



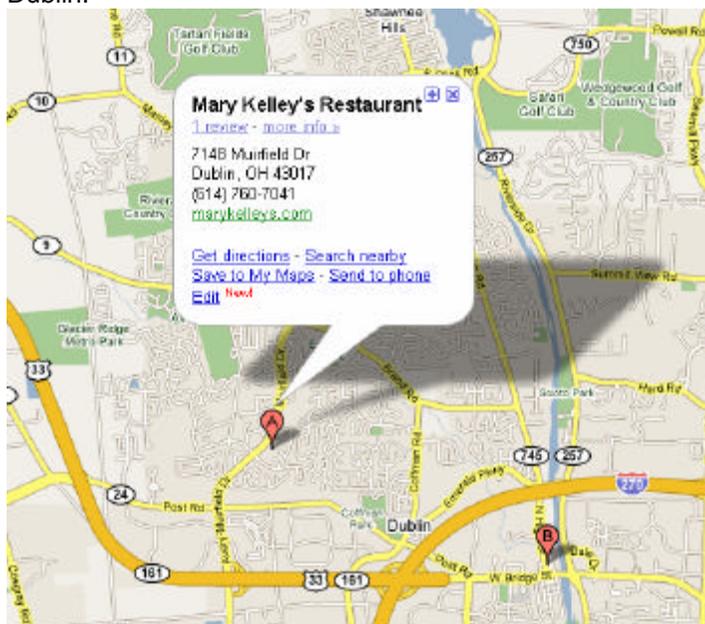
# Buckeye Triumphs Newsletter

Visit us at:  
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 6-Pack Chapter  
 Center of Triumph Register of America  
 VTR Zone Member

**Winner of the VTR Newsletter Award – 2003!**  
 ..... and now 2005!

## BT March Meeting

The BT Monthly Meeting will be on Monday, March 3<sup>rd</sup> at 6:30p at "Mary Kelly's" located at 7148 Muirfield Drive in Dublin.



This event is coordinated by the Henry's

## Editor's Corner

Happy almost end of winter everyone! I've been especially grumpy over the past few weeks, owing to the "below normal" temperatures and the "above normal" snowfalls.

Our new little Farmall Cub sure has come in handy, and as I returned from a business trip to Youngstown recently, I was greeted to a wonderfully smooth, plowed driveway thanks to Ryan. (I have yet to get on the thing to plow the drive myself, Ryan always beats me to it.)

Besides that, not much has happened around here. Since we have moved out of our office, much got placed in the garage space. On top of this, it seems like every now and again we have to have an Easter Egg hunt to find all the tools. I blame Ryan, Ryan blames me - I guess I am the

worst offender. If we can find someone to take the Valencia blue TR250 off our hands, things will improve markedly.

We have plenty in store for 2008, Bill Blake has been "busy" planning events, and this is a good thing. I want to do a drive in April sometime, and I plan on helping with the driving event on the Saturday before British Car Days. <http://www.buckeyetriumphs.org/BCD/bcdindex.htm> Be sure to keep an eye on the calendar.

My thanks again to Ann Gillman for her work on the Website, and she put in some extra time this month putting the technical articles back up on the Web site. Our thanks to Nelson for allowing the use of these articles, however, Nelson is off doing other "things", and is not available for additional comments on the articles. Please respect his privacy.

Not much more from me this month, I really need to complete this and get it up on the Website.

I'll miss you on the 3<sup>rd</sup>, but hope to see you this month.



Bruce Miles [bmiles@intinfo.com](mailto:bmiles@intinfo.com) or [bmiles@buckeyetriumphs.org](mailto:bmiles@buckeyetriumphs.org)

## President's Corner

I guess Punxsutawney Phil was right, and for people like us who enjoy driving our Triumphs the last few weeks of bitter cold, gray skies and intermittent snow have been tough. I'm sure many of you are as anxious as I am to get your LBC on the road again and hopefully better weather is not far off. I have spent the past month working on improving the GT6's worn out interior and it seems like the project is taking longer than I had anticipated (as most of my projects seem to do).

Since our February meeting there have been quite a few club related events go up on our calendar.

- Steve Neumann is hosting a tech session April 12th at his home (7937 Mitchell-DeWitt Rd.) to begin the disassembly of his TR6.
- May 3rd I'm going to make my lift available to club members for spring oil changes and then we can take a short drive to Hooter's for some wings. Just bring your oil and filter and you won't have to get out the creeper and jack stands this spring!
- Bill Blake has put up so many drives and events on the calendar that 2008 should be another busy year for us. I would like to thank Bill for all he does for us as the clubs event coordinator. Bill is active in more local and national clubs than I can count and he works hard at making sure our club has some fantastic drives.

If you have any drives in mind for the club or need a tech session let someone know and we will get it on the calendar.

