



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

www.BuckeyeTriumphs.org

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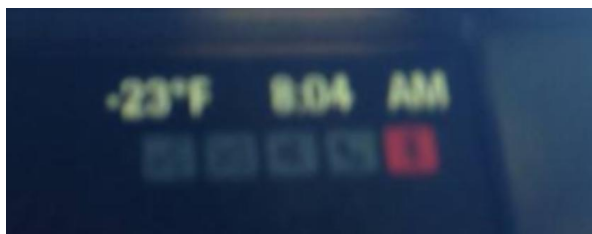
PRESIDENT’S CORNER



Happy New year everyone. My first order of business in the New Year is to offer a big “Thank You” to Tim and Deb Swartz for hosting our holiday

party at their restaurant in January. I believe I speak for all who attended, great food, great friends – just nice getting together.

My second order of business is to complain about the weather. Up to 2 weeks ago I thought we had “made it through” relatively unscathed. I had to drive up to Upper Sandusky on Tuesday of this week. The car display said -23 degrees. Too cold.



I was hoping for a warm snap for our meeting next Monday but it looks like that will be a bust as well. We will have our meeting at the Polaris City Barbeque, 8491 Sancus Blvd (up near Polaris). Be sure to look for the flyer in your email and join us as we kick off the New Year.

Our first scheduled outing is the Daffodil Drive, be sure to mark your calendars for April 18th as we depart Granville and enjoy the twisty bits of Licking County. More details to follow. We need hosts for April and May meetings, please consider hosting a meeting. We are also in need of someone to take on the Events Coordinator position. Talk to me at our meeting at City Barbeque.

My Son Ryan purchased a race car last fall, he and his friends successfully campaigned the car at Road Atlanta back on February the 6th in the “Chump Car” series

<http://chumpcar.com/index.php>



The race was a team racing event and lasted for 14 hours. In their class they came in 8th out of about 20 cars. My congratulations to them.

That's about all I have for now. Stay warm and we will see you next Monday.

Bruce

EDITOR'S CORNER



I once heard the actor / musician Will Smith talk about why he took up the game of golf. He mentioned how tough of a game it is, how you can drive yourself crazy trying to get that little white ball into the hole. Why put yourself through that

frustration? Why? As Will Smith explained, because there is nothing like the feeling you get when you finally sink the ball in the whole. You experience that sensation, that joy, which then drives you to experience it again, to pursue it despite the pain and frustration it causes you when chasing after it.

I was reminded of that the other weekend while working on my car. There I am with zero degree weather outside, lying on the floor of my 20-some degree garage; underneath my car working to change the motor mounts. As I'm having difficulty removing the mounts, I say to my father (who is always kind enough to help me on my automotive projects, but never kind enough to be the guy who actually gets down on the cold, hard concrete floor with a ton of automotive steel resting above his outstretched body), "Why in the world do I do this? Why do I take on these projects and go through all the frustration. Why don't I just take my cars to the

shop and pay for them to be worked on like the average person?"

It was at that second that I remembered what Will Smith said. It's sinking the ball into the hole. It is that sensation, that feeling of accomplishment that I feel when the job is done and I can say to myself "I fixed it!"

And it really is that way for all the DIY projects I take on around my house. Despite all the frustrations, the two or three trips to Home Depot or Autozone, and having to ask the wife's forgiveness for being crabby during the course of the project, that feeling of satisfaction after doing the job myself washes away the negatives and drives me on to the next project.

Or I don't know, maybe I'm just a glutton for punishment!

John

ANNOUNCEMENTS AND NEWS

Save the Dates!

- April 6 - Business and Social Meeting need host
- April 18 - Daffodil Drive B. Miles
- May 4 - Business and Social Meeting need host
- May 16 - British Car Day Drive B. Miles
- May 17 - British Car Day Quaker Steak and Lube Polaris
- May 23 - Riverrun
- June 1 - Business and Social Meeting need host
- June 7 - Toledo British Car Day (expected)

- June 27 - Drive to Mid-Ohio British Showdown B. Blake
- June 29 - Quaker Steak British Car Night
- July 9 - Arthritis Sponsored drive to Mid Ohio
- July 11 - Arthritis Show British Show Within A Show
- July 27 - Quaker Steak British Car Night
- August 1 - Dayton British Car Day (expected)
- August 31 - Quaker Steak British Car Night
- September 8 - Business and Social Meeting Wholly Joe's Powell Rd. B Blake
- September 28 - Quaker Steak British car Night
- October 5 - Business and Social Meeting Gillman Chicken Fry
- November 2 - Business and Social Meeting TBD

Saturday's Drive starts at 11:00am from Cambria Suites Hotel Lyra Drive and Gemini Pkwy

Saturday's Hospitality Suite starts at 7:00pm at Cambria Suites Hotel Lyra Drive and Gemini Pkwy

Sunday's Car Show is from 9:00am to 3:00pm at Quaker Steak and Lube - Polaris Pkwy and Lyra Drive

To register, go to:

<http://tinyurl.com/bcd-columbus-2015>

2014 Holiday Party

I thought I would share some of the photos from this year's Buckeye Triumph Holiday Party. Congratulations to Buck Henry for receiving the President's Award! Thanks are due the Roadster Factory and Moss for the wonderful door prizes and Mary Henry for the work putting everything together. Finally, a special thanks to Tim Swartz for closing down his store for the evening so that we could all have a wonderful time!



