

Call for Clothing Items to Monogram

Bob Mains wanted to send out a call for personal items to be monogrammed. He will be ordering a half dozen golf shirts for the regalia supply and this would be a good time for members to get their club 'colors' for the summer driving events.

Contact Bob at 614-890-7767 or email him at: bob.mains@ode.state.oh.us

Editor's Corner

Many things to report this month, I guess we should do them in chronological order:

First (and worst) – we hit a deer in Ryan's 250 while doing a "test and tune" run for the April driving event. We had just tuned the carbs and she was running great. Left front fender and hood were lost, front valance pretty bad too. Some people talk about the deer "whistles" that you can mount on your car – I vote for a howitzer.

Second – the Spring drive. What a nice day and great turnout for the event. We get to do it again in May for the Easton Saturday event.

Third – Ryan is now without transportation. He sold his Camry and then he sold the 84 Porsche 944 that he had put the new engine in last year. Right after we sold the 944 we parked it until we could get the title and make the exchange and Ryan noticed fuel leaking on the ground – so we had to tell the buyer and the price was reduced by \$350 – what a bummer. Ryan is pursuing a 944 turbo to be his daily driver.

Fourth (and happiest) was the latest addition to our TR collection.



Ryan is now the proud owner of a 1960 TR3A.

She was involved in a low speed rollover 5 years ago, and the owner wanted to "clean house". The owner's name was Larry (and Linda) Harvey – and as it turns out this car was located about 2 miles from our house. We have all of the parts for the car (plus lots of additional parts – and an engine) The windshield is gone – but Jim VanOrder might have an extra.

She runs! Lots of smoke, great oil pressure, all of the hydraulics need to be gone through. If all goes well we might drive her to Easton.

Bruce Miles bmiles@IN7Info.com

Next Newsletter Article Deadline – May 24th, 2004

President's Corner

Since it is late and I am tired, this will be another series of the ramblings of a crazy man disguised as a normal person:

As many of you experienced, we had a wonderful first drive of the season on Saturday, April 17th. As usual, Bruce Miles, led us on some great curvy and hilly roads. We left from a McDonald's in Westerville and proceeded to "The Works" in Newark. The day was beautiful and we were able to travel at a "brisk" pace. We spent about an hour or so at "The Works", which is a museum for industry and technology that is, or was, based in the Newark area. I found it to be a pretty cool place and I really liked seeing the world's first all fiberglass car. What a honker! From Newark, we continued on some more great roads to J-Town to our favorite chicken restaurant, "Clarks". I'm not sure what their secret is, but the Clarks make fried chicken better than any other place in the north. After a somewhat lengthy meal, many of us went to Nelson and Marianne Riedel's in Granville. Nelson had offered a boatload of free TR6 parts and several of us took him up on his generous offer. I scored a steering rack, heater core, ducting and several small bits. Thanks, Nelson! Also, we got to see Nelson's working steam locomotive. Although in scale, it is an exact replica of a "Shay" engine. All guys present were really impressed at the details that Nelson has incorporated into his locomotive. From the Riedel's, some of us went to downtown Granville for some ice cream. What an excellent way to spend a Saturday in the spring. Thanks for your efforts, Bruce, and thanks for the freebies, Nelson.



Recently, I received a call from a guy who is interested in selling his 1970 TR6. I couldn't glean much information from the gentleman on the phone, so I went to have a look. He told me that he had bought his car in California, but needs to sell it now because he has injured his back and he can no longer drive it. I was hoping to find a "cream puff", but I found it to be something quite a bit less. He is asking \$3,500.00 for the car, but it isn't worth anything close to that. If you think that you might be interested, let me know and I can put you in touch with the seller.

A few days ago, I took some TR6 rear shocks (from Nelson) to Steve Hughes. Steve was unable to go on our recent drive, but he had called Nelson to ask him for a pair of shocks. Anyway, I got to see Steve's TR6 restoration and it is looking great. The body work is done and the car has been beautifully painted in red. The engine was rebuilt by Sam Halkias with some "upgrades". Steve determined that his overdrive transmission is toast, so he got a loaner gear box from Sam. I was told that Good Guys, Jim VanOrder, Bruce Miles and Bob Mains helped change transmissions in an evening. Steve is hoping to drive the car to the British Car Show on May 16th.

