



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

www.BuckeyeTriumphs.org

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PRESIDENT’S CORNER



A happy summer to everyone. I believe we have had a pretty good year so far. I had brake issues with the 250 during the “Rolling Legends” tour for the

Arthritis show, but I think I have all of those issues worked out. Weather has been pretty good for the most part. The Arthritis show set a record – the weather was perfect.

Our remaining events in August include the Riverside Motors Summer party on Sunday, August 24th – this will be our last year at this address, as Susan Logan will be moving later this summer. How many devilled eggs do you all want me to bring? Last year I brought 100 halves and they didn’t last long. I haven’t had any tomatoes yet, but we still have a couple of weeks.

Plans for TRials have been proceeding – a little later this year on October 9-12th in Oxford, Mississippi, home of ‘Ole Miss. I won’t be able to attend this year, but let me know if any of you plan to attend.

The next Quaker Steak & Lube British Car nights is coming up on Monday, August 25th and September 22nd.

Things are busy in my family as my son Ryan will be getting married on September the 12th in Indianapolis. Ryan’s fiancée Erica Comwell is just the nicest person you ever will meet, and we are really looking forward to their wedding. They put in an offer on a house in the country in Edison, Ohio and they will scheduled to close on August 22nd, taking possession on September 22nd. Did I mention it has 2.5 acres, with a 38x50 building? Finally, a place for Ryan to keep all of his “stuff”.

Last issue, I brought you up to my first TR6 and the fact that I traded it in on a Jeep CJ7. I had wanted a jeep since I was 14 years old, so when we went shopping for our first “new” car – we went for the Jeep. I’ll always remember my mother’s reaction to the Jeep: If you were going to spend that much money, why wouldn’t you buy a “nice” car? Oh well, I was happy. We kept the Jeep for about 10 years, but eventually the rust took over and I sold it.

As Ryan approached “driving” age, he became interested in convertibles, we went and test drove a TR6 down in

Lancaster, but it was pretty rough. One Sunday, I noticed an auction upcoming in Columbus that was selling a collection of cars down by the old Cooper stadium. One of the listings was a TR6. We won the auction and purchased the car in March of 1997 on "spring break" for \$1,700. I had no idea of any of the warning things to look for in a TR6 – and didn't even realize that the car had overdrive in it. The top was torn and faded, the dark red color was almost white from the sun. Ryan and I were quite excited about the possibilities of having a project to work on.

The only electric things that worked were the headlights - no turn signals, flashers, dash lights, fuel gauge. The car would turn over and start, but who knew the age of the gas in the tank. A quick trip to U-Haul to get a 2 wheel dolly and we towed it home behind our '89 Pathfinder - not exceeding 20-25 MPH on the 40 mile trip home. As we entered Granville, we stopped to get an ice cream cone at our local dairy bar (but the real reason was to show off to the friend that owned the establishment) Ron took one look at it and said: A neighbor of mine has "quite a few" of those. He jotted down the name on a scrap of paper and we continued on our way home. When we got home we pulled into my friend's driveway next to ours and prepared to "drive" it home.

As we were unloading it from the trailer, someone pulled into our driveway with a hearty "whatcha got there?" This was David Hanna. David lived about a mile away and had "many" British cars and a TR6 that he was doing a "frame off" in his garage. David proved to be a great source of information, helping us with many questions that we had.

We got the car started and drove it down the driveway. We then got brave and took it for a quick spin down the road. This turned out not to be such a good idea. It died about ¼ mile down the road and we ended up pushing it home and towing it down the driveway with the garden tractor.

We called the name on the piece of paper (from the ice cream shop) and we soon met our good friend Nelson Riedel. Nelson had a peek at the rear carburetor, noticed that the needle valve was "missing" then said "I've got one of those" and in five minutes later we were running "much better". Nelson has become a close friend and a wonderful resource for Triumph knowledge. Most of our site's articles are a result of Nelson's efforts.

Our first year with the car included rebuilt brake and clutch master cylinders, new brakes in the rear, new fuel pump, gas tank boiled out and reinstalled, new top, lots of fun getting butchered wiring back to some sense of normal. We refinished wood dash, installed new main

and rod bearings, new oil pump, new rear wheel hub. We still have this car, and have put over 40,000 miles on the car in the last 17 years, although I haven't driven it much since we rebuilt the 250.

Here are a few pictures:



This was about a week after we bought the car – no top – nasty tires, we took Ryan to his "Spring" dance at the middle school. He is standing in front of the light for the picture because the trim ring on the passenger side was missing. The car did shine up nice.

We became a member of Buckeye Triumphs later that Spring at the British Car Day held at the old French Market. That was our first outing, 35 miles, no top – we ended up racing a storm home later in the day but managed to stay dry.



Here we are at our first Arthritis show in '97.

I will continue our story in the next newsletter.

Hope to see you all later this month at the Riverside Summer Party.

Bruce

EDITOR'S CORNER



I you have read my Buckeye Triumph or British Motoring articles or talked to me at length, one thing you will learn is my belief that automotive enthusiasts and hobbyists such as ourselves must consider and take steps to ensure the future viability of the cars and clubs we love. This belief is what

led me to write about topics such as the need to attract younger generations to the hobby and the sharing of the knowledge and skills necessary to maintain our beloved cars.

With this article I wanted to touch on a related topic about which I've read, a topic that I believe will play an increasing role in ensuring the future viability of the cars we love. This is the "Maker Movement" or "Maker Culture." For those of you unfamiliar with it, here is the basic description courtesy of Wikipedia:

The maker culture is a contemporary culture or subculture representing a technology-based extension of DIY culture. Typical interests enjoyed by the maker culture include engineering-oriented pursuits such as electronics, robotics, 3-D printing, and the use of CNC tools, as well as more traditional activities such as metalworking, woodworking, and traditional arts and crafts. The subculture stresses new and unique applications of technologies, and encourages invention and prototyping. There is a strong focus on using and learning practical skills and applying them creatively.