Thanks to everyone who bought a 10th anniversary t-shirt, we have raised over \$90.00. Kim recently made our reservations for the 6-pack TRials in Townsend Tennessee,

Sept 11th, 12th and 13th. If you have never visited the Smokey Mountains this is the perfect opportunity to see Gatlinburg and drive the Tail of the Dragon with your friends. Last year Buckeye Triumphs had more members at the Trials than any other club and this year I'm sure Bruce will lead a large caravan again. **(Editor's Note - Bruce, Kim and Ryan have their reservations in as well, and will be taking 2 TR's to Tennessee - have you made your plans yet?)**

In the last week the mailman has brought us information about BCD 2008 and other events so that time of the year is getting a little closer.

Murry has volunteered to send out e-mail reminders before all our Buckeye Triumphs functions, I think this will help keep people up to speed on all the clubs happenings. Thanks Murry.

It was nice to see John Van Norman and Chuck Davis again at the last meeting. I would think with 40 or so people attending the meetings lately that once the weather warms up we will have even more folks at the meetings.

Our club recently received a membership inquiry from the U.K. I think that, in itself, says a lot about the quality of our website when folks from across the pond are checking us out online. Thanks Ann Gilman, it's your work they are admiring.

Bruce was nice enough to check our database for me a let me know a little about our cars. We have 59 TR6's, 35 Spitfires, 20 TR3's, 14 TR4's, 8 TR8's, 7 TR7's, 7 GT6's, 6 TR250's, 3 Stag's, 2 TR2's and 1 TR2000. I thought you might think this was interesting. The April meeting is scheduled for the 7th at City BBQ, hope to see you there!

Gotta motor.....John

## **BT Meeting Minutes**

### **Minutes of February 2008 Buckeye Triumphs Business Meeting**

Attendance: Bill Blake and Kathy Scott; Buck, Mary and Sean Henry; Joe Lynch, John and Charma Huddy; Jacqueline and Murry Mercier; Jim and Gayle VanOrder; John, Kim, Samantha, Ryan, and Max Johnson; Steve Neumann; Chuck Davis; Howard Jefferson; Jim and Margo Washburn; Bill and Jennifer Reinheimer; Kevin Eschhofen; John Van Norman; Roy and Linda Gay; Ann and Greg Gillman; Brett and Kathy Evans; Bruce Miles; Bob Mains; Rod and Pat Yost.

The February 18th, 2008 meeting of Buckeye Triumphs was called to order by new President John Johnson at 7:50 pm at Bruno's Pizza on East Dublin Granville Rd. (161). John thanked the VanOrder's for arranging the meeting and thanked everyone there for the great turnout. New member John Van Norman was introduced. He has a TR6, is happy to be joining our club and is looking forward to the tech sessions. He has a wife and young 16 month old daughter.

The Henry's were thanked with a round of applause for hosting the annual Holiday Party at their home last month.

Everyone had a wonderful time. The club cleared \$150 from the party after expenses were paid.

Chuck Davis is now the proud owner of Mary Harp's Spitfire.

Ann Gillman was complimented on the great job she does on the website keeping it current. Tech articles from Nelson Reidel will be appearing on the site soon.

John held an officers meeting last week to do some planning. New Member packets are being created which will include, among other things, discount offers from Doug Braden and windshield stickers designed by Howard Jefferson.

John has designed an attractive t-shirt to commemorate the upcoming 10th anniversary of Buckeye Triumphs. The shirt is gray with red lettering. Cost is \$12, and it is available in various sizes. Let John know if you would like to order one.

Murry Mercier has volunteered to send out email reminders the Thursday before the business meetings since some meetings may not be on the first Monday's. Please let Murry know if your email address changes so he can keep his list up to date.

Regarding hosts and/or locations for our Monday meetings, several months in 2008 have been spoken for: March hosted by Henry's; April will be at City Barbecue in Reynoldsburg; May hosted by Mercier's; October hosted by Gillman's (their renowned fried chicken).

If anyone is interested in coordinating a weekend driving event, be sure to get it on the calendar. Reinheimer's and Huddy's would like the months of July and August.

Tech sessions – John Johnson already had the first one of the new year. John Huddy would like to plan one in April. Bill Reinheimer is interested in having one soon to work on his TR3. Sean Henry bought a Spitfire from Florida and will be working on it.

Caring thoughts are with Eric Jones and Susan Logan as Eric undergoes treatment for cancer in the lining of his lung.

May British Car Day information is on the website – great job, Ann, on the design! John Huddy reported from British Car Council that Quaker Steak and Lube at Polaris is the site for the May 18th show. It should be a good venue. The Saturday night hospitality meet and greet event will be held nearby at a large meeting room at Magic Mountain. No alcohol is allowed there.

Regalia – Bob Mains has some sweatshirts and golf shirts to sell before placing any new orders. Let him know if interested.

If you have any articles for the newsletter, please give them to Bruce Miles.

Upcoming events: Spitfire group, NASS, having a Wing Fling in Lexington, KY, this coming weekend. John Johnson and Joe Lynch are going – let them know if you would like to go with them. Triumph Register of America (TRA) National Meet is June 11-15 at Sawmill Creek Resort in Huron, OH, on Lake Erie. The Roadster Factory

Summer Party will be held June 19-21. 6 Pack TRials will be September 11-13 in Townsend, TN.