If you haven't pre-registered for the Easton British Car Show, you need to do so by May 8th. Pre-registration can save you \$5.00 and you will be assured of getting a dash plaque. By the way, this will be your last chance to attend a British Car Show at Easton Town Center. We have been informed that Easton won't be doing any more car shows after this year. Apparently, parking is a problem at Easton and car shows take up too much room. So, we will be looking for a new venue for next year. Let me know, if you have any ideas. Bill Blake and I have talked about this situation and we would like to find a place (like the Metro Center) where cars can be parked on the grass. Stay tuned.

Mike and Mary Henry are hosting the next BT Business and Social Meeting. (Look for their details elsewhere in the newsletter.)

We hope to see many of you next Monday.

John

BT March Meeting Minutes

Minutes of the Buckeye Triumphs meeting, April 5, 2004

The meeting was called to order by John H. at 7:25 as it was decided it was best to have the meeting while we were waiting for dinner to be served. The meeting was held at La Hacienda Restaurant. The food was good and they kindly turned off the music while we were having the meeting. There were 29 people attending.

The first discussion was about the possible first drive on April 17th. Bruce Miles is planning the trip, so the drive should be great! We are to meet at the McDonald's at Sunbury and 161, breakfast at 9:00 and leave at 9:30. We will take a good drive around the countryside and stop at a technology museum in Newark and then stop for chicken, etc., at Clarks Restaurant. After lunch we will head to

Granville to stop at Nelson's Riedel's place to check out his Triumph equipment as he is "liquidating" his entire supply. Then there will be a daffodil show at the White House in Granville (next to the Granville Inn). Truly something for everyone!

May 16 is the Easton show. The drive that we take on April 17th is a practice run for an optional drive for the participants of the show. It will take place on Saturday, the 15th. May 15 should be our first "real" drive. More in this newsletter.

There is still talk of a workshop to help everyone who wants to install the new "bonnet release". Also, Jim VO want to take the "tub" off the frame on his latest project.

June will be the TRA in Springfield. July will be the Immke Classic Car Show and Cruise-In. The "Brits" cars will all be together this year. The VTR Natl. will be in Virginia. Huddy has applications.

There will be an "Amphicar" show at Lake St. Mary's in Ohio. Ron Fowler has donated his wedge body and they will "float" a car!

Bruce Miles has agreed to do "business" cards for us and to have them ready by the Brit Car show. We discussed future meetings and asked for volunteers to arrange them.

Respectfully submitted, Margo Washburn, Sec' y

Pictures from the April

We had a great turnout for the April Driving event (and the weather was great too). Here are some pictures:





It wouldn't be complete without a picture of Charma eating pie:



My thanks to all that attended – a good start for the year weather-wise Bruce

Events 2004 - Bill Blake

May	
3	BT Business and social meeting Mike Henry to host in Dublin
15	Driving event sponsored by COMG Club and Buckeye Triumphs with the British Car Council, Granville area, meet at Clarion Airport at 11am
15	Meet and Greet at the Clarion (old Holiday Inn Airport) evening
16	British Car Day Easton

29

Grandview Heights Memorial Day Parade, morning event, we are invited

RIVERRUN

SATURDAY, MAY 29, 2004

A Sports Car Driving Tour

Riverrun is a 300+ mile, all-day driving tour using some of Ohio's most interesting and challenging roads. This year we'll go southeast and cross the river to Sistersville WV. After a picnic on the riverbank (recommended) or a meal at the Wells Hotel, we'll loop over SR 536 and SR255 back to the river, down through Marietta, north on SR 555 to Zanesville and Tom's Ice Cream Bowl, then on to finish at Clark's Dining Room in Jacksontown.

Cars leave the Bob Evans at Brice Road & I 70, at 9 am. We should be at the Ohio River around 12:30 pm and finish by 6 pm., depending on the time spent sightseeing. There is no fixed schedule nor any assigned speeds. This is a tour rather than a rally.

The Central Ohio British Car Club Council invites all driving enthusiasts, regardless of vehicle make, model or type, to join us on Riverrun 2004.