You can see the mark of the Maker Movement in places like "Make Magazine" (<http://makezine.com/>) and the Instructables website (<http://www.instructables.com/>). Even established entities such as Radio Shack and Popular Mechanics are in on the trend. For more information on the Maker Movement, check out this Time article: <http://time.com/104210/maker-faire-maker-movement/>

Some see the Maker Movement as a new phenomenon or emerging trend. But in my opinion, what we are seeing with the Maker Movement is really the continuation of the traditional American DIY and tinkering spirit - one fueled and influenced by technological advances such as the internet and inventions such as the home 3-D printer. Regardless, many see the Maker Movement as being a key to the rebirth of American

manufacturing, something which we can all agree is a positive.

So why is the Maker Movement important to our hobby? I would argue because it connects two important, but historically divergent, aspects of the hobby. First, because our hobby centers on a manufactured product (dare I say, is "built upon"?), it is vitally dependent upon manufacturing. Simply put, we cannot maintain the hobby if we cannot maintain our cars. And without someone to manufacture the products to maintain our cars, not to mention to improve them, our hobby will quickly disappear.

But at its heart, the growth and development of the hobby, particularly with cars whose manufacturers are long gone, is ultimately a grass-roots effort. Triumphs continue to exist only because of the passion and hard work of those of the individuals involved in the hobby. As we all know, there is no more Triumph Motor Company, Standard Triumph, British Leyland, etc. – no more large corporations that are manufacturing the products and creating the innovations that support and advance the Triumphs we love. Rather, the support of and advancements in our hobby are primarily from individuals and small businesses such as Charles Runyon with the Roadster Factory, Ted Schumacher with TS Imported, Herman van den Akker with HVDA, Richard Good with Good Parts, Rick Patton with Patton Machine, and RATCO - to name a few.

And therein lies the rub. Even with advances in manufacturing in the 20th century, it has historically been the domain of larger businesses. Thus, historically it has not been enough that an individual has an idea for a great product. Unless that person also has access to tools, equipment, and skills needed to produce it, he or she must work with a manufacturer to create it – a task limited to a few individuals. As a result, the pool of people who can not only dream of products but also see them produced is limited.

But the Maker Movement will change that. With the increased access to technology such as 3-D printers and machining tools that it gives the average person, we will increasingly see more and more people able to implement their ideas, more people who can not only dream of products, but also see them produced.

Take the stock bushings used for the accelerator shaft on a TR6 for example. Let's say that you are an average person with no engineering or manufacturing background or sophisticated tools. However, you have a great idea for a set of plastic bushings that improve upon the originals and are easy to install. In the past, unless you had access to the necessary equipment, if you wanted to

try out your idea, you would need to find someone who could actually manufacturer it. But to do that, you would need to work with someone who could create a set of CAD drawings or such that the manufacturer could use. And then there is the question of costs to do so, especially if you want to create just one set for yourself.

Today this is much easier. With drafting services such as Google's Sketchup (<http://www.sketchup.com/>) (many of which are designed for ease of use by the average person), you can design the bushings yourself on your computer. Then when you're done, you can use a 3-D printer to create the piece at home. Or if you don't have a 3-D printer or want to make it out of a material other than plastic, you could take advantage of a company like Scuplteo (<http://www.sculpteo.com>), which, after you upload your design online, produces and ships the product directly to you.

The end result is that the barriers between a concept and having it come to fruition are quickly falling. In essence, it is a great democratization of product creation and manufacturing. Ultimately, I believe this is a wonderful thing for our hobby. That rare part that is made from the elusive "unobtainium" may not be so difficult to obtain when you can create it yourself. And with the average person able to dream up and produce new parts to improve our cars, the pool of improvements that can be made to our cars will grow.

John VanNorman

ANNOUNCEMENTS AND NEWS

Columbus British Car Day XXX Review

We had 14 cars this year for the British Car Day drive on Saturday. Hail and rain shortly before we got to Cambria Suites, the off and on rain followed us. Lunch was planned as usual at Mud Flats grill in Galena, they decided to rewire their kitchen and were not open for business. Bruce found the Big Walnut Grill in Sunbury wanting our business so we had lunch there, it was very nice. The route was changed a bit this year and was a fun tour of the Alum Creek area.

- Bruce Miles 1968 TR250
- Jeff Kemper 2003 Mini Cooper
- John Wheeler 1977 MGB
- Bill Blake 1974 TR6
- Pete Roberts 1966 Cortina GT
- John Voegel 1980 Austin Mini
- Mary and Buck Henry Honda CRV
- Jim and Karen Sipos 2005 Mini Cooper S
- Murry and Jacqueline 1973 TR6
- Steve and Debbie Isaac 1971 Jaguar XKE
- John and Charma Huddy 1971 TR6
- Chris Clark 1974 TR6
- Eric Finn 1973 TR6



It is official Mary Ann has a new Triumph, a 1970 GT6 that one in its class Sunday at BCD XXX.







On 36/37 In Sunbury leaving for the track



Eric and his son

Vintage Race Saturday at Mid-Ohio 2014

A group of BT regulars met at the McDonalds in Sunbury actually just across 36/37 from where the British Car Day drive stopped for lunch. Sunbury seems to be the new meet up location? Sam and the Mercier's were already there when I arrived, soon we had Eric Finn and his son, Bill and Jenny arrived so we had five TR6s leaving from the western flank. John and Charma met us at the track. It was a great day in the infield for the British Car Showdown complete with dry weather. The parade laps at noon were only one lap, due to the large number of Mini's which were featured filling up the asphalt. Most of us got rained on getting home by 5 but that seems to be the norm for 2014 so far.



