



Buckeye Triumphs Newsletter

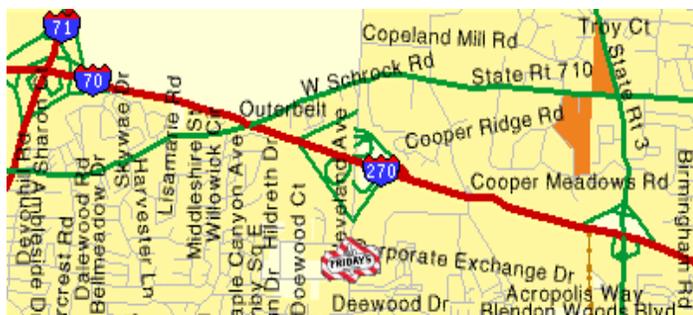
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<http://www.BuckeyeTriumphs.org>
(and get your newsletter in **COLOR**)

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



February BT Meeting – Monday, February 3rd at Friday’s

Our next business meeting will be held on Monday, February 3rd at the TGI Friday's on 6211 Cleveland Avenue – just South of I-270. We will be planning our meetings and activities for the year. Please try to think up some fun things to do in the coming year.



Please arrive by 6:30 to order dinner – the business meeting will start at 7:00. Hope to see you there.

BT Holiday Party – What a Party at the Buckeye Hall of Fame Café!

We had 50 people join us for the Holiday Party. The food was great and the fellowship even better! What with the Buckeyes winning the national championship and all – they were replaying the game upstairs and the place was packed. (read into this...parking was a pain)

Here are a few pics...



I think that it was a wonderful start to our new year.
Happy new year everyone!

ANNUAL DUES - MEMBERSHIP RENEWALS 2003

Thanks to those of you who have renewed for 2003!
Thanks for helping the club! Current member's Calendar Year 2003 Membership Renewal Dues are payable by January 31, 2003. 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

The last two months have been fairly busy ones for the Miles family. When the "boys" (Ryan and his friends) were home at Thanksgiving, our front yard was decorated for Christmas.



Quite a few comments from the neighbors.

The rest of the activity occurred during Christmas break. Ryan has updated his racing plans. To put it quite simply, the 250 project (which was going to be the autocross / race car) will now be a nice 250 – the race car will be his current 74 TR6. This means fiberglass panels, racing interior, no top (we will have a tonneau), tuned suspension, etc. To do this we have to change the current car. Here is the progress to date:



We start with a perfectly nice TR6 and a workshop.



Start removing things.



Off come the fenders



Out comes the interior.



Off comes the suspension and the windshield.

I do not have pictures of the new "beast" engine, but it is ready to go. This engine features triple carbs, 11.5 compression, roller rockers, aluminum flywheel, ported and polished intake manifold. It should be quite exciting the first time this fires up. (I get his old engine for my car – those of you who have ridden or driven Ryan's car know how much fun that will be!)

Ryan came home last weekend to work on the car, but it was so cold that they found "warmer" things to do.

I think that we should see this on the road later this spring. Ryan is very motivated to get his wheels back on the road.

I will keep you posted.

I made this request at the holiday party but I would like to follow up. I NEED MATERIAL. I am specifically looking for good British car stories. Please let me know what you can provide.

Also, we need volunteers for hosting monthly meetings and driving events. The February meeting will be the place to do this.

Let's make 2003 our best year yet.

Bruce Miles bmiles@INTInfo.com

And now also: Bruce.Miles@BuckeyeTriumphs.org

Next Newsletter Article Deadline – February 23rd, 2003

December/January Meeting Minutes

Minutes of the November and December "meetings" of Buckeye Triumphs:

The Nov. meeting at Don Pablo's was called to order by Bob at 7:53. There were 12 members present and three guests: Bob's sister, Sandy, his brother Bill, and Bob's niece Monica from Sacramento, California. All were encouraged to attend the holiday party in January and to RSVP as soon as possible. Bruce Miles passed out fresh member lists to all. It was the consensus of all present that all people on the list would be encouraged to pay dues, but would be removed from the list after the party if not heard from by then. Bruce offered to call people about the party

and membership. It was agreed that people could bring their membership money

to the party along with the money for the dinner, if desired.