Our next meeting was on the calendar for March 10th, but Buck and Mary Henry would like to move it back to the usual first Monday date of March 3rd. They are hosting and will be gone on the 10th .

50/50 raffle winner of \$32 was Jennifer Reinheimer.

The meeting was adjourned.

Respectfully submitted, Charma Huddy, Secretary

## Brett Evans - A Triumph Story

***Editor's Note:** I am very excited to have another Triumph "Story" to tell you folks this month. Brett and Kathy Evans have been club members since 2003. Their Triumph story makes for good reading. Brett and Kathy did this the "old fashioned" way - they TYPED it, thank goodness for scanners and OCR software. I hope you enjoy it as much as I did.*

### PRELUDE (Part I)

A call has recently gone out for more articles written by the member's, and this is my somewhat feeble attempt to answer that call.

While trying to think of what I should write about, I came up with a number of idea's. In the end, I decided to write a series of articles starting with a story about how I was introduced to the British car hobby in the first place. I thought the next piece should be about the car I currently drive, and how I came to own it. Then I started thinking about the people that inspired me to take up this great quest, and also those who offer their support, patience, and understanding (some would say co-dependency ) now that I am hopelessly addicted.

I also began to think of things such as the future of our hobby, and the debate between originality and drivability. Maybe I will think of more topic's to write about in the future, but for now I'll start with these.

While I doubt that I will win a Pulitzer Prize, I hope everyone will enjoy my stories, and possibly be inspired to write their own--after all, if I can do it, anyone can!!

### A BIT ABOUT ME

"Hi, my name is Brett, and I'm a "Triumph-aholic" That's how I would introduce myself if I ever attended a meeting of Triumph's Anonymous. Fact is, I'm hopelessly addicted.

When I was a small child living in Akron, Oh, my favorite toy was a little red plastic car. I asked my father what kind of car it was, and he told me it was a Triumph TR-3.

A few years later my family moved to Columbus. One day I was walking down my street, and there, parked in a driveway, was a car exactly like my little toy. A man in his twenties was tinkering around under the bonnet. I remember thinking "cool car!" as I passed by. Over the next couple of years I saw the car nearly every day, and more often than not, that same man was working on something under the bonnet. I tried to talk to the man on several

occasions, but he didn't have much time for a 10 year old kid.

I was in my mid teens when I saw my first Spitfire. I remember looking at it's swept lines and thinking it was the most beautiful car I had ever seen. To a 15 year old it looked very fast, and very sexy. I promised myself that someday I would own one.

Flash forward to 1988i. I had just completed my second enlistment with the U.S. Army at Ft Bragg, NC. I was staying at the home of a buddy while waiting for the Army to ship my household goods back home. Along the way, I had married, and my home of record was now in New Hampshire.

I soon discovered a hidden treasure in his back yard, namely a 1970 Triumph Spitfire Mk3. My buddy explained that he purchased the car about 6 months previously for \$500.00, but had never driven it due to bad brakes. The car didn't have overdrive, but did have a factory hard top. He also said he had tried to fit the soft top, but that it was too small.

I immediately offered to buy the car. My friend was hesitant at first, but agreed several days later to sell me the car for the same \$500.00 he had paid. I was now the proud owner of the car I had always wanted. Unfortunately, my mechanical knowledge was limited, and my experience with British car's was non-existent.

I had never owned a car with a manual choke before, which made starting her up a hit or miss affair. I did however, manage to "fix" the brakes. One day while sitting in the car, I started about mindlessly pumping the brake pedal. To my surprise, the brakes pumped right up!! Today, I would go over the brakes with a fine toothed comb to find out why they lost pressure in the first place, but as I said earlier, my knowledge and experience was very limited at best.

It wasn't long before I wanted to see what the car looked like without the hard top in place. After removing it, I found the soft top folded down behind the seats. Out of curiosity, I raised the top. To my amazement, it fit perfectly!! It turned out that my friend had tried to fit it during the winter, and couldn't get it to stretch far enough. The weather had since turned warmer, allowing the top to go up easily.

My original plan was to get the Spit running, and drive it back to New Hampshire. I started out by driving around the neighborhood streets, going further each time, until the car became a regular sight all over Fayetteville.

It was then that I made a critical error. In my rush to start driving the car, I had neglected the single most important part of any British car, namely the cooling system. This became readily apparent one hot afternoon when suddenly the cockpit filled with smoke and the tell tale smell of anti-freeze. I quickly pulled over to the side of the road and looked at the temp gauge. It was pegged!!

I never managed to get the car running again, and ended up selling it (again for \$500.00). I will always think of it as

the car that got away, lost due to lack of understanding and pure ignorance.

I have since owned 4 more Spit's, aTR-7, and a Stag. Hopefully, I have gained a fair amount of knowledge along the way. If only I had known then what I know now, I might have saved her. I'll never forget the first time I drove her with the top down. That was the day I became an addict. I've often thought about putting a bumper sticker on my car that says "Do you know Harry W'?"

#### ONE LAST LITTLE BIT ABOUT ME

Divorced in 1996, I moved back to Columbus, OH to be closer to my family. In 2000, I met the love of my life, and we were married 2 years later. My wife Kathy and I have 3 children between us: Scott aged 25, Matthew aged 16, and Audrey aged 10.