Bonnets up



Waiting to enter the track and turn one



The backstretch at 200 mph

2014 Arthritis Show



The weather for the weekend was ideal, Bruce Miles lead the Thursday drive to Springfield Mershon's for lunch and the trip back to Westerville for the cruise in and dinner.

The show had in excess of 1340 cars through Saturday night.

The British classes had our usual location just past Jaguar and we were well attended.

Thanks to all that helped and for sure those that judged, we had a super team this year!

Best in British 2014:

1946 MG TC Jack Smittle age 83

Triumph Class:

1st Bill Reinheimer 1971 TR6
A/E
John Schilling 1973 TR6
Bruce Miles 1968 TR250
Tom Carney 1973 Stag
Don Adcock 1974 TR6

MG Class:

1st Jeff Kemper 1970 MGBGT
A/E
Danny Osborne 1973 MGB
Wm Henry 1939 MG SA

Smaller LBCs:

1st Mike Swope 1966 Sunbeam Tiger
A/E
Steve Southand 1959 MGA
Hal Johnson 1963 Austin

Bigger LBCs:

Terry Olson 1937 Ford Thames Truck
Mike Foster 1954 Austin Healey 100

Later Models:

Todd Vesley 2008 Aston Martin Volante

RUST IN PEACE



and the pain I had the last time I fitted sidecurtains and tops at the same time. Then when I staring at the top bows that never had what I thought was the proper profile (and do not match the factory dimensions BTW) the question popped into my head:

So why am I going to all the effort to install weather gear that don't work that well and that turn an open motoring experience into a miserable claustrophobic event when I wouldn't intentionally drive the car in that weather?

Well?

I returned the unopened top to Moss, took the top bows off, put the cut-off windscreen back on, cleaned up the tonneau (after 20 years it cleaned up fine, only issue is that with the red tonneau and grey car folks will accuse me of being a Buckeye rather than a Zip...), ordered over-the-glasses goggles and a cheap leather jacket – figured this is almost a bike running it this way. Bugs will be in the teeth. Fair weather baby now, my baby now... *Anyone need a stock windscreen and sidecurtains?* Oh, I did put a windscreen wiper on just in case!

ARTICLES



May 2014 Bruce Clough (bclough@woh.rr.com)

I made a strategic decision.

The Grey Ghost will be a fair-weather TR. I came to that conclusion when I was figuring out how to fit a new top and sidecurtains. I was noting that the original rubber pieces on the stock windscreen needed replacement and thinking about how to get the little holes and seams plugged, then looking at the door gaps and the little bit of daylight coming through on the door fronts. I was remembering the miserable times in rainstorms with TR3s, water leaking in all over, we towels hanging down, foggy windscreen and windows, the confined feeling of having the sidecurtain pushing in your left arm



Ready for the deluge

Unintended consequences

One good thing about going to the cut-down windscreen is that it kinda helps the rear view mirror issue.

In Ohio is it mandatory that you have a rear view mirror on the car. I hate fender mirrors and the stock interior mirror is not the world's greatest, although I don't have the pesky top to see through now. I thought I had it solved buying an aftermarket (and nice looking) rear view mirror. If you remember a couple of months ago I was going through angst trying to get the mirror mount to stick to the windscreen, but thought I had that figured out.

Naw, baby, naw.

It fell off late March when I tried to adjust it. Not the least amused, I ditched the idea of securing a mirror to the windscreen and decided to look at cheap back-up cameras as a way of looking back. Turns out for \$30 you can get a decent camera and 5" screen combo off Amazon. The camera clipped to a trunk hinge, the display was suctioned-cupped to the windscreen, and the wires ran to where they needed to go.

It actually gave a decent picture over wide lighting conditions, and the wide field of view was more than the stock mirror, but gosh, more wires and more displays.

The cut-down windscreen solved that problem, since the windshield-mount glue actually sticks to the plexiglass where it wouldn't to the 50-year-old safety glass. The mirror I put there in January is still holding strong!

Off came the camera – I'll put it in the FrankenStag, I'm sure, this next winter...or next week, or maybe it's already on it....



Fancy Rear View Mirror on the short windscreen

I made a strategic decision – Part II.

Since I like multi-part sagas, I need to have one. The windshield is the perfect choice.

Windshield?

Last month we left off with Bruce putting the cut-down windscreen on TG2 (the Grey Ghost, cute, eh?). I made a little wiper for it and also got a rear-view mirror to stay attached. Fantastic.

Then I took it for a drive.



Driving TG2

I took it for a good-long drive. Down a few roads with Duncan at my side taking pictures. Ate bugs? Yes, a few. Did the rear view mirror work? Not at all – field of view is very limited and everything is blurry due to vibration. How about that windshield? It does look cool, but cuts across the vision just at the wrong height, blocks some vision if you can imagine that.



The road ahead on the good-long drive from above where the driver was looking

Got it back to the garage and decided that the cut-off windscreen is not the way to go for long drives.



Duncan's View of the drive

Okay, the large windshield doesn't work for me like I want, and the cut-down one doesn't work either, so what is the solution?

Teddy.
Teddy?

Yes, Teddy – the Stinson's know what this is about. Teddy was a TR3 I had in the late 1980's that had Brooklands Aeroscreens on it. I need Aeroscreens. Found one, just one, available on this side of the Atlantic, so I bought it and will put the other one on backorder. Moss says sometime "soon". Tried to get one on eBay, but stopped when the bidding passed \$170... Moss sells them for \$119.

Okay, solved that problem, but there are others...okay, so they really aren't problems, but my somewhat whacked-out sense of esthetics was not sated. More on that later, anyway...

The dash really needed help.

Dash Redo – Dash MkII

The industrial look of the diamond-plate aluminum just wasn't getting it for me, actually the sun at the right angles reflected off the dash, made driving annoying, and made it so you couldn't see the idiot lights. So, it had to go, but what was I gonna use for the dash? What did I have lying around the garage.

