



Buckeye Triumphs Newsletter

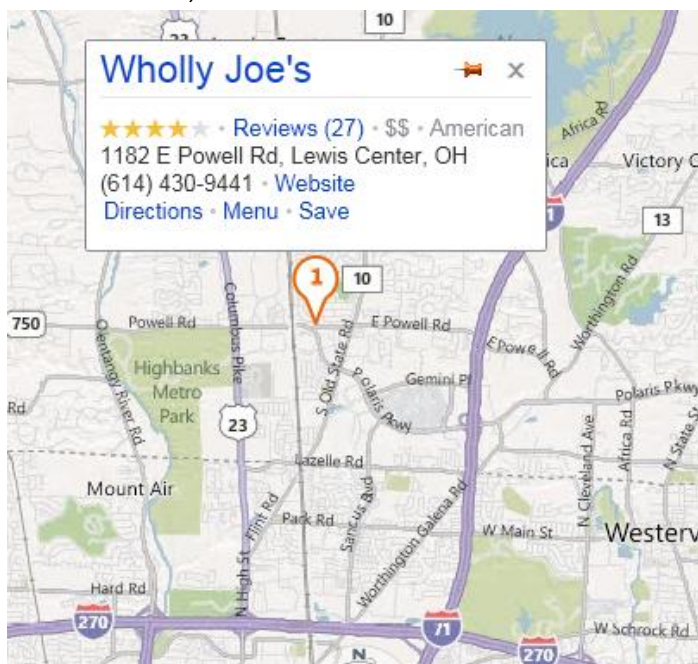
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6-Pack Chapter
Center of Triumph Register of America

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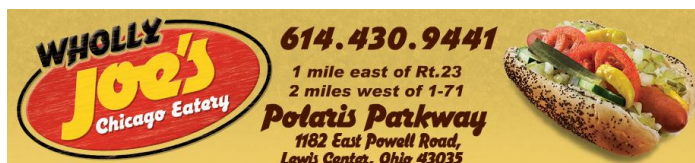
Winner of the VTR Newsletter Award – 2003, 2005 .. and now 2008!

BT Meeting - TUESDAY, September 6th

September's meeting will be on a TUESDAY after Labor Day weekend will be a "Cruise In: at Wholly Joe's on Powell/Polaris road (just behind the Kentucky Fried Chicken)



Arrive at the usual time – 6:30

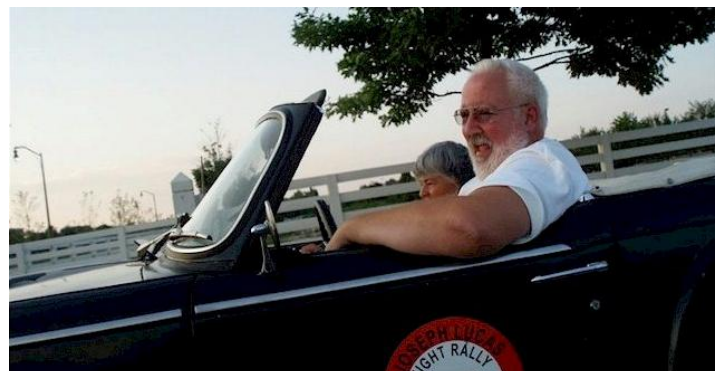


Editor's Corner

Welcome to September! The first college game of the year was last night and many more for this weekend. August was a busy month – Dayton BCD, Roadster Factory Summer Party, Riverside Motors Summer

party, I believe there was a Quaker State British evening in there somewhere as well.

Also, we had the Lucas Night Rallye hosted by John and Kim Johnson – very good turn out and lots of fun.



(You just knew I had to include a picture of my car)

Still plenty of summer yet. I believe we have a pretty good turnout slated for the 6-Pack TRials later this month.

I wimped out on the TRF summer party – and I believe it was the best one for quite a while – beautiful weather and cool temperatures. I'll try to make it next year.

I had a good day at Susan Logan's Riverside Motors get together. I made 120 deviled egg halves – they were gone in a heartbeat. Somehow we all stayed dry that day as well.

I hope you enjoy or latest newsletter – I hope to see all of you next Tuesday.

Bruce



bmiles@intinfo.com or
bmiles@buckeyetriumphs.org

View from the Driver's Seat

If you haven't already visited it, I highly recommend you check out the website "Bring a Trailer" at <http://bringatrailer.com>. Each day the website features rare or interesting classic cars that have come up for sale. I've signed up for their daily email and every so often some make or model of car that someone in my family has owned comes up. So not only it is a fun way to waste a few minutes in the day, it is a great way to relive and remember your automotive past.

It was during one of these moments of fond reminiscing that it hit me – today's cars are too darn reliable! Granted, such reliability is much desired in our day-to-day life. No one wants to have his or her car break down on the way to work and nobody looks forward to shelling out money for automotive repairs. But here is the problem as I see it – our children and grandchildren are going to be seriously lacking when it comes to automotive repair-related stories (stories second in importance only to those detailing how far you had to walk to school and under what extreme weather conditions).