British Car Day XXXI - May 16-17 2015 Columbus Ohio

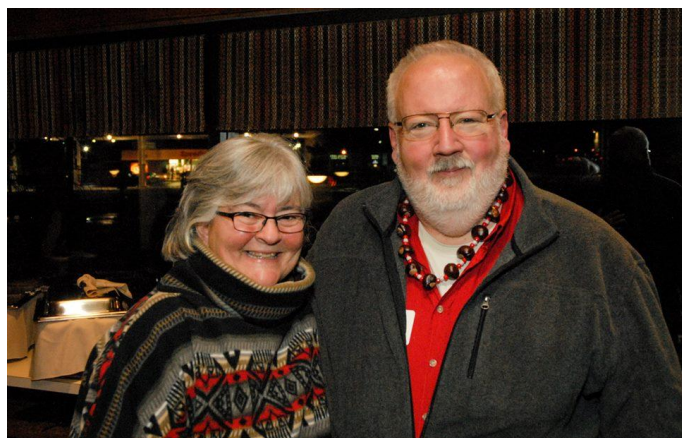


FEATURE MARQUES ARE: TRIUMPH TR7 & TR8 -
MGA and BRITISH MOTORBIKES





RUST IN PEACE



ARTICLES

Triumph at SEMA 2014! (Motorcycle Engine)
By Bill Blake



Fellow BT member Mark Macy and I visited the "Save the Salt" booth to see the Triumph Castrol Rocket. Slated to compete for world's fastest motorcycle at the Bonneville Salt Flats in 2015, the "Rocket" incorporates all of the ingenuity and racing prowess of the Triumph-powered land-speed record vehicles of the '50s and '60s, plus the best of today's technology in engineering, aerodynamics, safety and power plant performance. The 25.5-ft. long, 2-ft. wide and 3-ft. tall streamliner has the potential to exceed 400 mph.



The Save the Salt Coalition has been spearheading a fundraising initiative to replenish the salt at Bonneville. The Coalition organized a 2,000-ton dry salt laydown last summer at the end of the access road to the Salt Flats. The Coalition is now seeking approval from the U.S. Bureau of Land Management for direct dry salt repairs on portions of the various race tracks commencing in 2015. To finance the repairs and in celebration of the 100-year anniversary of land-speed racing at Bonneville, the Coalition is promoting "[A Century of Speed](#)," a comprehensive history of racing at the flats. The book has already garnered more than \$40,000 in donations for salt replenishment activities, and was available at the SEMA Show's Save the Salt booth.

For more information, visit:

www.savethesalt.org

Also check out:

www.youtube.com/watch?v=3bu9dGRQvJY

and

www.youtube.com/watch?v=ZW9Y_RwEBgW

I took a run at the Bonneville Salt Flats in 2009 in my rental SUV. The place is beyond amazing, I was wondering at speed if I was going straight and then I realized it really didn't matter.



Here are some shots of the Triumph Castrol Rocket. I did make a donation to this worthy cause. No word on if Standard Motor Triumph will field a car for the salt.





I just got an update on Mark Macy's health: "I'm doing real well. Back to work part time and trying to reduce my stress levels. Fortunately I caught this early and had minimal heart damage, less than 5%, so I was able to bounce back pretty quick. Cheers, Mark"

Timing is Everything The "Why?" Behind the "How?"

Peter Philips

I hope to create an understanding of why we do what we do when we time our Triumph's engines. We all pretty much know how it's done. (I timed cars for years not really knowing why I was doing the things I was doing.) The jargon that has built up around timing is every bit as arcane our government's terming the Grenada invasion a *pre-dawn vertical insertion*.....

To get your head around the whole issue of timing please understand that if you get it right you will be richly rewarded. A properly timed engine, with a distributor set up with the proper "advance curve", will give you everything the fellows back in Coventry meant for you to have at your throttle foot's command.

To understand "timing" it is necessary to understand "combustion". Think of combustion as a "process"; not as an "event". (Last Sunday when you tossed a

wooden match into the Weber cooker, into which you had squirted copious amounts of starter fluid, you were treated to a satisfying *WHOOSH*. What you heard was the combustion process taking place. Think of the match as the spark arcing from the electrode of the sparkplug. (Think of the aroma as that of the hair that is no longer on your right arm.)

