



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

www.BuckeyeTriumphs.org

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EDITOR'S CORNER



As one of my favorite rock groups, the Rolling Stones, sings - "[I'm zipping through the days at lightning speed.](#)" That pretty much describes how I feel. I can't believe that it is already near the end of July. We've had numerous drives, shows, events, meetings, etc. The good news is that there still plenty

of warm weather ahead and events for us to take advantage of.

How quickly time passes is actually something that I've been thinking a lot about lately. As some of you know, I turned 38 this month (granted, that still puts me on the fresh-out-of-diapers-side of the Buckeye Triumph age spectrum). And I see my two daughters Anna and Adeline, at even their young ages of 6 and 1, growing up so quickly.

It is my daughters that are the real inspiration behind this newsletter's article. As many of you know by now, my interest in Triumphs was sparked by the TR6 my father owned when I was a boy. And as these days quickly pass, I can see both Anna and Adeline's interest in "daddy's car" growing – from Anna running to the garage when she hears me fire it up to Adeline enjoying time just sitting behind the wheel playing.

I've written in the past about the importance of keeping young people involved in car clubs. Probably one of the best ways of doing this is by involving our children. It is awesome to see the multi-generational involvement in Buckeye Triumph.

First, such diversity makes it a more vibrant and enjoyable club. Additionally, as our cars become rarer and more expensive, it becomes increasingly difficult for younger people to become involved in the hobby. This multi-generational involvement in the hobby becomes one of the key elements in maintaining it.

Now, if your children have no interest in your Triumph or other classic cars, please let either Jason Pigg or me know ASAP so that proper arrangements can be made for one of us to handle the burden of your car in the event of your passing. Otherwise, continue to involve your children in this hobby that we all love.

In closing, you'll notice that I'm starting to incorporate more hyperlinks into the newsletter. The newsletter is

still designed so that you can print it out to read. However, as more and more of us are reading the newsletter on a computer, tablet, or other electronic device, I thought it would be fun to make it a bit more interactive. Tell me what you think.

John VanNorman

PRESIDENT'S CORNER



As John mentioned in his opening message, the driving season is speeding by. I hope many of you have have taken the opportunity to join your fellow members in the 2013 BT events we've had

so far. If not, you can look forward to the rest of this year's planned activities. As they say in the Ohio Lottery ad, "Chances are you'll have fun."

In referencing participation in this year's club events, I must admit that I have been an absentee leader in that respect. I think I have a good reason though. As many of you know, because I have repeated myself so often (that happens when you get old), I have a goal of getting to all the US National Parks as part of my bucket list. So this year, as a birthday (Father's Day, anniversary, Christmas, etc,) gift to myself, I planned and took a trip to Alaska to add the eight National Parks in that state to my list of those already visited.

It was a wonderful 28 day adventure. Carole joined me for the first 10 days, my daughter Robin, for six days and my son, Ryan for two days. The RV I rented (something I had never done before), was a little crowded, but it just made for a closer family reunion. I must say I felt sad and lonely when they left me. But one must carry on and so I did.

In Alaska, only three of the eight National Parks are accessible by a land vehicle. The others must be reached by boat or air. I choose the latter. The planes are small and are either wheeled or float equipped. I did both after eighteen days in the RV.

I am proud to say I got to all eight parks, even the one's above the Arctic Circle. I am now a member of the Arctic Circle Club and I have two certificates and a t-shirt to prove it. Needless to say, I had an amazing, unforgettable and inspiring trip. I took thousands of

photos, saw much wildlife, beautiful landscapes and the snow capped mountains were awesome. I saw nature at its finest. I know some of you have made the trip this year as well, Jim and Gayle, Mike and Trish, and Ted and Janet, and I'm sure you will agree it is a wonderful place to visit at least once in your lifetime.

There is one thing I did not know until I got home and got the following article from my son. I think you may find it interesting. Certainly a good thing to know the next time you are planning on visiting a National Park. Please read and gain the knowledge that I now have and will incorporate into my next Park visit.

National Parks Closed For Annual Remajestification

[NEWS](#) • [Science & Technology](#) • [Issue 46*21](#) • May 24, 2010



Each bald eagle receives an annual head-rewhitening.

WASHINGTON—With their current condition "marginally breathtaking at best," America's national parks will be closed this week for their exhaustive annual cleaning and remajestification, the U.S. Department of the Interior announced Monday.

"It's that time of year again when we roll up our sleeves and begin the painstaking task of resplendoring our parks," Interior Secretary Ken Salazar said. "After a long off-season, the foliage has grown lackluster, our mountain streams have lost their crystal clarity, and even the sparrows' songs are flat and desultory. So please excuse the noise and dust as we prepare our country's scenic wonders for their grand reopening on Memorial Day."

Each year, all 84.4 million acres of land overseen by the National Park Service are thoroughly scrubbed, tidied, and restored to a maximally picturesque summertime state. According to officials, the weeklong process includes extensive brook re-babbling, the application of new bark to some 37,000 giant redwood trees, litter removal, and the sharpening and re-snowcapping of every peak in the Rockies.

In addition, some 4.7 billion stones will be polished to their original sheen, and more than 23 million species of indigenous wildlife will be washed and primed by hand.



Bark-washing crews work round-the-clock so that, come reopening, the giant redwoods will really pop.

At Yosemite, officials have been dispatched to reposition the necks of swans for optimal poise and grace, while rangers at the park have been instructed to "get out there and comb those bears."

"People don't realize how quickly the beauty and enchantment of these places gets depleted," Walter McCoy, a ranger at Maine's Acadia National Park, said as he pulled up last year's carpet of pine needles and laid down a fresh one. "Tourists come here, they ooh and they aah, and before you know it, all the majesty gets used up."

McCoy added that by August his crew is usually forced to discharge canisters of scented evergreen into the breeze to induce an adequate sense of calm and wonderment. The annual program began in 1947, when Congress established a \$400 million fund "for restoring the majesty of America's natural heritage so often as it becomes necessary." Initially, expenditures were limited to sky-bluification and the regoldenizing of sunsets, but today the budget cover dozens of projects: specialized tools to sharpen moose antlers, spray tanks to enhance the mists surrounding waterfalls and the beads of moisture that appear on spiderwebs, and miniature loofahs for buffing blades of grass.

Sources confirmed the U.S. government makes \$30 million each year licensing its proprietary morning-dew recipe to other nations, earnings it then devotes toward modernizing the infrastructure of America's natural beauty.

"These meadows aren't going to sun-dapple themselves," Sequoia National Park superintendent Karen Taylor-Goodrich told reporters Monday. "Just today, I was on Moro Rock looking at the Western Divide and the resplendence factor was maybe three out of 10—hardly jaw-dropping awe."

"Keep scrubbing, and get between those crags!" Taylor-Goodrich then shouted through a megaphone at a team of rangers washing the face of Mount Whitney while suspended from helicopters. "I want it to look like the postcard."

Regular patrons of the nation's parks said they were looking forward to the reopening, complaining that by late spring, the deteriorated grandeur makes it impossible to experience any kind of tranquility in nature.

"The grizzlies reek of hibernation, there's no fog left in the gorges, and the buffalo only roam when they absolutely need to be somewhere," said Ken Brunswick of Jackson, WY, a restaurateur and outdoorsman. "I sure wouldn't want to be the one to drain Old Faithful and clean the trap, but I'm glad someone is doing it."

But many citizens interviewed for this story argued that remajestication is a waste of federal tax dollars, saying they resented being "shaken down by the IRS to polish some eagle's beak" and that wolves should "just pick the brambles out of their own goddamn fur."

National Park Service director Jonathan Jarvis said many Americans take their country's natural beauty for granted and imagine that it is somehow self-maintaining.

"Do you have any idea how hard it is to preserve a forest canopy?" Jarvis said. "To hang that many pinecones and dig all those holes where the roots go? Even getting the leaves to stay on is something we struggle with nearly every year."

Added Jarvis, "The kinds of resources we need to make that happen don't just grow on trees."

P.S. - continue to watch our website (www.buckeyetriumphs.org) for calendar updates and news. Also look forward to the super newsletters that John Van Norman has and is producing for us this year. And finally, remember to continue to take photos/movies for the BT record of 2013 (because I won't have many (unless you want to see Alaska photos) and I will need help at the end of the year).

Don Olshavsky

ANNOUNCEMENTS AND NEWS

Wedding Bells!



In case you haven't heard, Joe Lynch and Robyn Purje are engaged and plan to marry this November! (We look forward to seeing Joe's Spitfire for sale in the classified section of an upcoming newsletter).

2013 Joseph Lucas Night Rally



Saturday July 27, 2013

We are meeting in West Jefferson just as you enter the city from the west in the parking lot of the Fine Food store (which is closed). This is the same parking lot of the Family Dollar. We are meeting at 8 p.m. This year's Rally will be about an hour long. We will be going to Culver's in Hilliard afterwards for ice cream and to tally up the scores.

For those of you who want to eat beforehand, a group will be getting together at Ann & Tony's in West Jefferson. I asked around and heard this is pretty good. You might want to plan on getting there around 6:30 p.m. so you have enough time. If you need further directions to West Jefferson, then email me.

Like so many things we do, we want this to be open to everyone. So feel free to pass this along to your non-Triumph British car friends outside of Buckeye Triumphs who want to come out and enjoy a nice drive. Non-British cars are also welcome, although we'd like to see the majority of the cars be British. Our only requirement is that if you want to be in the running to win the trophy, you need to be a Buckeye Triumph member.

The Rally is a nice pace of cars that follow the leader and enjoy the nice country side. There will be questions about the route and maybe a few just British questions thrown in. The car with the most correct questions wins the Joseph Lucas Night Rally Trophy and gets to keep it for the year. I will have a plaque made up with the winners name to install on the Trophy.

If you are planning on going then please RSVP with me. This way I have enough packets made up for the Rally. Don't worry I will have extras encase some of you get freed up at the last minute and would like to go. The weather looks great and I can't wait to see everyone.

One more thing, if anyone has any GoPro type cameras then please bring them along. If you are not going and would let me borrow your GoPro type video cameras, that would be great. I can come by after work to pick them up, even on Saturday before the rally. Thanks. Please let me know.

Rally Masters: Jason Pigg & John VanNorman

Please contact Jason to RSVP at: BuckeyeTriumphs@gmail.com or 917-549-2519

Thanks
Jason Pigg

British Invasion 2013

August B&S

August 5, 2013



Sunday July 28, 7:00 p.m. until 8:30 p.m.