Call Eric Jones at (740) 363-2203 for more details and to reserve your spot. There is a \$5.00 fee to cover organizational expenses.

June

4	BT Business and social meeting,, Jim and Margo Washburn to host
6	Toledo British Car Day on the grass at Ft. Meigs historic site
19	British Day at Mid Ohio Vintage Races (6th Annual British Car Showdown)
20	Concours d'Elegance (Multi Makes) at Vintage races at Mid Ohio
24-26	TRA 30th Anniversary Springfield, OH
27	American Le Mans race at Mid-Ohio

July

4	<p>Dublin, OH Parade to promote Arthritis Show, we are invited</p>
10	<p>Plan to visit the Arthritis Auto Show – BT Event for July</p>  <p style="text-align: center;"><i>pre-register at</i> www.arthritisautoshow.com</p> <p style="text-align: center;">2004 Featured Marque is Rolls Royce</p> <p style="text-align: center;">Saturday July 10, 2004 Registration 7:30am to 11:30am</p> <p style="text-align: center;">British Car Day Show Within A Show Hosted by Buckeye Triumphs, Central Ohio MG & The Jaguar Association of Central Ohio</p> <p style="text-align: center;">Dublin, OH (NW of Columbus off US 33 and I-270 at Metro Center) All Proceeds Benefit The Arthritis Foundation</p> <p style="text-align: center;">\$25 admission for all day Saturday Pre-registered participants will receive a T-shirt Dash Plaque & Tote Bag Awards and Live Music starting at 7:30pm Featuring Phil Dirt & The Dozers Concert More info? Bill Blake at 614/403-1074 or billblake@thekayesco.com</p> <p style="text-align: center;">Contact Central Ohio Arthritis (614) 876-8200 kgardner@arthritis.org</p>
14-17	

18	Cincinnati British Car Day
August	
3	BT Business and social meeting John and Charma Huddy to host
7	British Car Day Dayton, OH
7	British Car Day Legacy Village Cleveland, OH
September	
7	BT Business and social meeting, Bruce Miles to host
18?	6Pack Trials in WISC
24	BT Driving event to SCCA races at Mid-Ohio
October	
4	BT Business and social meeting Greg and Ann Gillman to host
16	BT Driving event Amish Bakery Tour Bruce Miles to host
November	
1	BT Business and social meeting
December	
6	BT Business and social meeting

Notes from Members

From: Bill Moine [mailto:bmoine@yahoo.com]

Sent: Wednesday, April 14, 2004 9:30 PM

To: bmoine@yahoo.com

Subject: Ebay buyer strikes again

This is good for a laugh... bought a parts car on ebay... picked it up on Saturday...here are some pics I threw together

This is one Rusty TR6, but that is half the fun. Another EBay Purchase... I wanted a parts car that I could completely rip apart without worrying about breaking something. So far it has been a lot of fun

Won the Auction Thursday night and scrambled to get a tow car and a trailer so that I could pick up the car on Saturday. I was a quick drive to Washington PA 3 hours and 2 hours to drag the car on the trailer and 3 hours back. It took another 90 minutes to get the car in the garage. The left front tire has a gash in it and the right rear brake drum was frozen. Should I even mention the holes I bashed in the new dry wall so that we could hook a chain to a 4x6 and drag the car off the trailer..

You really have to love impact wrenches for working on a car you don't care if you bust bolts..



The sitting out and loaded on the trailer.... Look at the BoatMaster.... that car can tow up to 7500 lbs... the trailer and TR6 was over 5200 lbs...



Look at this Flintstone Car... no floors at all makes working on really easy



I have completely removed all the gauges etc so the dash is completely stripped now, even removed the heater box .. I even took apart the ignition switch.. (springs went everywhere)



Got that rear Wheel off... hammer and a crow bar.. did the trick. I also got the trailing arms off too.

From: tr8@att.net [mailto:tr8@att.net]
Sent: Monday, April 26, 2004 11:05 PM
Bruce,

Below is an email I sent to the wedge list after John Swauger wrote to let me know that they decided against hosting a Summer Party on August 6 and 7th..... edit however you'd like or include in your column.

