



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

www.BuckeyeTriumphs.org

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EDITOR'S CORNER



Welcome to the Spring 2013 edition of the Buckeye Triumph Newsletter and my first issue as editor. I want to begin by saying what a wonderful job Bruce Miles has done with the newsletter all these years. The club has won numerous awards for the newsletter, due in large part to Bruce.

He has worked exceptional hard over the years and has definitely earned a well-deserved rest. He is leaving some mighty big shoes to fill (figuratively speaking since I believe he and I both have size 13 feet).

It is also important to note that another reason Buckeye Triumphs has received awards for our newsletter is the willingness of everyone to step forward and contribute. From the tech articles to comedy clips, we can't have a newsletter without your support. For that, everyone deserves a big thank you, as well as a reminder to keep the material coming!

As you can probably see, I'm taking the change in editorship as an opportunity to put my spin on the newsletter. As part of that, I'm going to try to include some newer type of content. For example, in this and future issues I want to include a "New Members" section where we introduce you to everyone who joins the club. If you are a new member who has returned your survey but do not see it in this issue – don't worry. I am planning on including them in future newsletters. Additionally, for the benefit of everyone, I hope to have (do not say "old", do not say "old"!) more "seasoned" members complete the same survey. I think we would all enjoy learning a bit more about each other.

Since everyone pretty much receives the newsletter via the internet, this allows for more flexibility in terms of the newsletter's length and content. So, for example, you'll find that the Table of Contents is hyperlinked – which means you should be able to click on the heading and go directly to that page. Additionally, it allows for the inclusion of more pictures and visually interesting content (the announcement for this year's Lube and Boob is not exactly the "visually interesting content" I'm talking about).

And as time goes on, I'd like to experiment with more interaction between the newsletter and our website and Facebook and YouTube pages. For example, if we have an article and pictures recapping an event, it would be great if we also included a link directly to a video of it on YouTube or embedded it directly into the newsletter. Or

if there is a need to complete an application for something, instead of giving you the web address for you to copy and paste into your web browser, we could instead include a button that you could click that would take you directly to the webpage.

Lastly, I'm toying with the idea of giving the newsletter more of a magazine feel. So instead of having two columns of text on each page, the layout of each page would vary to fit the need of the article. You'll see a few examples of that in this newsletter.

I'd love to hear your feedback – both on the changes made thus far as well as any others you would suggest.

So with that, I give you the Spring 2013 newsletter!

John VanNorman

PRESIDENT'S CORNER



Buckeye Triumph Members, welcome to the 2013 events season with a special welcome to our newest members! Earlier this week, I heard this song by the

Beatles on my iPod and I thought of all of you. Please indulge me for the moment and if you know the song, imagine the music as you read the words:

*Here comes the sun (doo doo doo doo)
Here comes the sun, and I say
It's all right*

*BT members, it's been a long cold lonely winter
BT members, it feels like years since it's been here
Here comes the sun
Here comes the sun, and I say
It's all right*

*BT members, the smiles returning to the faces
BT members, it seems like years since it's been here
Here comes the sun
Here comes the sun, and I say
It's all right*

*BT members, I feel that ice is slowly melting
BT members, it seems like years since it's been clear
Here comes the sun
Here comes the sun, and I say
It's all right!*

Now, doesn't that get you in the mood for our summer passion?

We have a great year planned so far, starting with our "perennial" Daffodil Drive. After that, as often as the weather permits, our calendar is full of events. Some are our annual favorites and some will be new. The season goes by quickly and I know most of us will not make every event, but do try to attend and participate as much as possible. Don't forget our Business & Social (B&S) Meetings each month.

In addition to the first three B&S meetings, we have already had Cabin Fever and a Tech Session. Thanks to all who attended these events. All that and most of us haven't even gotten our cars out yet!

And speaking about the year's coming events, I want to thank our officers (past and present) who have done all the legwork in planning our year of fun.

Again, welcome, have fun, drive safely and join in because... "*Here comes the sun!*"

Don Olshavsky

P.S. watch our website (buckeyetriumphs.org) for calendar updates and news. Also look forward to the newsletters that John Van Norman is producing for us this year. And finally, remember to take photos/movies for the BT record of 2013.

ANNOUNCEMENTS AND NEWS

2013 Membership Dues

Just a reminder on the annual \$20.00 club membership dues. You can send them to Bill Blake at 115 Cottswold Dr., Delaware OH 43015. If you have any questions, please email Bill at billblake@thekayesco.com.

I Can't Drive 55!

In case you haven't heard, the top speed limit in Ohio is officially going up to 70 mph this summer (I'll leave it up to you to decide whether that is a good or bad thing, especially with regard to our small classic cars). The biennial state transportation budget, which Governor John Kasich signed on April 1st, included a provision increasing the speed limit "outside of urban areas." The Ohio Department of Transportation is working to determine which specific areas that will include, so that should give those of us who don't have overdrives on our Triumphs enough time to buy and install one!

Tech Session

There will be a tech session in Newark on April 6 at 10:00 a.m. to pull the transmission from Rod and Pat Yost's '71 TR6. He is able to shift the transmission when the engine is not running, but unable to move the shift lever when the engine is running. The throw-out bearing is suspected of causing this problem. We will pull the transmission, hopefully diagnose and correct the problem, and, if so, re-install the transmission if time allows. The address is 115 Jefferson Road, Newark, Ohio. Rod's cell is [740-334-1768](tel:740-334-1768). Jefferson Road, **not street**, runs east-west between N 21st street and Mount Vernon Road, AKA State Route 13. Both 21st street and State Route 13 have exits off of State Route 16. Lunch provided, of course.

2013 Spring Daffodil Tour



Buckeye Triumphs invites you to join us for our Annual Spring Daffodil Tour of Licking County.

Saturday, April 13, 2013. Driver's meeting at the Granville Downtown Crosswalk at 10:00 AM.

We will take a fun tour of all our favorite roads in Licking County – with a visit to our friends Jill and Paul Griesse's Pau Hana farm to view Paul's Car collection and Jill's 250,000+ daffodils planted on their estate.

Lunch will be at the Sonic Drive through in Heath, and then end up back in Granville to tour the Annual Garden Club Daffodil Show and a visit for Frozen Custard at Whit's.

Please RSVP with Bruce Miles: 740-587-4179 or bmiles@intinfo.com

Please do let Bruce know if you plan to attend so he can have the right number of driving directions ready for all.

2013 Lube and Boob



On May 14th Buck Henry will be hosting this year's Lube & Boob at his house in Dublin while Carole Olshavsky will host the ladies for lunch at her and Don's house. See the website for more details (as if the photo doesn't say enough).

2013 Columbus British Car Day



Below is the link to this year's British Car Day Registration Website. We've put the registration process on-line due to many requests from participants.

This year's date is May 18-19, 2013 and the show will again be held at Quaker Steak and Lube on Polaris Parkway and Lyra Drive in north Columbus.

On Saturday, we'll have a Driving Tour of Central Ohio hosted by Buckeye Triumphs, and on Saturday night, we'll also hold our Hospitality Suite hosted by the Central Ohio MG Owners.

To access the registration website, please click on the link below (or copy and paste into your web browser).