Dublin Arts Council's "Sundays at Scioto" Park Dublin, Ohio Scioto Park, 7377 Riverside Dr.

Join *The British Invasion* for THE concert highlight of the Summer Season. Make plans to arrive early as each year new attendance records are set by the band's performance.

The band will be brought onto the stage again by a selection of British cars. Our Own President Don O. will be bringing one of the band mates onto the stage. This is a great night out.



British Car night is this Monday July 30, 2013 at Quaker Steak & Lube. 6:30pm or whenever you get there. The party goes on all night. see you there.

Steve & Debbie Isaac will be hosting the August B&S at their home in Grove City, OH. Please read the note below to ensure we get a good head count and also so you know what to bring and how to get there. I would like to Thank The Isaac's for Hosting this Month and sharing their home with us. Normal start time at 6:30pm.

Steve and Debbie write:

"Steve and I are looking forward to hosting the August 5th, Triumph Club Meeting here at our home. Our address is 1999 Borrer Road, Grove City, Ohio 43123. Home phone is 614-871-5435 and my cell is 614-306-6068. Map Quest takes you out of your way.

DIRECTIONS TO OUR HOME:

- 71 South to Stringtown Road, Grove City (Exit 100)
- Turn Left (East) off of the exit
- Proceed about 4 blocks and turn Right onto Buckeye Parkway (there will be a Smokey Bones Restaurant on the corner where you turn).
- Continue about 3 miles until you get to Borrer Road, (Continue straight through the Round-a-Bout)
- Turn Right onto Borrer Road
- We will be the **3rd home** on the left. We have parking on our circle driveway, and also on the lower level
- There is a gravel driveway on the right side of the house that you can drive down behind the house.

We have a swimming pool so please feel free to bring your swimsuits and towels and take a dip. You may want to bring some chairs with you just in case. We will provide barbeque for sandwiches, paper plates and silverware, We will be making ice cream sundaes. Please have everyone bring a side dish to share and their own drinks of choice. Please RSVP by text or calling my cell phone so I can get somewhat of a head count. Hope to see you all on the 5th. Thanks."

Dayton British Car Show



The Dayton British Car show is on Saturday August 3. If anyone wants to caravan over, then meet Jason Pigg at 8 a.m. at the McDonalds on Hilliard - Rome Rd, just north of 70.

6-Pack TRials 2013

Traverse City / LeeLanau Peninsula, MI
September 19th through the 22nd – 2013



We are planning a 2 day driving trip – leaving on Wednesday, September 18th

Or first day destination is Holland, MI – with a “stay over” at the Lake Ranch Resort - 2226 Ottawa Beach Road - Holland, MI 49424 – www.lakeranchresort.com
The Lake Ranch Resort is located on Lake Macatawa – an inland lake from Lake Michigan

Our dinner that evening is planned for the Ottawa Beach Inn - <http://ottawabeachinn.com/> - a walking distance from our Hotel.

On Thursday – we will enjoy the back roads of Michigan as we head up the Western shore of Lake Michigan – planning a breakfast in Grand Haven – with stops still being planned along the way - arriving early afternoon at Traverse City for Trials.

If you wish to join us – make your reservations at the Lake Ranch resort by calling 616-399-9380. Their Email is: lakeranchresort@gmail.com

So far, we have:

- Jim & Gayle Vanorder
- Mike & Trish Willits
- John & Charma Huddy
- Jacqueline & Murry Mercier
- John Hartley
- Bruce & Kim Miles
- Don Olshavsky
- Buck & Mary Henry

TRials Registration form can be found at: <http://www.6-pack.org/TRials13/register.pdf>

Questions? Please contact Bruce Miles bmiles@intinfo.com or call 740-334-3510.

Riverside Motors Summer Picnic

The Riverside Motors Summer Picnic on Sunday, August 11th. As before, each Club will take their "normal" assignments. More to come - but hold the date.

Moss Motoring Opportunity



In the last issue of *Moss Motoring* a few sharp readers pointed out to me that we showed a photo of Shelley, our Purchasing Manager, with a grinder and sparks flying ... and without enough eye protection ... and grinding too close to the MGB in the background.

I promise the camera guy and I took every safety precaution we could come up with, which goes to show, we clearly shouldn't have left it up to our imaginations. Fortunately one of the guys who wrote in volunteered to write an article on safety preparations and equipment!

What he wasn't able to supply me with is photography. So, rather than put Shelley or some other willing Moss guinea pig in front of the camera again I thought I'd invite the members of British car clubs to get in on the action.

Below is the bare bones cliff notes of the article. Using these points I'd like to show pictures of "Doing it right" and "Doing it wrong." If the results of the pictures you take are humorous, that's great, but PLEASE don't take any unnecessary risks. And if you think it helps, include a short sentence or two about the picture(s) and the name of the person in the photo if it isn't you.

I ask that high resolution photos be emailed to me. If I'm able to use your picture(s), I will credit your Moss account \$25. It's not much, but I'm glad to do it. Together we can make this hobby just a little bit safer.

David Stuursma
 Moss Motoring Editor
 And Club and Event Support guy
StuursmaD@mossmotors.com

P.S. In the email you send with the picture(s) please include your name, the name of your club and your Moss customer number (if you know it).

Eye Protection

Face shield or goggles.

With torch cutting you need a Shade 5 lens (face shield or goggles).

Pick out a welding helmet with a shade 10 (for very light, low-amperage sheet metal work only) or preferably 11 (some folks cannot do well with a shade 11 but it is the best choice for most tasks). If you decide to go the auto-darkening helmet route (highly recommended), go for the best you can afford.

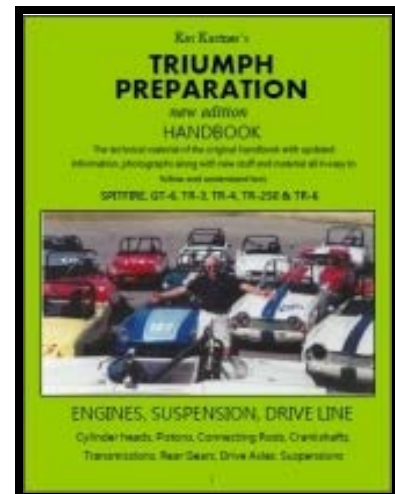
Lung Protection

The use of a disposable respirator is a no-brainer. Look for a N95 or N99 (best) rating.

Skin Protection

Torch work is the place where the welding gloves are essential. Welding requires a higher level of protection. Keep all skin covered, including buttoning up the shirt collar. Cotton, specially treated fabric or leather are the best choices for upper body protection. Wear long pants without rolled cuffs, and boots with the pant leg over the boot. Gloves that will give the needed dexterity as well as the necessary protection should complete the clothing ensemble.

New Edition of Kas Kastner's "Triumph Preparation Handbook"



NEW June 2013 - Kas Kastner has now released a new electronic version of the "Triumph Preparation Handbook *new edition*", available through his [book store](#). The book is in PDF format, which can be read on most any

computer and portable electronic device. "Triumph Preparation Handbook *new edition*" is available for both instant download and autographed DVD.

The previous printings of the "Triumph Preparation Handbook" had very few updates, little added material, and the reproduction of the photos was sometimes not the best. The purpose of this electronic version of the Triumph Preparation Handbook is to add loads of new material and updating of previous technical information, upgrade the photos and drawings and in many cases enlarging the photos to better show detail. The original printed book was a 5.5" x 8.5" size and the photos were small and detail sometimes lost. This new full page version will give a much better view of the various systems, parts and people too.

2013 Moss Motoring Challenge



Just a reminder that Moss Motors is hosting 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.

Passing of Tom Pennell

Below is a portion from one of Charles Runyan's weekly emails from the Roadster Factor. In it he talks about the passing of Tom Pennell. As Jim VanOrder notes, "I knew Tom when he lived in Grove City years ago. He mentions in the below message that Tom flew a Bob Schaller across the country from New Mexico to a 1992 Roadster Factory Summer Party. We went to all of the Summer Parties back then and we knew this Bob Schaller. He was a WWII vet engineer and made many helpful refinements to Triumphs back then. He includes in the below message Bob Schaller's account of this air trip in a small plane all the way across the country to the Summer Party and it is very interesting."

I founded TRF in June 1978, and we have been in business for almost thirty-five years. During all of this time, I have had the good fortune of meeting and becoming friends with British car enthusiasts all over the country. I am sixty-six this year, and many of my friends are a few years older than I, although, thankfully, many are also a few years or many years younger. When I learn that someone that I have known and cared for has passed away, it is always saddening. Having a personal relationship with hundreds, even thousands, of club members, customer investors, racers, parts customers, vendors, and others who've been my friends and supported all of my schemes, it seems that too many are gone, and we have lost a number of friends just this year.

I learned this week that Tom Pennell of the Desert Center of TRA had passed away recently. Tom and his wife Gracie were friends of Bob Schaller, and with others from Arizona and California, they were instrumental in founding Triumphest, the major west coast Triumph event that is held each year in the autumn on the west coast. I still haven't been able to get in touch with Tom's family, but I did do some grieving this week over Tom and Bob and others who've died this year, including Jim Hughes, also from Arizona. I had had some contact with Tom in the autumn of this past year, as I had hoped that he would come to Triumphest in Flagstaff. Regrettably, he was unable to attend, but we did exchange a couple of photos, and we reminisced about a trip that Tom had taken with Bob Schaller in 1992. The two of them flew from Phoenix to TRF to attend Summer Party that year in Tom's Cessna. They attended Summer Party, stayed at my house, and flew back home again, all in one week, August 5th through 12th, 1992. Later Bob Schaller wrote down the story of this adventure under the title, "Bob & Tom's Excellent

Adventure.” No doubt, it was published in the Desert Center Newsletter, but we also published it in our Christmas publication that year.

When I learned of Tom’s death, I started a search for a copy of that Christmas publication and for the various photos that Tom and I had exchanged last autumn. All were found, as we never lose things at TRF—it is just a matter of finding what we want when we want it! I typed the story into my computer last night out of the old TRF publication where it had appeared in rather small print, having to use my Great Aunt Lilly’s magnifying glass which I keep on my desk to read some of the words. Albert mentioned that it could have been scanned, but typing it out, I got to know it intimately again, and there were passages that brought tears to my eyes. It is a really excellent adventure, told in Bob Schaller’s own words and in his own idiom. Tom has just passed away, and Bob has been gone for many years, but they live on in the story, and I recommend reading it, as it tells the tale of two British car guys who were up to any kind of adventure. These are the kind of guys who drove racing cars without seat belts, who flew Spitfires, Hurricanes, Mustangs, and B25’s. They grew up driving cars with small engines and overdrive gearboxes, and they can land a Cessna on a runway the size of an alley “sandwiched between a ditch and a railroad track” in a cross-wind.