I tell you, kids these days! When I was a boy, we had a Ford Econoline conversion van. It was one nice ride – first and second row rotating captain's chairs, a television, a CB radio, sink, and a bench that turned into a bed. Unfortunately, it had a tendency to break down. Twice the front brake calipers froze closed against the rotors, preventing the wheels from turning. This included one time while we were traveling on the Blue Ridge Parkway, which afforded us the opportunity to meet a lovely old couple who had just

gotten home from church and who were kind enough to take us all to the nearest garage (the couple were so nice that we kindly ignored the fact that they had their car's heat on full blast ... in the middle of summer).

Then there was the time the brakes on the van overheated when we drove home from Mountain Lake Virginia. Some of you may recognize Mountain Lake as the location at which the movie "Dirty Dancing" was filmed. Apparently women weren't the only thing to get overheated around a young Patrick Swayze.

Then there was my dad's 1980 Volvo 260 GLE. For some folks, "parking" is a form of late-night summer fun you participate in with your sweetie in a secluded area of town. For my family, "parking" was what we did while waiting for the Volvo to cool off due to it yet again developing vapor lock. That would be the same Volvo that broke down on the way to trade it in on another car. Nothing says "high trade-in value" like the car arriving at the dealership on a flat-bed car hauler.

And it didn't stop with just my parent's cars. In high school I drove a 1985 Saab Turbo. That was a pretty sweet ride – if you ignored the faulty Bosch electronics, which wasn't that easy to do given the electronics' frequent tendency to go on the fritz. I mean, no person should have multiple memories of rolling into their high school parking lot as the alternator dies. In fact, I think I have more memories of that car being hauled away to be fixed than I have memories of actually driving it. And that's not to mention the problems the Saab had when it was drivable, like the time I was coming back from college in heavy rain and the driver's side windshield wiper decided that it was just plain sick and tired of wiping the windshield and choose to let the passenger's side do the work.

Then there was my 1993 Eagle Talon that broke a timing belt. But I can't be too hard on the Eagle. I mean, a breaking timing belt isn't that rare of an occurrence, even with today's cars. Plus, the timing belt had the decency to wait to break until I was across the street from a Jeep / Eagle dealership. I'm sure each of you has similar stories. And I ask you this – when was the last time your daily driver overheated, developed a stuck caliper, etc.? It rarely happens anymore. Sure, there are wear and tear issues with modern cars, but nothing like the problems with cars of yesteryear.

I guess, in some sort of weird way that's one of the "fun" things about our classic cars. When I drive my

TR6, not only do I have the enjoyment of riding around in a fun sports car, but I also get the underlying excitement of wondering whether I will make it to my destination. You know, sky-diving, bungee jumping, tight-rope walking, swimming with sharks, classic car driving – all exciting because in the back of your mind you’ve got that nagging question of “Am I going to make it home?”

Plus, for those male members of the club, there’s the whole macho challenge of it. Remember that scene in “A Christmas Story” when their car gets a flat coming home from buying a Christmas tree and Ralphie’s dad jumps out to fix it, imagining he is in the pits of the Indy 500? Let’s be honest, isn’t there a part in each of us that just revels in the opportunity to display our manliness through our automotive and technical prowess whenever one of our cars breaks down? In fact, I believe the whole phenomenon of male “metro-sexuality” (with its skinny jeans, male manicures, and expensive haircuts) can be entirely blamed on the advancement of modern automotive technology and engineering.

And finally, when something does go wrong, at least it gives us the opportunity to relive all those cherished automotive memories and share them with others. Now to throw my daughter into the TR6, take a drive somewhere, and wait for the opportunity for her to have her own automotive repair experiences! And while I’m at it, I should tell her how far I had to walk to the elementary school when I was her age.

And now for something completely different! It seems like it was just yesterday that I was writing this, noting that summer was coming. Now here we are with the first signs of fall slowly starting to appear. But I have to tell you, this is my favorite time of the year to drive the TR6. Nothing beats a drive with the top down in the crisp fall air when the leaves are changing color. We have some events planned already, but we are always looking for more activities. So if you have any ideas, please let us know!

John VanNorman

Car sickness is the feeling you get when the monthly payment is due. ~Author Unknown

BT Meeting Minutes

Business Social Meeting 7:20 P.M. August 1, 2011

Hoggy’s Sancus, hosted by Bill Blake & Kathy Scott.

Attendees: Terry Baird, Bill Blake & Kathy Scott, Karen & Allen Burtis, Eric Finn, Greg & Ann Gilman, Sam & Carol Halkias, Sean Henry, John & Charma Huddy, Steve & Debra Isaac, Howard Jefferson, John & Kim Johnson,

Joe Lynch, Doug Mansfield, Murry & Jacqueline Mercier, Bruce Miles, Don & Carole Olshavsky, Jennifer & William Reinheimer, John Schilling, Michael Swartz, John, Michelle & Anna Van Norman, Jim & Gayle VanOrder, Margo, Jeff & Jim Washburn, Tim Swartz, Lisa Sellers West & Ryan West.

