



Buckeye Triumphs Newsletter

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

April BT Meeting – Monday, April 7th at the Lone Star Steak House on Route 161 – 6:30 PM

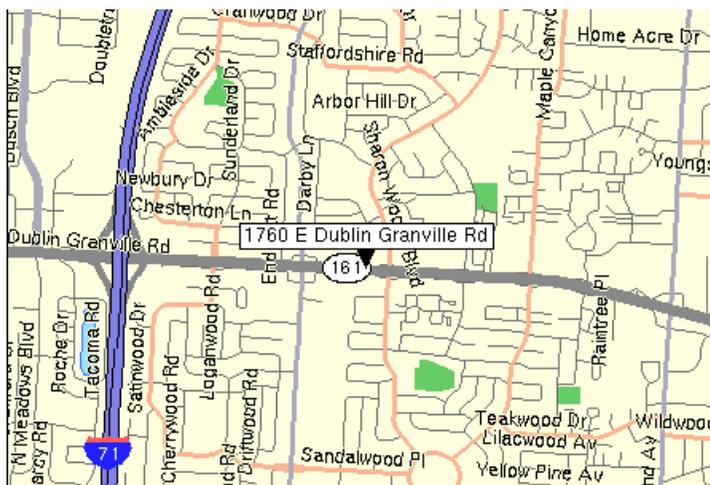
1760 East Dublin Granville Road
 (Across the street from Don Pablos)
 Columbus OH - 614-794-1110
 Time 6:30 to ?

I expect to finally see Triumphs out once again for our April BT meeting. We have secured the “Alamo” room at the Lone Star Steak House for our meeting.

We will be discussing plans for the upcoming Spring events and discuss plans for our April drive to Dawes Arboretum for a look at the Spring flowers.

I know my schedule has been hectic and I have missed the last 2 meetings – but I will be at this one *for sure!*

I hope to see you there ! - Bruce Miles (740) 587-4179



April Driving Event – Saturday, April 26th beginning at the Aladdin’s Restaurant in Granville

OH NO! Granville Again? Well, since this is my month to do it, the answer is: *Yes!*

Please come join us for our first outing of the season as we “load up” with the best breakfast in Granville at the Aladdin restaurant in downtown Granville and then go exploring my favorite roads down to Dawes Arboretum to view spring in all of it’s glory. April 26th is their “Arbor Day” event and should provide many interesting exhibits and information.

After we finish at Dawes – we will head south for a mile or two for Clark’s Dining Room for some homemade fried chicken. Our drive will end there and it is a straight shot back to Columbus on Route 40 or Interstate 70.

I suggest that you visit the Dawes Web site at www.dawesarb.org to learn more about what we will see. Let’s hope for a very nice day – I hope you can join us!

We “Blast off” from Granville at 10:00 – drivers meeting in front of the Aladdin at **9:45**. I will be at the Aladdin around 8:00 – to 8:15 for you breakfast eaters.

If you have any questions, Please contact me at (740-587-4179) or bruce.miles@buckeyetriumphs.org
 See you at the Aladdin!

Last Call! Membership Renewals 2003

Thanks to those of you who have renewed for 2003! If you haven’t done so - please submit your check for \$20.00, payable to Buckeye TRIUMPHS and mail to:

Buckeye Triumphs
 c/o Jim VanOrder
 9023 Concord Rd.
 Johnstown, Ohio 43031

Editor’s Corner

A busy month for sure! All of that nasty white stuff is history and the flowers are finally blooming. I got my TR6 out of storage 3 weeks ago to find my brake master cylinder empty and brakes about the equivalent of dragging a big stick!

Well that is now fixed (thanks to Ryan who was home for an afternoon) and I now have brakes once again. I should bring the booster that we had to take off for “show and tell” – it is about 5 pounds heavier than the one we put on because of the quart of brake fluid that had drained into it. (We’ll be sending that away to get that fixed soon) I called Nelson while we were bleeding the system to ask for his advice on the PDWA – but it was really a trick to have him come down to see Ryan.

Ryan is now officially in the school of Engineering at ONU. I’m excited (he is nervous) but I hope he finds a career that he can be passionate about.

The weather for Ryan’s “Spring Break” was really nasty. He did manage to get his suspension back on and is now focusing on bodywork to get the “beast” engine into the car. (His mother can’t stand that he tore his beautiful TR6 apart – I will agree that he went a bit farther that I thought he was going to go – but it will be a beauty again when he

is done. We had to move it from the barn to the garage to swap the engine, here are a few pics:



10 Inches of snow still on the ground.



Out comes the engine!