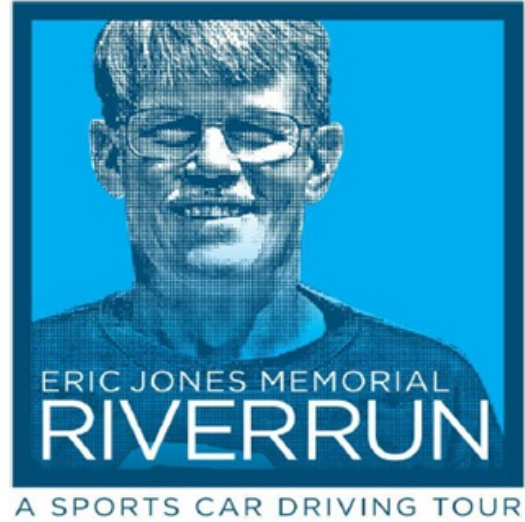
<http://events.constantcontact.com/register/event?llr=aabpbbmab&oeidk=a07e77h04zq52841ee3>

We'll also have a paper form available if you'd prefer to do that this year. Please reply to this e-mail with your postal name and address. Please use this e-mail address for any questions you may have too.

Hope to see you in May!!

Thank You.
Central Ohio British Car Council

2013 Eric Jones Memorial River Run



Riverrun will start at the Bob Evans 5205 New Albany Road. This year we head in a different direction & use roads that will be new to people. We get to the River as always, close to Martins Ferry this year, then more back roads to a traditional finish at Tom's Ice Cream Bowl.

Susan Logan is once again doing registration for us. (Slogan.osu@gmail.com). We ask that people let us know if they plan to come so we can have enough routes available. The cost will be \$10 per car with all proceeds going to mesothelioma cancer research.

**Triumph Register of America
2013 Tour**

**Triumph Register of
America 2013 Tour
Planning Notes**

June 2013 – Heads-up – the announcement of the 2013 MVT Triumph Register of America National Meeting Tour d'KY.

Most of the local (Dayton OH) Miami Valley Triumph (MVT) folks know that every year I put on a tour going down and back from TRA wherever it is. 2013 will be no exception. The goal is to enjoy the trip there and back – exploring new places and revisiting good places - and staying at inns and lodges you might not know about.

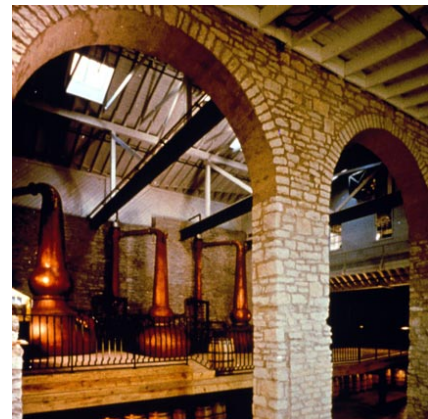
This year the TRA meeting is at Kenlake State Park in Western Kentucky on 12-16 Jun. The goal is to spend several days getting there, and taking a couple of days to come back. Sure – you can drive that in a day easy, even in a Herald (smile), but the goal is to visit the scenery you are passing by, not just note it. We will start the tour on Sunday, 9 Jun by meeting in Wilmington OH at the Frisch's Big Boy and head southwest from there.

Sunday – we will leave the Dayton area about 9-10 am, the goal of this day is a lazy cruise to Ripley for lunch, cross the Ohio on a Ferry to Augusta KY to do some shopping, and then head toward Lexington (via at least one winery), cruising through the horse farms and staying that night in Versailles KY at:
<http://www.montgomeryinnbnb.com/>
270 Montgomery Ave, Versailles, KY 40383, Phone: 859-251-4103



There is also a chance we'll try and stop by a place featured on Drive-ins, Diners, and Dives. J.J. McBrewster's American Smokehouse - 3101 Clays Mill Road Lexington, KY 40503 (859) 224-0040
<http://www.jjmcbrewsters.com/>

Monday – we are going to do the Bourbon Trail...
<http://kybourbontrail.com/>...of course staying sober, but also enjoying good KY whiskey. We have always wanted to do this, and were planning it for the 2011 MVT Fall Tour, but ended up doing wineries instead.



We should be hitting 4-5 distilleries that day and ending up in Bardstown at the:
<http://www.jailersinn.com/>

**Jailer's
Inn Bed &
Breakfast**
111 West Stephen Foster Ave.
Bardstown, KY 40004
502-348-5551 or 1-800-948-5551



Tuesday – Leisurely cruise to Kenlake, stopping by a few places, including Bill Monroe’s home town. I’ll bring a mandolin, who has the Banjo? That night through Sunday morning we will be at Kenlake:

<http://parks.ky.gov/parks/resortparks/kenlake/default.asp>

X



Wednesday – Sun (morning) will be TRA, and we’ll let the folks doing it let you know later what the fun activities will be. After it’s over Sunday we will be heading north across the Ohio, taking in some wonderful southern Indiana roads and ending up at my favorite Indiana State park – Spring Mill, which has a fantastic lodge:

<http://www.in.gov/dnr/parklake/inns/springmill/index.html>

Spring Mill State Park, P.O. Box 68, Mitchell, IN, 47446
812-849-4508, Fax: 812-849-4878



Monday #2 – we will head for home, but not on the interstate – maybe visit a few towns we blew through while visiting Metamora a couple of years back, dunno! There’s a few decent wineries on the way also!

So that’s it in a nutshell, a fun time is being planned – more updates as get them – if you are planning on going better make reservations now.

2013 Moss Motoring Challenge



It’s been said there are no new lands to discover. To that we cry, “BOLLOCKS!” We simply have the advantage of paved roads to get to where we’ve never been before!

Moss Motors is proud to be the host of a grand Motoring Challenge for owners of British sports cars. It’s a Challenge of adventure and discovery—one in which folks with sharp eyes, a camera and love for road trips have a chance to win prizes, including a \$1,000 Moss Gift Certificate!

To read more about the Challenge and participate, go to: <http://www.mossmotoring.com/challenge>. It is free to register and join the Challenge.

The Motoring Challenge spans the entire year, but don’t delay, get started now! You’re going to be amazed at how much fun this seemingly simple activity really is.

UPCOMING CALENDAR

- April 13:** Daffodil Tour Bruce Miles to host. Please RSVP in case there is a rain delay. We will contact the ones who RSVP'd for the drive.
- April 14:** Rain date for Daffodil Tour.
- April 25-28:** The Mitty
- May 4:** Lube and Boob. Buck Henry to host.
- May 6:** 6:30 pm B&S. Buck and Mary Henry to host at the Bogey Inn in Dublin, OH.

MEETING MINUTES

Business Social Meeting 7:00 P.M. Mar 3, 2013

Iacono's, 9330 Dublin Rd., Dublin OH .

- 1) Don Olshavsky opened with a thank you to Buck and Mary Henry for switching host duties.
- 2) Don welcomed new member Pete Stroble. Other new members recently added include Don Adcock, 1974 1/2 TR6 and Steve and Debbie Volpe, 1967 Spitfire.
- 3) Don reminded all to frequently check the Events listing on the BT web site www.BuckeyeTriumphs.org for the latest details.
- 4) Jason Pigg reported on a successful Cabin Fever Swap event. All costs were covered by donations.
- 5) Planning is well under way for the Daffodil Tour event, Saturday April 13 at 10:00 A.M., which includes new lunch location options depending on weather conditions. Some plan to arrive early for breakfast at the Aladdin Restaurant. Bruce reported that the tour should include a visit to the Griesse's estate to see Jill's daffodils and Paul's cars.
- 6) Don reported that the officer transfer of duties is going well: Treasurer Jim Vanorder to Bill Blake and Newsletter Editor Bruce Miles to John VanNorman. He thanked Jim and Bruce for their many years of service.
- 7) Buckeye Triumphs decals are available: for \$4 (4") and \$10(8"). See John Schilling.
- 8) The next BT meeting will be at City Bar B Q, 5979 E. Main, Reynoldsburg (614-755-8890).
- 9) The meeting was adjourned at 7:24 P.M.