I'm always willing to talk Triumph with other addicts, and can be reached at [triumphguy@hotmail.com](mailto:triumphguy@hotmail.com). Also if you're ever in Columbus, stop by for a visit if you have time.

Best regards, Brett Evans

#### MY CAR (Part II)

This story begins in 1989. That is when I first became acquainted with a white 1976 Triumph Spitfire 1500. It was then owned by a friend of mine named Mike Sweet. Mike and I were both active in the British car community, and I followed that Spit all over New England.

Although Mike was never a stickler for originality, his car always had a reputation for reliability.

After my divorce in 1996, I moved back to Ohio and lost touch with most of my club friends, but kept in contact with Mike, speaking to him a couple of times a year.

Of course, once bitten by the Triumph bug it never really leaves you, and it wasn't long before I wanted to become active in the club scene again. After a brief stint with a TR-7 I purchased a Stag and joined Buckeye Triumphs. Because the Stag needed a full restoration, it wasn't drivable on our first club run. My soon to be wife Kathy and I had to take our B.A.C. (big American car). It was during this event that Kathy made the mistake of her life. We were bringing up the rear on a long sweeping curve, with the morning sun beaming down on a long line of Triumphs. she turned to me and said "we've got to get one of these" (I'll never forget how beautiful she looked at that moment!)

Now I had a decision to make. Which Triumph should I buy? After careful consideration, I decided it would have to be a Spitfire. I chose the Spit because of it's ease of maintenance, simplicity, and my own familiarity. I especially liked the way the whole bonnet could be lifted away when I wanted to work on the engine.

Next I had to decide where to buy. I looked in club newsletters, Hemmings Motor News, and even eBay (It's interesting that one of the cars I pointed out to my wife as a good buy was actually purchased by Joe Lynch).

It was during this time that I happened to talk to my old friend Mike. I told him I was looking for a Spit, and he said

"Why don't you buy mine'?" I remembered how well the car ran, and it didn't take long to decide on a price.

One problem, was that the car was in New Hampshire. The other was that he had partially dismantled it intending to do a restoration. He had since bought a Jaguar XJ-6, and lost interest. As he explained, he never wanted to collect cars, and one British car was enough.

I tried to hire a car transporter, but no one would take it because it didn't have working brakes (partially dismantled, remember?). There was also a large number of spare parts including an extra engine and gearbox. I decided to rent a U-Haul truck for the spares, and a trailer for the car.

The last problem we had to deal with was time. Mike said he needed to have the car removed before the end of the month. Neither my wife, nor myself were able to reschedule our vacation time, which meant that the whole operation had to take place over the course of a weekend.

I called U-Haul and reserved a truck and trailer from a place just down the road from Mikes' house, and was assured that they would be ready for pick up on Saturday.

The plan was for my wife and I to drive there together, then she would follow me back while I drove the truck. I had in the past driven this distance many times (about 875 miles each way), and didn't think this would be a problem. I soon saw the error of my ways.

After a brief nap to rest up for the trip, my wife and I left for New Hampshire early Saturday morning. Except for an unfortunate meeting with a New York state trooper, the drive was uneventful, and we arrived at the rental place at about 3:00pm that afternoon.

It was there that we encountered our first setback. They had a trailer, but no truck! After calling around, they located a truck for us about 15 miles away. They told us that if we wanted it we would have to hurry, as the place was set to close in an hour! We made a mad dash, and found the place just in time.

Having successfully picked up the truck, we went back to the first place and hooked up the trailer. By the time we got to Mikes' it was nearly 7:00pm, and both of us were very tired. Mike took us into his garage to look at our new baby I hadn't seen the car in over ten years, and I remember thinking it looked a little "down at heel" as the Brits say, still I also remembered how well it always ran for Mike. In addition, he had installed a rebuilt 1300 engine and the diff had also been rebuilt. The deal was soon done as they say, and Kathy retired to get some much needed sleep, while Mike and I talked out in the garage. We decided to load the car onto the trailer the next morning.

The dawn broke grey and overcast with a light rain. After many unsuccessful attempts to back the trailer into the driveway, including one in which I actually managed the knock the trailer off the hitch, I finally got everything into position. We loaded all the spares into the truck, then Mike and I, with the help of Mikes' father, got the car onto the trailer.

It had taken longer than expected to get everything loaded, and by the time we started on the trip back home, it was nearly 11:30 Sunday morning. The rain had also increased to the point where it had become a downpour! I was a little nervous about the trailer hitch, having already knocked it off once, so we decided to take a slightly different route home. This would add a couple of hours to the trip, but would keep us on major highways, while avoiding the tight twisty roads often found in the mountains. This was especially important when you realize that I was now as long as a semi (both truck and trailer were bigger than I anticipated)

I was further hampered by the speed rating on the trailer. In big block letters it clearly stated that the maximum speed was only 45 mph! (Do the math, 45 mph / 875 miles). I wasn't sure if that was just for insurance purposes, or if it was based on the speed rating of the tires, after all they looked a little small. I had visions of blowing a tire, and watching my poor little Spit careening off into the great unknown! I decided not to tempt fate, and limited my speed to 50 mph.