Bob and Tom are gone now, but they are not forgotten, and it is up to us to keep up their style and to raise sons and daughters who understand and honour their ingenuity, loyalty, pride, faith, and courage. Bob and Tom remain an inspiration to all who knew them. You can find the “Excellent Adventure” on the web site along with some Photos of the Week, Bob and Tom, Tom and Gracie, and Bob with all of my family except Albert who was not with us that day.

NEW MEMBERS

Jay E. Edel
Spouse's name: Debbie
Children's names: Chad and Jonathan
Occupation: Financial Advisor
Triumphs he owns: 1976 TR6 with overdrive

Any automotive talents or skills to let our members know about? None.....I'll probably need some help!

Other interests or hobbies? Amateur Radio (licensed since I was 15), Lionel Trains

What sparked his interest in Triumphs or British cars? I owned a 1925 Chevrolet Superior K. It was fun to show, but not to drive (top speed was 38 MPH). I was looking for something that would turn heads, but that was fun to drive at the same time. The "Six" is perfect. I'm amazed at wide range of parts that available for the car.

What are you looking forward to the most from Buckeye Triumphs? The network of friends with TR knowledge. Bruce Miles has already assisted with connecting me with parts suppliers I didn't know existed. I really enjoyed the Daffodil Run, which will become an annual event for me.

Other interesting bits of information: My family owns a 100-acre woods, with cabin, in West Virginia. I camp there frequently.



Mary Ann Edwards

Spouse's name: Ron Edwards
Children's names: Anna (17) and Artyom (24). Artyom's nickname is R.J. and Anna's is Anya.
Occupation: Retired writer/copy editor from The Columbus Dispatch. Ron is retired from the claims department of Munich Reinsurance.

Triumph she owns: 1973 Triumph Spitfire 1500. (Red). I bought it brand-new as a college graduation present to myself during my senior year at Ohio University. As a gift to me, Ron had Specialty Sports Cars restore it to showroom condition for me about five years ago.

Other classic or interesting vehicles she owns: Ron owns a 1978 Datsun 280Z and purchased it new. It has had some restorative work.

Any automotive talents or skills to let our members know about? Unfortunately, no. We do take good care of our cars, though, and find the right people to fix them when they need repairs. Ron would like to learn some basic maintenance stuff. I know only a little: how to check oil and other fluids levels, tire pressure, etc. I also know how to push-start it, which can be helpful.

Other interests or hobbies? gardening, photography, skiing, hiking, traveling. Creating Shutterfly photobooks.

What sparked his interest in Triumphs or British cars? Owning my car and having friends who own or have owned British cars.

What are you looking forward to the most from Buckeye Triumphs? Fun places to meet other Triumph owners and to drive my car, fun people to talk with, helpful tips on keeping my car looking good and running. So far, we have loved our time in the club. Everyone is so friendly and interesting to talk with, and it's great to see all the cars.

Other interesting bits of information: The farthest my Triumph has traveled is the Arkansas Ozark Mts. and New Orleans. This was in the era when it was fairly new and my only car. I have about 67,000 miles on it now. A friend of mine from college, Mike Ross, is from southwestern Ohio and owns several Spitfires. He talked me into entering my car in the Dayton British Car Day show in 2009 and I participated in the NASS Central Spit-Together at the same time. That launched my interest in car shows and the Triumph club. It might have helped that I won two plaques in my first show!

I love cars. I always have loved cars. I used to draw them in my sketchbooks in art classes as a teen. I enjoy going to auto museums, auto shows and Mid-Ohio type races. Ron is a fan, too. He's been to the Indy race, too. I haven't, but I have toured the track.

One reason my car is in such great shape today is that it was maintained and repaired as needed for me by Eric Jones or others in his shop almost from the day I purchased it until the day Ron took it to Specialty Sports Cars for the restoration work.



Tom Licitra

Spouse's name: Shelley Hayes

Children's names: Henry Licitra

Occupation: Print sales

Triumphs he owns: 1975 TR6

Other classic or interesting vehicles he owns:

I had a 1948 Plymouth Special Deluxe and a Ford F250 hotrod that I sold to buy my Triumph.

Any automotive talents or skills to let our members know about?

Patience. Lots and lots of patience.

Other interests or hobbies?

Herpetologist, Landscaping, Koi breeder

What sparked his interest in Triumphs or British cars?

A good friend was selling his TR6 that had been in his family for decades.

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

Exchange of info & ideas

Other interesting bits of information:

I live in Rochester, NY but I joined because I was so impressed with the tech articles your club puts out. It didn't seem right to use all of that great info and not support the club.

EVENTS RECAP

31st Arthritis Show July 2013 Dublin Metro Center

British Marques

This year we had 40 cars in British plus 31 in Jaguar for 71 total! The show had 714 cars on Friday and 964 on Saturday for 1,678 total. The weather was near perfect. I think we all wanted to get out after the Ohio rainy season had finally ended. First and foremost this event is for charity, arthritis is a terrible disease with no known cure, children to seasoned adults suffer from arthritis. When the number of dollars raised comes out we will report that to you. Thanks for supporting the Arthritis Foundation this year! Murry Mercier, Don Ritchey and Bill Blake, Auto Show Committee Members.



British Best in Show

1932 MG F 1 owned by Charlie Stapleton



Class 2001 Triumph TR 4-5-6-7-8 and Stag

1st Place 1968 TR250 Bruce and Ryan Miles
A/E
1974 TR6 Don Adcock
1974 TR6 Ted Bailey



Class 2002 MGB/C and GT All

1st Place 1973 MGB Tom Bishop
A/E
1965 MGB Danny Osborne
1969 MGC Bryon Hajek



Class 2003 Other British 1 (smaller)

1st Place 1960 Jensen 541R Jeff Poole
A/E
1948 MGTC Steve Stierman
1960 A-H Bugeye Sprite Craig Wright



Class 2004 Other British 2 (larger)

1st Place 1966 Sunbeam Alpine Darren Fine
A/E
1966 Austin-Healey 3000 Don Ritchey
1959 TR3 Rob and Katie Eberst



2013 Return to Fort Meigs Show

Buck and Mary Henry, Jay Edel, and Bruce went to the Fort Meigs show in Perrysburg, OH. Bruce received the "Fort's Choice" Award!



Class 2005 Other British Newer

1st Place 1964 Aston Martin DB4 Len Fiore
A/E 2007 Lotus Exige S Stacie Jesenovec

2013 Spring Daffodil Tour



Thanks to Bruce Miles for yet another great Daffodil Tour. As Bruce notes, "What a great day. I guess Mother Nature was in Florida. But still tons of fund and technical stimulation."

Below are several photos courtesy of the Central Ohio Mini Owners.



Model T truck (We think 1922 or 23) Low radiator was before 23 we heard. And the key was in it!!!



Citroen Deux Chevaux (2CV 4)



Model T engine



Model T (teens maybe) Prestolite gas generator tank on running board to power headlights



Ford Model S engine (Notice choke cable out to crank)



Model S dash. Wood box is 4 coils triggered by crank switches. Column accelerator.



Flint Ridge Park (no sun available)

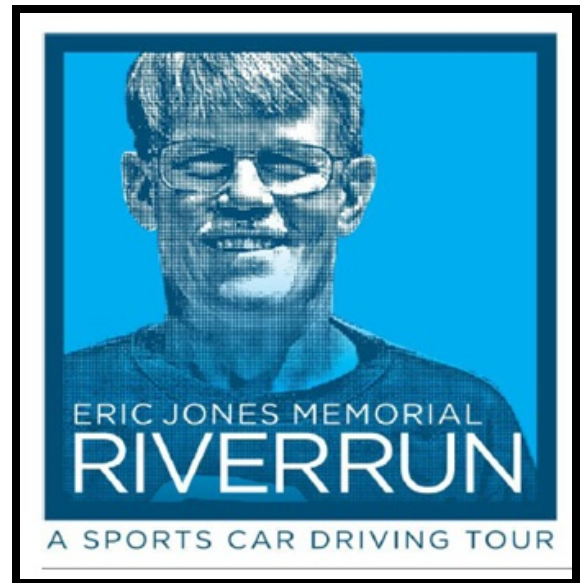


29 cars total



Sonic Drive In

Eric Jones Memorial River Run Report



The following is the report on the 2012 Riverrun, which I wrote last June. The 2012 Riverrun had 103 cars registered. Ninty-six cars drove some or all of the tour on May 26th. Thanks to all of you I sent a donation of \$1,550 to Dr. Michael Villalona's research fund at The James Cancer Hospital. This is in increase of \$570 over the income from the 2011 Riverrun; thanks to those of you who made additional contributions and/or purchased the event magnets.

I want to share this link to a video from the 2012 Riverrun that was put together by Christopher Galizio
http://youtu.be/rnFpR7C_ubw

The cars that participated in 2013 included:

- British classics 36
- Miata 25
- Other 16 (1 or 2 cars per make)
- New mini 10
- Porsche 8 (3 identified as Boxsters)
- Unknown 1

I also want to recognize the people and car clubs that support the Riverrun: in 2012 and 2013.

- Buckeye Miata Club for the printing,
- Chuck Ashton and Bill Atterbury for the route and the instructions, and the
- North American MGB Register.

I am looking forward to receiving your registrations for the 2013 Riverrun.