Murry Mercier, Secretary

NEW MEMBERS



Bob Berg

Spouse's name: Paula Berg
Children's names: Chelsea, Brendan, and Hayley
Occupation: CFO Pharmaceutical Company
Triumph he owns: 1980 Triumph TR-8 (poseiden green metallic w/ tan convert top)
Other classic or interesting vehicles he owns: My son has a 2000 Pontiac Trans Am we tinker with as well...

Any automotive talents or skills to let our members know about? Very knowledgeable on the TR-8 with OEM or performance modifications. Performed many custom mods to the car and can MacGyver any issues when parts aren't available to make the car better. Carburetor expert with holley 4150+barry grant internal mods and A/F ratio tuning.

Other interests or hobbies? Competitive volleyball, running, home remodeling, and gardening

What sparked his interest in Triumphs or British cars? Way back in 1981 I saw a TR-7 when I was in college and always wanted one ..after graduation and landing my first job I went to Leyland dealer (jaguar/rover /triumph back in the day)to buy the 7 and decided to get the V8 flavor of the car which I own today... purchased new Jan 1982 from Gorins Jaguar Hartford Ct.

What are you looking forward to the most from Buckeye Triumphs? Networking and car show event socializing

Other interesting bits of information: I can stand on my hands.....I also have kept every nut/bolt/OEM piece for the TR-8 after mods were made..... this is my second TR-8...I originally purchased one Aug'81 and lost it in a snow storm dec'81 on ice on the hi-way coming home from work-totaled.....so I have a TR-16 now.....



Peter Stroble

Spouse's name: Nancy Stroble

Children's names: Amy Stroble Fent, Amanda Hawker, Andy Stroble

Occupation: Volunteer President of British Transportation Museum, Retired Ohio Bell Electrical Engineer.

Triumphs he owns: Museum TRs: '60 Peerless GT, '62 Herald Sedan & Convertible, '78 TR7, '79 S
Bicycle, '70 adult Tricycle .

Other classic or interesting vehicles he owns: Personal collection of four Classic Minis: '60 Autocrosser, '67 MK I Automatic, '68 MK II, '69 Riley Elf

Any automotive talents or skills to let our members know about? Jack of all trades, master of none.

Other interests or hobbies? Who has time?

What sparked his interest in Triumphs or British cars? Army service in Germany, 1969

What are you looking forward to the most from Buckeye Triumphs? Meeting more gearheads

Other interesting bits of information: Like that wart in that unmentionable place? Want pictures?

EVENT RECAP

2013 Cabin Fever Swap Meet

The 2013 Cabin Fever Swap Meet was a huge success. Our events guru Jason Pigg did an awesome job. And a special thanks to Kim Johnson for getting the building for us. We welcomed about seven new members to the club.



Raphael's Tech Session Review

On March 21, 2013, Rafael Villalobos had a Tech Session to remove his TR6 engine and gearbox. Joe Lynch reports:

Great turnout for the removal of Rafael Villalobos tired old engine from his TR6. Due to all of his prep work on the car, we got the engine out in record time. His empty engine bay will soon be home to a Sam Halkias rebuilt engine! Thanks to everyone for showing up and pitching in to help out a fellow member. Thanks to Rafael for providing a warm garage and pizza and beverages for the workers.



Check out that engine stand Allan created (patent pending). You have to marvel at the ingenuity of Buckeye Triumph members!

ARTICLES

Talking Triumph Toys

By Bill Blake

The Triumph styling department that created the fantastic curves of the TR3 probably were not surprised when Avon Products approached them make a bottle in the shape of the TR3 to hold 2 fluid oz. of Avon Spicy After Shave. This a picture of the box and car:



This fine survivor was found at the BT Cabin Fever sale this year on a table owned and operated by member Tom Householder. Caution, contents are flammable; we all know that about these cars.

Avon printed on the box that the 1956 TR3 was a “cheeky little English car” that “could be seen tooling briskly down US highways, usually manned by a windblown driver who looked more gleeful than anyone had a right to be.” They went on to say that this was “one of the first moderately priced sports cars boasting and engine as powerful as those found under far more expensive hoods.” Avon went on to say that their product was “Inspired by an engineering savvy that made the TR3 such a huge success, an Avon designer created this unique decanter.”

We are talking toys but those folks in the day at Avon were mighty impressed with the TR3. If you want one for your very own I think Greg Gillman has one for sale. For me I am very happy owning my very own TR3 in a nice shade of green.



March 2013

By Bruce Clough (bclough@woh.rr.com)

Introduction

Okay – it’s going on the end of March and the weather will start to turn promising for bodywork, soon – hear that weather!

***Dang groundhog.
Pot Roast I say!!!!***

March I’ve spent working the things I can without having the car on the frame, which is essentially the electrical system, dash, and painting some piece parts. I’ve made decent progress. Our kids want me to make better progress so they can do body work (which I’ve told them I would pay good money for). That should scare all!



The Grey Ghost circa 1992



The Grey Ghost circa late 2102

Electrical Fun

Electrical systems are tough, especially if you are building one from scratch.

From scratch you say?

Yes, from scratch. I'm building this TR3B the way I'd like a TR3B to be. Now, I do not want an electrical system like a modern car, where half the busses are digital and you have to have several hundred pages to document the wiring diagram., but I do want one that has enough fuses that you can run a variety of things and know when something blows that you can figure out what it is. I also hate having dash switches carry a lot of current since that leads to shorter switch life – that's why we have relays.

Okay, more fuses and more relays – what else?

Well, I need to be able to attach the GPS and iPod/iPhone/tablet charger

GPS – why do you need a GPS? Simple – it's the speedometer – much more reliable than the stock one.

I need USB power as well as passengers. I also want more lights to tell me what is going on as well as a warning buzzer for things such as low oil pressure and alternator failure. I need to allow for a more modern sound system with things like Bluetooth attachment. Since the battery is going in the back and I am planning on using a gear reduction starter, much of the electrical system physical architecture is different, and the decision I made to keep the firewall clean of anything except the windshield wiper means pretty much nothing is in the same place.

From scratch.

So what do you do?



Mocking up a dash – the new dash will be a lot smaller

Well, the first thing you do is get a notebook to write down your thoughts and actions. Since the wiring I'm going to end up with isn't like the original, I need to keep good notes, not just for the next person that gets this car, but for me. I didn't quite do this for the Stag and I found myself reverse-engineering my own engineering. Yikes. The first thing you do is start writing the requirements, like

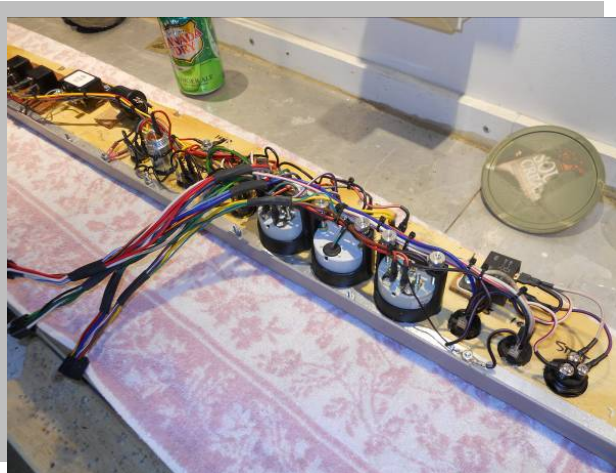
- “Move battery to back, install cut-off switch.”
- “have aux-power port on dash”
- “allow for modern gauges including tach”
- “have wiring run on one side of the engine bay only”
- “reuse control head”
- “replace oil pressure gauge with idiot light”

You need to brainstorm what these are and then start thinking of the circuits that enable it. You also need to snoop around – I found on YouTube where a guy had modified his TR3A rear tail lamps to be both turn signals and brake lights – I want to do that, so I watched and learned.