Also, Miami Valley Triumph's BCD is Saturday, August 7th

NO 2004 TRF SUMMER PARTY.....

To all:

I received an email the other day from The Roadster Factory that they have,

indeed, decided NOT to host a Summer Party for 2004 afterall. They are looking forward to hosting a full event in 2005 instead as had been originally planned. Currently, there isn't any mention of the above on their website.....

Regards,

Ron Fowler

The Continuing Adventures Of...



Late TR Guy!

April 2004: By Bruce Clough (clough@erinet.com)

Editor's Note: Nothing from Bruce for April – *The silence continues...*

Wedges Rule
BRUCE

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, 9023 Concord Rd, Johnstown, Ohio 43031

Annual Dues: \$20.00

General email: buckeyetriumphs@BuckeyeTriumphs.org

Web Site: <http://www.BuckeyeTriumphs.org>

Our current crop of Buckeye Triumphs Officers include:

President: John Huddy (614) 846-2321 jhuddy@columbus.rr.com	Vice President: Mike (Buck) Henry (614) 733-0563 mhenry1453@aol.com
Treasurer: Jim VanOrder (740) 967-2110 vanordergj@core.c.com	Events: Bill Blake (740) 362-0967 billblake@thekayesco.com
Newsletter Editor and Webmaster: Bruce Miles (740) 587-4179 bmiles@buckeyetriumphs.org	Secretary: Margo Washburn 614-882-5219 jimbo165@earthlink.net
Technical Consultants: TR2's & 3's: John Hartley 740-753-1066 email: jhartley@frognet.net or John Huddy 614-846-2321 email: jhuddy@columbus.rr.com TR-4's: John Thomas 614-855-4175 or Bruce Clough 937-376-9946 clough@erinet.com TR250, TR-6: Robert Mains 614-890-7767 bob.mains@ode.state.oh.us or Jim VanOrder 740-967-2110 vanordergj@core.com Spitfires and GT6: Doug Braden 614-878-6373 braden.13@osu.edu , TR-7 & 8's: Ron Fowler 614-833-6885 tr8@msn.com Affiliations: 6-Pack Chapter -- Center of Triumph Register of America – VTR Zone Member	

Items from the Internet

From: CG Classics [mailto:sales@cgclassics.co.uk]
Sent: Wednesday, April 21, 2004 4:43 PM
To: Bruce Miles
Subject: Re: Window Channels for TR6

Hi Bruce - thanks for your email. Yes we do indeed offer the channel seals for the TR6 door drop glass. The ones we sell most of by far are a rigid seal which comes in a 48cm length - these are one of our best selling lines. This has a U-channel formed out of metal which then has a rubberised backing with textile sides and the inner part of the channel (in which the glass slides) is a soft bristle furlflex type material. We sell these on ebay (our user id is cgclassics), but of course also sell these outside of ebay. See for example Ebay item 7900463751. They are sourced from a local manufacturer here in the UK, which is probably why I don't think any of the US suppliers stock them.

A kit consists of 4 of these seals - enough for both sides of the car - and they will work on TR4-6. Two inches or so of the channel insert strips need crimping slightly at one end to fit as the channels insert retainers are slightly narrower at one end. We believe this is best done on fitting to the

vehicle using some gentle pressure in a vice or with a pair of pliers - it is easily done. The inserts are a push fit into the channel retainers but can also be glued in place - in our opinion not usually necessary, but some people prefer the additional security.

The current price is 20.45 USD for a set of 4 plus 9.25 USD airmail shipping in a rigid mailing tube for protection, and we accept USD by PayPal, cash or money orders (not personal checks though). We also accept most popular credit cards and take other currencies such as Euro and GBP.

We also supply a semi rigid type channel insert which is identical in dimensions to the above but slightly more flexible. The third type of seal is the one that most suppliers stock - this is the fully flexible seal. We do not stock this as we have had bad experience with this seal giving a poor or sloppy window lift action - I actually have a set of these on my own TR6 and when I get time they are coming out again and the rigid ones going in!

We stock other Triumph parts for TR4-6, Spitfire, GT6 etc and usually have 50-120 listings on eBay at any one time, e.g. lamp gaskets, high quality furlflex door seals, door dropglass weather channel strips, decals etc. We can offer competitive shipping rates to the US (often cheaper than quoted internal US shipping rates) for parcels below 2kg in weight (ca. 4.5LB).