Susan Logan

Vintage Race Saturday at Mid-Ohio June 29

British Car Showdown



One of my personal favorite driving events combined with fun in the infield at MidOhio Sports Car Course this year presented some challenges. The normal route through Sparta was closed due to the 314 bridge over I-71 being destroyed by Kokosing Demolition with ODOT approval of course. We met at Garth's Turkey Hill in Delaware and used US42 to 314 north of the missing

bridge under predictions of more rain later. Arriving at the infield we found that the usual area for this event was now under several feet of water and was now known as Lake Infield. They had us park on the gravel area near the start finish line. The weather held until just after 3 pm when the rain came back. The cars quickly left the track and headed south only to hit more hard rain. A friend of mine (Jim) that I work with at Jegs had driven his Lotus Canterham Super 7 to the track, having it out for the first time with a programmable fuel injected engine it had run fairly well but adjustments were needed. He had no top as he left to his home near Centerburg in this monsoon. I emailed him that night to see if he had made it OK and got this story:

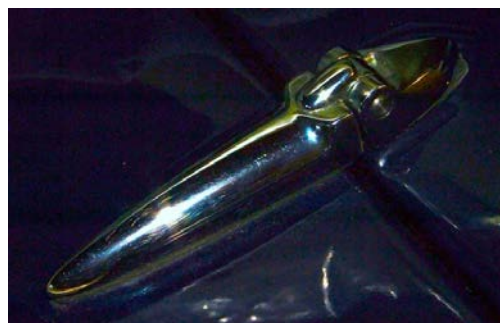
I didn't go out on the track at the lunch break. I was having trouble with it stalling just off idle & didn't want to create a problem if it stalled in line w/ all the other cars waiting. I think I have it fixed now, but didn't at that time (the fuel settings on the ECU were too rich for acceleration).

It was pretty interesting on the way home when it started raining really hard as I was driving though Amish country on 314. My manually operated windshield wiper didn't work too well & the dirt on the roadway got everywhere (lets call it dirt, but I am pretty sure it was really road apples from the Amish horses & buggies). I made it home fine.





Photo shows new wiper-jet fitting and hinges made by hand, from 1in brass bar. Somebody gave me this bar and I had to make something useful out of it.



ARTICLES

[Editor's Note: The following article comes from our "overseas correspondent," Alan Turner. Alan lives in the UK and has found our tech articles extremely helpful. With that in mind, he wanted to return the favor by putting together some articles for us. Below is Alan's "resume"].

First car I ever worked on was a side-valve, 3-speed '56 Ford sedan. It was 1965 and I was a school-kid who had just got a drivers licence.

Job was removing the front coiled road-spring. I made a spring compressor from a bed-frame and survived. Wouldn't do this now.

Studied for MSEE by research on electronic-control of car-engines. It was 1971 and we had no micro-chips to do it with.

Involved for a while with racing MG T-types.

Moved from cars to planes for my day-job, military avionics mainly for combat fighters.

Retired this week! Survived long enough to serve out my sentence.

Just completing full restoration of "basket-case" 4A.

TR4/4A - FITTING A WINDSCREEN

Sooner or later every TR owner will come to replacing the windscreen.

You will find stuff on the web that mentions the "rope-trick" and the general method of putting the rubber around the glass first. Other cars, Mini for instance, have a different type of seal and a different method.

But there are a lot of important details missing. This means owners will often lack confidence and find a

professional to do this. This is OK, no doubt, IF YOU FIND THE RIGHT PERSON.

So I decided to write this as a personal account of how I do it. I don't doubt you can do it loads of other ways. But this works for me and is not much of an effort, does not need two people, and offers no risk to paint or glass.

First the "rope". This has to be just right. NOT ROUGH like a real rope. But needs to take a good pull. The woven nylon cord you use for picture-hanging might do but is a bit slippery. I use stuff from Hobby Craft [editor's note – for us Americans, Hobby Craft is kind of like our Hobby Lobby]. Its 4mm in diameter and has the right texture so that you don't tear up the trim but still get some friction to draw on the rubber. It's a bit like an old-fashioned shoe-lace.

Next lubricant. I dissolve a piece of white hand-washing soap in water so I get a creamy paste. Needs to stand around for a month or so to get this effect. Seal it up in a small plastic tub.

My wife allowed use of a spray bottle that normally waters house-plants. This delivers water as a mist. Soap is only slippery when wet!

Try to do it all without any screwdrivers, wooden sticks or other ways of forcing the rubber about. TRY!

But at the corners it's really hard to get the rope out. I have a hook-tool for opening pots of paint. About 1 in wide with the end turned through 90 degrees. NO SHARP CORNERS. Use this to pull back the rubber if the rope gets stuck. You slip it under the lip where its already been pulled over the flange. You slide the tool along and pull the lip over. Lubricate the tool so it slides.

Also an old bank-card is useful to slip between the rubber and the glass so you can activate the soap lubricant with the water mist.

IF YOU SKIP THE REST READ THE NEXT BIT.

You are going to rely on the fact the the groove in the rubber is deep and so you can move it off the glass a bit without it jumping right off. Later on you can push on the glass so it slides back into the rubber. SO YOU HAVE TO PUT SOAP IN THE GROOVE, so the glass will slide about, for this to happen.

Note that you push on the EGDE of the glass NOT the face. The edge has rubber over it or course, so its easy to push on it.

Lubricate the flange on the screen-frame BUT only the

TOP and SIDES. Leave the bottom. I'll explain why later.

Similarly the inner lip of the rubber that you pull over the flange. Top and Sides ONLY.

My glass and rubber came from MOSS.

My screen-frame was trimmed with Vinyl from Skinner and goes over the flange and covers inside and outside faces. This makes the flanges much thicker than originally. This does not make it any easier but does not seem to create much difficulty either.

DON'T DO THIS OUTSIDE ON A HOT DAY. THE EFFORT WILL MAKE YOU OVERHEAT.

Mark the exact centre of the glass at the TOP and line up the join in the rubber. You will find it hard to get the rubber onto the glass until you get it going. You need to master a tricky hand movement that wiggles the rubber so that the edges jump over the edge of the glass. At some stage it will jump off. Just persevere. You will get it on after a while.

I did this with the outside face of the screen on a polythene sheet on my front lawn. This makes the corners stick up. Once you have one long edge and two corners on, you can put the glass vertical so the rubber wont jump off.

Put the "chrome-finisher" in next. These do go in after you have fitted the whole thing but its quite hard to do. Having the finisher in actually helps the fitting because the rubber keeps a better shape.

I would practice the next bit BEFORE fitting the rope into the groove. Because this is a critical step.

Position the whole thing in the screen-frame. Check very carefully that the glass is centralised. Check the gaps between the rubber and the frame at each side. Also check the centre-mark against the screw in the top of the frame.

Bring the screen out at the top a bit, so the glass stands more vertical and make the INNER lip jump over the flange on the bottom edge. This must be quite easy because I found by accident that it does this.

At this stage the OUTER lip will be tucked the wrong way. Work your finger under it, starting at the corners. SLIDE THE RUBBER OFF THE GLASS a little so that the lips stay in place on the screen frame. If you had lubricated them they would keep slipping back.

Once you have mastered doing this, take it all out and

lay the rope into the groove where the flange will go. The ends cross-over at the centre on the bottom edge. Replace the glass in the frame and engage the rubber lips as before. This is a bit harder to do now because the rope is in the way. But because you practised first you will be able to do it.

Work at it until inner and outer lips are correctly positioned on the screen-frame along most of the bottom edge and into the corner as far as possible, **BUT NOT ROUND THE CORNERS YET.**

Bear down on the top edge of the glass. Spray water. Add a bit more lubricant. Eventually you make the glass drop down into the rubber. This will bring the top edge of the seal so that you can see it will **PASS EASILY** into the recess of the frame.

DONT DO THE ROPE-TRICK UNTIL YOU ARE SURE that the glass is as low as it will go. People break these all the time by having the glass stuck too high because the rubber holds it quite tightly. They try to force the top edge when its still too high up.

Now pull out a few inches of rope. The lip is already over the flange along the bottom so this will pull easily and will just make really sure that the lip is fully over. You cant see easily right into the corner.

Keep going a few inches on each side until you get about 1in past each of the lower corners. You may need the "hook-tool" at the corners because the rope is tighter here.

Bear down on the top edge of the glass and press the rubber into the recess of the frame. Dont pull more rope until the rubber has entered the recess and the inner seal is actually touching the flange on the "wrong" side. Soap and water as required.

When you pull the rope now it will be harder than before. **YOU DONT SIMPLY PULL ON IT.** You make a kind of circular movement so that at each turn a little more rubber pops over the flange. Make sure the outer lip is not tucked under. Work a few inches at each side.

When you get to the top corner you have reached a tricky stage. On three sides the inner lip is over the flange but the screen cant go fully in because the lip at top edge is still wrong. These corners therefore are **REALLY TIGHT.** You may not be able to get the rope to move.

Be very careful now. You want to relieve a bit of this pressure by pushing the rubber outwards at a top corner. Maybe 1-2mm. You are just stretching the rubber a bit.

Sneak out a bit more lip each time you push.

Push too hard and the sides will pop back out. If they do its not really hard to fish them over with the hook-tool or re-thread the rope.

Coax the lip over the flange until you get to the straight top section. Same the other side. The rest is easy. Eventually the rope starts to pull right through and you have to pull both ends at once. Watch for the outer lip being ticked under.

At no stage have you hit anything, levered anything or used immense strength. Nor have you twisted or strained the glass. You only ever put pressure on the edge of the glass **NEVER** on the **FACE!**

You needed a firm grip and strong fingers to push some rubber about. And the right lubricant in the right places. And the right rope.

Oh and one more thing. I doubt you would be able to do it this way unless the frame was on the car.

Dont see why anyone used to using his hands could not manage this.

The companion post to this is called "screen fitting technique". In it I describe the kind of rope and lubricant you need for these glass fitting jobs. So I am not repeating all that here.

I also describe the way you can move the rubber towards edge of the glass to help it engage the flange after you have pulled the rope to flip it over. To do this easily requires lubricant between the glass and the rubber of course.

All these techniques work just the same on the backlight glass and **BUT FOR ONE THING** I would have had the whole job done in about an hour. It does help to do the screen first of course to get a bit of experience.

Actually I got the glass in but it was a struggle on one side to get the rubber to stay in place as I worked the rope out.

All along I expected that the two L-shaped corners would not fit without a gap. The rubber seal formed a radius that just did not look right. The corners did not seal and there was a gap on one corner of 1/4in! Could put my little finger through.

Because I had lubricated everything I was able to pop the glass back out without cutting the rubber or breaking

the glass. This is nerve-racking and very tricky and to be avoided!

So here is my first tip. TRY THE GLASS IN THE BACKLIGHT FRAME WITH NO RUBBER ON IT. Look to see if the fit between the two is consistent on both sides and there are no places where it looks as if there will be a tight spot.

I could easily see that I had two such tight spots, about 2in long, where the glass was much closer to the frame than elsewhere. These had prevented the rubber staying on the flange and also stopped the glass finding its way right into the corner.

My glass came from Moss just a few months back. I don't necessarily say the glass was wrong. My backlight is the original aluminium cast type. These are made by welding together a number of smaller pieces. I can easily measure small differences in the angle, width and position of the flanges on each side.