It was mentioned at both meetings that we still need volunteers to help out with the running of the club, as several of our past officers are not continuing with their positions. John Huddy was elected President of the club and Bruce Miles will continue as Newsletter editor. Yours truly, Margo Washburn, will continue as Secretary and Jim VanOrder will continue as Treasurer. We still need a volunteer for Vice-President, someone to at least help out with the coordination of events and someone to be the 6-Pack coordinator. Jim Van Order is now the one to send things to as the official club address.

We all had a wonderful time at the Buckeye "Hall of Fame" Cafe for the holiday party. The food and service was excellent (except for a slight shortage of desserts!!) and the room was just the right size. (editorial note: we should definitely keep this place in mind for future events!) It was mentioned that we might consider having a fund-raising event in the future. Also, a contest is being considered for the new name of the newsletter.

The meeting was adjourned and the "festivities" continued. Respectfully submitted, Margo Washburn, Secretary.

President's Corner

February 2003

First off, I want to thank everyone for your collective vote of confidence in electing me to the office of BT President. Or, as I like to call it, "my year in the barrel". I will do my best to handle my duties honestly, cheerfully, friendly, reverently and I promise to help old ladies across the street (before I mug them).

As many of you know, we started the BT year off with a bang at the Holiday Party. Many thanks to Jim VanOrder, Murry Mercier and Bob Mains for handling the Buckeye Café arrangements. Also, kudos to Bruce Miles for his excellent slide presentations of many past BT events, as well as, a recap of the previous year's activities with narration. (Bruce, if you show the pictures to anyone else, you might want to delete the one with me and the statue.) The food was great except for the dessert Popsicles. It was nice to see so many regular old members and some of the folks who aren't able to participate very often, due to their busy schedules.

On Monday, February 3rd, we will conduct our monthly Business and Social Meeting at T.G.I.Friday's on Cleveland Avenue (across from Home Depot). This is a particularly important meeting because we will be discussing our plans for the year. Please try to attend this meeting and come prepared to help map out our indoor meetings and driving events for 2003. Also, you might want to give some thought to hosting a gathering. If you don't have sufficient space in your home (like Charma and I), it is perfectly acceptable to host a Business and Social

Meeting at some local restaurant or watering hole. Planning a driving event is fun and is a fairly easy task. Also, consider hosting a workshop, if you need help with a particular Triumph-related task. (All that is required is that you provide a broken TR and some chilled malt beverages in convenient 12-ounce containers.)

One last note: we still have two Club positions available. Namely, we still need a Vice President and an Events Coordinator. Please talk to any Club Officer, if you think that you might be interested in either of these positions.

We hope to see you on February 3rd.

John Huddy jhuddy@columbus.rr.com

A Chronicle of Triumph: how I became addicted

From the desk of Ryan Miles; a mid-winter update

As I am writing this update for the newsletter I'm beginning to realize that I've done the unthinkable, I have potentially ruined a perfectly good car. My TR6's past life has come to an end. Together we will embark on a new journey, a new adventure. The latest entry in the vehicle maintenance log speaks volumes to my current passion and the current state of mind; "12/29/02 CFxxxxU has been dissembled to be converted into an SCCA F-prepared racecar". That's the simplest way to explain the huge pile of parts and interior in the barn. There's nothing left but the engine and transmission, which are completely stripped of all exterior removable parts. The only reason the engine is still installed is for weight to compress the front springs.

I came to the realization that the reason the TR250 project had stalled was that I couldn't locate body parts, and I couldn't come to grips with running a car that rare hard all the time. The best solution I could come up with was to make the TR6 the race car so that I could possibly have something to race this season. I saw a good opportunity to start a large project (Christmas Break) and I jumped. Over the course of two weeks my friends and I removed all the lights, body panels, interior, brakes, suspension, and anything else that we could take off. We also started a pile of parts that we didn't think would be necessary again like the wiring harness, heater, blower, stock seats, carpeting, and the dashboard parts. If it had mass and wasn't a necessity it got put in the spare parts pile for dad's car. I'm planning to have the car out on the road again by sometime in June, and tuned in by The Roadster Factory Summer Party. New for '03 the 6 will be sporting drilled and slotted brake rotors, a fresh engine with ~11:1 compression new GP3 cam, roller rockers, fully ported head, and triple ZS carbs. The "new" car will also hopefully have all composite body panels, including the hood and trunk, as well as a reworked suspension.