We sell outside of eBay but currently there are no prices on our website as this is being reworked, however there is some background information on our company and a few pictures of our cars.

Hope this is helpful.

Rgds

Craig Goodfellow
 CG Classics
 Landfall
 Fielden Lane
 Crowborough
 East Sussex TN6 1TL
 United Kingdom
www.cgclassics.co.uk
sales@cgclassics.co.uk

From: Kai M. Radicke [mailto:kai@radiohead.net]
Sent: Saturday, March 13, 2004 8:11 PM
To: Gary Fluke
Subject: Re: Master Cylinder

I don't want to be a spammer, but I have new Girling master cylinders for \$168 each. They are listed on our website: <http://www.wbclassics.com>

These are the same as Moss, VB and TRF... I just buy them in pallets of 100 each direct from Lucas Girling, so I pass on quite a bit of the volume discount that I receive.

Cheers, Kai

Date: Sun, 14 Mar 2004 10:21:35 -0800 (PST)
From: William Maslin <cwrw4@yahoo.com>
Subject: RE: Master Cylinder

I bought my MC last year from the local Autozone for \$169. No shipping charge but had to pay tax of course. They had it in 2 days. It was an original Girling but came in a Raybestos box.

A benefit to Autozone is that, unlike some mail-order houses, they offer a 1 year warranty on MC's. So, if it turns out to be defective (like a surprising number of "new" LBC parts...), you can just take it back down the street and get a new one.

William '74 TR6

From: "Mitchel Seff" <ms6453@optonline.net>
To: "6-Pack email list" <6pack@autox.team.net>
Sent: Thursday, March 11, 2004 7:08 PM
Subject: Gauge Repair

Hi all , A list member posted a great link that showed how to repair Smith gauges. Of course I can't find it now. Could some one more organized than me post the link again.

Much appreciated, as always.- Mitch Seff
Oceanside, N.Y. - 75 TR6

Date: Thu, 11 Mar 2004 22:55:30 -0500
From: "bernd" <bernd.vabeach@erols.com>
Subject: Re: Gauge Repair

Mitch the link is <http://mywebpages.comcast.net/rhodes>
by Anthony Rhodes - it's 27 pages long
Rhodes@comcast.net

Bernie

Buckeye TRIUMPHS REGALIA

T-Shirts- Lt Grey Cotton \$14.00

BTC Logo - front

Large Wreath Logo – back

Sweatshirts- Lt Grey Cotton \$20.00

BTC Logo - front

Large Wreath Logo – back

Golf Shirts with embroidered logos – 100% Cotton \$35.00

Patch Embroidered Logo \$12.00

Buckeye TRIUMPHS Logo \$10.00 - Embroidered on your article - Select your favorite jacket, shirt or bag since the logo can be added to almost any cloth article.

Halkias Video on Valve Adjustment for 6-cyl TR's - \$10.00

Send or bring your articles to Bob Mains. Turn-around is usually about 2-4 weeks. (Names or lettering can be added for additional costs).

British Car Week

Hello British car fans! This is a pre-spring wakeup call for all British car drivers. I'm writing this letter to let you all know that the 8th Annual British Car Week is alive and well, especially if you enjoy anything having to do with British cars! Yes that's right, if you happen to be one of the fortunate people who enjoys the British car hobby and proudly maintains and drives a classic British car of any make, model, or year, you have exactly what it takes to be a part of this heightened awareness week. You're already an important part of the British car hobby, and WE NEED YOU to help spread awareness of these truly awesome machines.

No, there are no special Hallmark cards to send to your friends and relatives, and you probably won't see it printed on the calendar hanging in your kitchen, but hopefully any one of your British car clubs has been actively supporting this once per year event. They (the club staff) are capable of helping spread the word to large numbers by posting the information in their newsletters or Internet web sites, and their help is essential to the wellness of our aging hobby. By celebrating the Eighth Annual British Car "Drivers" Week throughout the roads and byways of your community, no matter where you live, you are helping to spread awareness of these historic machines.