Had you been an aficionado of the grill you might have had high-octane starter fluid. In that case the *WHOOSH* would have taken longer. (When quizzed 90% of American motorists said high test fuel burned "more rapidly". Again H.L. Mencken was right about betting on the intelligence of the public at large.) Though it is counter-intuitive high test fuel burns more slowly than lower octanes.

Heat effects the duration of the process. The *WHOOSH* would take less time in August when it is 98 outside than in February when it is 5 below. Perhaps you have experienced "knock" on warm days when none is present on colder ones. (Perhaps you do not drive your Triumph on cooler days. If this is the case you should try it.)

Stepping away from the grill ponder this. Load effects combustion time. With greater load combustion time decreases. Perhaps your Triumph will knock when pulling a long hill?

Now let's get some of the lingo under our belts. Some of this is really counter-intuitive. Let's begin with "advance". Forget what you know about advance meaning a movement "toward" something. When you "advance" your timing you are advancing the point of spark BEFORE the piston on number one cylinder reaches Top Dead Center. Read that once again. If this is not fully comprehended you should move to the comics, forgetting the rest of this learned treatise.

Political correctness has not found its way to the tune-up bay. We still speak of moving the spark closer to Top Dead Center using the word *RETARD*. No, gentle reader we do not call the process "disadvantaging" the spark, not yet anyway.

So if you are setting the timing of the spark closer to Top Dead Center you "retard" it and if you moved the timing of the spark away from Top Dead Center

you “advance” it. I don’t know about you but I found this befuddling until asked to teach the subject. Then I was forced to think the process through.

Tell me you know the four strokes of the internal combustion engine. (You may take a moment to reflect.) We light the spark when the piston is compressing the air/fuel charge on the *compression* stroke. I think we all knew that. What gets lost in the mental shuffle is that the *WHOOSH* completes when the piston has gone past Top Dead Center and is hurtling down the bore on the *power* stroke.

Now as a high profile public official asked rhetorically in a hearing not long ago “what difference does it make?” The answer to this question is the missing point of most written pieces on this titillating subject. Are you ready? Here it is
....

Timing efficiency is maximized when the *WHOOSH*, combustion process, is complete at the point when the crankshaft is 20-30 degrees Past Top Dead Center. Henceforth this will be referred to as the *Sweet Spot*. (Picture the piston not yet quite half way down the bore. Got it?)

Now picture a bicycle’s pedal with a big foot pushing on it. We know that to be efficient we push that pedal before it gets halfway down. Push early some muscle power is directed down the pedal arm to the crank. Push late and your foot chases the pedal to the bottom. Now think of the pedal as the top of the piston.

Simple huh? We set the timing so the spark plug fired at just the right point so the combustion process it began was complete at the *sweet spot*. Get it wrong and just as with rental bikes we see with the seats set low and the overweight riders pushing the pedals at the top of the stroke leverage efficiency is lost.

Were your Triumph powered by an old make-and-break stationary engine we would be through with our learned discourse on timing theory. OK, OK some wags over in the MG camp may think that is exactly the case yet for the sake of argument let’s say they are misguided. You see since our engines operate in about a 4000 rpm range we have reason to soldier on with this.

Again you are asked to visualize. You can envision the *WHOOSH* being complete in the *sweet spot*. Now look at the tachometer. It says your engine is at idle, a lumpy 750 rpm. You know that unless we change octane, temperature or load the combustion process will take the same time even if we REV the engine way up. Let’s do that. Now the tachometer tells us we are running at 4000 RPM.

Now where is the piston relative to the complete combustion, *WHOOSH*? The piston has out run the *sweet spot*. It is way down the bore being chased by the completed combustion. Now we know, because we understand these things, that if we “advance” the spark, making it occur sooner we can get the piston in the right place relative to complete combustion for efficiency. Let this sink in; it is important.

Enter mechanical advance.

In 1931 Chrysler engineers put spring loaded weights beneath the breaker points. As RPM increased the weights moved out with centrifugal force moving the plate and advancing the spark. Tinkering with the fulcrums and spring tension they could slowly advance the spark so that the *sweet spot* was maintained.

Yet

We know that as load changes combustion time changes. We also know that when load changes intake manifold vacuum changes. Cruising along a country road with the throttles just cracked open your Triumph is not under load; your manifold vacuum is high. Your combustion time is quite long and it is likely the piston is beyond the *sweet spot* when the *SWOOSH* takes place. Now as attuned as you are to your noble steed you do not feel this inefficiency since your car is not pulling. Inefficient engines consume more fuel than efficient ones. If we do not adjust timing for load you will pay the price at the pumps.

In 1932 the engineers at Packard harnessed manifold vacuum and had it move the plate beneath the points to advance the spark under these light-load conditions. The *sweet spot* was maintained and fuel efficiency was improved. OK, the hot shoe

racer boys may say they don't need their vacuum advances. They are right yet only because they run under heavy load or no load. Your shop manual will tell you at what manifold vacuum maximum advance will occur. It will also tell you what the mechanical advance should be at various engine speeds. That information is in the book for a reason.