I will probably go home in a couple weeks to reassemble the suspension, and start prepping for paint work, and maybe over spring break I will be able to run the new engine. I will keep you informed of the progress; hopefully it will go well as I don't have any car to drive this summer as it is right now. Hope you are all keeping warm and looking forward to summer.

Ryan rjmile@yahoo.com and r-miles@onu.edu

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, P.O. Box 584, Lithopolis, OH 43136-0584

Annual Dues: \$20.00 General email: buckeyetriumphs@ameritech.net
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:
Treasurer: Jim VanOrder (740) 967-2110 vanordergj@core.com	Events:
Newsletter Editor: Bruce Miles (740) 587-4179 bruce.miles@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	

Late TR Guy

The Continuing Adventures Of...



February, 2003: By Bruce Clough (clough@erinet.com)

A Critical Examination Of The Triumph Electrical System (Deadus Circuitus) And Their Relationship To Mental Health, World Peace, And Gastro-Intestinal Problems

Dr. Iam A. Froot , Professor,
NortheastSouthwest Idaho University of Pennsylvania
Department of Ridiculous Trivia and British Sports Cars
Spuds, Nebraska

Introduction:

Ever since man began driving British Sports Cars, in this study the species *Triumph*, he has been confronted with electrons, which simply refuse to move in the correct direction. Being stubborn and a bit dim, men have tried to find solutions to these problems (pronounced "buy a Ford"). This paper explores the reason for those reluctant electrons, and why prune juice won't get them going.

Rules of Reason:

A few years ago Road And Track called Lucas Ltd. "The Inventor of Darkness" and I'm inclined to agree. I can't possibly recall all the times a Lucas electrical system committed suicide while I was behind the wheel, but it ranges somewhere between the number of atoms in the Universe and the national debt. I always overcame that expletive deleted electrical system, and the results of my extensive research into wayward Lucas electrons (I swear they only hire the stupid ones) are given below. Here's a few brilliant suggestions on how you too can avoid that enthusiastic feeling late at night, at speed, on a twisting road, when the lights decide to go on strike.

1. Fifty percent of the time when something's wrong, a connection's come loose (Loose connections remind me of college life). Take the pliers out of your tool kit, you do carry a tool kit, right? Look at your wiring diagram, you do carry a wiring diagram, right? Locate all connections on the dead circuit. Crimp, crimp, crimp. If this doesn't work, cry, cry, cry.
2. If this doesn't work beat the sucker with a five pound sledge hammer.