Ryan also has another interest in his life! I have had to keep my mouth shut but since he brought her to the March BT meeting I figure that the secret is out! Here she is:



Her name is Laura Brown and she is a sweetheart. Ryan and Laura met at Ohio Northern. I hope that Laura can make it to many of our events this summer.

Past our April events – please look at the calendar for the Easton Car show (TR6 is the featured marque!) and Eric Jones's RIVERRUN. Ryan and I have done Riverrun for the last 4 years – it is a blast! Please let me know if you

are going and we can plan the details. Details in the May edition.

John and Charma Huddy were in Sebring over the winter – look for John's article in this issue.

Jim Van Order has also provided a write-up from the March Tech session.

Last but my favorite – one of you finally came through! Look for club member Roy Gay's Triumph story in this addition.

Hope to see all of you in April!

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – April 28th, 2003

March Meeting Minutes

Minutes of the Buckeye Triumphs meeting, March 3, 2003

The meeting was called to order by John Huddy at 7:20. The meeting was held at Massey's and 24 people attended! (we must like pizza!). Ryan Miles brought his friend Laura to meet all of us and Joe Lynch, a new member, joined us for the first time. The majority of the meeting was used to discuss the upcoming calendar of events.

Jim Van Order held a workshop on Sunday, March 9. Bruce Miles is planning both the April business meeting, which is to be held at the Lone Star Steakhouse on 161, and the drive for April, which will be held on April 26th.

May 18th is the Easton show, where Triumph is to be the featured marque. It is rumored that Joe Richards will bring his TS1. There should be some wonderful stories to hear. The June business meeting is being planned by Tim and Leonie Swartz, location TBA. The TRA nationals are to be held on the 3rd weekend and Mid Ohio will also be that weekend, where there will be a vintage car show. June 15th and 16th is the Renaissance Festival, north of Cincinnati and is being considered as a destination for a drive that month.

Mark your calendars for the Immke Arthritis Show the 11th and 12th of July.

There is supposed to be a separate all-British area this year. The MG's have agreed to participate in this. For information, see www.arthritisautoshow.com

Roy and Linda Gay are planning a drive-in movie for the 19th of July. August begins with the Shaker and Dayton shows and Bill Blake is planning a meeting at the Corner Cafe in Delaware for that month. Of course the TRF Summer Party is August 7,8,9 and 10. The Washburns are planning a drive for the 23rd. Merciers are planning the meeting for Sept. and 6-Pack Trials are being held in Bowling Green, KY. on the 18-20th. The October meeting will be planned by Washburns and the November meeting will be hosted by VanOrders. There are no drives planned yet for those two months, so they are open for volunteers.

It was brought to the attention of the membership that the by-laws need finishing/revising/updating and that these things need to be voted on. The board will provide updates at a future meeting for our votes.

Bob Mains still has regalia for sale--patches can be sewn onto any garment for a very small price. Shirts of all kinds are still for sale!

The meeting was adjourned a little after 8:30.

Respectfully submitted, Margo Washburn, Sec'y

President's Corner

April 2003

The calendar says that it is spring, but somebody forgot to tell Mother Nature this weekend. As of this writing, it is 31 degrees and the forecast is for the low 20s during the night. Yuk! I am really tired of winter and ready for temperatures suitable for TR wrenching and top down driving. Hopefully, spring will arrive in earnest in time for our first BT drive of the season. Speaking of drives, I want to remind you hardcore drivers about Eric Jones' "Riverrun" on Saturday, May 10th. To quote Eric's flyer, "Riverrun is a 300+ mile, all-day driving tour using some of Ohio's most interesting and challenging roads...There is no fixed schedule nor any assigned speeds. This is a tour rather than a rally." Charma and I have participated in Riverrun in the past and we plan to drive in this one. (I think that the Miles' and some other BT folks have participated in "Riverrun" as well.) It is a great day of driving and, of course, eating. There is a \$5.00 fee to cover organizational expenses. If you are interested in going, or if you want more details, call Eric at (740) 363-2203.

An interesting Triumph may be for sale in the near future. Recently, Eric Jones called me inquiring about getting an appraisal on a 1957 TR3. I told him that I could probably help out, so we arranged an evening to have a look. The car was owned by a long-time customer of Eric's, who passed away recently. His widow is not interested in keeping the car. Cosmetically, the car needs everything. The paint is shot and the body has some minor rust holes on the fenders. The interior needs to be replaced, as does the top. However, the engine was rebuilt many years ago (by Eric), but not many miles ago. I heard it run and it sounds very strong. Also, the (non-overdrive) tranny was rebuilt and the axle/differential was swapped out with a later and stronger TR3A unit. Although the front bumper is dented, the front apron is unscathed. What caught my attention is that this car has drum brakes all around. I always thought that all TR3s had disk brakes up front. We checked the Commission number and found that this car was built in the fall of 1956. It just goes to show you (and me) that there is always something new to learn about old Triumphs. I am guessing that this car will sell for about \$3,000.00. I have no idea when it may hit the market, but let me know if you are interested and I will keep you in the loop.