Were you to stumble upon a TR-2 driven from the dealer to a cold storage facility would it have a proper advance curve given that it only has 38 miles on its dead accurate Smiths odometer? (You know the instrument which deals in "concepts".) If you sang out with an informed "no it does not!!!". You would be spot-on correct. What has changed? The combustion characteristic of today's fuel and those the engineers plotted that curve for are not remotely the same. That distributor needs to be recurved.

But what about the distributor in your pristine TR4? After all you sent it out and had it "rebuilt" and it sure is shiny. Unless the "curve" was reset it is not right. Chances are the rebuilder replaced the springs with exactly what it left Coventry with. More evident is the car with a distributor which has not been touched. Those springs have been stretched millions of times. Their tensile strength has changed; at the same time fuel has been changing. The pivot shafts upon which the weights swing are likely worn too. If you have change the compression, changed the carburetion, added an exhaust header you have rendered the curve less than optimal.

Does this make a difference? Are these the rantings of a one-trick pony? After all "I don't drive fast" you protest.

I have driven many of our cars which look as though they just came from the showroom floor. Frequently they are gutless with no throttle response. A betting man would put his money down on timing and advance curve as the reason for the docile nature. Frequently knock cannot be provoked (Knock being complete combustion occurring before the piston has reached Top Dead Center) suggesting the spark has been retarded to counter flaccid advance springs which let the advance come in too fast.

Get it right; you will not be disappointed. Now you know what it's all about making getting it right not only more salient but far easier. This is not "souping up". This is not "modifying". This is careful tuning. Careful tuning will give you what the engineers worked for you to have.

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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	\$ _____
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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	\$ _____
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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	\$ _____

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Color #4 – Forest Green	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$22.00	\$ _____

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Color #3 – Navy Blue	<input type="checkbox"/>	<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"/>	<input type="checkbox"/>	\$30.00	\$ _____

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My website is www.triumphparts.com

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TR 250 ROTISSERIE

Tim Swartz has a "roisserie" that he used for his 250 restoration. He would like to donate it to anyone in the club who might need it. He had it customized to fit a TR. Hopefully someone can use it. If interested, contact Tim at timandleeswartz@hotmail.com

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The new *BRITSPEED* accelerator shaft bushing kit for TR250 and TR6 cars makes the replacement of tired and worn nylon accelerator shaft bushings a breeze and will deliver the added advantages of long-lasting wear and positive throttle positioning.

Bob DeShane of Little Britain Motor Company developed the innovative new approach when confronted with yet another customer's flopping TR6 accelerator shaft. He said: "After forty odd years of swearing that I'll never do another of these jobs, I said 'yes' again and then I kicked myself for it, but I realized that I likely wasn't the only guy in the world that felt the same way. I needed to find a better solution and chuck those standard replacement parts in the bin. So, it was up to me to do something about it... and I did. Now, I am offering it to Triumph owners."

The experience of replacing TR250 and TR6 accelerator shaft bushings with those standard nylon bearing offerings is one of the most frustrating, curse-inducing repair procedures ever created. It will fray your nerves and your mouth will utter things that would make your mother shudder. The job is just plain difficult and almost impossible. Often the result is ruined parts, scratched paint and bleeding fingers. In fact, the whole exercise is a monumental waste of your time. If you dare take it to your friendly repair shop to waste their time, it will be accompanied with a sizeable repair bill ...just for spite.

Curse no longer! This new approach is a walk in the park and inexpensive too. Your right foot will love it.

Available now for only \$19.95.

CLUB INFORMATION

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:

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Treasurer: Bill Blake billblake@thekayesco.com 614.403.1074	Newsletter Editor: John VanNorman 614-565-5669 jvannorman@outlook.com
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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	



To appease the growing public demand for safety, MG unveils the rubber-nosed 'B...

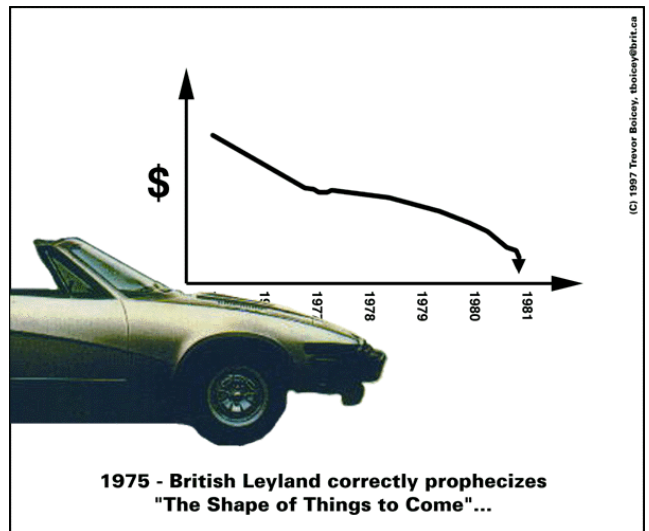


Nevada's lesser known hotspot, Las Lucas...