Plexiglas.

Why not? All I really had to hold was the three gauges, the rest could go elsewhere (more on that later). I took off the aluminum panels, used them as patterns for he

Plexiglas, and cut new ones. This means that you can literally see everything behind the dash.

I think it's cool, others might have reservations. So be it.

But what about the tablet and the GPS?

Displays

You could see the GPS in the sunlight, but not the tablet. Even if it was bright enough it was vibrating like the rear view mirror. Yep, another great idea Bruce!

But I can fix it.

Off came the tablet. Since Bridgett got a smart phone I got my 64GB iPod 4th Gen back, so I have plenty of room for music, and I can call up Pandora on my iPhone. We have music.

I moved the GPS up a bit to where the stock rear view mirror would be. I made a bracket that attached to the mirror mounting holes that held a piece of Plexiglas to mount the GPS to. Issue solved.

But what about the switches and idiot lights?

Switches & Idiot Lights

Yeah, there were those. Switches first.

I had the non-ignition/starting ones to the right of the gauges, and the ignition and starting switch on the left. Since the dash fronts were now just gauges in Plexiglas they had to go somewhere else. That somewhere else ended up being another Plexiglas panel attached to the inside left of the little box that holds the hydraulic master cylinders. All the switches on it, but only four switches (amp, lights, blower motor, and radiator fan) since I took off the wiper motor and stored that mechanism away. Dragged back out the "engine start" switch I was using with Dash Mk I.

But what about the idiot lights? Yeah, what about them? I had to remount them behind the Plexiglas dash, but since they are pretty big I decided to go with smaller LED lights in a small Plexiglas panned mounted in the steering wheel shaft support. I used two red LEDs for low oil pressure. All the lights on both the switch and idiot light panel are easily visible through the dash front. So far, so good.

But what about the rear-view mirror.

Rear-View Mirror

I had a brain-fart - active mirrors. I need to embrace the future.

In a couple of years back-up cameras will be mandatory on cars. You can buy back-up cameras from Amazon for \$30 and they come with a 5" screen.

\$30 it is.

I drilled a hole for the back-up camera where the license plate light used to be and I attached the display where the tablet used to be.

Wow.

170-degree field of view and works both day and night. Pretty neat!

Since I was in the midst of remodifying the modifications I had made to the modification, why stop?

Rear Shelf Cover

I'm still using the red tonneau cover I made for TG2 way back in the 80's, in fact, it has held up really well. It makes the car look like I'm a rabid The OSU fan (much to the delight of my sister), but since it fits and new tonneaus are big bucks, it'll do. It just has one drawback. You can't hear the music since the tonneau covers the speaker.

I have to hear the music, period.

But I don't like the looks of the car without the cover on it - doesn't look finished. I need something that covers the back shelf, but also lets the music come through from the speaker.

I decided to do a half-cover.

I took several pieces of bar stock aluminum and made a brace that goes from one hood sticks mounting point to the other, then we (Alice did the sewing) took left-over seat material and made a cover that attaches to the Lift-A-Dots and some snaps on the bar. Complete - car is ready to drive some more, except I need to time it better.

Timing the car

For those that have early TRs you know that timing is set static - engine not running. You can do this since you have a points distributor with a fine-timing Vernier adjust.

I can't since I went with a Petronix distributor. I eyeballed the timing when I put the engine together, and frankly I got somewhat close. To get closer I would have to set it dynamically - run the engine and see what the timing is at several RPMs.

This meant, of course, that I had to put timing marks on the crankshaft pulley so I knew where TDC was in reference to where the plugs were actually firing.

Fortunately for me I noticed that the new crank pulley I was using was the same relative diameter as the TR7 crankshaft pulley, so I just used the TR7 timing markers to mark the TR3 pulley, notched the marks using a file, and painted them so they would show up under strobe. Started the car up, dragged the mechanical timing graphs out, timed the car without the vacuum advance on, then checked it with the vacuum advance attached. Looked good. Also reset the carb mixture while I was at it. Nice.

Until I rubbed against the heater.

Heater

I don't remember why I was fussing under the dash, but when I brushed against the heater I felt coolant. It was leaking out of the top near the input and output tubes. Of course it had tested perfect when off the car before I put it in.

Choice words were uttered.

Out came the heater. Off came the heater lines. We don't need no stinking heater. Okay, at least until I fix this one or get another....

Camera

I'd be remiss if I didn't mention the camera. I just couldn't leave it on the workbench. I mean, it was cheap and it works, and I have these bolt holes for the windscreen attachments that I'm not really using right now...

Which means I built a bracket to mount the camera to and attached it to the driver's side windscreen mounts.

It was destiny...

Photo Tour of TG2

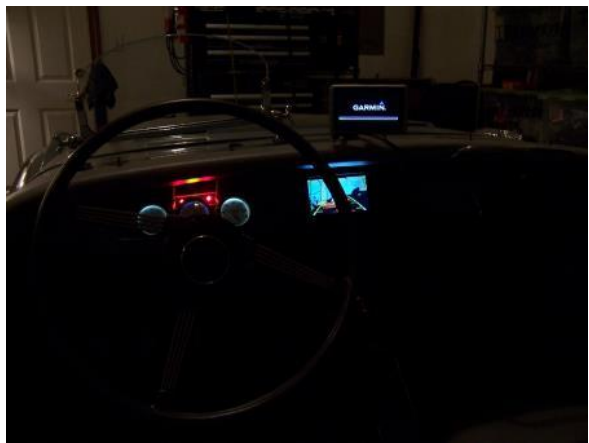
Okay, so here are some shots of the modifications of the modifications of mods...



Aeroseen – I need to make this plural...