- 1) John Van Norman welcomed all and new member Terry Baird.
- 2) Thanks to Kim and John Johnson for hosting the annual Lucas Night Rally. Copies of the new Lucas Night Rally T-Shirt, white with orange Logo are still available. John VanNorman and his navigator Drew were the winners.
- 3) Bill Blake reminded us of the up and coming events. Check the web site for details.
- 4) John Schilling reported on the BT regalia items that are available: Grille Badges - \$25, see John Schilling,, Logo/Name golf shirts avail - \$47 (name and logo on your garment - \$6.95), see Bill Blake.
- 5) Jim Van Order reported that the treasury balance was \$2,644.
- 6) The next BT meeting will be on September 6th at Wholly Joe’s on Powell Rd. It will be a mini-cruise-in with free ice cream courtesy of Joe. Bring your chairs.
- 7) No business was transacted and the meeting was adjourned at 7:34 P.M.

Murry Mercier, Secretary

Dayton British Car Day 2011 – Give Us A Full Report

By Bruce Clough



Past Class Winner In Premiere Class This Year

I’m too dang-gone lazy to type much, so I’ll let the pictures do most of the typing. Split this into two parts, the event

itself, and the MVT cars in attendance. I love the Internet since I can stick in a whole bunch of pictures...

The Event



America's Got Talent: the Lorna/Skip team practicing. Sadly, they were eliminated in the first round...

Our Crack Balloting Crew Hard At Work. Or is that our hardy working balloting crew is on crack?



Shirt booth – hope I spelled that right...



Nothing like the exciting looks on the faces of the next generation of Triumph owners at the show



Paul Newman, or was that Greg Norman, even showed up...



Mike was doing a heavy business all day at the BCD Dry Cleaners operation. We expect profits from this to top the food stand next year...



Lorna kept trying to win, here she is with Vic Snively practicing for Dancing With The Stars



Memorial to those who passed – nice pictures/write ups about Carolyn, Jimmy, and Barb Smith (Dick Smith's wife in the MG club)



...she finally gave up and sold wares...



Did I mention that there were cars at the show?



Plenty of cars – about 300 came to the show, not shabby!



Nice selection of clubs and vendors were there, including Triple-C instead of Little British Car Co. Hat's off to the MVT and MG club members that made the show a success again this year. A lot of people gave a lot

of their precious time to make this show what it is – one of the best, if not the best British Car Show in the Midwest. Thanks folks!

FrankenStag

September 2011 - Bruce Clough



Well, the stuff besides the block is ready and green – okay, so maybe the gnome isn't...

I found some neat "Racing Green" engine enamel at Summit Racing, so I bought a few cans and have been painting away while waiting for the block to be done. Matches the exterior somewhat well. The goal is to pretty much paint everything on the engine green except the carbs and a few other things. This is kinda an "anti-bling" thing, so we'll see how it comes out.

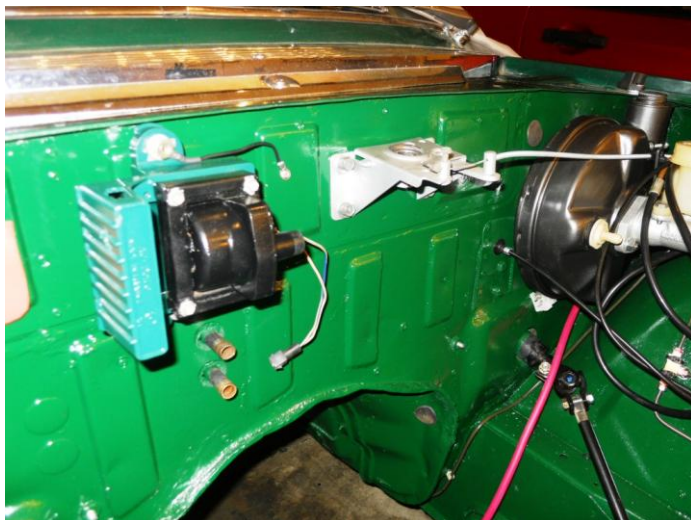
It's coming down to the wire here – the goal is to drive this car on the at least one of the fall tours, if not all. Question is, can I get it together on time? Will the Mastercard withstand the charge? (*evil laughter...*)

While I was waiting for the engine block to come back from the shop I tried to install all the gizmos in the engine compartment I could, like the ignition coil and the radiator expansion chamber and even the hood release mechanism.

This is known as treading water.

I even went and re-did the brake line routing, never did like what I had done originally, so now came the chance to fix it. Fortunately, all I had to do was to rebend the existing lines and figure out easier ways to tie down the lines.