One of the flanges has a definite bump. I could easily have removed the bump of course. But that wouldn't really help. The actual recess follows the same line.

I found it quite simple to ease some material from the edge of the glass to get a consistent gap all around. For health and safety reasons I am not prepared to post the details of how I did this. However I took care to mitigate all the risks and would gladly do it again. Didn't take long either.

I decided to fit the area where I had trouble getting the seal in place first. This way I could have several goes without the problem of getting the glass out if it went wrong. It's easy to pop the glass out provided you don't have a lot of rubber pulled over the flange.

Even though I was pretty sure the glass should fit I still could not get it to stay in the corner. Every time I worked around to the other side the gap would open up again.

At this time I mentally decided that I would have to try a Perspex part from Moss instead and so I had nothing much to lose.

So I decided to fit the easy side first and work towards the one that didn't want to stay in its corner. I started the rope-trick half-way around from the corner giving me the trouble. This seemed a high-risk strategy since I doubted I could get the glass out in one piece if I ended up with a big gap like the first time.

Almost at once I scented victory. The first side went home easily. As I gradually worked towards the final corner I

was able to ease the rubber off the glass a little as I went along and this time it stayed in place and the gap started to close.

I was now able to get the rubber to cover the frame at the apex of the sharp corners. This is where there had been a big gap before.

Having said that the glass is radiused too far back in these corners to force the rubber hard against the frame. These will want a little sealant forcing in.

So the rope-trick works. It's not hard to flip the rubber over the flange. Anybody can fit these if they are used to working with their hands.

BUT

As so often with repro-parts getting a perfect fit will require effort and ingenuity.



May 2013 Bruce Clough (bclough@woh.rr.com)

Introduction

Mish-mash of things this month. It's start of hard-core body work month – my goal is to have most of the bodywork done by the end of May – essentially in primer, waiting for me to get the frame and drivetrain done.

The good, bad, and ugly

Well, since we are into bodywork right now I thought it might be a good place to discuss some things we've found doing that bodywork, some things about the equipment and supplies used along this road.



Remains of a 3M stripper wheel

The good

3M has out these stripper disks that you attach to your power drill and use them in the same manner as a wire brush. The black ones are course, the muddy-red ones fine. I got them thinking I could use them in places where it's hard to get a sander in, such as the water channels around the trunk and spare tire door. Well, you can, and they work great, but what I also found out is that they work well in general, really chewing through paint anywhere you use them. Black to get the paint off, red to smooth down the remains, and you can work them down to the point where there literally isn't anything left!

The Bad – Ryobi Detail Sander



Looks nice enough – keep it to wood...

Alice bought me this years ago and I had not had a chance to use it, so when I saw there were places up underneath the cowl lip on the engine compartment that the quarter-sheet sander could not get to I thought (and I do think now and again) "this is the place for that sander. The Ryobi uses triangular sheets of sandpaper that peel off and stick to a pad. The sanding motion is from vibration. There were several pieces of 80-grit sandpaper provided, so a-sanding I did go. But not for very long. Although the sander vibrated the pad, it really isn't enough more than to tickle, hardly any paint/filler came off - only when I manually moved the sander did it sand. I did this enough to use up all my 60-grit paper pieces then I put it away. Maybe it works on furniture, but not cars.

Then I remembered I had something similar also to try. Remember the Rigid 90-degree drill I had to buy a year or so ago to fix the Stag clutch slave cylinder mount? That also had one of those triangular pad sanding attachments with it - and it also had 60-grit paper (in this case they Velcro attach rather than stick-on with glue). Got that out and tried it and, it worked! Of course the cynic would point out that there is probably a 4 to 5 times difference in cost, so it should be better. Yes, the expensive thing works better....

The Ugly - Skill Hand Sander

As you may, or may not, know, I've commissioned Bridgett and Duncan to help me with the bodywork - in fact, they get decent wages for helping. So they could work at the same time I went out and bought them their own hand sanders - bought the cheapest I could find which turned out to be some Skill units that set me back \$30 each at Lowe's. They didn't have to last long, just long enough for doing the Grey Ghost's bodywork.

They lasted about an hour total.

The failure was from a place you wouldn't expect - the end of the wire lever used to secure the sandpaper broke off. This end is just a piece of plastic that can be easily gripped to open the lever. Looks like the weight of the plastic piece was too much for the wire and it fatigued at an elbow from the vibration and fell off - same place on both sanders.

Moral of the story – you really do get what you pay for. I wanted cheap, I got cheap.



Broken sander paper securer thingy

Note to myself - don't replace these with more of the same.

I bought a Porter Cable that is a spittin' image of a DeWalt we already have - we shall see how well this works out.

The Good, the Bad, And the Politically/Environmentally Correct

I decided to do as much bodywork at home as possible. This isn't anything noble, or a need for exercise, just that with two kids in school and possible career changes/impacts coming on I'm trying not to wrack up a huge restoration bill on The Grey Ghost.

So one of the area I'm going to attempt to save money at is stripping the old paint. Originally I was going to soda-blast the tub and dip the rest of the panels. We are now at sand down the tub and strip the old-fashioned way the rest of the body. Much more work, but the cost is only a couple of hundred dollars versus thousand plus.

You've already seen the tub progress and my report out on some of the stuff we used on the tub. Some good, others bad, others down right ugly. I realized starting in on the body panels I could do a comparison between the old-style paint stripper and the new stripper. The new stuff is touted as being as effective but environmentally friendly.

So is it?

Time to do a trial.

As a victim, I chose the trunk lid. Big enough to get a good comparison going, yet small enough to switch to all one method easily. Let's recap the contestants:

The old school is represented by Methylene Chloride jell – works fast and spreads easy, but is pretty toxic and easily absorbed into the body through the skin – and burns if it gets on you.

The New school's representative is a citrus-based jell. Smells nice, not very toxic at all, easy on the hands, and is a bit cheaper than the old school stuff.

So what I did was to spread old school stripper on half the lid, new school on the other half and see what would happen.



Methylene chloride-based stripper on the left, citrus on the right, 15 minutes into the experiment

After 15 minutes it was easy to see that the old school stuff was lifting the paint while nothing was happening on the new school side. I then took a metal scraper to the trunk lid



First scrape

The old stuff lifted most of the top coat and went into the grey below, but the citrus stuff hadn't done much to the paint at all.

I actually was disappointed with both strippers. I knew the citrus stuff would be a lot slower, but after 15 minutes I expected something. I also expected the old school stuff to go deeper than it did.

Time for another coat. This time I'll strip the old stuff after 15 minutes, but let the new stuff sit a couple of hours:



Stage 2 of the trial 30 minutes in

This time the old school stuff pretty much removed the rest of the paint and after leaving the new school stuff on for a couple of hours it lifted a couple of paint layers:



2 hours in - citrus stuff actually working

Since I was running out of day at this time I just went ahead and hit the citrus side with old school stripper and let that sit 15 minutes, then took a scraper and steel wool to the trunk lid, and got this:



Stripped Trunk Lid

This pretty much is ready to be sanded – I think I'll do one more strip cycle and use #3 steel wool to rib it, but almost all the paint is off.

So what did I learn?

1. If you have to remove paint fast you have to use old school stripper. You notice the paint bubbling up within a minute or two whereas the new citrus stuff takes at least an hour.
2. If time is not an issue the citrus stuff works okay. Here you spray/brush on the stripper and leave to do something else for several hours.
3. Both say they wash off with water, but I found that scrubbing with steel wool soaked in paint thinner, wiping that, then wiping with lacquer thinner on a rag tends to wash the stuff off quicker.
4. Nitrile gloves will protect you against the methylene chloride stuff, but you need to buy the thicker black ones, or wear double layers of the blue ones.
5. For both methods, you will go through quite a few rags and steel wool pads, so make sure your garbage can is big enough!

Speaking of the body...



Mike McK welding away at some stress cracks

Hat's off to Mike McKitrick for coming over and welding up a few stress cracks on the tub in the engine area. Those have been there as long as I've known the car (circa 1988) so it's about time Bruce! Just after Mike completed this I also modified those sawhorses the car is stilling on so they became a rolling platform for the beastie. Of course this was after we did all the heavy-duty sanding that trashed the garage!



Look ma, it rolls!

Yes, I think Duncan really wanted to ride this down the driveway!!!

Triumph Geology

Layers, it's all about layers. A couple of months ago I showed how many of layers of paint is on this car - about 7 layers give or take a few. There is also a lot of other stuff on the car. For instance, I always wondered why the driver's door, if looked at from above, was a bit

bowed out. Well, since I had to strip the paint I thought I'd investigate this phenomena.

Just like a geologist digging through layers of rock and heading back into history, I went a bit back myself going through the paint. Under the MAACO white paint is the original Grey Ghost paint, under that primer, under that was body filler that I used to level the door (boy, was that wrong...), under that was the yellow coat put on in the mid to late 70's, under that more primer, under that a bunch more filler used to level the surface, then finally under that was the original red paint and primer.

Of course, you can really feel the height difference from bare metal to the MAACO top coat - you can feel the weight different also after I get the old paint of the pieces!



Driver's Door after stripping - old paint and filler is to the left.

I did leave some of the old filler in since that was filling a dent or two in the door and seemed like it was sticking. Speaking of filler, I stripped the driver's rear fender and discovered the whole side of it was filled!



Filler Galore!

I'm sure this was done to get a perfect level on it by some owner prior to me having the car the first time. Still sticking good so I'm leaving it. The front fender on the driver's side was a bit different.



Front Fender before the fun...

I stripped the front fender and noted the filler repair – that was there 20 years ago. I also noted the line between upper and lower parts of the fender where it looked like it had been dipped. Not sure of what that is.

Since The Grey Ghost is not going to be a show car I was going to leave the filler intact since it had metal (albeit pop riveted) behind it. But there was a little section of the filler near the bottom that was cracked - that led to me pulling a bit of that filler up and discovering that filler was not really sticking to the metal someone had put in a long time ago since that metal was galvanized steel.

Uh, filler will not stick to galvanized.

So ripped off all the filler and took off the metal patch. Cut off all the bad rusty fender metal. Great, now I have a gaping hole in the bottom of the fender. Time to get out the Eastwood Gaping Body Hole Repair Kit.

I suppose I could write a “Good, Bad and Ugly” about this kit.

I bought this kit a few months back when I was working on the body tub. This kit comprises of pliers to form metal flanges, pliers to make pop-rivet dimples, little clip metal patch holders that use the same holes that the pop rivets do and a tool to put them in and extract, and special epoxy glue and the attachment to a caulk gun for the glue.