During March, Charma and I went to the races in Sebring, Florida. Unless the Editor decides to cut out my article and photos about our "experiences", you can read all about them elsewhere in the newsletter. However, we can tell you that Sebring and Mid-Ohio differ vastly.

Please don't forget that our next BT Business/Social Meeting will be on Monday, April 7th, at Lone Star Steak House on Route 161, at 6:30-ish PM. (Bruce will be the host and I imagine that he will include a map and details.) Cowboy hats and pointy-toe boots are optional.

Also, don't forget about Bruce's drive on April 26th. As of now, I don't know where we are going. However, Bruce always puts on a great drive complete with TR suitable roads and excellent eating stops. I am guessing that the drive will take place rain or shine, so let's get our Triumphs out for a nice shake-down cruise.

I hope to see many of you BT faithful on April 7th and 26th.

John - jhuddy@columbus.rr.com

VanOrder Tech Session

A tech session was held at Jim VanOrder's on Sunday afternoon on March 2. There were around six in attendance. Barn was quite warm and all could work in their shirtsleeves.



We proceeded to remove the oil pump as it was running with low pressure. It was dismantled and you could feel the side movement in the pump shaft, which would account for the low oil pressure. The new pump was dismantled and lubricated with some special lubricant for rebuilding engines for start up purposes. The pump will also be primed with engine oil, before starting, by using a long slotted screwdriver in the distributor. You duct tape an electric drill to a screwdriver and turn the pump shaft to prime the pump with oil. Once this is done, it should be safe to restart your engine.

The transmission had been rebuilt, but it was shifting rather hard. It seemed to run fine, but it was hard to shift thru the gears. We proceeded to remove the transmission

cover, we assumed that the set screws with springs and balls that put pressure on the shifting levers to hold them in place were too tight. They were screwed in all the way and normally they are just about flush with the surface of the cover. We adjusted them out and the shifting levers seemed to move easier. We will not know for sure until, we get it back on the road to see how she shifts.



There were some munchies and refreshments and we spent some time discussing our cars and various fixes and the afternoon ended. I appreciate all who came and helped. Thanks

Jim VanOrder

South Dakota Boy Gets Hooked on British Cars

A Saga By Roy Gay

November 1959, the weather in Norfolk Va. It's still top down weather and I am on a mission. Here I am a raw Navy Machinist Mate 3rd Class in the showroom of the local Norfolk British car dealer. I have decided I want a sports car, not a cast iron Corvette but a real sports car so here I am. Wow! So many models to choose from but my eyes were immediately drawn to the white roadster. Wire wheels gleaming, blue leather/vinyl interior blending with the fall sky. As I stood there admiring the mystery car I could here a muted rumble in my head as I imaginarily drove over a winding mountain road.

No, I didn't immediately run to the salesperson begging to purchase this unbelievable roadster. Being a very debit-credit type of guy making a whopping \$150.00 per month plus a little on the side from a slush fund (lending money) I had to get back to the ship to check my finances.

Lets see \$2670.00 plus tax, title insurance, tags. Have I figured everything? What If it's gone when I return? Better check my duty schedule for my next liberty. Should I contact a bank? I wonder if they will lend to 20-year-old sailors? I want that car!

Wow I have close to \$1500.00 saved, that should impress a banker. Oh, I almost forgot our four-month South Atlantic cruise. Where will I store my prize possession? I certainly can't leave it in the parking lot for 4 months. I am getting a head of myself I better own it first. Lets see I've got the long week end off I'll contact a bank Friday, no make the offer first, maybe the dealer has a friendly banker he uses. Ok this could all be done Friday and I could be driving my roadster all weekend. How far to the nearest mountains? Hell there all over the place, I'll find them.

Liberty starts a 1:00 check make sure you have everything. I hope they haven't sold my car! Man this bus is slow, next stop is the one; at last there's the showroom. What is that cute little green car? Strange looking headlights. Upon inspection I now found myself looking at a Bug-eyed Sprint sitting beside my TR-3. There was a moment of hesitation as I checked the sticker prices. The Sprint was less money I checked the engine, didn't look too powerful, No! I want the Triumph. The salesman immediately recognized me and showed a slight smile. I am sure he could see the gleam in my eyes and knew he had a sale. Upon my questions on financing he pulled out the Bank Of Virginia paperwork and quietly began filling out the paperwork. I don't remember his questions, as I was half staring at my car and him and only remember signing my life away for 24 months, \$65.81 a month.