It was already 5:00pm before we got back on I-90 in New York, but at least the rain had stopped. By now Kathy was growing impatient with our slow pace, and began urging me to speed up. Since I was out of the mountains, and feeling a bit more confident, I agreed.

The whole way back, people were pulling up next to me, beeping their horns, and giving me the "thumbs up". In fact, Kathy later told me that some of them got a little too close trying to get a better look.

It was well after midnight when we crossed into Ohio, and my poor wife was very tired, and very cross. At one point, I missed the turn to enter a gas station, and had to turn the whole rig around in a small parking lot. This seemed to take forever, as I was afraid I would jack knife the trailer. Then Kathy, who was out of her car trying to help guide me back, said "We are never doing this again!" There was fire in her eyes and sparks shooting from her fingertips, and I swear I heard the distant clap of thunder!

It was after 8:00am Monday morning when we finally arrived home. The return trip had taken 20 hours! Both of us were exhausted and collapsed in a heap. It was late that night before I had everything unloaded, and returned the truck. I drank a pint of Guinness over the bonnet, glad we were all home safe and sound.

I still had much work to do putting her back together and getting her running again, but that will have to wait until later. For now, I will simply close with a few of the lessons I learned during the whole affair

1. Try to find a car closer to home: the cost of the truck, trailer, and gas was almost as much as I paid for the car. Truth be told, I never would have done it if I hadn't known the previous owner and car so well.
2. Give yourself plenty of time: 34 hours of driving in two days is tough under any circumstances, let alone with a car on a trailer, and someone following you alone. Make frequent stops.

3. Be considerate of your support person: While I was confident in my own abilities, I failed to take into account my wife's' endurance (again, refer to lesson number 2). My wife is the most supporting person I know, but I should never have pushed her so close to her limit. Car's come and go, but she is irreplaceable. The whole reason she got so cross in the first place was because she was worried about me.



Best regards, Brett Evans

**Notes from Members**

**From:** Jacqueline or Murry [mailto:trsixer@yahoo.com]  
**Sent:** Friday, February 29, 2008 2:00 PM  
**Subject:** TRBits: 3/3/08 BT Meeting CHANGE

TRIUMPH Enthusiasts,

I just rec'd a note from John that the location of the BT meeting on Monday March 3rd has been changed to Mary Kelly's from Iconos.

The time remains 6:30.

Mary Kelly's is at 7148 Muirefield Dr. in Dublin. Their telephone number is 760-7041.

Take SR33 West from I270 to Avery Rd North towards Muirfield, stay straight on Muirfield Dr. for a mile or so to the center on the right. MK's is in the NE corner of the center.

Murry Mercier  
 Buckeye TRIUMPHS

**From:** Ann Gillman [mailto:agillman@aol.com]  
**Sent:** Friday, February 29, 2008 5:40 AM  
**To:** john70350@msn.com  
**Subject:** Fw: hello

John--  
I'm forwarding this for you to reply to him directly as President of our club. I'm sure he will be happy to hear from you.

What a compliment to our club!

Ann

----- Original Message -----

**From:** philip bancroft  
**To:** agillman@aol.com  
**Sent:** Wednesday, February 27, 2008 3:26 PM  
**Subject:** hello

Hello buckeye

My name is Phil Bancroft I live in Stockport in the uk, over the past 4 months I been logging onto your web pages for info, as I am in the later stages of upgrading my 65 tr4a (ex us import ).

I have got to say the help I have got was invaluable thanks, would it be possible for me to join your club?, Iv seen the application but no mention of subscription fees, I know its an odd request because I will probably never meet any of your members in person but I would like to be associated that freely gives advice to a community of like minded people.

Thanks and regards

Phil Bancroft

**From:** billblake  
[mailto:billblake@thekayesco.com]  
**Subject:** Free membership

Hi Bruce,

This was the Queen's reaction to being told we were going to offer her a free membership in Buckeye Triumphs. Thx, Bill



**From:** mhenry1453@aol.com  
[mailto:mhenry1453@aol.com]  
**Sent:** Wednesday, February 27, 2008 8:12 PM  
Bruce:

Mary and I have reserved "Mary Kelly's" located at 7148 Muirfield Drive in Dublin. We need a big crowd to fill a big room so tell everyone to show up.

See you then,  
Buck

**From:** billblake [mailto:billblake@thekayesco.com]  
**Subject:** How Old Do YouFeel?

Eddie Haskell / The Beave / & Wally



Ryan, This was TV show in the 50s. Bill



**From:** Joe Lynch [mailto:jlynch1@columbus.rr.com]  
**Sent:** Thursday, February 28, 2008 10:57 PM  
**Subject:** Boyd Coddington, Hot Rod King, Dead At Age 63  
***Boyd Coddington, Hot Rod King, Dead At Age 63***

World-renowned tuner and hot rod king Boyd Coddington died at 6:20 am this morning. The cause of death is still unknown. Coddington, founder of Boyds Wheels and designer of prize-winning custom cars, had recently been hospitalized twice for an undisclosed medical condition. Although he was thought to be in recovery, rumors of his untimely death began circulating today throughout the forums. A spokesperson for Boyd Coddington's corporation has confirmed to Jalopnik that those rumors are true. The company will be releasing a statement later today.