Which reminds me – remind me to bleed the brakes before I take the car out for a drive.



Ignition coil mounted on the firewall close to where I think the distributor will end up.

About this time the engine shop called up and said your engine is done. Now, remember I was just going to freshen up a engine, not rebuild one.

Wrong.

I ended up having to line bore, re-sleeve, polish, yadda, yadda, yadda. Spending a little more than I thought – that's what you get when the engine ain't as good as your imagination is. Well, at least it's pretty.



Engine block just back from shop. Shiny. Like them new plugs. European compression pistons, 0.020 over.

Looks pretty, doesn't it? It better for what we have into it!! While they were at it, I had them modify things a bit. One of the things I'm going to try with this car is get away from the mechanical water pump and try an electric pump, so that meant...



Blocked-off water pump drive hole – there’s another plug under this one that blocks the hole to the inside of the engine block, so one plug get’s water, the other, oil.

For all you fraidy-cats out there, TR7 engines are not that hard to put back together. If you can follow directions, you can do it. The trickiest part is setting the valve shims, and all you need there is a good selection of shims and a feeler gauge. Take your time, clean and measure as you go along. I was somewhat lucky since I could re-use timing chain guides and tensioner[1]. I did replace the sprockets as a matter of course, and new gaskets are a required thing.

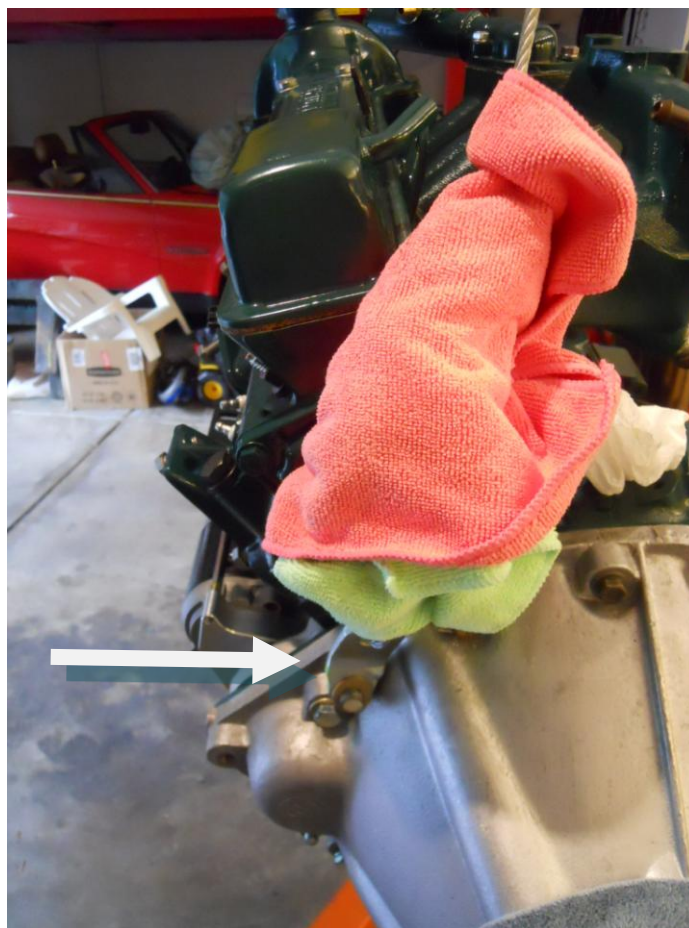
Anyway, less than a week after the block came back from the shop I had it put together enough to load it in the car. Green of very green – still have the anti-bling going on. Mated up the clutch and the transmission.



One green engine. Note the motor mount and one of Ted Schumacher’s starters. Beach towel is the protect paint as the trannie goes in tunnel

Loading in the engine is always tricky. I thought it would be easy since the GM block & Th350 came out easy, and this is much lighter than that. I originally used the stock engine

lifting points, but I had to move back the mounting to a trannie attachment bolt...



Back lift attachment – used the rags to save block paint job

Worked well as you can see:



Engine going into the FrankenStag. These are trained professionals. Do not try this at home.

I had to take off the shifter extension – just didn't have enough room to maneuver and I wanted to get it welded-up anyway. With the shifter off I managed to get the engine in, but it wasn't easy – I had to constantly adjust engine position and angle. Easy does it, a little at a time. To my surprise the motor mount brackets slipped over the studs on the mounts without a fight and the rear tranny mount bolted up. Strange. It worked. This bodes ill.



Engine sitting pretty in the car. Don't know if it works, but it looks green.

Next step is to start bolting on the externals, but that means work. I first built the engine wiring harness and attached the alternator (CS130 unit from a Saturn), then attached the carbs – yikes – now I have to build a throttle cable attachment and shaft w/attached lever – last time (Red TR7) I used a modified TR6 throttle shaft assembly, but I couldn't find one to use this time, so I pulled the H6 shaft lever from The Grey Ghost and modified it (finding another lever for the TR3B will be an easy task compared to much of the work needed on it). Fits like a charm.