Driving off that lot in my roadster on the most beautiful November day in 1959 I knew I had made the right choice. (I still love that Bug Eyed Sprints.) From day one my TR 3 fit me like a glove and forever hooked me on British sport cars. We won't talk about my first and only mishap and minor body damage. Lets talk about the 610 miles to Newark Ohio in 11 hours with one gas stop in Elkins W. Virginia. I wished I could get 30 miles to the gallon today. You know I actually made the best time when I was in the mountains. Not a great deal of traffic in West Virginia at night. I'll never forget my first and only 4 wheel drift, awesome! Thank God the horseshoe curve was banked and there was no traffic, scared the *&#! out of my two passengers. This trip was a regular event every third weekend when we were in port. Locally I ran with a group of sailors with LBC nothing highly organized. We all hung out at Durmars Drive-in and a small shop they rented, Lots of tech Talk and wrenching. My American car mechanical knowledge was handy but my LBC was very interesting and I began to explore and learn. I have to admit I did overdue the driving a bit and paid with early replacement and repairs. I learned that having a group around and a place to talk and tinker made it a little easier on the wallet.

December 15 1961 discharge in hand and I aboard a Piedmont DC-3 headed for Columbus Oh. Why you ask am I flying? My hard driving and lack of immediate funds six weeks earlier when the brakes went out in Newark is the answer. Now with my mustering out pay and a need for transportation first priority is those brakes.

I don't know about the rest of you but I think this LBC was not meant for the northern climate or tall people. A case in

point was when I went to secure my Ohio driving license. January in Ohio is mostly damp and cold, the 6' 4" driving examiner was not impressed with the size of my car nor the inadequate heater. As I made my second parallel park attempt and he looked out (what window!) he said "your too far from the curb" to which I question after checking my side "if I am inside the white line do I have to be 12" from the curb?"

With his knees up to his chest and with a very disgusting look on his face he said, " Pull out and schedule another test". He wouldn't even ride to the office with me. Yes I did pass the test but in a different car, didn't have the nerve to try the Triumph or my luck of the draw of examiners.

I worked at a local factory (Newark Stove Co.) most of the winter of 62 and didn't ever have to hurry to find a parking place. There was this huge tree about four feet wide in the parking lot. Cars on either side were right up against it leaving a perfect spot for me. I was always the last to clock in. Also never had to worry about people bumming rides. Thank God for small cars.

Spring could not come quick enough for me and I may have even rushed the top down days a bit. Needless to say I explored every twisting, hilly etc road I could find in Licking, Perry, Muskingum counties. Before I knew It summer was about over. In July I had taken the civil service test for Firefighter and passed. Just had to wait for the official appointment Oct. 15, 1962

I guess now is the time to tell about my first of two painful decisions we probably all made, selling your LBC. In my case I was planning on marriage in September and I already spent one winter and experienced the lack of laundry basket space in my LBC. I made a decision that I regarded a long time I sold my LBC to a eye doctor from Zanesville who drove it daily to Newark for at least 2 years and than changed jobs and I lost touch with my 1958 TR-3A Sebring White/blue interior. No I didn't record any numbers. I haven't seen any similar colored cars but I hope it's still out there and someone is enjoying it as much as I did. *Next up my second TR-3*

Editor's Note – Thanks Roy – we look forward to that tail -- (now, the rest of you get busy...)

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|---|------------------------|
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| <p>Annual Dues: \$20.00</p> | |
| <p>General email: buckeyetriumphs@BuckeyeTriumphs.org</p> | |
| <p>Web Site: http://www.BuckeyeTriumphs.org</p> | |
| <p>Our current crop of Buckeye Triumphs Officers include:</p> | |
| <p>President: John Huddy (614) 846-2321 jhuddy@columbus.rr.com</p> | <p>Vice President:</p> |

| Officers and the Fine Print | |
|---|--|
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| <p>Newsletter Editor: Bruce Miles (740) 587-4179 bruce.miles@buckeyetriumphs.org</p> | <p>Secretary: Margo Washburn 614-882-5219 jimbo165@earthlink.net</p> |
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12 Hours of Sebring (and an entire week of decadence)

Editor's Note: John and Charma travel to Florida and live to write about it! (Thanks for the article John)

After a recent invitation to help Ted and Doris Schumacher at the Sebring (Florida) racetrack, Charma and I kicked it around a bit and decided to go. Although Ted and Doris sell their wares at Sebring from Monday through Saturday, we could only attend from Thursday through Saturday. On Wednesday afternoon, we flew to Orlando and spent the night there. While enjoying a half-pitcher at our motel's bar, we struck up a conversation with a nice young woman from England. We chatted with her for a while and discovered that she and her husband are Indian motorcycle enthusiasts. They are returning to the States in June for a six-month "holiday" to cruise around the U.S. and Canada on their vintage bikes.