**From:** John [mailto:johnjohnson@columbus.rr.com]  
**Sent:** Wednesday, February 27, 2008 9:40 PM  
**Subject:** Game

**Took my boys to a Blue Jackets game.  
Cute kids, huh?**



**From:** billblake [mailto:billblake@thekayesco.com]  
**Sent:** Wednesday, February 27, 2008 4:13 PM  
**Subject:** Arthritis Show Registration now open!

Triumphant ones,

The registration is now open for the Arthritis Foundation's 26th Annual Classic Auto Show and Cruise-In coming up July 11th and 12th 2008.

It's never too early to get signed up for this great show again this year at Dublin Metro Center, (maybe the last time there).

Buckeye Triumphs has had a presence at this event for many years, let's keep that tradition going. Fun in the Sun with Classic British Cars and great people!!

What could be better ?!!

Please visit [www.arthritisautoshow.com](http://www.arthritisautoshow.com) and download that registration form and get it sent in.

Triumphs are in class# 28, if you care to see where yours fits in check out the sub-class listing on their website.

The MG Club is pushing for a large turnout this year of those LBCs. We need to have at least 20 more real LBCs than the Morris Garage units!

Hope You can make it this summer, we're going to have a great time!!!!

Thanks,

Bill Blake and Murry Mercier

Events 2008

**From:** Howard Jefferson [mailto:hjefferson@my.devry.edu]  
**Sent:** Sunday, February 24, 2008 9:16 PM  
**To:** Bruce Miles; Ann Gillman; Home Account  
**Subject:** Pictures

Ann & Bruce,

Here are some pictures that are Buckeye or Spitfire related.

First of all the Holiday party at the Henry's home, the passing of the baton, so to speak and the recognition of members. Pam and I had a great time and really appreciate spending time with everyone.

*Editor's Note: First, our "Founding Fathers":*



*Editor's Note: John, please explain what you do with this?*



On the second of February my sons Cub Scout pack had its annual Pinewood Derby. I know they say Spitfires are small, and here is the proof.



I managed to get mine on the race track.



We needed to test the electronics on the track, so I pulled my Spitfire out and let it be used as a test racer. It did OK. That real curvy car next to it won every time, not that I am upset, that was one of ours also. When it came to the actual race Taylors wedge car (the black 31 car) took 1<sup>st</sup> place for his rank. Oddly enough the 3<sup>rd</sup> place car (the purple nearly wedge car) was a last minute request by a parent of us. It was nearly identical to Taylor's car. The purple car took 3<sup>rd</sup> place for both the Webelos rank and in the Pack. I was happy to have some winners up there. This was our last year of Pinewood. I guess I will have to start racing my Spitfire else where. Taylor crossed over to Boy Scout on the 23<sup>rd</sup> of February.

That is all from my corner of Pickerington.

See you later.

R/

Howard

-----  
**From:** John [mailto:johnjohnson@columbus.rr.com]

**Sent:** Sunday, February 24, 2008 11:59 AM

**Subject:** Article

Bruce, You might like this for the newsletter. John

<http://tinyurl.com/2yxmvf>

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**From:** John Huddy [mailto:jhuddy@columbus.rr.com]

**Sent:** Saturday, February 23, 2008 11:23 PM

**Subject:** BT February Minutes

Hi, Bruce. Attached are the February minutes. With the meeting only a week away, I wanted to get them out faster than I usually do.

John, when Kim called about the March meeting, I didn't look at my notes very well before John called her back. Deciphering them for writing the minutes, I was reminded that the Henry's are hosting. But you guys came to that conclusion. After the meeting the other night, Mary said they would probably have it at Mary Kelly's.

Hey, we still need to work on that big Hershey bar! Maybe that will be dessert at Mary Kelly's. Good thing John and I aren't the keepers of the chocolate bar. :o)

Charma

### Events 2008 - Bill Blake

Date	Day	Event Description
3/3	Mon	6:30p -9:30p Business and Social Meeting sponsor is the Henrys at "Mary Kelly's" located at 7148 Muirfield Drive in Dublin.
3/9	Sun	Start Daylight Saving Time
3/17	Mon	St. Patrick's Day
3/23	Sun	Easter Sunday
4/1	Tue	April Fool's Day
4/7	Mon	6:30p -9:00p Business and Social Meeting and Cruise In at City BBQ Polaris - Call us at (614) 573-8686 -
4/12	Sat	Tech Session TR6 teardown. Steve Neumann's 7937 Mitchell-DeWitt Rd. Plain City
4/15	Tue	Taxes Due