This year we are celebrating the eighth driving season since columnist Peter Egan of Road & Track Magazine asked a question to his readers in an article titled "Seldom Seen Cars" - why doesn't he see classic sports cars on the roads anymore? This question was passed from computer to computer server to many other computers via the Internet, and echoed throughout the vast number of British car communications avenues. British car hobbyists from all over the world quickly came to the calling of the author's plea. As an impressive team effort, each of those people did what they could to help increase awareness of our cars. Letters were written, dates were posted in club newsletters, and within a very short time, people from all over the world were driving their British cars in their communities to help remind their locals that old classic British cars are still eagerly entertaining their drivers after all these years. As a result of all this, British Car Week was born!

In my own home town, I not only see an increase of British cars on the roads during British Car Week, but I've also noticed an increase of other European marque's tooling around as well. Is this due to my active imagination or are other clubs doing the same? I surely hope they are, and I am going to make sure that my own British car is proudly representing the British car hobby. A little bit of competition is good, and this kind of thing will certainly help percolate the enthusiasm of those who might have a project in the works. I know from my own experience that when I see another classic car on the road, whether it's French, Italian, American, or German, it provides me with the enthusiasm we all relish. This much needed enthusiasm fuels the

driving force needed to keep our cars on the road instead of rotting away in a dark corner.

If any of you belong to a club that isn't aware of British Car Week, or isn't actively partaking in this fulfilling annual event, please remind them and reassure them of how important it is to join forces and help spread the word. Whether it's a drive around the block or an enjoyable day drive to the country, or better yet planning a joyful drive with a group of your British car club friends, it is an opportunity for some unsuspecting someone to experience one of these unique and "seldom seen" automobiles from the past. If it sparks an interest, which I know it will, any number of people may someday buy a British car to maintain and enjoy on a regular basis. They will also most likely join a club, buy some parts, book, magazine, regalia, and any number of items that we sometimes take for granted. They will ultimately become a valuable part of our hobby, helping to assure the continued support and the preservation of our special cars.

Hopefully when Peter Egan looks out his window during this May 22 to 30, 2004 he will notice something different in his own neighborhood. Who knows, maybe he's going to be joining forces with the rest of us to celebrate British Car Week!

So if you're one of those people who has what it takes, grab your goggles and driving gloves, and be sure to top-off those dashpots! It's time to have some fun!!

See you on the road.....Scott Helms

www.britishcarweek.org

Comedy Clips

From: bill blake [mailto:billblake@thekayesco.com]

Sent: Friday, April 16, 2004 9:46 AM

To: Bruce Miles

Subject: Here's an item for the newsletter

The Importance of Smoke by Joseph Lucas

Jeff Arendas, Cleveland, OH

All electrical components and wiring harnesses depend on proper circuit functioning, which is the transmission of charged ions by retention of the visible manifestation known as "smoke." Smoke is the thing that makes electrical circuits work. Don't be fooled by scientists and engineers talking about excited electrons and the like, Smoke is the key to all things electrical.

We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing. For example, if one places a large copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will

also be observed that the component no longer functions.

The logic is elementary and inescapable! The function of the wiring harness is to conduct the smoke from one device to another. When the wiring harness springs a leak and lets the smoke out of the system, nothing works right afterward.

Starter motors were considered unsuitable for British motorcycles for some time largely because they regularly released large quantities of smoke from the electrical system.

It has been reported that Lucas electrical components are possibly more prone to leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. This is how you know they are full. British engines leak oil, British shock absorbers leak fluid, British tires leak air and British intelligence leaks national defense secrets.

Therefore it follows that British electrical systems must leak smoke. Once again the logic is clear and inescapable.

Sometimes you may miss the component releasing the smoke that makes your electrical system function correctly, but if you sniff around you can often find the faulty component by the undeniable and telltale smoke smell. Sometimes this is a better indicator than standard electrical test performed with a volt-ohm meter, analog or digital.

In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides clear and logical explanation of the mysteries of electrical components and why they fail.