One of the first things I learned was that the dash/control/instrument design and electrical harness are intertwined. Duh. I had to design the dash to design the wiring. So here were my requirements for a dash:

- Three gauges – tach, fuel and coolant temp. Rest are superfluous. GPS gives a better ground speed than the speedo ever did, the ammeter just lets you know how bad the generator was at producing output, and the odds are you are not watching the oil pressure gauge when it goes south – for the alternator and oil pressure you need a light and a buzzer to get your immediate attention. Voltmeters are pretty much worthless if you have a good warning system. The reason they get in modern cars is that they are cheap compared with ammeters.
- No ignition key – just use an ignition switch to turn on and off the car and use a starter button (except a more modern one). Use the battery switch as well as removing parts to keep the car from walking away. (the old TR3 ignition key was worthless anyway – a wire with two alligator clips gets around that)
- Warning system for electrical generation and oil pressure – I've decided to use a "master caution-ish" circuit from aircraft – a buzzer and light will force you to look for other issues.
- Use switches that indicate it's on.

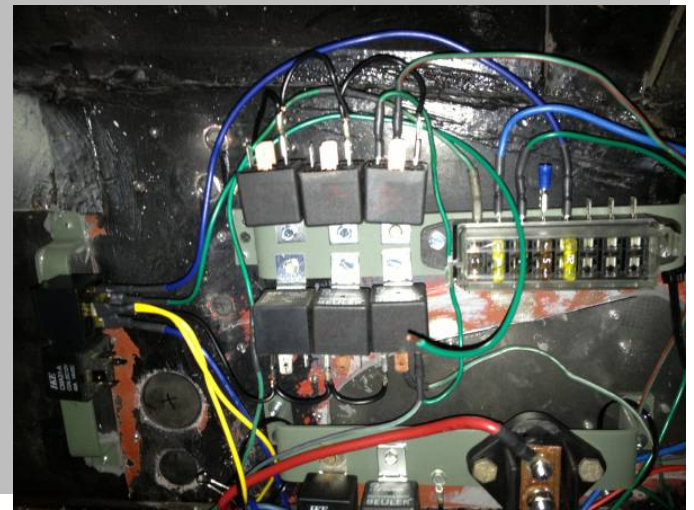
Another thing I decided to do was simplify functionality. For instance, I dropped the passenger wiper and eliminated the "self-park" feature. Let's face it, we're using Rain-X anyway and hoping we don't have to use the wipers. I went down to one wiper to make sure that anemic motor can move the blade fast enough if needed, and that passenger would just be screaming if he/she could see out anyway. If you're in enough rain where they can't see you're worried about being soaked, not seeing... If it was good enough for a TR2, it's good enough for me...I ordered the parts and put a dash together (well it wasn't that simple, but it wasn't hard – just time consuming).



Back side of the dash – well, I was going for simplicity, but something happened there....

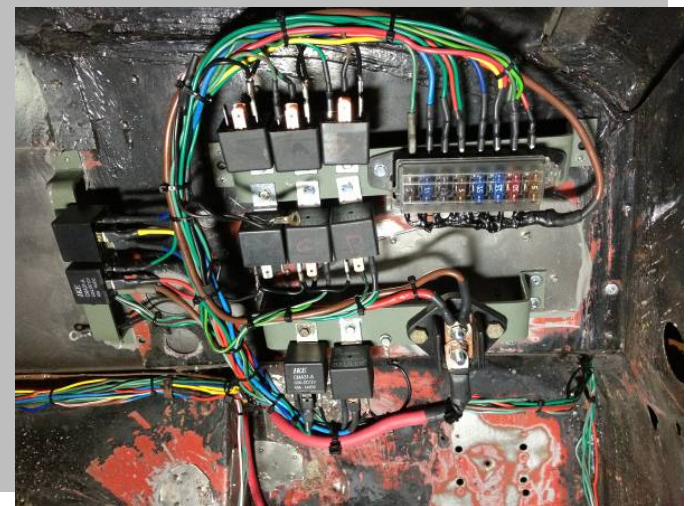
...a week later...

Well, a lot of work has been done since I started writing. First of all, the simplicity went away – now we're up to 8 fuses and 12 relays.



Relays and fuse box in place and starting to get wires. I moved all the electrical system components on the inside of the firewall

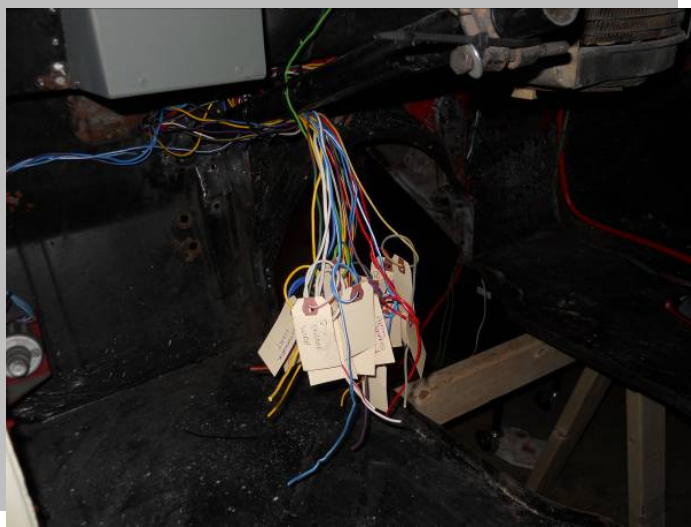
Just to get this far was a little struggle. I had to estimate how much stuff was needed and how far apart all that needed to be so I could get fingers in there to fix it when it breaks.



More of the wires in place...

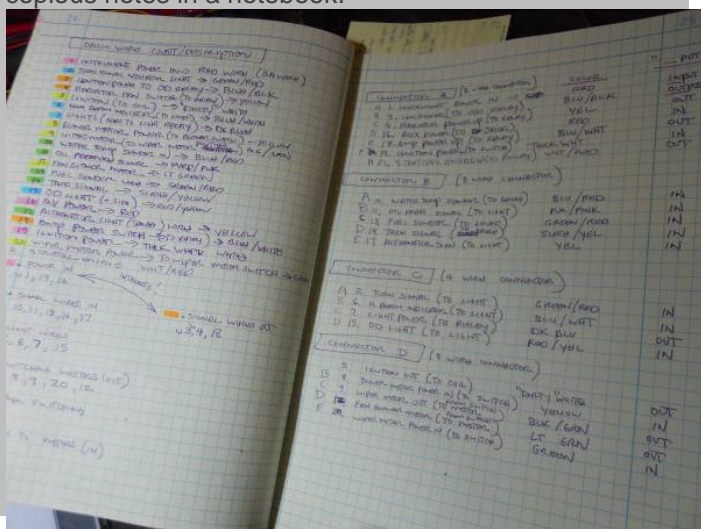
As I went along I laid in a wire, tied it in place, laid in another wire. Also I soldered on all the connectors and

used shrink tubing on every connection. This took several days in the evening to develop this all.