COMEDY CLIPS



England 1978: In spite of budget constraints, Triumph stylists try desperately to win back traditional fans scared away by "The Shape"...



1975 - British Leyland correctly prophesizes "The Shape of Things to Come"...



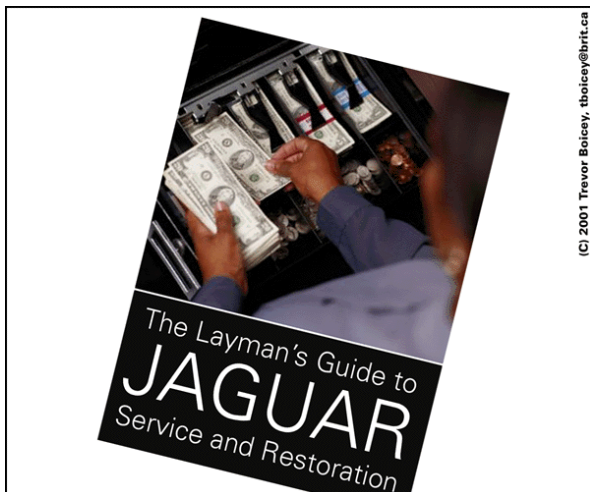
May, 1960:
Giovanni Michelotti has a vision that would inspire his restyle of the Triumph TR series...

(C) 2000 Trevor Boicey, tboicey@brit.ca



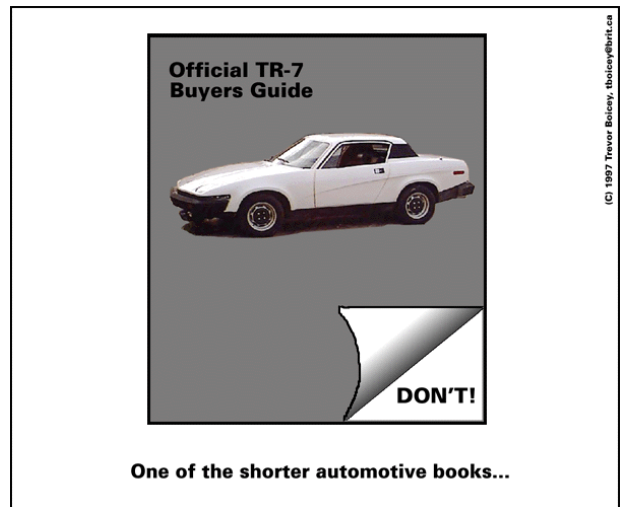
Leyland Augmentation Clinic - Safe. Affordable. Discreet.

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The Layman's Guide to
JAGUAR
Service and Restoration

(C) 2001 Trevor Boicey, tboicey@brit.ca



**Official TR-7
Buyers Guide**

DON'T!

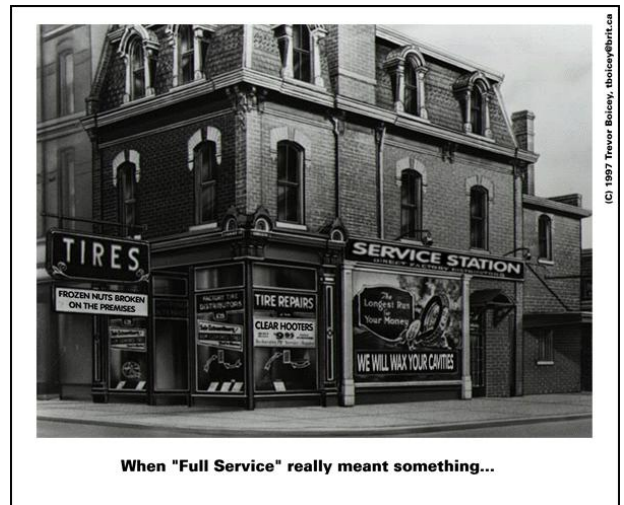
One of the shorter automotive books...

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British Leyland Special Service Tools (and their modern equivalents)...

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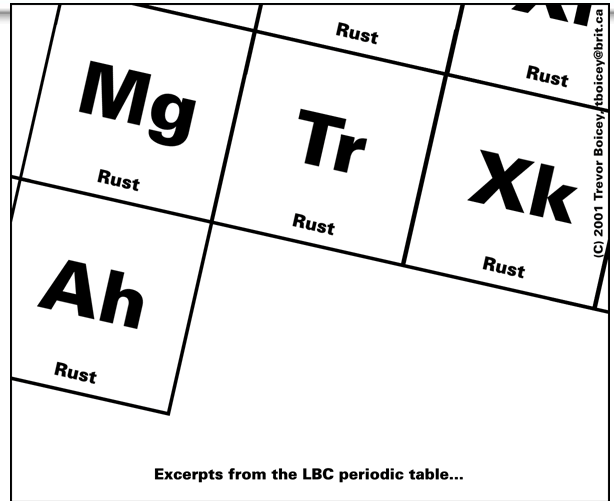


When "Full Service" really meant something...