3. Sometimes the connections, especially the bullet connectors (Lucas picked a good name for these-too bad there's no powder included to put the rest of the electrical system out of misery), become corroded. They've learned that trick from the rest of the body. Take the effected parts and dip them in acid, such as hydrochloric, phosphoric, or Pepsi. As soon as you see the corrosion disappear, rinse with water and brighten with steel wool. Reconnect. If it still won't work try a different acid: LSD. Then even if it doesn't work you'll think it is...or go back to (2).
4. Unless your one of those original restoration freaks, consider mounting terminal blocks to make connections (terminal blocks for Lucas electrics-fitting). Finding terminal blocks is easy. Go down to the bus station and steal parts of the building. The hammer in (2) works well for this.
5. Only eternal optimists and mental patients straight out of shock treatment believe that the original wiring diagram even approaches what's actually in that car. Odds are the lobotomized cretin you bought the TR off of tried in vain several times to repair the electrical system. This might explain why you get the left turn signal when you turn on the wipers. Then again, it might have come from the factory that way. Who knows? Most of these self anointed electron heads have all the mental capacity of a toaster oven. Rip out all of those phone cords, speaker wire, solid 10 gauge wire, and the three miles of PVC tape. Install the proper color (and gauge) wire. This means a new harness 99.99 percent of the time (\$\$\$ flashing in Moss Motor's eyes - I can see it now). Take the scrap copper back to a recycling plant. You should get enough for dinner at a Mobile Five Star Restaurant, or enough McDonald's hamburgers to tide you over to 1993.
6. Sacrificing virgins (male or female, you can't be picky nowadays) while playing **Megadeath** albums might shock the system back into life. Another variation on this is to dump hot chilli (no beans please) on the system while playing **Slim Whitman**. Use your imagination.
7. Triumphs are underfused. TR3s have two, count 'em, two fuses. Compare this to a typical far eastern import with somewhere around 27,000. Obviously, adding fuses is an intelligent move. Note the person who owned the car before you didn't add any fuses. Add fuses for any extra equipment like radio, fog lights, vacuum cleaner or toaster oven. I don't recommend adding a space heater, the car does quite well on it's own, thank you.
8. When working on the electrical system, especially behind the dash, disconnect the battery leads. Do you really want to learn how to arc weld with a screwdriver?
9. In line with (7) and (8), have a fire extinguisher, or department, on hand at all times while working on Lucas electrics. Lucas is probably the only electrical system prone to spontaneous combustion. Learn not to burn.
10. Certain tools are required to properly service the electrical system on your Triumph. They include: multimeter, continuity tester, clip on cables, Ouija board, fuzzy dice(pair), five pound sledge hammer, and a Pete Rose baseball card.

11. Replace as many components as possible while restoring your car. That way it'll look as good as possible when you've broken down beside the road from electrical failure.
12. If all else fails return to (2), or buy a Volvo.

Conclusion:

Hopefully the results of the in-depth research concluded just three weeks ago will be of use to you (note that this paper can be rolled up, lit, and used as a torch in the case of an emergency, or is that "situation normal"?). It should keep one from becoming a crispy critter, stranded, or frustrated to the point of robbing a fast food store. If nothing else works, attach a magneto and ignore the rest of the system. Kerosene lamps were good enough for an 1898 Mercedes, are they good enough for you?

Ed Note: You can write to Dr. Froot with your questions, just don't expect an intelligent answer.



2003 British Car Events		
Date	Event	Contact
12 th		
August 2 nd	Dayton, Ohio British Car Day 2003	Miami Valley Triumphs & MG Car Club 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

The Golden Telephone

A highly recruited high school football player was visiting schools to try and find the best college for him.

His first stop was at Florida State. When he got there, Bobby Bowden immediately picked up a golden telephone. After talking several minutes, he said, "Thank you, God" and hung up. This shocked the young man. He asked the coach what was so special about the Golden phone. "Well, this phone is a direct line to God. And God tells us whether or not new recruits would be stars at our University." The athlete asked if he could use the phone to ask God what college he should pick "Sure, you can! But it's going to cost you \$150.00. Calling Heaven ain't cheap." The fellow didn't have that kind of money, so he moved along. Who would want to live in Florida anyway?

His next stop was Michigan. Upon entering Lloyd Carr's office, Coach Carr immediately picked up a golden telephone. After talking several minutes, he said, "Thank you, God" and hung up. The boy said, "Hey, I've seen those phones before. Can I use yours to call God and ask what college I should pick?" Lloyd said, "Sure, but it's going to cost you \$1250.00. Calling Heaven isn't cheap.." Again, not having that kind of money, the lad left.

His last stop was in Columbus, Ohio. Upon arrival at the office, Coach Tressel picked up a golden telephone, talked to God, and said, "Thanks," and hung up. The boy just had to use that phone, so he said, "Coach, I really need to use that golden telephone so I can call God and ask him which college I should choose. From Florida it was going to cost me \$150.00. From Michigan they wanted \$1250.00. So how much will it cost me to call Heaven from here at

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 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.home.att.net/
June 20-22		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	

Ohio?" The coach smiled and said, "Nothing, son. It's a local call."

Winter Commentary:

I received this from Steve Hughes – it seemed to say something....