Wires that go to the new dash – note each one is tagged what it is and where the other end of it goes to.

Another thing I tried to do was to use Triumph color convention. Rather than using all green wire I bought an old TR7 wiring harness – lots of wire for \$20 – I could not go wrong! I cut that up and used it for wire so I have a decent selection of color codes to work with. Speaking of that, you need to keep track of what you are doing – I journaled the development of the wiring harness with copious notes in a notebook.



My notebook of TR3B love – keeping track of what I'm doing



Journal in action as I build the dash wire harness connectors

Since this TR3B now has a much-more complicated wiring harness, these notes will come in handy when I finally develop the new wiring diagram.

One of the more trick parts was going down from two bundles of wires heading to the front end, one along each inner fender, to one going along the driver's side. I was doing this for cool looks, and since I plan to use all LED lighting, the current draw is much less and I can get away with only one wire for each type of lights running forward.

One limitation I had was turn signals and horn. Just due to the design I ended up deciding to use the stock control head and steering wheel. I wanted not to use it, use aftermarket signals and horn push, but the integration difficulty was tough and the aftermarket turn signals look a little clunky.

It's been 25 years since I rebuild a control head, as a matter of fact, it was this one – at that time all I did was clean it up, but now it needs cleaned and new wires installed. Thanks to the TR7 harness I had plenty of wire. All I did was take it apart, clean it up, solder connectors on wires, use shrink wrap (you can buy on a roll from Home Depot) to protect it, put it all back together, and solder the bullet connectors on it. Actually was pretty easy and I even remembered all the little springs and things that tend to fly all over the room when you take one of these apart!



Putting a new wiring harness on the control head



Amp and cut-off switch in the trunk...

Once I got that in place it was time to put the dash in, steering wheel with control head, connect up a 12V source, and do a smoke check.



Building the Harness going forward

I also had to mock-in the battery and connection hardware. I decided to move the battery to the back like I had done on Freebie and The FrankenStag. And while I was at it, decided to mount a battery cut-off switch and stereo amp. The battery switch has a removable key, so it will double as a theft deterrent device. Since I won't have a normal ignition key in this, I'll probably rig something else to keep it from wandering away – like take the rotor out - that works well.



New dash in place. This is an interim dash until I work some remote switching technology...

The smoke check discovered I had to re-wire the turn signal indicator circuit, but besides that everything seemed to work. Scary.

Wiring Harness

Boy do I hate building up wiring harnesses - did I mention this yet? Tedious work. I had it together in the car, but I needed to cover it to protect it. As you might have guessed if you are a long timer – maybe Danny and Mary do along with the Yanity's - the last one I built from scratch was for TR Stealth in 1988. Granted that was a much more complicated car than The Grey Ghost, but for the Grey Ghost I actually want it to look somewhat nice. Just open wires using nylon ties ain't gonna cut it. Just

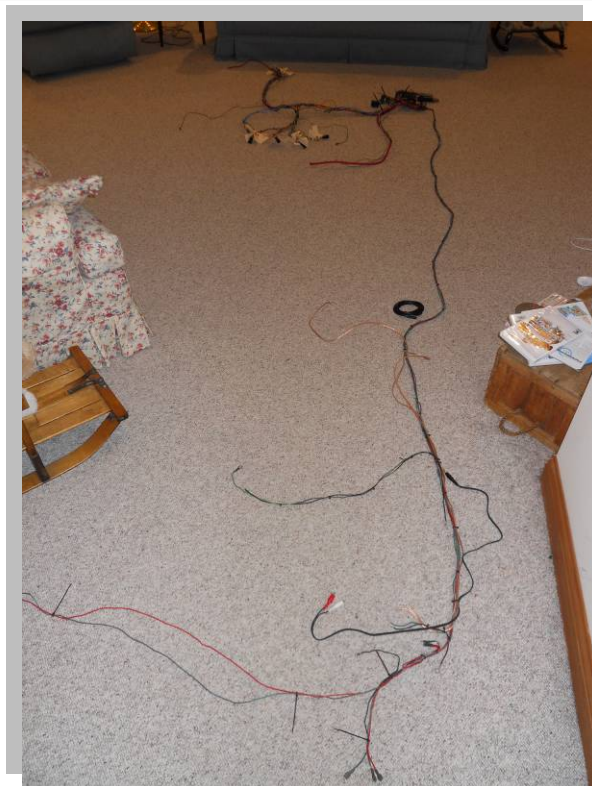
past the smoke-check I added a few things to the harness:

- Added several diodes and connect them up to the relay pairs driving the tail-lights so I could get the turn signal indicator on the dash working. Long story there, just know you cannot just connect this to the output of the flasher.
- Added the shielded 1/8" jack for audio out from the iPhone so I can play music. I was going to put in a Bluetooth unit, but I decided to run with what I had on the shelf, which was just the amp and no Bluetooth unit. I suppose I can add that later if needed...
- Fixed the wiring to the wiper motor - what I diagramed and what I did didn't match!
- Added several grounds into the loom - just to make things look a little better.

As I wrote earlier, the smoke test went well, all things seemed to work fine. I still need to develop one wiring diagram for the car rather than a series of pages in a journal, but I am pleased.

Next step is to cover the wire with loom. Although there are gobs of choices here, I decided to go with a woven-split loom from Jegs. It looks better than the corrugated plastic loom and is easier to work with. I got plenty in various diameters from 1/8 to 1", but you need more, you also need to tape down the ends of the loom. Lots of folks use electrical tape for this, but that tape really isn't designed for either the interior or exterior environment of a car. One possible method is to use shrink tubing; however that gets problematic for bigger diameters as well as "T" intersections. I decided to go with cold waterproofing tape - you wrap it over itself and it forms a permanent bond.

I removed the harness from the car with the relays in-situ - they had to come out anyway and they help to hold the wiring harness in shape around that section. It will go back on the same way. I now had to find a place where I could lay it out like it lays out in the car. Basement. It needs some space.



Naked wiring harness on the basement floor waiting for my luv...wait, I didn't say that right, I really do not have an attachment to wire...

I then spent two nights working slowly along the harness, clipping the nylon ties holding things in place, slipping on the loom, and securing with the tape. Not hard to do, but tedious. I really couldn't put loom near the relays, but with enough wire ties the wires are not going anywhere. Doesn't it look good?



Covered wiring harness

I still have to figure out a connector for the alternator wire - I want to have a totally separate engine harness for that. Oh well.

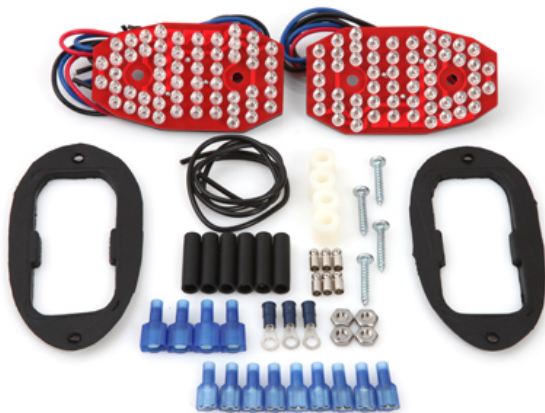


Left-over wires – anyone need some????