Engine Bay – 24 August 2011

So now I'm working on the cooling system. I'm using an external Stewart electric pump in lieu of the block-mounted

mechanical pump, and of course, the integration issues are non-trivial. More on that next month. I also need to paint and attach another hood since I couldn't find a low-rise scoop to replace the 68 Roadrunner scoop on it now.

Funny, Ted A. didn't want my old hood? Wonder why?

Drive shaft is off at American Clutch to get about a foot added. A foot, needs to be 47.5 inches long. Long puppy, at least for a Triumph.

Besides the engine, I'm also thinking about custom exhaust headers – okay, so not thinking, I need to get a custom exhaust built. Like the left side of an original stag engine it has to go forward to clear the stuff on the left side of the block, but I need to go forward even more due to the motor mount. So, if you know anyone in the local area that does this, let me know!

Will Bruce get the Stag back together so the family can all ride in one Triumph? More next month!

Notes:

1. The new Rolon tensioners you get are not quite original – you have to do some modification to them, and they don't oil the chain as well as the original ones – therefore I keep my original used chain tensioners. You are right, they are hydraulic tensioners...



Whatdayathink? Looks good, don't it! Right?

This Ain't Rocket Science!



MVT Head Mess-canic – Sean Tenax

Disclaimer: This article was written by a flawed human being – ask his wife – and should be used as a general guide only, nothing authoritative. He is not a trained mechanic, heck, he's barely potty trained. Therefore you should use common sense and do your own homework before taking his words as Gospel. The author, the Miami Valley Triumphs, and the rest of the world are not responsible for your mistakes. Screw up? Go ahead and sue, he'll give you all his worldly worth – a pile of used TR7 parts. Picture above from National Geographic web site.

A short ride up the lift confirmed it was coming from the oil pump area:



See, oil pump area! Yes, that is a spin-on filter.

TR7 101 – Since it's a bit more modern engine, the oil pump is not immersed in the oil pan, but up a bit on the side of the engine. Easy to access, but any leaks go to the garage floor below...

The oil was actually dripping from the part closest to the oil pan, which is where the puck sealing the oil pressure bypass valve is. The puck seal is via a rubber "O" ring. A-ha. This area is normally under no pressure since it's on the "pick-up" side of the pump, but when the car stops there is a pool of oil in that area and in the intake of the pump above. Sooo, if the O-ring was not doing its job...

We'd have a leak that would only leak when the car was off after a run.

Whaaaa-aaa! Watson, we did it! Mystery solved!

Now to fix the leak!

Getting the pump off

Okay, first step is to get out the manual and read it. Yes, read it. Sit down in a chair and put that 8th grade education to work.

After you read it you get out the tools. To get the pump off you are gonna need ½ socket on an extension, ½ open-end, and 13mm wrench (I used a Gear Wrench-type).

First you use the 13mm wrench to take the slave cylinder bolts off. It's gotta get out of the way. Pull it off slowly and **DON'T PULL ON THE ROD THAT COMES OUT OF IT.** If that rod comes out of its snap-in mount on the clutch fork you have to pull the trannie to re-attach – understand? Capiisce? I just sat the disconnected slave cylinder on the K-Frame under the engine to get it out of the way – the clutch hose is more than long enough to reach.

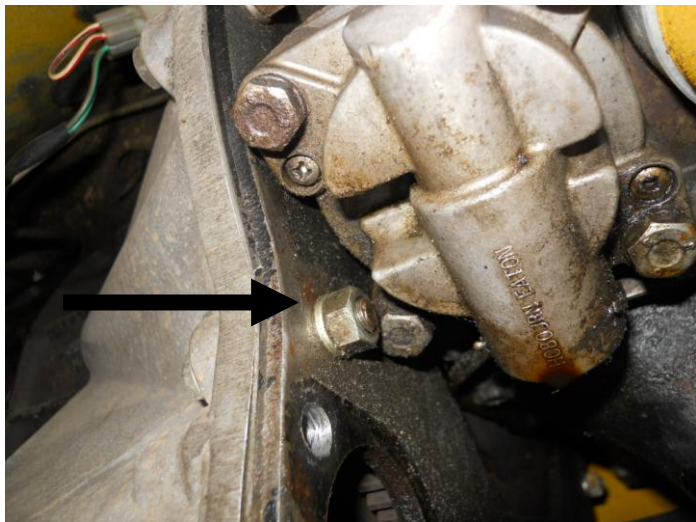


Yuck – what's this?

Oil, silly. On a concrete floor to be exact. Hmmm, now I know you TR3 guys are saying – heck, that's normal, but this is on the concrete beside the engine, not beneath the back by the bell housing. This oil ain't a-coming from the rear seal or oil pan seal – not even the crankshaft front seal. It was dripping from the side of the engine, and it dripped every time the car was shut off, but stopped after a while. Hmmm...