The idea is this: one cuts a patch a bit bigger than the hole, you use the flanger to make flanges on the body part so the patch will fit flat, the dimpler to make dimples the pop rivets will lie in so filler can go over them, the glue to actually hold the patch on (the rivets hold it flat while the glue cures), and the clips to hold the panel in place as you work.

Great in theory – what I found out is the clips work fantastic, the flanger really needs to have a variable depth it can work, the dimpler needs to be a two-piece, one for the patch and another for the body it's going into, and the epoxy glue/attachment broke my caulk gun!

Not perfect, but I used it anyway.

The patch panel went on the fender with just a minimal amount of cussing and moaning.



Patch panel in place before attachment

Since the epoxy tube broke my caulk gun without really giving me any glue I used some JB Weld I had for the glue – worked perfect.



Patch in place.

So that is where we're at in later April – still working around the body doing the big body work fixes, then shooting primer on it, mounting it on the body, and moving on!

Tales of

The FrankenStag

February 2013 - Bruce Clough

This month I'm just closing the loops on a few stories. I've been driving it for a few weeks now and have learned/discovered a few things.

Evans Coolant Integration – The complete story (cont)

I think I left this story off after I had put in the new coolant – Evan's waterless coolant – based on an ethylene and propylene glycol mixture. Well, since then I've driven the car a few times and would like to report it's working well (so far). Car is cooling normally and the amount of coolant weeping from next to #1 cylinder is considerably less (and we hope it stays that way so I don't have to pull that head again!).

I did have to put back on the expansion tank. I went with a 4lb cap (a-la TR3) with a simple overflow, but this stuff has a decent expansion rate, so the car "wizzed" on the driveway the first time I let the engine warm up to operating temp. Besides that, it's been flawless – will continue to watch this and will report out anything unusual.

Music, Music, Music – continued also

Last time I discussed the new amp, equalizer, and Bluetooth network device. Well, it all works as advertised, but with a few quirks, the worst being a significant "turn-off" chirp followed closely by it deciding to turn off the connection when firing up Pandora on the iPhone. What's up with that? It's loud enough to hear it on the road at speed with the top down, and have Duncan complain "it's too loud dad!", and the equalizer has eliminated some of the nasal qualities of the cheap speakers. So far the under seat location isn't causing any

issues. Only issue is on turn-off there is quite a "pop" – well, at least you know it is off.

Highway Cruiser!

Fifth gear, 65 mph, 1700 rpm. I think I built a real monster as far as gas mileage on the highway. On the back roads I'm never in 5th gear. Of course I pay for it in acceleration. As you might expect this won't win any drag races! Well, maybe, if I was racing my old '78 coupe with the automatic tranny – I'd beat that!

Recoat of Exhaust manifold

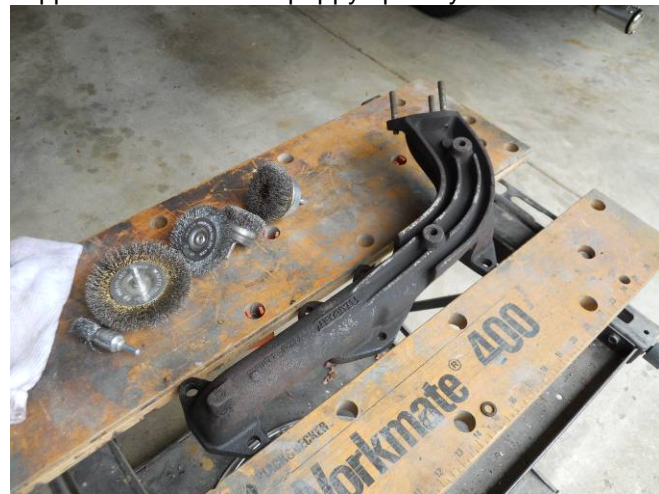
Those long time fans of Tales of the FrankenStag might remember two years ago when I put the TR7 engine in the FrankenStag I painted the manifold with some old manifold paint I had sitting around and then threw it in the BBQ grill to cure.

Fast-forward two years and that paint is pretty much gone. Time to try it again.

I noticed that POR-15 is now making manifold paint and is being sold by Eastwood.

<http://www.eastwood.com/por-15-black-velvet-hi-temp-paint-16-oz-pint.html>

What the heck, let's give it a try. First, had to get the old paint off. I just happen to have a large collection of various wire brushes that just happened to shine that puppy up fairly well.



Rust off, ready for first coat

Okay, here's the instructions – get off the old paint and rust, put on a coat, and then wait 24 hours and put on a second coat...

...or...

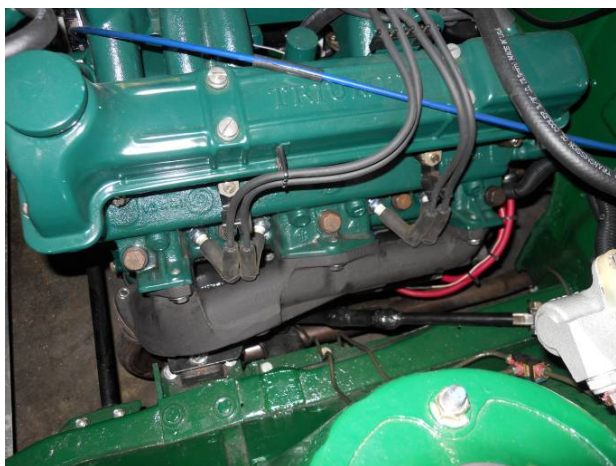
Cure it in the oven at 400F for an hour. Oven gets it.



Coat #1 - Ready for the oven!



Coat #2 coming out of the oven!



Back on the car!

While I was at it I filed out part of the side of the lower front manifold flange mounting hole so you can slip a normal length bolt into it while it's on the car (why couldn't the factory think of that?) .
Glad we kept the old oven for the garage!

Now to drive this thing to TRA 2013 and back. Wish us luck...

Reupholstering TR6 Seats

[Editor 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>]

I reupholstered the seats in my TR250 over 15 years ago. I don't remember much about the project except that seats were in very bad shape, the job wasn't too bad and I was very satisfied with the results.

Winter is a good time to work on inside projects such as seats. I'm in the process of prepping my '76 TR6 for repainting. I plan to have it done in white again and have obtained a new red interior. The seats were so bad that I replaced them with a set from a '73 that I junked; thus the seats from the '76 were in storage ready for reupholstering.

I decided to do one seat at a time so that I could refer to an assembled seat if required during the reassembly. The following photos show the driver's side seat as it was disassembled. The padding had disintegrated in many places and made a real mess in the workshop. Note that the diaphragm was broken, which probably is responsible for the low ride. The workshop is also the residence of two cats. One is checking out the seat frame while meowing about the mess (obviously a female).





There was a rubber type cement on much of the frame and the under side had quite a bit of surface rust. I cleaned much of the cement off using lacquer thinner and an old wood chisel. I then took it outside and sandblasted it. Sandblasting doesn't have much effect on the soft cement residue. I attacked the cement residue again and got the rest of it off. Another bout with the sandblaster cleaned it up quite nicely. I then painted it with a spray can of Rustoleum Gloss Black. The next photo shows the (LH) frame in a reclined position. Note that the back is asymmetric; the inside of the back is vertical (when the back is upright) and the outside slopes inward. The seat bottom appears to be symmetric.

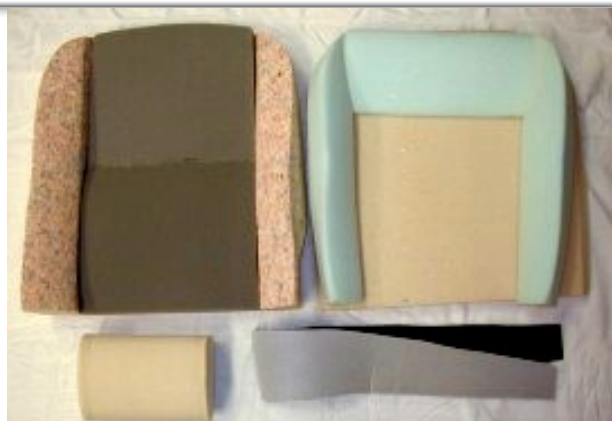


I also sandblasted the clips that hold the upholstery under the seat. I slid the small clips on the edge of a scrap sheet of aluminum and the large clips on a piece of plastic tubing. The next photo shows the clips after sandblasting and the first coat of paint (I did two coats on both the frame and clips, waiting about 15 minutes between coats).



I had purchased a Seat Foam Kit, Seat Reupholstery Kit and a pair of diaphragms from TRF during one of their sales. The foam came in two packages taped together; one package had a sticker labeling it RH and the other had a similar sticker marked LH with the LH crossed out with a pen. There was also a sticker indicating that there was a pair of foam kits in the package. I'm going to assume one is RH and the other is LH even though the LH was crossed out. The upholstery kit had all the parts in one package. Upon close examination I found that the backs were marked LH & RH on the inside. There were no markings on the other parts indicating that both sides are the same (I hope). The kits (for one seat) are shown in the following photos.

Those of you that download this from the website will see the pictures in color and notice that the red is the orange red of the earlier TRs ---- not the darker red of the TR6 interior. You may also note the shade differs some from photo to photo. That is due to my messing with the photos on the computer to try to make them clearer. The orange red was my choice; I think it goes well with the white exterior. I was able to obtain the entire interior in this shade of red excepting the fuzzy door seals. These seals really clash with the rest of the interior when viewed under florescent lighting but don't look so bad when in sunlight.



The two brown fiberboard stiffeners that fit in the bottom of the sides of the back upholstery are missing metal clips that must be removed from the old upholstery. The clips are held in place by split rivets that I was able to salvage with the clips. The two sides are mirror images as shown in the next photo.



The first reassembly step I attempted was to reinstall the rubber buffers on the bottom of the seat frame. When I took the buffers off before painting the frame I noted that one side had two washers under the buffer and the other side had none. I didn't bother recording which was which since I had the other seat for reference. So, I turned the other seat upside down and looked at it ---- both buffers had two washers under them. Further – that seat (the RH one) had the web type seat bottom.

The TRF catalog indicates that the web seat bottom was used only on the latest model seats. So, the RH seat is probably from the '76 and the LH is probably from the '73. I now suspect that I put the '73 seats in the '76 at some point and then later, as the LH seat deteriorated further, switched it out for the original '76 seat. It now appears I'm going to end up with rebuilding one of each since I'm not too interested removing the RH seat in the cold weather.