LED Taillights

I went out and bought a pair of the LED Moss Taillights for TR3. I want to ensure we are seen when driving this car. They are somewhat expensive (\$90/pair), but they are made in the USA to fit the lights exactly, so you get what you pay for.

So what did we pay for? The kit gets you two lights and all the mounting/attaching hardware you need. You are going to have to remove the current "guts", the bulb holders, from the light fixture, then you use longer attachment screws to hold the light board to the light fixture and then into the speed nuts on the car.



Moss Tail Light Kit

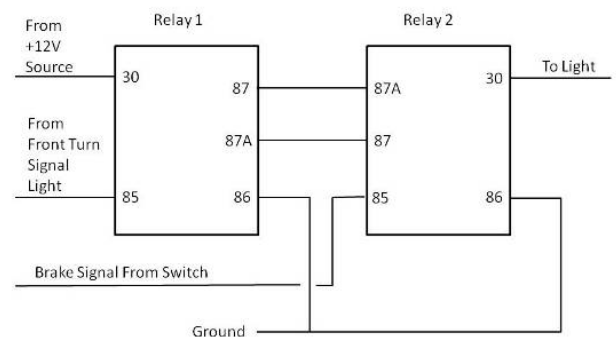
To remove the guts you have to drill out two copper rivets - I used a 1/8 drill to do this. You then insert a couple of plastic spacer tubes into the light board, put the light board over the fixture, and screw it down. The blue wire attaches to taillight wire, red to brake wire and there

is a black wire for grounding. Probably took me an hour to connect it up for a trial.

Brightness? Brighter than stock, considerably. The brightest core of the bean is directed up at an angle (since the circuit board the LEDs are on follows the contour of the light fixture, the LEDs are pointed at an angle, not directly backwards), but since you will be putting the plastic lens over the lights that will redirect the light a little lower towards the back.

They are bright.

Now to modify the normal taillight circuit. I wanted the taillights to work both as a turn signal flasher and as brake lights, so that way I could eliminate the separate turn signal lights and replace those ugly lights with a smooth back between the taillights. Lo and behold I found a guy on YouTube who did that and drew out the circuit.



Rear light relay circuit

It's what's known as an exclusive-OR config, essentially it acts like a brake light unless the turn signal is on, and then it acts as a turn signal. I just used some standard relays and it seems to work fine (as long as your voltage is above 10 volts, below that it doesn't work well! It also was one of the reasons I ended up with a lot of relays in the car!



New fuel cell in place

Well that’s about all I have time to write about. Hopefully by the next report the body will be back on the frame working gas line, brake line, and other interface issues...then back off for body work!
Cheers – Bruce

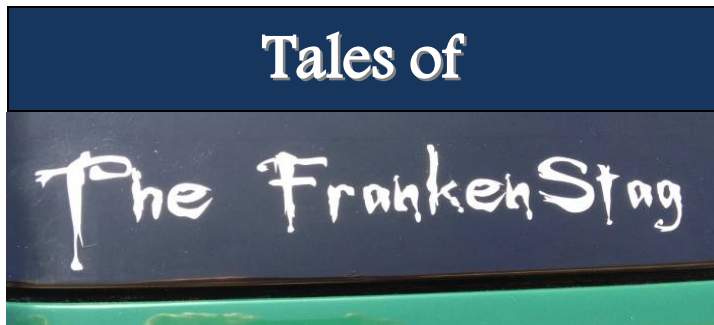
have to remove all the water from the system. Considering the system has heater box and engine block you have to ensure they get drained also. That meant I had to:

- a. Disconnect the heater hoses and blow out the heater. They show folks using high-pressure air lines or small blowers, but I just used my lungs. It takes a few times to blow it out, but I managed it (I just don’t like to use high-pressure air on things that if they fail will be a pain to replace...).
- b. Drain the block – the TR7 engine has a drain plug on the lower left-hand (as the driver would see it) of the block in front of the starter. There is a significant amount of fluid in the engine folks, so make sure you have a good-sized drip-pan when you do this.

So I did that, but that’s not enough, you have to get all the water out, so I had to use Evan’s Prep Fluid (essentially ethylene glycol with some special additives) to dilute the remaining coolant to reduce the water further. That meant another fill and drain sequence including heater core and block. But after that was done the system was ready for the new coolant, okay almost. I wanted to change something while I was at it.

Two years ago when I fitted this engine to the FrankenStag I put a heater shut-off valve on the firewall near the wiper motor. That valve also had a built-in bleed valve so I could get the air out of the system. Since then I’ve been running with that valve open all the time (just like many modern cars which redirect air through hot and cold matrices (coils) depending on what you want rather than turning off coolant flow) and just turning on the fan if we needed hot air. Works fine, so I took that valve off, shortened the hose run, and took off several brackets used to hold the hose.

While I was at it I also eliminated the coolant expansion tank. This stuff doesn’t expand and return to the system like water, so off that came. I also put a TR3 4-lb cap on the system since it doesn’t need the 17-lb cap that was on it. Theoretically you don’t need a cap at all to hold pressure since this stuff doesn’t boil, but you need something to keep it from splashing out. So how does it work? Later...



February 2013 - By Bruce Clough
(bclough@woh.rr.com)

Evans Coolant Integration – The complete story

Okay, so last month I left off talking about the Evans Coolant I was putting in the Stag. If this stuff works it’s going in the TR7 and TR3B. I ordered it from R/A Hoerr in Peoria, IL and it arrived the next evening. Wow! Almost as quick as running to Wal-Mart!

Since the idea of this stuff it to eliminate the need for high-pressure cooling systems by replacing water with a fluid that can run significantly hotter without boiling you

More Lights!

I think I forgot to mention the lights I put back on the FrankenStag last summer. If you remember way back I removed the inner headlights (high beam only on a stock car) to provide more airflow area to cool auxiliary radiators I had developed.



Inner headlights replaced with air vents way back when...how about that hood riser???

Don't need those now that I've underpowered the car (wow, do I feel green...), so it would be nice to get lights back, The outer lights are the usual high/low beam combo of modern Xenon lights, so what can I do to make this unique?

Mercedes Benz.

Yep, Mercedes Benz – 300D to be more exact.



Turns out that body style used 5.75" fog lights that will fit where the original high-beam-only inner lights were. So, where do I find those lights?

EBay.

Right – so I watched eBay for about a week and I found a pair for sale at a reasonable price, bought them for \$30, but what to put in them?

For those of you who have been following the tale of Bruce and his "let's try this technology" mule that he calls The FrankenStag know that the only filament bulbs on the car are the headlamps, and that's only because they do not make 5.75" LED headlamps. The logical thing is to find LED bulbs that fit the fog light socket. The fog's take H3 Bulbs, so I headed off to eBay to look around.



Found some from a guy in Hong Kong, and the price was pretty cheap. Took about 5 days to make it across half the globe. They are not the brightest I maybe could have found for the lights, but you can see them in the daytime and at night they do allow you to see better. Gives us room for growth...

Meanwhile I had to figure out how to wire these. I had the wiring harness and switching all ties and covered up, so I didn't want to make huge mods, so I decided to dispense with a separate fog light switch and wire them into the running lights. What harm can a couple more running lights do? This kept the wiring changes to a minimum.



Fog on the FrankenStag

So far they are working well. I'm still on the look-out for brighter LED H3's, but very drive-able as is!