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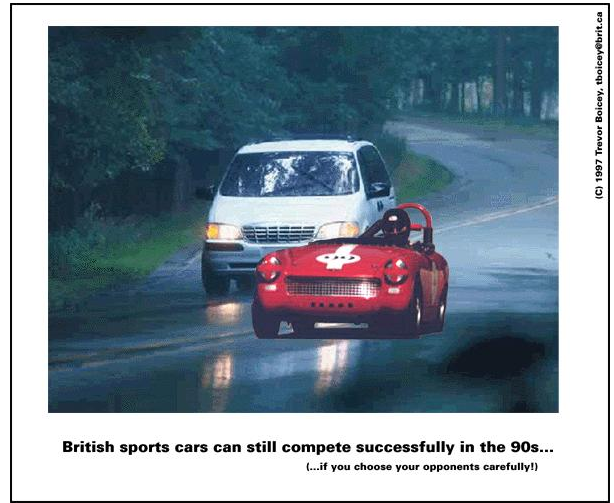
Excerpts from the LBC periodic table...



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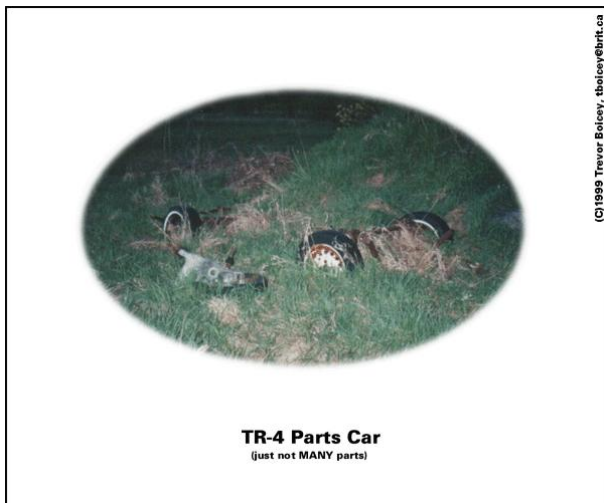
You may be a British car owner if...

...you checked the oil and temperature gauges before you read this caption...



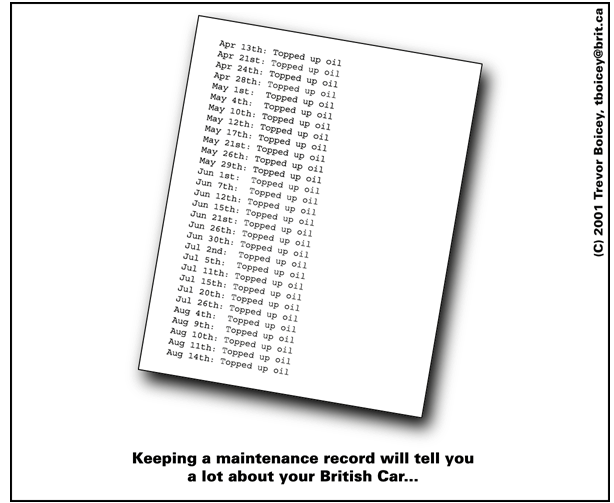
(C) 1997 Trevor Boicey, tboicey@brit.ca

British sports cars can still compete successfully in the 90s...
(...if you choose your opponents carefully!)



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TR-4 Parts Car
(just not MANY parts)



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Keeping a maintenance record will tell you a lot about your British Car...

Before:

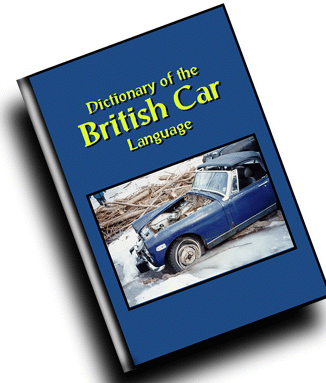


After:



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Norman Fiddlesworth: MGB designer 1963-1972. Crowning achievement, 1966: Overcame Management Resistance to implement his radical door restyling ideas...



(C) 1988 Trevor Boicey, tboicey@brit.ca

Includes all 17 variations of the verb "to rust" ...
(...and no mention of the word "comfort"!)



Spot



Stick



Wire



Rolled

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Welding technologies for automotive use...



