BT Drive Hosted by Mary and Buck "High and Low and round in the Middle" Honda/Ohio Tour
10/29	Sun	End Daylight Saving Time
10/31	Tue	Halloween
November, 2006		
11/6	Mon	Business and Social Meeting
11/7	Tue	Election Day
11/10	Fri	Veterans Day (Fed)
11/11	Sat	Veterans Day
11/23	Thu	Thanksgiving (Fed)
December, 2006		
12/4	Mon	Business and Social Meeting
		Optional Event
12/25	Mon	Christmas (Fed)
12/31	Sun	New Year's Eve

### 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: Buck Henry 614-733-0563 <a href="mailto:mhenry1453@aol.com">mhenry1453@aol.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@earthlink.net">vanordergj@earthlink.net</a>	Events: Bill Blake (614) 403-1074 <a href="mailto:billblake@thekayesco.com">billblake@thekayesco.com</a>
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Technical Consultants: TR2's & 3's: John Hartley 740-753-1066 email: <a href="mailto:jhartley@frognet.net">jhartley@frognet.net</a> or John Huddy 614-846-2321 email: <a href="mailto:jhuddy@columbus.rr.com">jhuddy@columbus.rr.com</a> TR-4's: Bruce Clough 937-376-9946 <a href="mailto:clough@erinet.com">clough@erinet.com</a> TR250, TR-6: Robert Mains 614-890-7767 <a href="mailto:rmains1@columbus.rr.com">rmains1@columbus.rr.com</a> or Jim VanOrder 740-967-2110 <a href="mailto:jvanorde@columbus.rr.com">jvanorde@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	

### Buckeye TRIUMPHS REGALIA

T-Shirts- Lt Grey Cotton \$14.00

BTC Logo - front  
Large Wreath Logo – back

Sweatshirts- Lt Grey Cotton \$20.00

BTC Logo - front  
Large Wreath Logo – back

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

Patch Embroidered Logo \$12.00

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

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

### Comedy Clips

From: John Johnson  
Sent: Tuesday, September 26, 2006 10:22 PM  
Subject: Signs



**FREE TO GOOD HOME**



Beautiful 6 mo. old male kitten - orange & caramel tabby, playful, friendly, very affectionate. Ideal for family w/klds.

↔ **OR** ↔

Handsome 32 yr. old husband - personable, funny, good job, but doesn't like cats. Says he goes or cat goes.

Call Jennifer - [redacted] - come see both & decide which you'd like.

**OUR AIM IS TO KEEP THIS BATHROOM CLEAN**

**GENTLEMEN**

YOUR AIM WILL HELP. STAND CLOSER IT'S SHORTER THAN YOU THINK.

**LADIES**

PLEASE REMAIN SEATED FOR THE ENTIRE PERFORMANCE.



## Classifieds

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

1974 Triumph TR6 dark blue, black interior. No overdrive or hardtop. New clutch master, starter, tank sending unit, radiator and heater hoses. Rebuilt carbs and fuel pump, fresh tune up, coolant, and oil change. This car has an excellent frame but needs some body panels (included with car). Car runs but needs brake calipers rebuilt and new clutch to drive. I was going to restore this one but lack of time forces sale. \$2,500.00

937-834-1690

Doug Braden

Doug's British Car Parts

539 Cambrian Road

Cable, OH 43009

### 1968 TR250

1968 TR250, excellent condition, red, O.D. Many extra's, asking \$16,000, pic's available. Cleveland, OH area.

Glenn Carlino

440-888-4335

[Tr250dude@sbcglobal.net](mailto:Tr250dude@sbcglobal.net)

### TR-6 Original Rims

For sale:

4ea TR-6 original rims 3 of which have been powder coated.

I would sell for \$50 ea.

[Jerry.s.moore@owenscorning.com](mailto:Jerry.s.moore@owenscorning.com)

330-764-7812



**Buckeye Triumphs**  
**9023 Concord Rd.**  
**Johnstown, Ohio 43031**