Music, Music, Music

When I put the last sound system in the Stag, the thought was simple – really – just have the iPhone talk over a cable to a power amp. All music would be on the phone, no showing amp or electronics. Phone sits between seats, amp is under passenger seat – speakers are integrated where the passenger “cubby box” is on either side in the back - how hidden is that? No big displays at all. Very simple.

Well, in practice, too simple. That “240W” Pyle Power Amp I have coupled to the Pyle 6x9 tri-axials coupled to the iPhone just:

1. Can't get it loud enough – not enough volume to listen at slow car speed – I have the iPhone all the way up to hear anything.
2. Can't adjust the tone – you get what you get – I suppose I could play with the simple controls on the iPhone, or find an “app” for that (maybe), but I miss the flexibility of a multi-band equalizer, or even the simple bass and treble knobs.
3. Can't adjust balance since there is no balance adjustment in the whole system.
4. Too many wires running around – I want something more stealth...

Okay, so I have some equipment to modify. I want to stay with the music storage on the phone (even though iTunes is a miserable music management environment) and I want to keep the visible minimalism going. So maybe this will help you in your fight with LBC audio, maybe not, but at least it will give you some starting point. Let's talk about three parts of this – connection, pre-amp, and power amp.

I was thinking of getting a Bluetooth AM/FM Receiver. We have put Pioneer FH-X700BTs in both our Subarus with good luck, but it's a double-DIN receiver and I really don't want to hack up the dash to put it in. I does have cool lights and the functionality is good.

To give flexibility I decided to try a separate Bluetooth Receiver, pre-amp and power amp.

Connecting

Bluetooth. I got it, I'll use it. I've gotten used to getting in a car and the radio talks to the phone in the pocket to talk to the cell tower to bring me music over the web. Sure, it's compressed, but in a dynamic environment (like

the Stag) you will not notice it. We ain't talking about a Lexus interior...

I looked around a little bit, and you can get cheap Bluetooth receivers from China for less than \$10 including postage, so I ordered one. Around here you can buy the same receivers, but they cost you \$30 plus tax. It's just a simple transceiver designed to be plugged in a USB for power and has a 3.5mm audio jack on it.



One Bluetooth Receiver from China via ebay – all of \$9 including shipping, if it dies, it dies...

The most expensive thing about this was the \$10 I paid for the USB power adaptor this takes, more on that later.

EQ and Boost

Just like high-end home audio systems that rely on a separate pre-amp and signal processing gear, I think the car would benefit from this – especially since I need more front-end gain for volume. Searching the Web I found a gazillion units for sale that combine pre-amp with equalizer. I went with an NVX XEQ7 unit for \$60. There were others cheaper, but not with the specs and functions this has plus the “cool” name and blue glow.



NVX XEQ7 Pre-Amp and Equalizer

Ordered it from Sonic Electronics – no endorsement for that company, but web ordering was easy and it came the second day.

Boost Big Time

Next issue for volume is the power amp. What I have in there (bought for \$29 from MCM electronics a few years back) is supposedly "240W" – well, finally looking at it really close (yeah, don't ask me like why I didn't do this earlier) I notice it has only a 5 amp fuse. Hmm, at 100% efficiency that's only 60 watts and it's not 100% efficient – that means that in reality this probably can do only 20 watts/channel if that, probably maybe 10-12 driving those 4 ohm speakers. No wonder it was whimpy, whimpy, whimpy.

Need more power.

Now loudness goes up by factors of 10 for power, which means that if I want it to play twice as loud without distortion I need ten times more power. So, I need at least 100 w/channel. Heading out to the Internet again, I found the Vibe Black Box unit with 110W/ch and a decent form factor – more about that later also.



The Power Amp – Looks Cool

The only good thing about power amps anymore is that the prices are cheap. Paid \$60 for this including shipping and it also showed up two days after ordering.

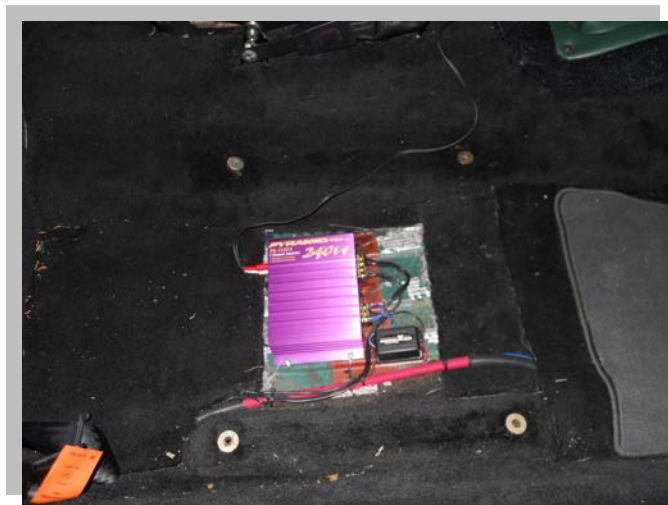
Now Let's Talk About Installation

The old amp had been located in the trunk under a prior life of the car, but I moved it under the passenger front seat when I put the fuel cell in. Kinda nice since it hid everything, but you could get to it fairly easy (four bolts).

My original goal for the updated equipment was to put the amp under the seat where the old one was and put the pre-amp in the dash. The Bluetooth receiver would be in the USB cigarette lighter adaptor and wires would connect them all.

But then I thought, "why not put it all under the seat? Maybe it will fit?"

Here is the old amp installed under the seat



There actually is plenty of room under here which I took full advantage of:



I had to cut back the carpet a bit (it's sad carpet anyway) and take the end pieces off the amp, but it fits – snugly. Power amp is to the left, pre-amp to right, and you maybe can just make out the USB power adaptor at the top right.

So how does it sound? Louder than before certainly. If you like bass there are several bass-boost switches in the system and I can torment those woofers (and folks in the back seat). If you have a discerning ear and are listening to music being played from a CD player using a line to connect to the system and then listen to the music from the iPhone through the Bluetooth you will notice the difference from reduced bandwidth and file format compression, but when the engine is running and you are on the road with the top down you won't hear that.

Tech Article

Note: The following is a reprint of one of many Buckeye Triumphs tech articles. All of our tech articles can be found on our website at:

<http://www.buckeyetriumphs.org/technical/technical.htm>

Opening bonnet after release cable breaks

Many of us have seen TR6s with dinged bonnets because someone pried them up to release the catch after the release cable broke. This is unfortunate because it takes less than 30 minutes to release the bonnet without damaging it. However, it is very difficult to figure out how to do it without looking under the bonnet -- and if the cable is broken, it's too late for looking.

I first encountered this problem about 15 years ago when a friend called to ask if I knew how to get his bonnet open after the cable broke. His car had a new paint job and he was not about to pry it up. He was in no rush since he would not have to add oil for a couple weeks. I had one of my TR6s torn down with much of the dash removed making it very easy to devise a tool. Several years later the same guy went to sleep and rolled his baby while going only a few miles per hour. I ended up buying the remains. It is a California car with no rust. I have new fenders and a replacement windshield and bonnet (he mangled it that time). Maybe I'll get in on the road in 2002.

I'm removing the interior of my '76 TR6 in preparation for painting. I remembered the hood release problem when removing the glove box and thought it was a good time to make a new tool and photograph the procedure.

The TOOL is shown in the following photo. It is made of an 18-inch length of mild steel bar. I used 5/16 inch diameter bar because it was the first one I found in the scrap pile; 1/4 inch bar will work just as well. Each of the three segments is 6 inches long.