Date	Day	Event Description
5/2	Fri	9:00a -7:00p Mid Ohio Scooter Show at Pastime Park in Plain City, meet at my house at 9am for a back road tour to the show, Cushmans, Whizzers and any other contraptions welcome
5/3	Sat	Tech Session & Hooters drive. Oil changes at the Johnsons at 10am then lunch at Hooters. Contact John Johnson for more info.
5/5	Mon	6:30p -9:30p Business and Social Meeting sponsor is Murry and Jackie Mercier location to be announced
5/11	Sun	Mothers Day
5/17	Sat	11:30a -3:00p BCD Drive, leaving from the Comfort Inn at 11:30am, Meet and Greet is at Magic Mountain at 6:30pm, check web site
5/18	Sun	9:00a -3:30p British Car Day at Quaker Steak Polaris and I-71 Host Motel is the Comfort Inn at Polaris
5/26	Mon	Memorial Day (Fed)
6/1	Sun	>Come join the Lake Erie British Car Club for our 10th annual "The British Return to Fort Meigs" British Car and Bike show, located at the Fort Meigs Historical Site, Route 65, Perrysburg, Ohio. While you show your car you can take a tour of a restored fort from the War of 1812, try a challenging British car quiz, shop at one of our vendors, or sample some tasty delights from one of our food vendors. Voting will be by popular vote. A portion of the proceeds benefits the Ohio Historical Society. Contact: Tony Shoviak. Phone: 419-878-2041. Email: <a href="mailto:Tenntony@worldnet.att.net">Tenntony@worldnet.att.net</a>
6/2	Mon	Business and Social Meeting
6/8	Sun	9:00a -6:00p British Car Day in South Bend, IN Minor is the featured marque
6/11	Wed	Huron, OH. - Triumph Register of America
6/12	Thu	TRA runs through the weekend
6/14	Sat	Flag Day - 11:00a -5:00p Nettle Pool Party in the Pole Barn and Annual Belly Flopper Contest - -
6/15	Sun	Fathers Day
6/19	Thu	TRF Summer Party thru the 21st Armaugh, PA
6/22	Sun	Cleveland Champ Car Grand Prix Burke Lakefront Airport

Date	Day	Event Description
6/28	Sat	9:00a -6:00p British Car Showdown during Vintage Races at Mid-Ohio
7/4	Fri	Independence Day (Fed) - 11:00a -8:00p Marietta Parade with Ceremony at the Grave Site of Ohio's Founder Rufus Putnam, call Bill Blake for details.
7/6	Sun	6:00p -10:00p Buffalo Bill Wild West Show Smith Park Sunbury
7/12	Sat	9:00a -11:30p 26th Annual Len Immke Show British Show within a Show Event at Metro Center Dublin as usual
7/19	Sat	American LeMans Race
7/20	Sun	Mid-Ohio Indy Car Race
7/25	Fri	5:00p -12:00p Celina Lake Festival and Amphicar Splash-In with Classic Cruise-In This will be a BT Drive!
7/26	Sat	11:00a -11:00p Delaware Vintage Car and Cruise on Sandusky Street Downtown
8/2	Sat	British Car Day Dayton/British Car Day Cleveland
8/4	Mon	6:30p -9:30p Business and Social Meeting Bill Blake and Kathy Scott to host at Crazy Charlie's US42
8/24	Sun	12:00a -7:00p August Drive First Annual Ohio Winery Tour Waldo, OH
9/1	Mon	Labor Day (Fed)
9/8	Mon	Business and Social Meeting
9/11	Thu	TRials 2008 - Townsend, TN  Townsend is a great place to visit, to do business, or to live. It has many recreational and sight-seeing opportunities of its own - as well as being adjacent to the Great Smoky Mountains National Park. This enchanting community has an interesting history, and some fascinating local attractions. It is a part of historic and scenic Blount County, Tennessee with easy access to Knoxville, and the University of Tennessee in addition to the shops and shows of Gatlinburg, Pigeon Forge, and the more commercialized areas of the Smokies.  Valley View Motor Lodge  We have reserved a block of rooms at the Valley View at the discounted rate of \$225 plus tax for three nights. Additional nights (like Wednesday or Sunday) are only \$55 per night. The club has guaranteed a minimum number of rooms so be sure to

Date	Day	Event Description
		stay at the Valley View. Registrations made after August 1,2008 will be made on a space available basis.  Call the Valley View at 1-800-292-4844 and mention 6-Pack TRials to obtain the group rate
10/6	Mon	6:30p -11:30p Business and Social Meeting at the Gillman's Annual Chicken Fry
10/13	Mon	Columbus Day (Fed)
10/31	Fri	Halloween
11/2	Sun	End Daylight Saving Time
11/3	Mon	6:30p -9:30p Business and Social Meeting
11/4	Tue	Election Day
11/11	Tue	Veterans Day (Fed)
11/27	Thu	Thanksgiving
12/1	Mon	Business and Social Meeting, this is an optional meeting
12/25	Thu	Merry Christmas
12/31	Wed	Happy New Year

**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).

**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](mailto:buckeyetriumphs@BuckeyeTriumphs.org)

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

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TR-7 & 8's: Ron Fowler 614-397-3685 [tr8@att.net](mailto:tr8@att.net)

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

**Comedy Clips**

Editor's Note: Bill Blake provides an insightful, (and I believe doctored up) article:



**Space Station Modules Proposed by UK Scientists**



**TECH WEDNESDAY**

By [Jeremy Hsu](#)  
Staff Writer  
16 January 2008

Two habitation modules emblazoned with the United Kingdom's Union Jack could launch to the International Space Station (ISS) by 2011 under a new plan devised by British scientists and engineers, formerly of Triumph Standard.