On Thursday morning, we drove our rented Mustang to the Sebring race track. Ted and Doris had tickets waiting for us at the "Will Call" window at the registration desk. After we entered the track (on foot), we wandered around aimlessly before we found Doris in the Motoring Extras trailer. Doris pointed us in the direction where we could find Ted in a rented tent. Ted was located just behind the Paddock on the other side of the track. To get there, we had to take the wooden footbridge over the track. While walking on the bridge, vintage racecars were thundering by under our feet in excess of 100 MPH. Cool! We located Ted's emporium bedecked with British and checkered flags. The vendor area behind the Paddock was set up as a kind of midway of products and junk food. (Charma was delighted to find that corn dogs were available.) We found Ted in his tent, along with a couple selling die-cast race cars. Ted introduced us to the couple who are Mark and Paula Burns. Mark is blind, but his blindness doesn't slow him down much. After surveying the scene, I couldn't help but notice four attractive young women distributing free samples of meringue cookies. I

commented to Ted that I had never seen vinyl hot pants before, so he immediately took me over and introduced me to the "Meringue Girls". (See attached photo.) Only one of the women actually works for the company; the four others were hired "fluff" girls. (Note: "Fluff" girls are usually good for marketing purposes.)

Ted told us to walk around and take in the sights, which we did. We strolled around and saw all manner of humanity – the good, the bad and the exceptionally strange. Unlike Mid-Ohio race fans, Sebring people come to party and cruise around the track in vehicles specially designed or modified for hauling large numbers of inebriates. Some of the vehicles bear a strong resemblance to Mardi Gras floats, complete with lights. One of my favorite smaller vehicles was a jeep with a functioning urinal attached to its stern. A sign on the side of the urinal announced it as an "alcohol recycling center". Inside the plumbing fixture was a picture of Osama bin Laden. (The sight of Osama with tainted water streaming down his face made me especially proud to be an American.)

Other oddities that we saw for sale were motorized bar stools. (See attached photo.) Yep, some outfit from California (naturally) is selling four-wheeled bar stools with either 5.5 or 6.5 HP Briggs & Stratton engines and a can holder called the "Big Chicken". They are being marketed as pit vehicles to pull race cars and small equipment trailers. However, I can see a great potential for a whole new class of racers. Wouldn't it be fun to rip around a race track with a cold one between your knees? I was interested in buying a "Big Chicken" until I found out that they start at \$2,200.00 and go up from there. I had to settle for a "Ride the Big Chicken" tee shirt. However, I may have to build myself a Briggs powered bar stool. (Quick, hide the mig welder!)

Charma paired up with Doris to sell shirts, flags, bikinis, etc. out of the trailer and I helped Ted in the tent. My first sale was a checkered flag bikini. Things were a bit slow until Friday, so I got to talk to Mark and Paula. They both have real jobs and sell high quality die cast race cars as a side gig.

Oh yes, there were race cars on hand as well. On Friday morning, I was able to sneak up the stairs to the box seats over the Paddock and take a few photos of the cars. Sebring race track started life as an air base for training WWII bomber pilots. There are still metal straps buried in the concrete for tying down B-17 bombers. The track is now 3.7 miles around with a long straight-away and a high speed turn "1". I understand that some of the track is part of the old runway and it is quite rough on cars and drivers. During speed week at Sebring, various class cars run in different races. Friday is qualifying for the 12 hour race on Saturday. There are four classes of cars in the Saturday race: LMP900, LMP650, GTP and GT. I learned that LMP stands for "Le Mans Prototype". These are the factory team cars that are very swoopy and don't look like anything that you can recognize. The Bentley team qualified their

two cars in first and second. They had 110 support people and a large bank of computers to monitor everything on their race cars. Unfortunately, on race day, some bozo in "Tech" found some part to be out of spec by four millimeters. As a result, the Bentleys were placed at the back of the pack. The 12 Hour Race started at 10:30 AM and finished at (you guessed it) 10:30 PM. The LMP cars are equipped with yellow headlights to warn the slower cars to get the hell out of their way. Also, they have three green lights on their sides which tell the world if they are running first, second or third in their class. The Bentleys ran strong, but finished third and fourth. First and second place was won by Audi, for the fourth year in a row.

Saturday afternoon, I watched a volleyball game between the "Hawaiian Tropic Girls" and some race car drivers. This was followed by a bikini contest with the first place bimbo winning a thousand dollars. While at the bimbo contest, I saw the "Herd", which consists of several drunks in cow suits. They are an annual crowd favorite and I understand that they were interviewed by an announcer from the Speed Channel this year during the race.