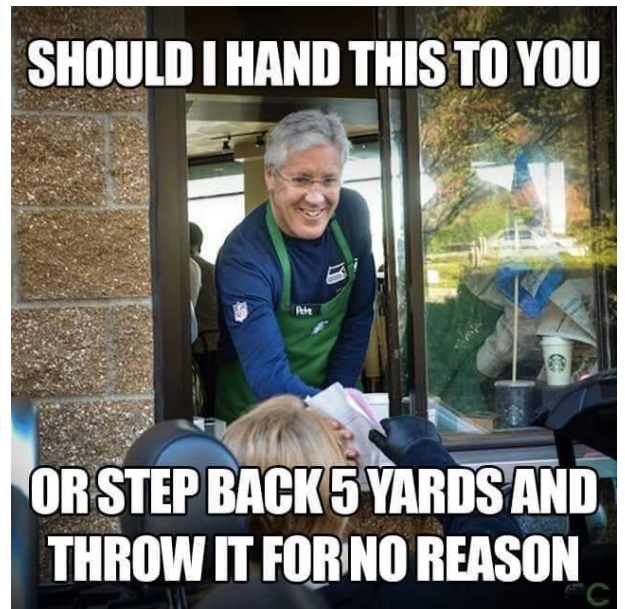
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What happens if the MGB "Crack of Doom" goes unchecked...



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1990: Mazda introduces a new generation to the joys of "top down" motoring...



20 Jokes So Terrible They're Actually Funny

1. Two antennas met on a roof, fell in love and got married. The Ceremony wasn't much, but the reception was excellent.
2. A jumper cable walks into a bar. The bartender says, "I'll serve You, but don't start anything."
3. A woman has twins and gives them up for adoption. One of them goes to a family in Egypt and is named "Ahmal." The other goes to a family in Spain ; they name him "Juan." Years later, Juan sends a picture of himself to his birth mother. Upon receiving the picture, she tells her husband that she wishes she also had a picture of Ahmal. Her husband responds, "They're twins! If you've seen Juan, you've seen Ahmal."
3. A dyslexic man walks into a bra.
5. A man walks into a bar with a slab of asphalt under his arm and says: "A beer please, and one for the road."
6. Two cannibals are eating a clown. One says to the other: "Does this taste funny to you?"
7. "Doc, I can't stop singing 'The Green, Green Grass of Home.'" "That sounds like Tom Jones Syndrome." "Is it common?" Well, "It's Not Unusual."
8. Two cows are standing next to each other in a field. Daisy says to Dolly, "I was artificially inseminated this morning." "I don't believe you," says Dolly. "It's true, no bull!" exclaims Daisy.
9. An invisible man marries an invisible woman. The kids were nothing to look at either.
10. Deja Moo: The feeling that you've heard this bull before.
11. I went to buy some camouflage trousers the other day but I couldn't find any.
12. A man woke up in a hospital after a serious accident. He shouted, Doctor, doctor, I can't feel my legs!" The doctor replied, "I know you can't I've cut off your arms!"
13. I went to a seafood disco last week... and pulled a mussel.
14. What do you call a fish with no eyes? A fsh.
15. Two fish swim into a concrete wall. The one turns to the other and says Dam!"
16. Two Eskimos sitting in a kayak were chilly, so they lit a fire in the craft. Unsurprisingly it sank, proving once again that you can't have your kayak and heat it too.
17. A group of chess enthusiasts checked into a hotel and were standing in the lobby discussing their recent tournament victories. After about an hour, the manager came out of the office and asked them to disperse. "But why," they asked, as they moved off. "Because," he said, "I can't stand chess-nuts boasting in an open foyer."
18. Two peanuts walk into a bar, and one was a salted.
19. Mahatma Gandhi, as you know, walked barefoot most of the time, which produced an impressive set of calluses on his feet. He also ate very little, which made him rather frail and with his odd diet, he suffered from bad breath. This made him. (Oh, man, this is so bad, it's good. . .) A super calloused fragile mystic hexed by halitosis.
20. And finally, there was the person who sent twenty different puns to his friends, with the hope that at least ten of the puns would make them laugh. No pun in ten did!!!!!!!

don't give up
on your
dreams.

keep
sleeping.

Punography

I tried to catch some Fog. I mist.	PMS jokes aren't funny. Period.
When chemists die, they barium.	Why were the Indians here first? They had reservations.
Jokes about German sausage are the wurst.	Class trip to the Coca-Cola factory. I hope there's no pop quiz.
A soldier who survived mustard gas and pepper spray is now a seasoned veteran.	Energizer Bunny arrested: Charged with battery.
I know a guy who's addicted to brake fluid. He says he can stop anytime.	I didn't like my beard at first. Then it grew on me.
How does Moses make his tea? Hebrews it.	How do you make holy water? Boil the hell out of it!
I stayed up all night to see where the sun went. Than it dawned on me.	What do you call a dinosaur with a extensive vocabulary? A thesaurus.
This girl said she recognized me from the vegetarian club, but I'd never met herbivore.	When you get a bladder infection, urine trouble.
I'm reading a book about anti-gravity. I can't put it down.	What does a clock do when it's hungry? It goes back four seconds.
I did a theatrical performance about puns. It was a play on words.	I wondered why the baseball was getting bigger. Then it hit me!
They told me I had type A blood, but it was a Type O.	Broken pencils are pointless.
A dyslexic man walks into a bra.	