TR7 101 – The TR7 was a victim of the transition of the UK to the SI (metric system – “Tish, you speak French”). The earlier “Dolomite-Stag based” TR7 engine is SAE, the later body is SI. This gives the TR7 owner a perfect excuse to go out and buy both tool sets...

Next you have to use the ½” socket and open-end wrench to remove a bellhousing bolt just below the pump:



That bolt – remove it!

Now you can use the ½” socket to remove the 4 bolts holding the oil pump to the block and take off the pump. When you do, oil will come out and so will the hexagonal drive shaft that runs up to the bottom of the distributor. The O-ring that’s between the pump and the block should also come off. Throw it away, do not reuse.

Okay, now let’s take this apart – there are two Phillips-head screws that hold the bottom plate in place. Take these off and use a rubber hammer and hit the bottom plate to pop it off. You might have to use an impact driver to get those screws out (I did - I put the pump in a vise and used the driver). When that happens both the pump rotors can come out along with the O-ring that seals the bottom plate. Throw that one away also.

Next get your needle-nose pliers out and take out the cotter-pin on the side which holds in the oil pressure relief puck. I was lucky, tapped it with a wrench and it came loose. Tapped it a bit more and the puck came out along with the spring and valve body. I also have a pump where the puck is corroded in and won’t budge. If you have to do it, hopefully it will just pop out...

Now, let’s look at what we have:



So, this is what’s inside the pump!

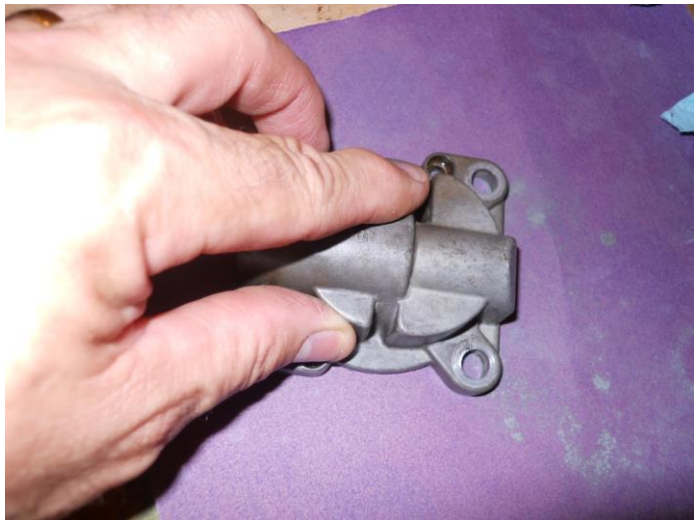
The leaky O-ring is in the center bottom, it goes around the puck just above. With this apart I can look at the inside of the bottom plate (upper left) and can see some scoring due to the drive rotor rubbing it. These shallow grooves can allow oil to go under the rotor and decrease pump efficiency.



Groovy baby! Not bad, but...

These grooves are not real bad, but I might as well take care of them.

Just got out some 320 grit software and put it on a clean, flat surface, then I just work the plate in a circular motion until the grooves go away.



Working the plate...



Grooves almost gone...

It took me only about ten minutes of work to resurface the pump end. Inspection of the rotors showed them to be free of nicks and other wear, so they can be re-used. Now to put this back together.

As far as new parts are concerned. The only thing to replace are the three O-rings, all ordered from Moss Motors, in stock, and there in a couple of days. Assembly is just the reverse of taking it apart. Make sure the chamfered side of the pump is toward the top (block side), and the O-rings stay in place during assembly. The drive shaft goes in the oil pump and the oil pump goes into the block. It will self-locate into the bottom of the distributor gear shaft.

Put the bell housing bolt back in, then attach the slave cylinder, making sure the rod goes in the center of the slave cylinder. Obvious, but I have to say it.



Back in place in the block.

The smoke-test of starting the car showed no leaks and good oil pressure, and still no leaks on the floor. Maybe I won this one?

Notes from Members

From: MJU [mailto:silverarrowgarage@comcast.net]

Sent: Friday, September 02, 2011 10:15 AM

Subject: TRF Summer Party - Photo that needs no caption.



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

Sent: Thursday, August 25, 2011 11:11 AM

Subject: Monterey 2011

Fellow BT members, As many of you know I somehow managed to go to the 61st Pebble Beach Concours d'Elegance in Carmel, CA last Sunday. Part of the automobile week on the Monterey Bar peninsula are the

auctions and other shows held in various locations. Mecum during the day, Gooding & Co., Russo and Steele, RM Auctions, Bonham's at night. I went to the preview of the RM auction company and viewed the British cars that were soon to be sold. (There is a \$40 charge for this along with lots of security). RM had an estimate on the windshield of what they expected they would bring. I could only wonder if that was going to be close to the gavel price. The results are in: <<<http://www.sportscardigest.com/wp-content/uploads/RM-Monterey-2011-Official-Results.pdf>>> Bill

- 1958 TR3 \$33,000 (estimate 30to 40k)
- 1954 MG TF \$27,500
- 1960 Morgan Plus 4 \$36,300
- 1962 TR4 \$44,000 (estimate 30 to 40k)
- WOW a \$44k TR4???????????