Ted and Doris insisted that we see "Green Park", which is an area adjoining the track where the very serious party people set up camp for the week. In "Green Park" we saw some very strange and unsettling sights. (See attached photo.) One of the more tame scenes was a couple of guys sitting around with a sign that read, "Suntan Application Center".





Late Saturday evening, we began packing up the remaining stock in the tent. By the end of the race, we were pretty well packed up. Ted, Doris, Charma and I loaded up the Schumacher's "dually". Then, Ted and I drove it around the track to take down the canopy on their trailer. I rode on the tailgate because we couldn't shut it. I got to see the finale fireworks as we were making our way around through the crowd. Some yahoo in a Jeep behind us thought that it was real funny to keep blinding me with his four "flame thrower" lights. He kept it up until we turned off to get to the trailer. After arriving at their trailer, Ted and I took down the canopy and transferred some stock from the truck. Next to the trailer was an interesting couple selling "Johnny Bob and Billy's Grilling Sauce". (Doris had learned within fifteen minutes of meeting Billy's girlfriend that she had four children by two different men who are both in prison.) By 11:30 PM, Ted and I were back at the tent to meet Doris and Charma. We left the track and headed to an IHop for a late dinner (or was it breakfast?). We were all pretty tired, but we still had some good laughs about our Sebring experience. Charma says that she doesn't care to return to Sebring, but I am already looking forward to another 12 Hour Race. Maybe next time, I will return with a Huddy prototype of a motorized bar stool.

P.S. Charma told me that I should add a note about our camping experiences while in Sebring. Since our trip was somewhat last minute, there were no motel rooms to be had within fifty miles of the track. So, we decided to take our tent and camp within the RV park where Ted and Doris had landed their RV. We put our tent in a duffle bag and we checked it through the airline as "luggage". We found the RV park on the way to the track and set it up on Ted and Doris' site. After the day's activities on Thursday, we all returned to the park, took showers and settled in for the night. I was about to go to sleep when Charma entered into the tent, along with a critter. I hadn't seen "it" enter the tent and it startled me pretty good when it ran across my chest. "It" turned out to just be a small bug-eating lizard. Once I located him in the tent (after tossing him a short distance), he crawled up my back and I took him outside

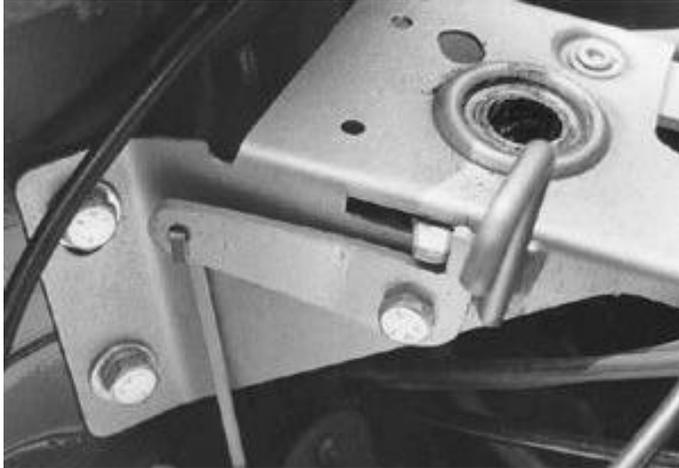
where Charma gently removed him and set him free. On Saturday morning, Charma "accidentally" let in another lizard, which helped me rise more quickly than usual. Once again, this little bugger was located and evicted.

John Huddy

Auxiliary Bonnet Release

I received this link from Murry – pulled from http://www.btinternet.com/~dmsims/hood_release.htm

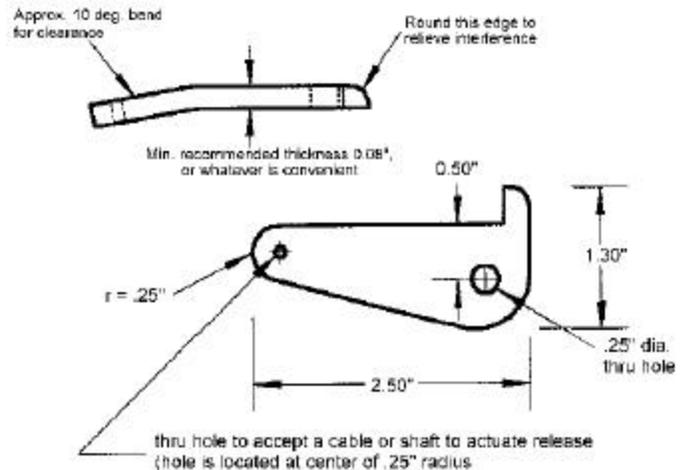
Joe Cannon



The hood release described here works very well. Actually, the force required to operate this is less than the force required for the standard pull cable.