The catalog indicates that the frames, etc are identical (other than the seat bottom) from '73 through '76. They do say that there were some differences in which seat had switches for the seat belt alarms. I'm leaving the switches out – they seem to have contributed to the failure of the diaphragm. Also, the previous owners of both vehicles had cut the switch wires.

I braved the cold and checked out the RH seat in the car --- it has the earlier diaphragm and two washers under each buffer. I can't imagine this buffer coming off in use or someone taking it off. Suspect the missing washers were a factory assembly error. No matter how much we love our TRs, most of us must admit that the designs are lacking in many areas and, **British Quality** is clearly an oxymoron.

Before starting the rest of the project, I made sure I had appropriate adhesive to cement the foam and upholstery material to each other and to the frame. I found I had a full and a partial can of 3M Super Trim Adhesive, part number 08090. I use this cement on the front edge of the soft top and I'm pretty sure I used it on the TR250 seats I did previously. This cement is available from automotive paint dealers. TRF sells a similar product; part number TRFC101. I also have a good supply of lacquer thinner to clean adhesive from myself and other areas where it is not wanted



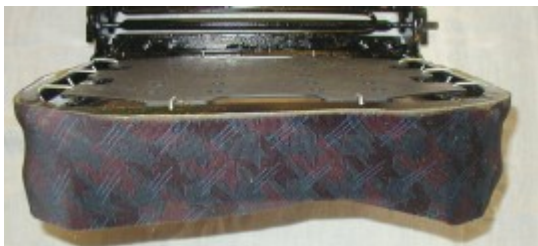
The next step was to install the diaphragm (smooth side up) using the new hooks provided. I started with the back followed by the front. I used a pair of pliers on the front clips to stretch the diaphragm so that the clips can be slipped into the holes. One side was fastened with no

trouble but the last side was more difficult since I couldn't hold the frame and pull on the clips on the same time. I finally set the frame on one side on the floor, sat on the top edge and pulled up on the clips --- this worked.



The next step was to install the seat bottom border pad. I couldn't figure which side went in and which side went out on this piece --- I don't think it matters. I sprayed the trim adhesive liberally on a 1/2 inch strip on both edges of the pad and also on the mating surfaces on the frame.

The instructions on the adhesive can talks about spraying once, letting it set for a few minutes, and spraying again a second and then a third time. That's probably OK for a vinyl top. For this stuff, spray it once and then wait till it gets good and sticky and then press the stuff together. Next photo shows the installed border pad.



The seat bottom foam pad was installed next. I sprayed the top of the frame around the outer edge and a half inch strip around the outer edge of the under side of the foam. The sides of the pad are beveled resulting in the top surface being bigger than the bottom surface (that's how you tell which side is top & bottom). The next photo shows the installed pad.



I had a problem securing the rear flap of the seat bottom upholstery. While editing this note I realized that it would be much easier if I did things in a slightly different sequence. At that time the second seat frame had been stripped and painted and I was waiting for the paint to dry. When I reassembled the second seat bottom I took photos and it is that second seat (RH) that is described next. I'm sure some of you with sharp eyes will notice the difference in the frame. There was one difference in the frames; some new holes had to be drilled in the late frame to attach the diaphragm in place of the web seat bottom.

The next step was to cut a slit in each side of the seat bottom upholstery so that it will fit around the area where the back and bottom parts of the frame connect. The slit should be parallel to and about 2 inches below the bead. The slit should extend to a point opposite the middle of the first full stripe in the seat bottom as shown in the next photo.



The rear flap was attached to the rear of the frame bottom next. The flap goes over the bottom half of the hairpin torsion bar. The upholstery was cut to accommodate the looped end of the bar as shown in the next photo (that happens to be of the LH seat).



Adhesive was sprayed on the underside of the rear flap and the mating frame surface. I then used a sharp punch to pierce the upholstery for the control rod bracket screw holes and screwed the brackets into place – see next photo. These served to hold the back flap in position while the adhesive dried and later when the upholstery was stretched over the front. I took a break at this point to allow the adhesive to dry.



Next, the cloth strips on the under side of the seat upholstery (one at front and one on each side) were cemented to the seat bottom foam – see next photo. The long strip at the front was stretched over the front and held while the adhesive set.



Next, the U shaped edge roll was cemented into place on the bottom foam over the cloth strips attached in the previous step as shown in next photo.



The upholstery is then pulled down over the front and sides and the small clips installed to hold it in place. I use a small hammer to drive the clips home. Bruce Miles had stopped over to observe the seat project and provided a lot of help with stretching and holding the upholstery as shown in the following photo.



The final step on the bottom was to trim the upholstery in the area where the tubular clips go in the rear and then cement the upholstery in place. The tubular clips were then installed to hold it in place while the adhesive dried. The underside with clips installed is shown in next photo.



The back was next. (Those of you with sharp eyes will note that we're back working on the LH seat --- the first one.) I reinstalled the straps first and then sprayed adhesive on the areas of the back frame that contact the back foam and also on the matching areas of the foam. The bottom strap was also coated with adhesive. I then pressed the foam against the frame back --- see next photo.



While this was drying I inserted the fiberboard stiffeners into the back upholstery. The original upholstery had these stiffeners stapled to the upholstery. I decided to just let them ride in the pockets at the bottom of the sides. I trimmed around the clips to ease attaching the clips to the frame.

There is a cloth strip called the tensioner strip sewed about midway down the inside of the front of the upholstery. This strip feeds through the slit in the middle of the back foam. On my new upholstery, this strip was sewed partway up one side in error. I cut the strip free from this seam. I then fed the strip through the slit as I slid the upholstery on the back. (When I disassembled the second seat I found that this strip was balled up under the upholstery and had never been pulled through the slit in the foam or fastened down; more of that **British Quality**.)

Next, a hole was cut for the angle control rod. This hole is in the same spot as the notch in the fiberboard stiffener. I waited until the upholstery was part way on the back so that I was sure I was cutting the hole in the correct place. I then adjusted the seat for full recline, stood it on the front and pulled the back upholstery down into position. Next, I stretched the sides down till the tab on the stiffeners slid behind the mating part on the frame locking them in place. I did the side with the hole first as more slack is required on that side.

Next, I stretched the tensioner strip around the back lower frame member and secured it with a couple clips as shown in next photo.



While still in the fully reclined position, I applied adhesive to the inside of the end of the front upholstery and also to the angle control rod. I then warped the end around the rod. I used some wood shims wedged between the control rod and the adjacent back frame member to hold everything in place as shown in next photo.



The seat was adjusted to the full upright position after the last joint set. I then trimmed about an inch off the end of the flap at the bottom of the back upholstery except for about a half-inch strip on each side that will extend to under the tubular clips. The ends of the beads from the front side of the back upholstery were then threaded through the gap between the back and the bottom and positioned near the tubular clips. The control rod brackets that had been screwed down when the bottom was assembled were removed. Adhesive was then applied to the mating surfaces and the end of the rear side of the back was secured to the rear frame of the seat and the beads are secured under the tubular clips as shown in the next photo. The control rod was then attached which further secured the joint just glued as shown in the subsequent photo. This completed the assembly of the back.



The headrest was easily to assemble. First, adhesive was sprayed on the headrest frame and the mating surface of the headrest foam and the foam was then slid on the frame, making sure the thick side was to the front. Next, the upholstery was slid over the foam, making sure that it is positioned correctly. The seam at the bottom was then tacked shut and the trimmed finisher screwed into place. The following photos show this process. Note that I decided to paint the trimmed finisher black. The finisher was painted to match the upholstery on the original equipment. If I can find red paint that matches the upholstery I might repaint them.



The angle control arm was polished and installed together with the headrest to complete the job. The finished product is shown in the last photo.



The seat slides are heavily corroded. I think I'll sandblast them and then paint them with aluminum paint. Won't be original, but is bound to look better than rust. I used the TR6 Spare Parts Catalogue, Volume 2 from TRF to identify the correct name for the various parts. This is also a good source on how the parts fit together. While scanning the catalogue after the job was finished I noted that I hadn't installed the stud on the inside of the RH seat for the tonneau cover strap. There was none on the seat I rebuilt but I know I have the stud on seats in one of my cars so I'll be able to tell exactly where it goes.

Update, July 2002: I finally got around to installing that tonneau strap peg in the right seat. The stud listed in the TRF TR250 and TR6 catalogs seems to be NA, but a replacement, part number 552669 shown on the right is available. The stud is installed in the left side of the right seat as shown below. There is a hole in the steel frame for the stud so it was a simple matter to shove a pointed object through the hole from the inside to pierce the vinyl in the correct spot.



Did you Know?

Q: What was the first official White House car?

A: A 1909 White Steamer, ordered by President Taft.



Q: Who opened the first drive-in gas station?

A: Gulf opened up the first station in Pittsburgh in 1913.



Q: What city was the first to use parking meters?

A: Oklahoma City, on July 16, 1935.



Q: Where was the first drive-in restaurant?

A: Royce Hailey's Pig Stand opened in Dallas in 1921.



Q: True or False? The 1953 Corvette came in white, red and black.

A: False. The 1953 'Vetted' were available in one color, Polo White.



BUCKEYE TRIUMPHS NEWSLETTER

Q: What was Ford's answer to the Chevy Corvette, and other legal street racers of the 1960's?

A: Carroll Shelby's Mustang GT350.



Q: What was the first car fitted with an alternator, rather than a direct current dynamo?

A: The 1960 Plymouth Valiant



Q: What was the first car fitted with a replaceable cartridge oil filter?

A: The 1924 Chrysler.



Q: What was the first car to be offered with a "perpetual guarantee"?

A: The 1904 Acme, from Reading, PA. Perpetuity was disturbing in this case, as Acme closed down in 1911.



Q: What American luxury automaker began by making cages for birds and squirrels?

A: The George N. Pierce Co. of Buffalo, who made the Pierce Arrow, also made iceboxes.



BUCKEYE TRIUMPHS NEWSLETTER

Q: What car first referred to itself as a convertible?

A: The 1904 Thomas Flyer, which had a removable hard top.



Q: What car was the first to have its radio antenna embedded in the windshield?

A: The 1969 Pontiac Grand Prix.



Q: What car used the first successful series-production hydraulic valve lifters?

A: The 1930 Cadillac 452, the first production V16



Q: Where was the World's first three-color traffic lights installed?