The Laws For British Sports Cars

By Don Hayward

Many distinguished scientists have worked their entire lives to try and figure out why British autos never seem to obey any scientific laws known to man.

Most of us are familiar with the physical laws thought up by Isaac Newton, the guy who invented gravity. He said things like 'For every action there is an equal and opposite reaction' and 'if you sit under a tree long enough, an apple will eventually fall on your head, provided you are sitting under an apple tree.'

Issac was considered very intelligent and was eventually responsible for the invention of calculus, which was a new kind of math for people who thought math wasn't already hard enough. He is also the reason why, even today, people who work in apple orchards often wear large, protective hats.

Newton's Laws made sense for hundreds of years, and everybody believed them. They believed them right up until the time when British sports cars were invented, when it was suddenly realized that a whole new bunch of laws was going to be needed.

Many distinguished scientists have worked their entire lives to try and figure-out why British autos never seem to obey any scientific laws known to man.

These eminent scientists, with names like Morris, Healey, Leyland, Mowog, and Murphy, shook the scientific community when they published their new theory of mechanical behavior called 'THE LAWS FOR BRITISH SPORTS CARS'. Many people are not familiar with the five major laws, so they are listed below with a brief explanation of each.

1. LAW OF PECULIAR RANDOM NOMENCLATURE

'The name of a British Sports Car shall consist primarily of letters and numbers, with said letters and numbers chosen in random fashion so that the resultant vehicle name is wholly devoid of meaning.'

This law explains why British cars always have spectacularly bad names like 'XKE' or worse yet, 'MGBGT'.

2. LAW OF CRYPTIC INSTRUCTIONS

'Any book, manual, pamphlet, or text dealing with the maintenance, repair, or restoration of a British Sports Car shall be written so that at least every fourth word will be unknown to the average reader. In the event that any portion of the text is understandable, the information contained therein shall be incorrect.'

Most people are familiar with this law. Here is an excerpt from page 132 of the MGA shop manual: 'Before rebushing the lower grunion banjos, you must remove the bonnet fascia and undo the A-arm nut with a #3 spanner.' All attempts to publish an English-language version of this manual have failed.

3. LOVE OF HARDSHIP LAW

'The more a British Sports Car malfunctions, breaks, and/or falls apart, the more endearing it becomes to the owner.'

You buy a British Sports Car. You have had it a year and a half and have replaced every item on the car at least twice. When the engine is started it sounds as if someone has thrown a handful of ball bearings into a blender. But when someone offers to buy it, you are offended because 'it is like part of the family' and besides, 'it is so much fun to drive'. British Sports Car owners often stare into space and smile a lot. This is referred to as the 'Foolish Person Syndrome'.

4. LAW OF NON-FUNCTIONAL ATTRIBUTES

'All British Sports Cars, regardless of condition or age, shall always have at least one system or sub-system of components which is entirely non-functional, and cannot be repaired except on a semi-permanent or semi-functional basis.'

The famous Lucas Electrics Law.

5. RECENTLY DISCOVERED COMPONENT FAILURE LAW

'Any component of a British Sports Car which is entirely unknown to the owner shall function perfectly, until such time that the owner becomes aware of the component's existence, when it shall instantly fail.'

Case in point: I have owned a rather natty MGB for six years. I never knew there was such a thing as a 'Gulp Valve' until I saw new ones offered for sale by Moss Motors. The next day while driving my MGB to work, the Gulp Valve fell off the engine and was run over by a truck.

I do not know what the Gulp Valve gulps, nor do I particularly care to know, since it sounds messy and dangerous. But I figured I would buy a new Gulp Valve and install it myself. One look at the shop manual and I decided to have somebody else install it (see LAW OF CRYPTIC INSTRUCTIONS, above).

While I'm driving the car over to the local repair establishment, I notice that the MGB is performing just as well as it ever did, and that the loss of the mysterious Gulp Valve has not had any effect on its behavior. I figure this is due to the NON-FUNCTIONAL ATTRIBUTE LAW, which means that the Gulp Valve probably wasn't gulping anything anyway, so I decide not to replace it after all.

Three days later the engine had no more oil in it and promptly seized into a solid mass of metal. The tow truck operator, being ignorant of the LOVE OF HARDSHIP LAW, offered to take the car off my hands for \$100.00. I just smiled.

A CLOSING SHOT





**Buckeye Triumphs
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Delaware OH 43015**