The lever can be made by cutting out the drawing here and gluing it to a suitable piece of steel (i.e. a mending plate), available from a hardware store. Cut it out with a hack saw and finish it with a file. The general shape and radius is for aesthetic s, as long as the hole and vertical catch portion is as illustrated, the rest doesn't matter

Installation: After you have made the lever place it in position on the hood latch bracket and clamp it with vice grips. Then with a 1/4" drill bit running in the 1/4" hole drill just enough to make a small starting hole in the hood latch bracket. Remove the lever and finish drilling the hole for a 1/4" tap drill. (.201 or #7 drill), thread the hole with 1/4-20 or 1/4-28 tap. Make the activating link using a 10" length of wire (i.e. clothes hanger or welding rod), bent the wire sharply about 1/2" form an end and pass it into the small hole, then bend again to capture the wire link. Now drill an appropriate hole in the horizontal section of the firewall directly beneath the latch bracket into the passenger side foot compartment. With the link attached and inserted in the firewall hole, mount the release lever on the bracket using the 1/4" bolt with flat washers as spacers. Screw the bolt in just enough so the lever does not bind or is too loose, its movement should feel right . Then use a nut and lock washer on the inside of the bolt to lock it in place securely. Now put an upward bend in the link in the portion that extends into the foot compartment. You wouldn't want a passenger to do "A stab in the leg".



And that's all for installation. To activate the release, just grip the loop of the link in the foot compartment with pliers and pull down-"Pop goes the hood".

2003 British Car Events

| Date | Event | Contact |
|---|---|--|
| May 1 st , 2 nd , 3 rd | British V8 Convention at the Highland Manor Inn Townsend, TN | Dan Masters www.britishv8.org/2003.htm |
| April 23 rd - 27 th | Spring Carlisle Swap Meet | www.carlisleevents.com (717) 243-7855 |
| May 10 th | River Run 2003 River run is a 300+ mile, all-day driving tour using some of Ohio's most interesting and challenging roads. | Eric Jones (740) 363-2203 |
| May 18 th | Columbus British Car Day XIX at Easton | Columbus, Ohio Central Ohio British Car Council Tony Burgess @ 614-899-2394 |
| June 1 st | The British Return to Fort Meigs Perrysburg, OH | Lake Erie British Car Club lakeeriebritishnews.com |
| June 20-22 |  Sprint Vintage Grand Prix | Mid-Ohio Sports Car Course 1-800-MID-OHIO www.midohio.com |
| July 11 th and 12 th | Len Immke Auto Show – Dublin Metro Center – Dublin Ohio | |
| August 2 nd | Dayton, Ohio British Car Day 2003 | Miami Valley Triumphs & MG Car Club |

2003 British Car Events

| Date | Event | Contact |
|---|---|--|
| | | http://www.miamivalleytriumphs.org/ |
| August 2 nd | Cleveland British Car Day XVII At Shaker – Cleveland, Ohio | Northeastern Ohio British Car Council |
| August 7 th – 10 th | The Roadster Factory Summer Party | The Roadster Factory 1-800-678-8764 www.the-roadster-factory.com |
| Sept 15-21 |  | Mid-Ohio Sports Car Course 1-800-MID-OHIO www.midohio.com |

Gunst is Good !

Date: Sun, 2 Feb 2003 21:36:54 -0500
 From: "R. Ashford Little II" <ralittle2@mindspring.com>
 Subject: GUNST IS GOOD!!!

Today I installed my Gunst bearing in my TR6, and the difference can only be described as INCREDIBLE!!! For those of you who are awaiting their bearing, I say to you, the wait, the price, the chore of pulling your transmission again is worth it, and well worth it. I plan to describe in detail what I learned during the process on my website and will have that posted soon. But in short, I installed a Gunst t/o bearing, with the Sach's pressure plate, and a cross-drilled fork for an additional bold.

I would like to thank a fellow list member, fellow GTA'er, and friend for his invaluable assistance today - Brooks, my hats off to you. Without your assistance, I know that it would not have gone as smoothly as it did, nor would we have learned what we did. I also wish to thank Dick, Nelson, and Herman for their guidance and help in choosing and installing everything on my car. Once again, the Triumph community has come through, and come through in a big way.

The Gunst bearing, combined with the Sach's pressure plate gives my TR6 as slick a clutch motion as my "LJC" ('92 Infiniti G20). Now that that is fixed, I guess I'm going to have to find another project to devote my time to, and that's a relief.

Thank you, thank you, thank you.

R. Ashford Little II
www.geocities.com/ralittle2

...and Gunst replys.....