New Plexiglas Dash(s) – the gauges float



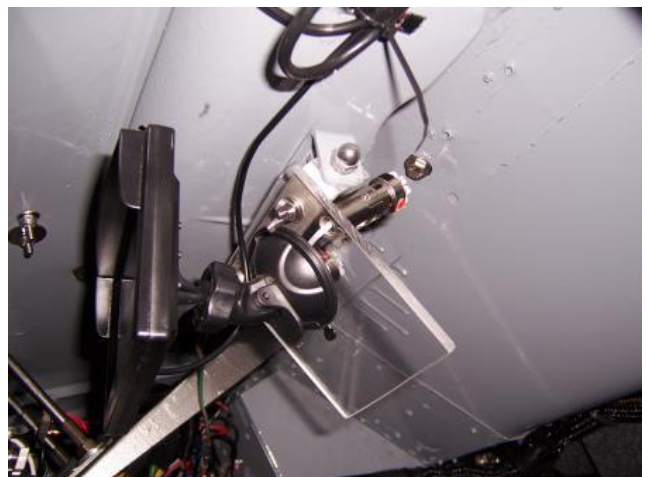
Moving the displays – you can see the rear camera has excellent dark viewing and the alternator and oil pressure idiot lights are on.



Switch Panel under the dash – very compact



The back cover – yes, I still have the tonneau to seal the interior up.



With the heater gone I moved the rear view camera farther under the dash using the heater mounting bracket I had made earlier. Easier to see in the sun this way.



Camera on its mount – no unused bolt holes go to waste.....



All together now, but I need another aeroscreen!

So what now?

I get another aeroscreen, and I think I need grey wire wheels – what do folks think?

Oh, and due to the fact that I need to carry and move multiple folks and stuff for TRA 2014 I'm not going to be taking it. Probably the Stag, or maybe a Subaru if I think I really have to carry stuff!



Anyone need another project? Yikes!

TS58057L Diversion

Oh, that picture above? At The Webster St British Car Show (Dayton) in May Karl Taylor showed me pictures of his pile of TR3 parts. In that pile was a TR2 nose in excellent shape.



This nose has the hardware attached and all is in wonderful condition. Never hit! Now those of you who know me know I like the earlier nose on sidescreen TRs. I wanted that nose, but I had to buy all the parts.



Some of "The Parts"

Okay, so it did come with a clean title to TS58057L and some interesting extra parts. So I bought it, and with the help of my family and other MVT members we got the parts to Spring Valley.

Now comes the fun part. Since Karl kinda knew what he had I didn't get all of this for \$50. It was a bit more than that and I needed to get the funds back so I can pay property taxes without having to sell the kids to child labor (just kidding, although Bridgett is looking for a summer job!)

With more MVT help we sorted out a complete car and extras, and sold the car to a friend of Jeff Slaton's (hosted TRA 2013) in Southwestern Indiana. A big hat's off to Chuck and Chris who have provided truck and trailer as well as muscle! We also discovered Quatman's Café in Mason which will see more Triumph enthusiasts stopping by some other time!



The larger sorted parts waiting for the trip to Indiana



The smaller parts sorted into bins and awaiting the drive to Indiana

Okay, so this recovered part of the purchase price. It also left me with some of the more interesting parts the Karl had as well as the extra parts from putting one car together as well as the parts I've been accumulating over the years for TR7's.

It then hit me – time for an eBay Blitz!

eBay - what a wonderful place. I resorted the remaining parts, got a bunch of boxes from the Post Office as well as our basement and friends (BTW – if you have boxes and packing materials taking up space let me know – I will pick it up!) and started putting auctions up. I also started to fill our dining room with boxes...



Boxes of TR Bliss ready for new homes

There were also some extra parts that were too large to put on eBay, so I have them on Craigslist and might be willing to entertain offers or swaps...



New Fiberglass Fenders



NOS TR2-4 Radiator

So, with any luck I will have recouped the purchase price and garage space which will make my family glad, dispensed decent TR parts across North America which will make many car owners glad, and paid the property

taxes that will make the Greene Country Treasurer glad. Glad all over!

Now to get that nose repainted....



BTW – still have these parts left over for looking for a good home – free!

Windscreen Part III

I crowed about the decision to go with Brooklands Aeroscreens. I had found one, now to find another.

Except there are no others.

Explain? Okay – seems like everyone on this side of the globe has bought aeroscreens and every supplier is on back order, months of back order.

So, I turned to eBay. Not much help there, the used Aeroscreens go for twice as much as new ones do – I kept getting outbid by folks more desperate than myself.

Then I found a guy advertising Plexiglas aeroscreen like Ken Richardson used to put on factory cars when TR2's were setting new records in the early 1950's. He had an original, had made a jig, and was making copies. Cool. I bought a pair and sold the Brooklands screen on eBay for more than I bought it for.

Screen installation was straight-forward. They did not include mounting locations measurements, so I decided to reuse the Brooklands mounting locations which worked well.



New Aeroscreens on TG2

Turns out that these new screen aesthetically fit the Plexiglas dash pieces I made, bonus!



Dash & Screens – now to drive the car!

As I said, now I need to get to work on that nose... Will the car be driven before the summer runs out? Dunno. Stag and TR7 are running fine so no pressure. Let's see that the rest of July brings....

The \$383.00 paint job



1949 Cadillac, completely covered with 38,295 pennies! They were affixed one by one using Silicone. They added over 200 pounds to the vehicle's weight. The entire project took 6 weeks. The pennies are American, and include an 1817 "Big Cent", two Error Pennies, and four 1943 Steel pennies; (but who's counting?). And, it won't scratch.



(Editor's Note: The reach of Buckeye Triumphs is world-wide! I received this email from a gentleman in Australia)

I thought that the attached photograph may be of some interest to your members, especially if they follow F1, they would know that the first Grand Prix event was conducted in Melbourne, Australia.

Register members this year supplied transport for the F1 Grand Prix drivers parade lap, around the Albert Park Lake circuit, before the big race. The classic sidescreen TR's made a spectacular sight.