A: Detroit, Michigan in 1919. Two years later they experimented with synchronized lights.



Q: What type of car had the distinction of being GM's 100 millionth car built in the U.S. ?

A: March 16, 1966 saw an Olds Tornado roll out of Lansing, Michigan with that honor.



Q: Where was the first drive-in movie theater opened, and when?

A: Camden, NJ in 1933



BUCKEYE TRIUMPHS NEWSLETTER

Q: What autos were the first to use a standardized production key-start system?

A: The 1949 Chryslers



Q: What U.S. production car has the quickest 0-60 mph time?

A: The 1962 Chevrolet Impala SS 409. Did it in 4.0 seconds.



Q: What did the Olds designation 4-4-2 stand for?

A: 4 barrel carburetor, 4 speed transmission, and dual exhaust.



Q: What's the only car to appear simultaneously on the covers of Time and Newsweek?

A: The Mustang



Q: What car was the first to place the horn button in the center of the steering wheel?

A: The 1915 Scripps-Booth Model C. The car also was the first with electric door latches.



Q: What was the lowest priced mass produced American car?

A: The 1925 Ford Model T Runabout. Cost \$260, \$5 less than 1924.



BUCKEYE TRIUMPHS NEWSLETTER

Q: What is the fastest internal-combustion American production car?

A: The 1998 Dodge Viper GETS-R, tested by Motor Trend magazine at 192.6 mph.



Q: What automaker's first logo incorporated the Star of David?

A: The Dodge Brothers.



Q: Who wrote to Henry Ford, "I have drove fords exclusively when I could get away with one. It has got every other car skinned, and even if my business hasn't been strictly legal it don't hurt anything to tell you what a fine car you got in the V-8"?

A: Clyde Barrow (of Bonnie and Clyde) in 1934.



Q: What car was the first production V12, as well as the first production car with aluminum pistons?

A: The 1915 Packard Twin-Six. Used during WWI in Italy, these motors inspired Enzi Ferrari to adopt the V12 himself in 1948.



Q: What was the first car to use power operated seats?

A: They were first used on the 1947 Packard line.



Q: Which of the Chrysler "letter cars" sold the fewest amount?

A: Only 400, 1963, 300J's were sold (they skipped "I" because it looked like a number 1)



Q: What car company was originally known as Swallow Sidecars (aka SS)?

A: Jaguar, which was an SS model first in 1935, and ultimately the whole company by 1945.



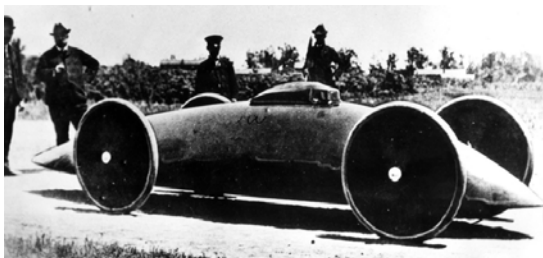
Q: What car delivered the first production V12 engine?

A: The cylinder wars were kicked off in 1915 after Packard's chief engineer, Col. Jesse Vincent, introduced its Twin-Sis.



Q: When were seat belts first fitted to a motor vehicle?

A: In 1902, in a Baker Electric streamliner racer which crashed at 100 mph. on Staten Island!



Q: In January 1930, Cadillac debuted its V16 in a car named for a theatrical version of a 1920's film seen by Harley Earl while designing the body, What's that name?

A: The "Madam X", a custom coach designed by Earl and built by Fleetwood. The sedan featured a retractable landau top above the rear seat.



Q: Which car company started out German, yet became French after WWI?

A: Bugati, founded in Molsheim in 1909, became French when Alsace returned to French rule.



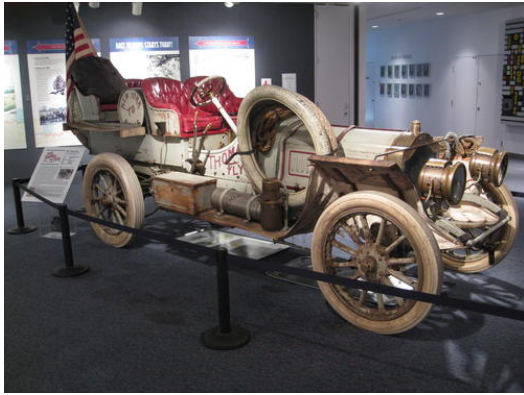
Q: In what model year did Cadillac introduce the first electric sunroof?

A: 1969



Q: What U.S. production car had the largest 4 cylinder engine?

A: The 1907 Thomas sported a 571 cu. in. (9.2liter) engine.



Q: What car was reportedly designed on the back of a Northwest Airlines airsickness bag and released on April Fool's Day, 1970?

A: 1970 Gremlin, (AMC)



Q: What is the Spirit of Ecstasy?

A: The official name of the mascot of Rolls Royce, she is the lady on top of their radiators.



Q: What was the inspiration for MG's famed octagon-shaped badge?

A: The shape of founder Cecil Kimber's dining table. MG stands for Morris Garages.



Q: In what year did the "double-R" Rolls Royce badge change from red to black?

A: 1933



BLASTS FROM THE PAST

A trip down memory lane...



Photo of Ryan Miles when he bought his first TR – a 74 that he paid \$1,000 for (the owner thought the engine was toast – turned out all it needed was a new fuel pump)

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:
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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.

1980 TR7 Spider For Sale

5-speed, original condition with factory alloys, no rust, good top, 32,200 actual miles, \$3,500.00 or best offer. Contact: John Huddy at jhuddy@columbus.rr.com, (614) 846-2321 (Home) or (614) 204-0300 (Cell).



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

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CLUB INFORMATION

Officers and the Fine Print

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COMEDY CLIPS

From Jason Pigg:

Check out this link. Don O. should have these!

<http://thegadgetflow.com/portfolio/money-to-burn-fire-starters-13/>

And in retaliation, from Don:

(Jason picking up a woman in his Mini).



Man's Age, as Determined by a Trip to Home Depot

You are in the middle of a few projects at your home: putting in a new fence, painting the basement walls, putting in a new garden. You are hot and sweaty, covered in dust, lawn clippings, dirt and paint. You have your old work clothes on. You know the outfit -- shorts with the hole in the crotch, old T-shirt with a stain from who-knows-what, and an old pair of tennis shoes.

Right in the middle of these projects you realize you need to run to Home Depot for supplies.

Depending on your age you might do the following:

In your 20s:

Stop what you are doing Shave, take a shower, blow dry

your hair, brush your teeth, floss and put on clean clothes.

Check yourself in the mirror and flex. Add a dab of your favorite cologne because, you never know, you just might meet some hot chick while standing in the checkout line.

And yes, you went to school with the pretty girl running the register.

In your 30s:

Stop what you are doing, put on clean shorts and shirt. Change your shoes. You married the hot chick so no need for much else.

Wash your hands and comb your hair. Check yourself in the mirror. Still got it. Add a shot of your favorite cologne to cover the smell.

The cute girl running the register is the kid sister to someone you went to school with.

In your 40s:

Stop what you are doing. Put on a sweatshirt that is long enough to cover the hole in the crotch of your shorts.

Put on different shoes and a hat. Wash your hands. Your bottle of Brute is almost empty, so don't waste any of it on a trip to Home Depot.

Check yourself in the mirror and do more sucking in than flexing.

The hot young thing running the register is your daughter's age and you feel weird about thinking she's spicy.

In your 50s:

Stop what you are doing. Put on a hat. Wipe the dirt off your hands onto your shirt. Change shoes because you don't want to get dog crap in your new sports car. Check yourself in the mirror and swear not to wear that shirt anymore because it makes you look fat.

The cutie running the register smiles when she sees you coming and you think you still have it. Then you remember -- the hat you have on is from Bubba's Bait & Beer Bar and it says, 'I Got Worms'

In your 60s:

Stop what you are doing. No need for a hat any more. Hose the dog crap off your shoes. The mirror was shattered when you were in your 50s. You hope you have underwear on so nothing hangs out the hole in your

pants.

The girl running the register may be cute but you don't have your glasses on, so you're not sure.

In your 70s:

Stop what you are doing. Wait to go to Home Depot until the drug store has your prescriptions ready too. Don't even notice the dog crap on your shoes.

The young thing at the register stares at you and you realize something is hanging out the hole in your crotch.

In your 80s:

Stop what you are doing. Start again. Then stop again. Now you remember you need to go to Home Depot. Go to Wal-Mart instead.

You went to school with the old lady greeter.

You wander around trying to remember what you are looking for. Then you fart out loud and think someone called your name.

In your 90s & beyond:

What's a home deep hoe? Something for my garden? Where am I? Who am I? Why am I reading this? Did I send it? Did you? Who farted?



"It keeps me from looking at my phone every two seconds."

Marriage Humor

Wife: 'What are you doing?'

Husband: Nothing.

Wife: 'Nothing . . . ? You've been studying our marriage certificate for quite some time.'

Husband: 'I was looking for the expiration date.'

Wife: 'Do you want dinner?'

Husband: 'Sure! What are my choices?'

Wife: 'Yes or no.'

A newly married man asked his wife, 'Would you have married me if my father hadn't left me a fortune?'

'Honey,' the woman replied sweetly, 'I'd have married you, NO MATTER WHO LEFT YOU A FORTUNE!'

A wife asked her husband: 'What do you like most in me, my pretty face or my sexy body?'
He looked at her from head to toe and replied: 'I like your sense of humor!'



The first senior moment.

Husbands are husbands

A man was sitting reading his papers when his wife hit him round the head with a frying pan. 'What was that for?' the man asked. The wife replied, 'That was for the piece of paper with the name Jenny on it that I found in your pants pocket'. The man then said 'When I was at the races last week, Jenny was the name of the horse I bet on.' The wife apologized and went on with the housework. Three days later the man is watching TV when his wife bashes him on the head with an even bigger frying pan, knocking him unconscious. Upon re-gaining consciousness the man asked why she had hit again. Wife replied. 'Your horse phoned'

Stress Reliever

Girl: 'When we get married, I want to share all your worries, troubles and lighten your burden.'

Boy: 'It's very kind of you, darling, but I don't have any worries or troubles.'

Girl: 'Well that's because we aren't married yet.'

Son: 'Mum, when I was on the bus with Dad this morning, he told me to give up my seat to a lady.'

Mom: 'Well, you have done the right thing.'

Son: 'But mum, I was sitting on daddy's lap.'

A CLOSING SHOT



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