Prepare for British Car Week

This years British Car Week will take place from May 24 through June 1, so be sure to mark your calendars. While you're at it, you may also want to notify your British car club(s) so they can be aware of this special event. If your club leaders aren't aware of this annual event, or maybe they don't understand what it's all about, then please let them know that British Car Week is a British car "awareness" week. It's an opportunity for all British car owners to get their cars out of the garage and on the roads in their part of the world at the same time, and show them off to the people who normally don't get the chance to enjoy them. A time to create awareness of an automobile that used to be plentiful on the roads, but are now much less common. It's also a great opportunity to get together with other British car owners in your community, regardless of marque, and display your cars to the general public. I guarantee you'll meet some great people.

There's no mistaking, British cars of the past are becoming more and more special with each passing year for those who are aware of them. Many of those who aren't aware, will soon become much more interested and will become curious to know more about them. Partly because they represent a very interesting and exciting time in automotive history. A time when a body design could be scribbled on a piece of paper straight from the human brain, then brought to life by the bare hands of a skilled panel beater without the use of modern robotics or computers. It would truly be a shame for anyone to miss out on the chance to learn more about these very interesting machines and how they came into this world. To many people, these cars are a genuine work of art. They are as much fun to drive as they are to step back and take a few moments to appreciate their beauty. In fact, several years ago the Jaguar XKE was entered into the Museum of Modern Art in New York City, and is on permanent display. The Jaguar was the

third automobile of the history of the museum to have this honor, and the very first to be permanently displayed there. This would be a sign of appreciation for all British automotive designs of the past.

Very recently I had the opportunity to visit the Chicago Auto Show, representing most of the new models for this next year. The enthusiastic crowd hovering around the new Mini was a sure sign that old designs are very much appreciated today. People of all ages were crawling all over the car, yearning for the chance to sit in the drivers seat. You might say there's no replacement for the original, but there's no mistaking that Sir Alec Issigonis' original design is what makes the new car so enticing. Other than a few standouts, there are no modern car designs that capture my emotions like the British cars of the past.

The old British motoring days of the past are still fresh in the minds of many I guess, and maybe they're slightly taken for granted by those who have been around for a while. But for those who have never had the chance to experience the joys of vintage British automobile motoring, it is an opportunity that will not easily be forgotten. The thrill of seating ones self onto a bargain sized bucket seat and holding onto a truck sized steering wheel in the cockpit of a sporty little car that could be purchased on Wednesday, raced at the track on Sunday, and then driven to work on Monday is a thrill to behold. The sound of the rumbling engine that lets you know that it is a significant part of what you are about to do. The smell of the hot iron reminds you that something important is taking place under the bonnet. The gages on the facia are doing things that might disturb the casual observer, but they are all a part of a great symphony to the seasoned British car owner. But the best part about these cars is the drive. The roar of the engine, the wind in your hair, the sun on your face, and the landscapes that pass you by. A time to forget about all of your worldly cares and enjoy something that reminds you that life is good. There is nothing timid about these cars, and no one within a reasonable distance can forget they are present.

But if you're looking for a cushy ride, then you've come to the wrong place. There is no GPS in case you get yourself lost, no electric windows in case you're of the faint hearted, and no intermittent windscreen wipers, unless of course you have an electrical problem. The heater always works best during the hottest days of the summer, and the electrics may drive you goofy if you're not careful. Your clothes may smell of exhaust, and in many cases you may have to pull off to the side of the road and turn off the engine in order to listen to the radio. That is, if your car even has a radio.

But be there no mistaking that these treasured automobiles are an extremely exciting pleasure to own and drive, and as time goes on they are becoming less known to the common public. If it weren't for the great efforts of those who get them out on the roads regularly every year, they would become long forgotten by many more. Cheers to those people who keep them on the roads!

So grab your goggles and driving gloves, and be sure to top off your dashpots! It's time to have some fun!

See you on the road....

Scott Helms

BritCarWeek@arczip.com

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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Buckeye Triumphs
9023 Concord Rd.
Johnstown, Ohio 43031