Unfortunately, the local TV station covering the Grand Prix goes into advertising mode before the race, so the TR's actually got very little exposure on the drivers parade lap.

The photo was taken by George Stephens, a friend of mine, but feel free to use it in your newsletter, but acknowledge George.

Cheers for now,

John White Graeme

McMinnville, Oregon Vacation

Kathy and I have wanted to see the Pacific Northwest. We had just never been there. Our vacation with Rapid Rewards coupons from Southwest Airlines got us there in June. First stop was the little town of McMinnville, just an hour SW of Portland. Rated as the 5th best main street in America we stayed in the historic Hotel Oregon built in 1905, no TVs or phones in the rooms but a wine bar on the roof!



Hotel Oregon



TR4 across from the Shape of things yet to come

We were there to see the Evergreen Aviation Museum, Oregon wine country and the ocean. The museum is a fantastic place, four large buildings and the current home of Howard Hughes' Spruce Goose. This plane flew in 1947 with Howard at the controls and was designed to be an early C5A for large transport to a war front. It could hold 700 troops with tanks and war materials. It was completed after the war ended but kept on flight status for over 10 years. It is bigger than an A-330 Airbus. We paid extra to gain access to the flight deck and got to sit in the pilot and co-pilot seats; they still have Howard Hughes' hat.

The three museum buildings complete with theater and water park are huge! The building was constructed first and then the airplane in four huge pieces was brought inside. They used ocean going barges, cranes and large trucks for the final leg from the Columbia River. I wonder what movers they called?

The museum was installing new engines on their Ford Tri-motor, the plane is valued at 1.8 mill and is going to be flight ready soon. They had that area roped off but we could get close. Put In Bay Airlines? Fly the Ford!



The only test flight was in Long Beach harbor, it's home until the 1993 move to Oregon.



They used laminated birch due to steel being in short supply



Eight engines good for 1,000 hp each, the Hercules H-1, I just wanted to start one engine and hear it idle inside.



OK the hat didn't fit but still fun

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T-Shirts: Gildan 100% Cotton	S	M	L	XL	2XL	3XL	4XL	EACH	ITEM TOTAL
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Color #1 – Signal Red (#40C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #2 – Royal Blue (#78C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #3 – Valencia Blue (#264C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #4 – Sienna Brown (#255C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #5 – Pimento Red (#40C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #6 – French Blue (#109C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #7 – British Racing Green (#33C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #8 – Vermillion Red (#40C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #9 – Pageant Blue (#51C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #10 – Phantom Grey (#23C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #11 – Java Green (#269C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #12 – Leyland White (#30N)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #13 – Brooklands Green (#106C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #14 – Wedgwood Blue (#69C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #15 – Damson Red (#83C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #16 – Mimosa Yellow (#98C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #17 – Maple Brown (#84C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #18 – Topaz Orange (#35C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #19 – Russet Brown (#255C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #20 – Magenta (#268C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Sweatshirts: Gildan Cotton Blend									
S	M	L	XL	2XL	3XL	4XL	EACH	ITEM TOTAL	
<small>(Indicate Men's _____ or Women's _____ size)</small>									
Color #1 – Sport Grey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$22.00	\$ _____	
Color #2 – Maroon	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$22.00	\$ _____	
Color #3 – Navy Blue	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$22.00	\$ _____	
Color #4 – Forest Green	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$22.00	\$ _____	
Hoodies: Gildan Cotton Blend									
S	M	L	XL	2XL	3XL	4XL	EACH	ITEM TOTAL	
<small>(Indicate Men's _____ or Women's _____ size)</small>									
Color #1 – Charcoal Grey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$30.00	\$ _____	
Color #2 – Carolina Blue	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$30.00	\$ _____	
Color #3 – Navy Blue	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$30.00	\$ _____	
Color #4 – Forest Green	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$30.00	\$ _____	

ORDER TOTAL \$ _____

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- 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. \$1,900 with core exchange. \$2,200 without core exchange.
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- 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

HALKIAS PERFORMANCE SERVICES

I 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;



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We provide a large variety of services including a complete frame off Rotisserie restoration, which means every nut bolt and finish is as accurate as when manufactured. We also provide a large array of services from just getting that vintage classic car that has been sitting for many years up and running so you can enjoy it again, to providing race preparation and restoration for vintage and SCCA and many other racing clubs. We do all services in house as possible this allows us to stay on time and budget with the utmost accuracy.

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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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TRIUMPH SIDESCREEN

As a life member of the TR Register of Australia and of the Triumph Sports Owners Association Vic. Inc. in Melbourne, I am writing to you to draw your attention, and that of your members, to my book "Triumph Sidescreen TRs" which I had published here in Australia some time ago.

I thought that some of your members, who own sidescreen Triumphs, may be quite interested in reading about the Australian History, of the TR2 -TR3-TR3A roadsters? See the attachment for a brief outline, including the books ISBN number.

My book can be ordered through my Australian publisher's e-mail site sales@haynes.com.au or just google the books title for other stockists.

Your anticipated support is very much appreciated.

Yours in motoring,

Graeme White

1968 TRIUMPH SPITFIRE MK III FOR SALE





1968 Triumph Spitfire MK III, two door two seat convertible, 4 cylinder, 4speed manual transmission. Same owner since 1975. Red with black interior, soft convertible top, tonneau cover and boot cover. Last painted in 1980's, zero active rust, original sheet metal except for rocker panels. Generally very good condition. Garaged and covered 100%, hasn't seen rain in twenty years. Large number of new parts including full brakes, new brake master cylinder, hoses and belts, timing chain and gears, rebuilt SU carbs, water pump, five new tires last year. Odometer says 45K miles, which is accurate to the best of my knowledge. Rarely driven, probably averaged 100 miles per year over the last ten years. This car is not perfect and has a couple of minor scratches and one small ding in the driver's door, but it is very nice overall. \$7000 or reasonable offer, contact Kim Gilbert @ 614-282-6161 or spitfire1296@aol.com.