Date: Mon, 03 Feb 2003 21:57:11 -0500
 From: Don Malling <dmallin@attglobal.net>
 Subject: Gunst is happy List,

I sent Ashford's post to Joachim Gunst. I thought you guys might like it.

This is his reply.... His English is lots better than my German. :-)

Don

 Hey, Don, this guy will become a real fan!! Thank you for forwarding.

Many people told me already how they enjoy the improvement, but not like that.

News from the North

From: Mark Uhlig [silverarrow@rogers.com]
 Sent: Friday, March 07, 2003 5:58 PM
 To: bruce.miles@buckeyetriumphs.org
 Subject: New MG!
 Importance: High

Bruce,
 During our weekly run into town for provisions and beer, I came across what looks to be a thinly disguised, pre-production 2007 MG rumored to be a U.S. market-only vehicle.

The styling clues pay homage to the essence of the MG, evoking the motoring emotion of the rubber bumper years.

Thought the BT membership could appreciate this lucky shot caught on film.

Chief Goldfinger

Information & Counter Intelligence
 The Triumph Lodge



Do you guys check the endfloat of crankshaft when working on clutch? It's a weak point at 6-cylinder engine and important too. Thrust washers can fall out when wear is excessive, and this means a new engine.

I hope, bearings will arrive soon. And more people will be happy.

(Nothing nicer as to make people happy!!)

Best regards

Joachim

Things your Mother Taught You

From club member Steve Hughes:

THINGS MY MOTHER TAUGHT ME

1. My mother taught me TO APPRECIATE A JOB WELL DONE.

"If you're going to kill each other, do it outside. I just finished cleaning."

2. My mother taught me RELIGION.

"You better pray that will come out of the carpet."

3. My mother taught me about TIME TRAVEL.

"If you don't straighten up, I'm going to knock you into the middle of next week!"

4. My mother taught me LOGIC.

"Because I said so, that's why."

5. My mother taught me MORE LOGIC.

"If you fall out of that swing and break your neck, you're not going to the store with me."

6. My mother taught me FORESIGHT.

"Make sure you wear clean underwear, in case you're in an accident."

7. My mother taught me IRONY.

"Keep crying, and I'll give you something to cry about."

8. My mother taught me about the science of OSMOSIS.

"Shut your mouth and eat your supper."

9. My mother taught me about CONTORTIONISM.

"Will you look at that dirt on the back of your neck!"

10. My mother taught me about STAMINA.

"You'll sit there until all that spinach is gone."

11. My mother taught me about WEATHER.

"This room of yours looks as if a tornado went through it."

12. My mother taught me about HYPOCRISY.

"If I told you once, I've told you a million times. Don't exaggerate!"

13. My mother taught me the CIRCLE OF LIFE.

"I brought you into this world, and I can take you out."

14. My mother taught me about BEHAVIOR MODIFICATION.

"Stop acting like your father!"

15. My mother taught me about ENVY.

"There are millions of less fortunate children in this world who don't have wonderful parents like you do."

16. My mother taught me about ANTICIPATION.

"Just wait until we get home."

17. My mother taught me about RECEIVING.

"You are going to get it when you get home!"

18. My mother taught me MEDICAL SCIENCE.

"If you don't stop crossing your eyes, They are going to freeze that way."

19. My mother taught me ESP.

"Put your sweater on; don't you think I know when you are cold?"

20. My mother taught me HUMOR.

"When that lawn mower cuts off your toes, don't come running to me."

21. My mother taught me HOW TO BECOME AN ADULT.

"If you don't eat your vegetables, you'll never grow up."

22. My mother taught me GENETICS.

"You're just like your father."

23. My mother taught me about my ROOTS.

"Shut that door behind you. Do you think you were born in a barn?"

24. My mother taught me WISDOM.

"When you get to be my age, you'll understand."

And my favorite...

25. My mother taught me about JUSTICE.

"One day you'll have kids, and I hope they turn out just like you!"

Classifieds

These classifieds are free to BTC members, given, of course, that they relate to Triumphs, and are for private (not business) use. No, you cannot sell that old couch here! We'll run classified ads for two months, beyond that you'll have to ask for an extension.

For sale:

1. Six 16 ounce spray paint cans of TR6 white Dupont paint. This is the equivalent of a quart of paint. Price \$75.
2. For sale: Luggage rack in good condition. \$50.
3. For sale: Interior New Tan carpet set. Like new condition. \$50.
4. For trade only. Tonneau cover for complete cockpit in New Tan in really good shape. Trade for early TR6 Tonneau (no seat humps) in black.
5. Wanted. Black boot cover in good shape.

Steve Hughes
 H: 614-848-9741
 W: 614-213-7430

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<http://www.triumphparts.com>

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