From: casey putsch [mailto:putsch.1@hotmail.com]
Sent: Tuesday, August 23, 2011 11:23 PM
Subject: Your invitation to the Polo Match and Fine Cars at the Bryn Du Mansion in Granville, Ohio!



Hello Friends,

Please see the announcement below. Come spend a Sunday afternoon at the Polo field with great cars at this exciting event that I am happy to be sponsoring along with my friend Craig Reed who owns Studio 47 which is an amazing Ferrari and Lamborghini restoration and service shop. I am personally very excited to be part of the Columbus Polo club and to be riding in this match and hope you can all make it. Bring your family and friends. The event is free of charge and special cars will have premier parking.

See you there!

Casey Putsch

Save the date! Sunday, September 25th at 1:30pm

I'm happy to announce the first **"Putsch Racing vs Studio 47 Polo Invitational"** at the incredible Bryn Du Mansion in Granville, Ohio!

You are invited to attend this very special day combining fine cars and "the sport of kings" in a most family friendly environment. There is no cost to attend and anyone driving a car of interest will be directed to special corral parking that is along side the playing field! Expect to see fine European exotics, classics, sports, and even historic racing cars among the beautiful Thoroughbred horses.

Friendly competition and rivalry will be at hand as one team will represent the Ferrari and Lamborghini restoration facility **"Studio 47"** and the other will represent the race car preparation, restoration, and prototype building shop **"Putsch Racing"**. The owner of the latter, Casey Putsch, will personally be competing in this match as well.

Bring your entire family and enjoy this most relaxing time. Plan on making a lovely day of it. While there will be tents for shade and some light refreshments, families and couples are urged to take part in the atmosphere with picnic

lunches, blankets, and folding chairs along the playing field side lines. Spectators enjoy the tradition of the sport by taking part in the "divot stomp" during halftime and many ladies love the opportunity to break out the fashionable big hats and summer dresses.

More updates will follow shortly. All are welcome to attend free of charge regardless of your mode of transportation.

More information is available by calling (614) 832-8728

<http://www.columbuspolo.com/>

www.thestudio47.com

www.putschracing.com

Google Map Link to Mansion:

http://maps.google.com/maps?hl=en&q=bryn+du+mansion+granville&rlz=1R2SNNT_enUS366&gs_sm=e&gs_upl=24086128465121285971251231010101012501354812.16.412210&bav=on.2,or.r_gc.r_pw.&biw=1366&bih=563&wrapid=tlif131415424456610&um=1&ie=UTF-8&sa=N&tab=n1

All spectators will enter the match at the South gated entrance of the great lawn off of Newark Granville Road

From: MJU [mailto:silverarrowgarage@comcast.net]

Sent: Friday, August 19, 2011 4:29 PM

Subject: Woodward Cruise 2011

As requested.

Editor's Note – I asked our Michigan Representative Mark Uhlig to take a few photos of the Woodward Cruise in back in August. – and here they are.





M. Uhlig
Buckeye Triumph's Ace Cub Field Photo Journalist

From: MJU [mailto:silverarrowgarage@comcast.net]
Sent: Monday, August 15, 2011 2:24 PM
Subject: 2011 TRF Summer Party UPDATED
Edited for grammer and speeelling...

2011 TRF Summer Party

This year's TRF Summer Party was highlighted by some of the best Fall-like weather in recent memory.

Mild, sunny days...cool breezes and with barely a cloud in the sky.....but, Bruce and Murray weren't there.

The TRF Staff were full of smiles and glad to see everyone. They tirelessly worked their butts off all weekend making it look like a seamless and easy venue to put on....but, Bruce and Murray weren't there.

The stable of TRF's Racing Triumphs, plus Charles newly restored TR5, were on proud display to greet everyone as they rounded the corner to turn onto the grounds....but, Bruce and Murray weren't there.

The route laid out to get to Friday night's drive-in movie was a great series of back-roads, tight turns...taking us through small towns and abbreviated villages that we never knew existed....but, Bruce and Murray weren't there.

A moderately sized crowd attended this year, with a good assortment of Triumphs, MG's and few fringe British marquees made the Saturday Car show the right size....but, Bruce and Murray weren't there.

Charles signature "Dinner under the big tent" with linen table cloths, uber-fresh locally grown sweet corn and unlimited libations made for the usual big smiles and loud laughter you've come to enjoy at the end of a great weekend...but, Bruce and Murray weren't there.

So I think it's safe to say this Year's Summer Party really blew this year.