1969 TR6 FOR SALE

- Body-off restoration completed in 1994-owner has put on less than 6000 miles since
- Complete drive train rebuild at time of restoration
- Stainless steel header and exhaust system
- Webber downdraft carbs
- Tube shocks conversion
- New Michelin Redlines
- Overdrive transmission
- Seats rebuilt with cloth inserts
- Electronic ignition

Car is in excellent condition and needs nothing. Asking \$20,000 OBO. If interested, contact David Clementson at (330) 277-3597 (Salem, Ohio)





ANTIQUA/COLLECTIBLE AUCTION



I'm downsizing, moving and will sell my Triumph Car & 30 year Collection of Antiques & Collectibles at 529 E. Sycamore St. **COLUMBUS, Oh.** 43206. (Next door to Plank's Caf  - Near German Village) Intersection of Parsons & Sycamore.

SUNDAY

AUGUST 17, 2014

1 PM

ANTIQUES, FURNITURE & MISC.

Early ornate Splendid Merion Herstein #818 cast iron cookstove (Col. Oh.) - From German Village Society); Monarch player piano & bench (Pedal or electrified), works; 40+ player piano rolls (Playrite & QRS - Patsy Cline, Melodee, etc.); Music cabinet; Old sheet music; Early Theo-Kochs porcelain barber chair w/head pce. (Hyd.); Old child's barber booster seat - cloth stand; Stradivara phonograph; 1920's GE monitor top refrigerator (works); Brass National cash register (Dayton, Oh.); Mizuho "Big Chance" slot machine & tokens; American "Weight & Fate" 1¢ stand on, floor scale (Washington D.C.); AMI merchandiser "Necco Sweet candy" vending machine & stand; U-Select-It Coan Mfg. cigarette vending machine; Copper weather vane w/eagle top; Fire asbestos cloth dispenser; Kellogg switchboard wall phone; Computing scale (Dayton, Oh.); 1960's Buco motorcycle hard saddle bags; 1924 patent clothes drying rack; Sm. drying rack; **FURNITURE** - Vict. marble top stand; 30"x30" butcher block table; 4 metal ice cream parlor chairs; Fern/lamp stand; Oak dropleaf table; Slant top desk; Oak inlaid chair; Oak Morris type chair; Old store frt. sales counter; Dressing table w/bevel gl. mirror; 4 & 5 dwr. chests; Sm. oak Craftsman style bookcase (Was built in type); Sm. old vanity stand; Wall & medicine cabinets; End tables; Trunk; Plant stands; **COLLECTIBLES** - 5' Eastlake frame w/charcoal sketch; Classifoot system (Shoe sizer); Mailpouch & Bubble Up thermometers; 1915, 1920 & 1921 license plates; Stereoscopic viewer & 75+ cards; Wood shoe molds; Helicoid gauge; Brass horn; Old grocery cart; Porc. ceiling light fixtures; 1970's Marvel & misc. comic books (Some 1st issue); 1920's stamp collection; Paper roller; England plate (Views of Columbus); Open fan - C; Old Disney duck vase; Tin type; Jugs; Coffee tins; Wash bowl & pitcher; Porc. spittoon; Acropoint time clock; Milk can; Oil lamps; Old Coke bottles; Coin changer; Old political buttons & pins (Kennedy's, Nixon, LBJ, Humphrey, Taft & etc.); **TOYS** (Kilgore Avenger cap pistol - orig. pkg., Windup toys - Duck, Boat swing, Elephant); Banana toy truck; Old kitchen utensils (Kraut cutter, rolling pin, mixers, tongs, misc.); **KROGER** advertising items (Country Club Corn Flakes, Milk & egg cartons, Graham cracker, Ginger Ale bottle, IF-9 military food packets, Flour, Saltine, Coffee containers, etc.); Several Taystee & Colonial bread labels (Lge. rolls); **MISC.** - Metal signs (JD, Coca-Cola, Buckeye & Erie, Sacco, Dr. Lynas hair grower, Dinki, Col. Disp. "We Read Disp." & misc. automotive signs); Old nautical items (Wood fish floats, HM harpoon, Windows, Seashells, etc); Several old medicine containers & bottles (Piso tooth powder, Paxtine & Sanitrol powder, Surlay hair tonic, Elixirs, Liniments, Soaps, Snow White hair beautifier, Jeris, Milk Magnesia, Konjula, etc.); Humphreys Remedy & National Dentifrice pictures; Miniature toilets, tubs & mugs; Slapshot collector toy; Books (Moby Dick & etc.); Brass bell; 60+ dbl. pack Topps player cards (90's never opened); So-Easy top hat; Heritage house beer cans (full); Ornate lamps; Elephant lamp; French Quimper lamp/vase; Elvis items; Old & new games; Cassette tapes; Sony DSC H-10 dig. Camera; **MISC.**- (Reproduction items) - Coffee/peanut dispenser, Crosley table top radio, Chewing gum dispenser, CI clown toy, Plastic case with \$100 singles?; Plus Misc.