"A gentleman does not motor about after dark."
Joseph Lucas, 1842-1903

From: Rod.Yost@advest.com

Sent: Monday, April 12, 2004 3:58 PM

Subject: Washington Post

The Washington Post's Style Invitational once again asked readers to take any word from the dictionary, alter it by adding, subtracting, or changing one letter, and supply a new definition. Here are the 2003 winners:

1. Intaxication: Euphoria at getting a tax refund, which lasts until you realize it was your money to start with.
2. Reintarnation: Coming back to life as a hillbilly.
3. Bozone (n.): The substance surrounding stupid people that stops bright ideas from penetrating. The bozone layer, unfortunately, shows little sign of breaking down in the near future.

4. Foreplay: Any misrepresentation about yourself for the purpose of getting laid.
5. Cashtration (n.): The act of buying a house, which renders the subject financially impotent for an indefinite period.
6. Giraffiti: Vandalism spray painted very, very high.
7. Sarchasm: The gulf between the author of sarcastic wit and the person who doesn't get it.
8. Inoculate: To take coffee intravenously when you are running late.
9. Hipatitis: Terminal coolness.
10. Osteopornosis: A degenerate disease. (This one got extra credit.)
11. Karmageddon: It's like, when everybody is sending off all these really bad vibes, right? And then, like, the Earth explodes and it's like, a serious bummer.
12. Decafalon (n.): The grueling event of getting through the day consuming only things that are good for you.
13. Glibido: All talk and no action.
14. Dopeler effect: The tendency of stupid ideas to seem smarter when they come at you rapidly.
15. Arachnoleptic fit (n.): The frantic dance performed just after you've accidentally walked through a spider web.
16. Beelzebug (n.): Satan in the form of a mosquito that gets into your bedroom at three in the morning and cannot be cast out.
17. Caterpallor (n.): The color you turn after finding half a grub in the fruit you're eating.

And the pick of the literature:

18. Ignoranus: A person who's both stupid and an asshole.

From: James D. Franchello [mailto:james@intinfo.com]
Sent: Friday, April 30, 2004 2:04 PM
Subject: The Lone Ranger & Tonto

Lone Ranger

The Lone Ranger and Tonto went camping in the desert. After they got their tent all set up, they fell sound asleep. Some hours later, the Lone Ranger wakes his faithful friend and says, "Tonto, look up at the sky and tell me what you see." Tonto replies, "Me see millions of stars." "What does that tell you?" asked The Lone Ranger.

Tonto ponders for a minute, then says, "Astronomically speaking, it tells me that there are millions of galaxies and potentially billions of planets. Astrologically, it tells me that Saturn is in Leo. Time wise, it appears to be approximately a quarter past three in the morning. Theologically, it's evident the Lord is all-powerful and we are small and insignificant. Meteorologically, it seems we will have a beautiful day tomorrow.

What it tell you, Kemo Sabi?"

The Lone Ranger is silent for a moment, then says, "Tonto, you dumb ass, someone has stolen our tent."

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.

I'll spare you the details, but I am getting ready to move and it is prudent to sell a few toys. My TR6 falls on the list. Do you know of anyone who would be interested in purchasing it?



The details...

1976 non-overdrive car
 Full interior and exterior rebuilt (deft blue exterior and beige and blue interior)
 New top
 Nearly new Michelin red-lines
 Roll-over bar
 AM/FM cassette
 Electronic ignition

Dual Monza exhaust. It is louder than stock, but it sounds very good.

All original parts used, I have paperwork and invoices from the Roadster Factory and Moss Originally a Louisiana car

The not-so good...

The motor has 80,000 miles on it and it has never been cracked open. It starts and runs well, but does burn some oil (not like a diesel or lawn-boy, however).

The steering felt a bit loose when I pulled it out this spring and I think I have tracked it to worn tie-rod ends. I have a front suspension rebuild kit from TRF that goes with the car (about \$350 in parts).

For the life of me, I can't get the trunk light to work. Not sure why.

Over the years we have put close to \$14,000 into this car in parts and labor. It isn't worth that and I honestly do not know what it is worth. I am very flexible on a sales price and I would accept any fair offer, but would prefer to have the car go to an enthusiast who will care for it and love it.

Thanks for any info/leads or for passing this along. I can be reached at the information below.

Scott J McKim
 (614) 480-3941 scott.mckim@huntington.com

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