M. Uhlig

From: MJU [mailto:silverarrowgarage@comcast.net]
Sent: Monday, August 15, 2011 2:18 PM
Subject: 2011 TRF Summer Party - Pics





...Mark Uhlig performing the famous auto-cross "Hypotenuse Maneuver" (aka going off-course)

From: AWBurtis@aol.com [mailto:AWBurtis@aol.com]
Sent: Tuesday, August 09, 2011 7:54 PM
To: bmiles@buckeyetriumphs.org
Subject: Mobile Welder

Hi;
Just a email to put in a good word for a welder I met. I found a crack on a lower A arm bracket while replacing the suspension bushings on our TR-6. I called Jay Gleason of **Jay's Mobile Welding and Repair Services** one afternoon and he came out the next morning.

- Commercial & Residential
- Automotive Specialties
- Ornamental Iron
- Uniframe Repair
- General Metal Work
- Rust Damage Expert



614-348-3482

Quick service.
He spent about an hour to an hour and a half fabricating a metal brace and repairing a crack in the bracket and reinforcing its attaching point. His van is self contained with an assortment of welders and a gasoline powered 240 volt generator. He is a car guy, having his own classic Ford convertible, and has worked on numerous Triumph cars. Imagine that!
I don't know what the protocol is to include him in the newsletter, but if you could I know he would appreciate it. (I get no kickbacks - honest). His business card is in the attachment.
Thanks. - Al Burtis.



The road to TRF.



...a little bit between your teeth and gums.

From: MJU [mailto:silverarrowgarage@comcast.net]
Sent: Friday, August 05, 2011 4:50 PM
Subject: The Brady Girls grow up...



Events 2011 - Bill Blake

Details on the BT web site or email
billblake@thekayesco.com

- September 6 **TUESDAY** 6:30 B&S and Cruise In at Wholly Joe's Polaris
- September 19 British Car Night at Quaker Steak
- September 22 thru weekend 6Pack Trials Galena, IL
- October 3 6:30 B&S Chicken Fry at Gillman's
- October 8 Covered Bridge Tour of Union County
- November 1 SEMA Show begins in Las Vegas, NV
- November 7 B&S at Rusty Bucket Worthington Hills
- December 5 B&S Meeting



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 on sale for \$30.00
- 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

Contact:
 John Schilling
 Phone: 614-353-9443
 Email: jschilling@designgroup.us.com

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 VanNorman 614-565-5669 jvannorman@gmail.com	Vice President: Sean Henry 614-306-7105 seanhenry84@gmail.com
Treasurer: Jim VanOrder (740) 967-2110 vanordergj@columbus.rr.com	Events: Bill Blake (614) 403-1074 billblake@thekayesco.com
Newsletter Editor: Bruce Miles (740) 587-4179 bmiles@buckeyetriumphs.org	Secretary: Murry Mercier (614) 888-0838 trsixer@yahoo.com

Webmaster: Ann Gillman 614-891-3733 AGillman@aol.com

Technical Consultants:

TR2's & 3's:
 John Hartley 740-753-1066 email: johnbeckyhartley@sbcglobal.net or
 John Huddy 614-846-2321 email: jhuddy@columbus.rr.com

TR-4's: Bruce Clough 937-376-9946 clough@erinet.com

TR250, TR-6: Robert Mains 614-890-7767 rmains1@columbus.rr.com
 or Jim VanOrder 740-967-2110 vanordergj@columbus.rr.com
 Spitfires and GT6: Doug Braden 614-878-6373 braden.13@osu.edu ,

TR-7 & 8's: Ron Fowler 614-397-3685 tr8@att.net

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

Comedy Clips

From: Sam Halkias [mailto:atr6racer@hotmail.com]
Subject: FW: Final tally 2010 Woman Drivers Awards

The 2010 Woman Driver Awards:
10th Place Goes to:



9th Place Goes To:



8th Place Goes To:



7th Place Goes To:



6th Place Goes To:



5th Place Goes To:



4th Place Goes To:



Not only a woman, but a WOMAN COP in all her official capacity!!!!

The BRONZE Medal Winner:



The SILVER Medal Winner:



YES - her helmet is
..... worn backwards .

And finally, here is our 2010 Women Drivers Awards
*** GOLD Medal Winner ***



WOW !! How the...?!?

Oh never mind.... CONGRATULATIONS !!

This concludes the 2010 Women Drivers Awards Ceremony.

Thanks to all our contestants for giving us all a reason to laugh & smile.

Classifieds

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

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

CARS WANTED

Very Serious buyer for:

Jaguar, XK- XKE MG-"T" series, MGA
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220-230-250-280 SL All open cars
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Riley, Alfa-Romeo, Singer, 1964-1967
Ford Mustang , Model T, A

Entire Collections Possible

ANY CONDITION - ANY LOCATION

Generous Finders Fee. WILL PAY THE MOST!!

1930's – 1960's

Buying Restored Gas Pumps

Also other interesting cars.

European and American made

STEVE'S BRITISH CONNECTION USA

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Buckeye Triumphs
9023 Concord Rd.
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