CAR, BIKES & TOOLS

1971 Spitfire Triumph car w/removable hardtop & misc. parts (Newer tires, frt. suspension, brakemaster, fuel pump & tank, wiring harness, mileage unknown) *Sells w/conf. & at **Approx. 3 PM**; PT Cruiser wood floor; **BIKES** - Trek 1400 bike w/Shimano 105 components, Nice; Misc. biking apparel & bike trainer stand; 1960's ladies bike; 1970's tandem bike; **TOOLS** - MTD 5Hp chipper/shredder; Stihl MS 200 T chain saw; Delta table saw; Chicago hand planer; Chicago tile saw; Shop vac; Wizard dremel tool; Roller stands; Workmate; Cummins drill press; B&D edger; Gym lockers; Misc. shelving; Misc. L&G and hand tools.
TERMS - Cash or Check w/Photo ID

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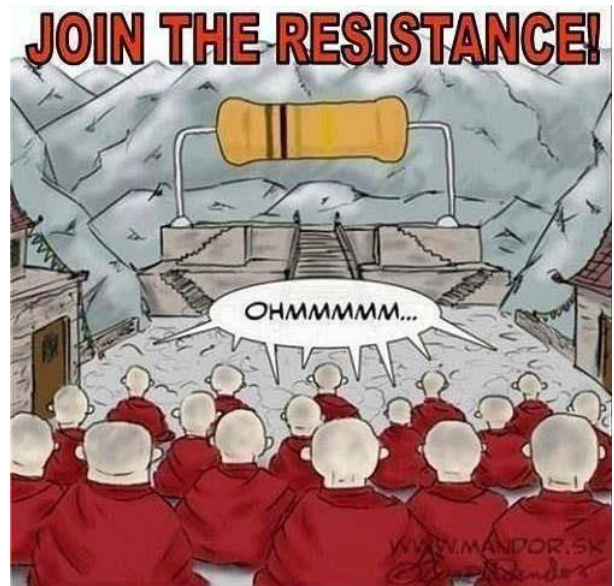
Officers and the Fine Print

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

Club address: Buckeye Triumphs, 115 Cottswold Dr., Delaware OH 43015 **Annual Dues: \$20.00**
 General email:

buckeyetriumphs@BuckeyeTriumphs.org
 Web Site: <http://www.BuckeyeTriumphs.org>
 Our current crop of Buckeye Triumphs Officers include:

President: Bruce Miles <i>bmiles@intinfo.com</i> 740.334.3510	Vice President: Allan Whisler <i>whis@embarqmail.com</i> 614.327.9545
Treasurer: Bill Blake <i>billblake@thekayesco.com</i> 614.403.1074	Events Manager and Motorsports Liaison: Jason Pigg <i>jason@pigg.com</i> 917.549.2519
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Webmaster: Ann Gillman 614-891-3733 AGillman@aol.com	
Affiliations: 6-Pack Chapter Center of Triumph Register of America – VTR Zone Member	



This happened to an Englishman in France who was totally drunk.

The French policeman stops his car and asks the gentleman if he has been drinking. With great difficulty,

the Englishman admits that he has been drinking all day, that his daughter got married in the morning to a French man, and that he drank champagne and a few bottles of wine at the reception and a quite few glasses of single malt thereafter.

Quite upset, the policeman proceeds to alcotest (breath test) him and asks the Englishman if he knows under French Law why he is going to be arrested.

The Englishman answers with humour: "No sir, I do not! But while we're asking questions, do you know that this is a British car and my wife is driving... on the other side !!



This guy's neighbors and the city said he couldn't fly a U.S. Flag in front of his house. Just proves don't mess with a "VET"

Subject: HOW TO WRITE GOOD.

by Frank L. Visco and others

All of us could use some help from time to time with our writing. Below is a list of 50 ideas to help you become a better writer.

1. Always avoid alliteration.
2. Prepositions are not words to end sentences with.
3. Avoid clichés like the plague - they're old hat.
4. Employ the vernacular.
5. Eschew ampersands & abbreviations, etc.
6. Parenthetical remarks (however relevant) are unnecessary.
7. Parenthetical words however must be enclosed in commas.
8. It is wrong to ever split an infinitive.
9. Contractions aren't necessary.
10. Do not use a foreign word when there is an adequate English quid pro quo.
11. One should never generalize.
12. Eliminate quotations. As Ralph Waldo Emerson once said, "I hate quotations. Tell me what you know."
13. Comparisons are as bad as clichés.
14. Don't be redundant; don't use more words than necessary; it's highly superfluous.
15. It behooves you to avoid archaic expressions.
16. Avoid archaic spellings too.
17. Understatement is always best.
18. Exaggeration is a billion times worse than understatement.
19. One word- sentences? Eliminate. Always!
20. Analogies in writing are like feathers on a snake.
21. The passive voice should not be used.
22. Go around the barn at high noon to avoid colloquialisms.
23. Take the bull by the hand and avoid mixed metaphors -- even if a mixed metaphor sings, it should be derailed.
24. Who needs rhetorical questions?
25. Don't use commas, that, are not, necessary.
26. Do not use hyperbole; not one in a million can do it effectively.
27. Never use a big word where a diminutive alternative would suffice.
28. Subject and verb always has to agree.
29. Be more or less specific.
30. Placing a comma between subject and predicate, is not correct.
31. Use youre spell chekker to avoid misspelling and to catch typograhpical errors.
32. Don't repeat yourself, or say again what you have said before.

33. Don't be redundant.
34. Use the apostrophe in its proper place and omit it when it's not needed.
35. Don't ever use no double negatives.
36. Proofread carefully to see if you've put any words out.
37. Hopefully, you will use words correctly, irregardless of how others use them.
38. Eschew obfuscation.
39. No sentence fragments.
40. Don't indulge in sesquipedalian lexicological constructions.
41. A writer must not shift your point of view.
42. Don't overuse exclamation marks!!!
43. Place pronouns as close as possible, especially in long sentences, as of 10 or more words, to their antecedents.
44. Writing carefully, dangling participles must be avoided.
45. If any word is improper at the end of a sentence, a linking verb is.
46. Avoid trendy locutions that sound flaky.
47. Everyone should be careful to use a singular pronoun with singular nouns in their writing.
48. Always pick on the correct idiom.
49. The adverb always follows the verb.
50. And always be sure to finish what



A CLOSING SHOT



John Schilling's 3-year old granddaughter in his TR6



Buckeye Triumphs
115 Cottswold Dr.
Delaware OH 43015