The proposal — not yet official with the ISS partnership — would not only improve living conditions on board the space station, but would also allow the United Kingdom to join other nations that have a foothold in space. Rumor has it that they were invited to bring the beer, notably Newcastle and Bodington.

"I don't think there's an excuse for us not to be engaged in manned launches," said Mark Hempzell, aeronautical engineer at the University of Coventry and lead electrical quality control manager.

The proposed [Habitat Extension Module \(HEM\)](#) would consist of two modules attached to the ISS Node 3 segment, a hub-like connecting module slated for a 2010 launch. The British addition would provide additional life support with an all electrical based battery system developed in Coventry by former Triumph Standard and some Lucas hourly workers. Because NASA plans to retire the space shuttle by 2010, the HEM modules would launch on a Russian-built Soyuz-Fregat rocket in 2011 at the earliest. Once in orbit, the modules would use a Lucas designed propulsion system to reach ISS, as yet untested in space.

Although ISS has plenty of experimental space for conducting scientific research, earlier plans for [expanded living space](#) were scrapped due to lack of cold beer. The HEM modules would resurrect those facilities and provide enhanced protection for astronauts against space radiation and errant dart games.

Each module is a cylinder 12.5 feet (3.8 meters) in diameter and 18.7 feet (5.7 meters) long. The two modules would add 3,531.5 cubic feet (100 cubic meters) of living space, doubling the room provided by Node 3. They would include a communal area and six crew rooms with a radiation protection equivalent to 20.5 pounds of lead per square foot (100 kilograms of lead per square meter).

The modules would also deliver about three tons of supplies and experiments when they arrive to help keep the space station running, including the Newcastle and Bodington Pub Ale.

"It's doing two things," Hempzell told *SPACE.com*. "Britain would make a contribution while also delivering a load of logistics equipment, and paying for the running costs and supplies."

That would cost the United Kingdom approximately \$1 billion (530 million British pounds) to build, launch, and run the HEM modules until 2015, when the [current operating life](#) for ISS ends. The British Interplanetary Society supports the proposal, but the government has serious doubts.

"The British government keeps saying it's aware, but it's not actually saying it's going to do anything about it," Hempzell said.

An alternative proposal would simply use the Russian "[astronaut tourist route](#)" to launch British astronauts and some experiments into space, at the cost of just \$31 million (16 million British pounds). However, Hempzell noted he was much more "enamored" of the bolder approach, including Newcastle and Bodington.

The United Kingdom currently makes no contribution to ISS and is not involved in the European Space Agency's [activities on space station](#). For instance, the British opted out of contributing to the [European Columbus module](#) that is scheduled to launch with space shuttle Atlantis in February.

The British flag is currently displayed on the ISS Destiny module only because the nation signed the Space Station Agreement. Hempzell wants to see the United Kingdom take a more active role that would allow its scientists to participate in space-based research. He feels they have much to learn.

Current ISS participants such as the United States seem cautiously open to a serious British effort.

"If the British National Space Center decided it could do something this crazy, NASA would look at the feasibility in terms of power, crew size, and propulsion," said John Yembrick, a NASA spokesperson at the agency's Washington, D.C., headquarters. "They are our closest ally in the world of technology."

"In general, we support Newcastle and Bodington Pub Ale," Yembrick added.

For now, Hempzell and his peers hope the idea will spur British space efforts as a new space race heats up across the globe. On the question of whether to take action, "the answer 'Lucas' is the wrong answer," Hempzell said.

Engineers at Lucas and the former Triumph Standard men feel they can make it work even with their outdated machinery and tooling because of their vast experience in electrical components that work under harsh conditions such as summer heat, occasional rain and faulty connectors. They are members of the longshoreman union that were laid off in 1976 near Coventry but worked at the TR7 plant for years making the wedge and then the Stag, generally regarded as the best Britain had to offer.

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

Subject: FW: Engineers figure women out....

Submitted without comment.....



top, bumpers re-chromed), and the engine was rebuilt by Sam Halkias with new stainless exhaust. It has overdrive and a rollbar. Price \$12,500. Reduced to \$11,000 - If interested, contact Steve Hughes - 614-296-6074 - [shughesp@yahoo.com](mailto:shughesp@yahoo.com)

**Classifieds**

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My parts business has moved to 539 Cambrian Road just east of Urbana. The new phone number is 937 834-1690.

I can supply new parts, used parts and some NOS. I sell Moss, Roadster Factory, BPNW, among others parts at dealer's cost to Buckeye Triumph club members. My website is [WWW.triumphparts.com](http://WWW.triumphparts.com)

Doug Braden  
Doug's British Car Parts  
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