The stay under the glove box, the glove box, and the right side ventilation and demister ducts are removed. The rubber grommet in the hole through which the temperature control and choke cables pass is pushed forward into the engine compartment. The tool is then inserted into this hole beside the cables; see next photo.



The tool is positioned properly when the middle segment is horizontal and the other two segments are nearly vertical. The vertical segment in the engine compartment should rest against the hood release lever as shown in following photo.

BLASTS FROM THE PAST

A trip down memory lane...
(from Bruce Miles)

May 21st, 1977 – Our Wedding day. The Just Married never came out of the paint. Our 1st TR6 – 1971



The hood is released by pushing the bottom of the tool to the left causing it to rotate around the middle segment and the top to move to the right and pressing against the hood release lever.



One caution, the positive battery terminal is near the hood release lever. If the rubber insulation is missing from the cable connector, it may be possible to get the tool on the positive terminal. A friend managed to vaporize part of a large screwdriver while attempting to open his hood through this same hole. If you're really concerned about this, you can insulate the end of the tool by wrapping it with electric tape, duct tape, or masking tape. Another option is to turn on the lights and let the battery discharge. Playing the radio while simultaneously blowing the horn accelerates this process but may upset the spouse, the neighbors and the local police.



When I was a bit shorter...

(from John VanNorman)

As many of you know, my love of Triumphs comes from my father, who owned a TR6 when I was a young boy. I thought those of you who haven't seen these might enjoy them.



(For the sake of comparison)



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) 301-3076
Email: jschilling@designgroup.us.com

CLASSIFIEDS

TR6 Engines from Halkias Performance Services

I have expanded my race engine building services to include street TR6 engines. From bone stock, mild street performance to high street performance. Usually in stock and ready to install. All engines are tested and run prior to sale, and I can even add your accessories for complete tuning ease. Just install and turn the key and you're ready to enjoy the road! Custom engine services for your engine also available. Call for quotes.

I have also added TR6 differentials to my services. All differentials are completely rebuilt using new bearings and seals and ready to install. Stock ratios of 3.70 available immediately. I occasionally have some 4.10 ratios available. All are sold with core exchange or I can rebuild your differential.

Currently available are:

1975 TR6 engine, completely stock, crank reground to .010/.010. New Tri-metal bearings, piston rings and seals. Stock bore. Valves reground and new valve springs. Rods reconditioned. No flywheel, fuel pump, water pump or distributor. \$1,800 with core exchange, \$2,200 without core exchange.

Late Model TR6 engine with performance modifications. Estimated at 140 HP. Good products GP-2 camshaft and lifters. New engine seals & new valve guides. Valves reground with new valve springs. Head milled for 9.5:1 compression. Crank reground to .020/.020 with new tri-metal bearings. New .020 cast pistons and rings, new oil pump, new lifters, High performance ARP rod and main bolts, new timing chain & new bronze valve guides. Connecting Rods reconditioned. No damper, flywheel, fuel pump, water pump or distributor. \$2,536 with core exchange, \$2,936 without core exchange.

Two TR6 3.70 and one 4.10 rebuilt differentials for sale. \$750 for 3.70 diffs, \$950 for 4.10, both with core exchange.

Contact Sam Halkias @ atr6racer@hotmail.com or call 614-582-0232.

Carcoon



Jim Borowski from the Arthritis Committee is moving to AZ and has one Carcoon for sale that has only been used once. Original cost was \$1100, will sell for \$400 to any BT member. The mat floor is 15' long, width is 5'. The overall height is 4', so our LBCars should fit. The Carcoon comes with a built in trickle charger and fan that keeps it inflated. These are the ultimate storage bags for reducing dust and moisture. I know Eric Jones had one of these for his big Healey. If anyone is interested please contact Bill Blake.

Doug's British Car 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

CLUB INFORMATION

Officers and the Fine Print	
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COMEDY CLIPS

Tools Explained

From Bruce Miles



DRILL PRESS:

A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.



WIRE WHEEL:

Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh --'



SKIL SAW:

A portable cutting tool used to make studs too short.



PLIERS:

Used to round off bolt heads. Sometimes used in the creation of blood-blisters.



BELT SANDER:

An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.



HACKSAW:

One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.



WISE-GRIPS:

Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.



OXYACETYLENE TORCH:

Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.



BAND SAW:

A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.



TABLE SAW:

A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.



TWO-TON ENGINE HOIST:

A tool for testing the maximum tensile strength of everything you forgot to disconnect.



HYDRAULIC FLOOR JACK:

Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.



PHILLIPS SCREWDRIVER:

Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.



STRAIGHT SCREWDRIVER:

A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.



PRY BAR:

A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.



HOSE CUTTER:

A tool used to make hoses too short.



HAMMER:

Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent to the object we are trying to hit.



UTILITY KNIFE:

Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

Son of a ----- TOOL:

Any handy tool that you grab and throw across the garage while yelling 'Son of a -----' at the top of your lungs. It is also, most often, the next tool that you will need.

How We Can Make Our Club Young

by Bill Blake

We need to abolish aging, easy enough if we can get enough signatures, please sign and forward:



PETITION TO ABOLISH AGING



Please read and sign below before it is too late.

We, the undersigned, hereby present our most sincere and urgent petition to abolish "Aging." This action is not taken lightly, but rather most seriously, and it should be clearly understood that this is NOT, we repeat, NOT a petition against "Growing Older." This concept is frequently misunderstood but must be clarified and respected.

Our goal is to obtain at least 50 million signatures by the end of 2013. Together we can achieve this goal, for the most worthy of causes benefitting humankind for centuries to come.

Please read the definitions of these two distinctly different phenomena shown below to facilitate your understanding of the petition:

Growing Older – noun, world-wide origin. The experience of adding one year to your age (and one candle to your birthday cake) each year you are still breathing. This has very little to do with aging; in fact, some people do it very well for a long time.

Aging – noun, world-wide origin, with negative connotation. The process by which as you add one year to your age each year, you become a victim of wrinkles and may lose desired or add undesired hair (also true of weight), experience forgetfulness (especially about where you have placed everything which can be moved and most details of memory), develop incontinence, lose physical strength, lose hearing, etc.

Let it be known that in the event of memory loss, wherein you forget that you have already signed this document, you will be allowed to sign more than once, each act of signing your name, in fact, strengthening the urgency of our cause.

1.	15.
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12.	26.
13.	27.
14.	28.

Sworn before me, this ___ day of _____, 2013, county of Franklin, Ohio.

Notary Public: _____



4 Husbands

The local news station was interviewing an 80-year-old lady because she had just gotten married for the fourth time. The interviewer asked her questions about her life, about what it felt like to be marrying again at 80, and then about her new husband's occupation. "He's a funeral director," she answered. "Interesting," the newsman thought.

He then asked her if she wouldn't mind telling him a little about her first three husbands and what they did for a living. She paused for a few moments, needing time to reflect on all those years. After a short time, a smile came to her face and she answered proudly, explaining that she had first married a banker when she was in her 20's, then a circus ringmaster when in her 40's, and a preacher when in her 60's, and now - in her 80's - a funeral director.

The interviewer looked at her, quite astonished, and asked why she had married four men with such diverse careers.

(Wait for it)

She smiled and explained,

"I married one for the money, two for the show, three to get ready, and four to go."

(Oh, just hush-up and send this one on to somebody who needs a laugh.)

A CLOSING SHOT



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