



Buckeye Triumphs Newsletter

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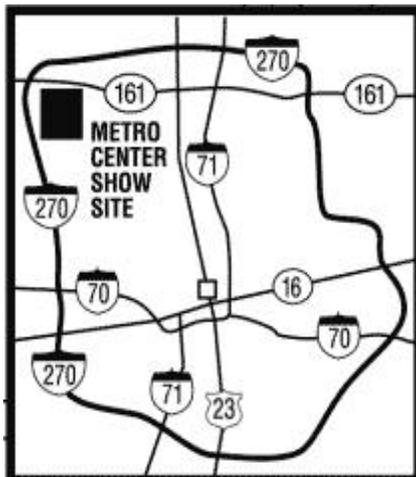
HOT FLASH— Upcoming Events!

BT Social / Business Event – Len Immke car show July 7th & 8th

The BT Social and Business event for July will be the Len Immke Classic Car Show & Cruise in on July 7 & 8.

BT is once again sponsoring the Triumph “Show within a Show”. Let’s have a solid turnout for a good cause!

Located in the Dublin Metro Center, Dublin Ohio



Schedule of events is as follows:

FRIDAY JULY 7	
3:00 pm	Cruise-In Registration Begins
4:00 pm - 7:00 pm	Valve Cover Racing For Kids
6:00 pm	Cruise-In Judging Begins
4:00 pm - 7:30 pm	Chuck Steele spins oldies
7:30 pm - 10:00	Mike Albert performs "Memories of Elvis"
9:00 pm	Awards Presentation
SATURDAY JULY 8	
7:30 am - 11:30 am	Classic Auto Show Registration
10:00 am	Free Judging Class, Front Stage
11:30 am	Drivers Meeting & Judges

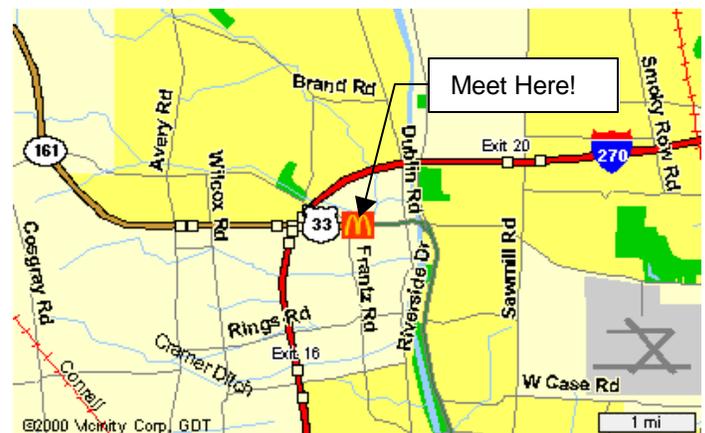
	Meeting, FrontStage
12:00 pm	Classic Auto Show Opens
12:00 pm - 4:00 pm	Chuck Steele spins oldies
12:30 pm - 4:00 pm	Car Show Judging
4:30 pm	Awards Ceremony & Parade (Blue ribbon recipients participate)
7:30 pm - 11:00 pm	Phil Dirt and the Dozers Concert

JULY 15th DRIVING EVENT

Come Join Us for A Castle Tour...

It's not that some of us haven't seen any castles lately, but not in the U.S.!?!?!?

The July driving event will begin at McDonald's in Dublin (337 W. Bridge St., S side of SR161 west of old Dublin Rd.) at 9:30 am Saturday July 15. (Here's a map)



A picturesque route along Big Darby has been selected to bring us to the Piatt Castles near West Liberty at about 10:45. After a tour of one of the castles, we will drive to an appropriate restaurant for lunch.

Please RSVP to Jim (740-267-2110) or Murry (614-888-0838) so we know how many reservations to make.

Jim VanOrder Vanorderj@cham-cor.com & Murry Mercier TRSIXER@yahoo.com

Editor's Note – Even if your Triumph doesn't feel like joining us, bring your everyday car and join in on the fun of these events!

Editor's Corner

NEWS FLASH! **Ryan has his license!!** Guess which car was his first choice to go for a ride in solo? Yep, my '72 (his mother said no, of course...)

He did take it for a spin today, though – I don't think I've ever seen a bigger smile on his face as when he came "tooling" into our office parking lot in the TR6 solo.

I love the way that Ohio does the drivers license thing these days. You get your temps at 15½ and have to drive with your (shudder) PARENTS for 6 months. This is much

different that the way it was when I turned 16 (we won't say how long ago THAT was ☺)

All kidding aside, he has turned into a great driver. He drove most of Eric's "River Run" and there are more twisty bits in that than any other event that I have been on. I felt safe and secure the whole time.

Work continues on our 74 rebuild. Here is what the body looks like now:



Some additional pictures include:



We now have a spare engine with good oil pressure! Our thanks again for the use of Nelson's engine hoist.



The TRIUMPH vs MG race at Mid Ohio was a bust. What happened to last years TR6 folks. Oh well – MG's kicked Triumph's * * *.

We did have fun on the "Parade lap"



Here we are doing about 70 (oops – I mean 40) on the track . It was much more fun than last year.

The rest of the day wasn't much fun. The Buckeye Triumphs EZ up awning "got loose" in the wind and cart wheeled into (you guessed it) MY car. Big scratch in the front fender. Glad I was planning on a paint job this fall. If this had happened next year you wouldn't want to be near me.

Then it starts to rain, so Ryan & I get in the car to wait it out. The windows get all fogged up and we don't notice that a "lake" is forming around us. (up to the frame) Ryan had a cow as we motored out (causing quite a wake).

We were at Mid Ohio 2 weeks earlier for the SCCA races and watched Sam Halkias take first in his class. Here is a quick picture of Sam at these activities:



Way to go Sam!

One last note. Matt Merz has a prototype name badge that he was taking collections for at Easton. Here is what they look like:



(This is obviously NOT Matt!)

See Matt at Immke to order your name badge.

See you in Dublin on the 7th and 8th!

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – July 21st, 2000

President's Corner - July, 2000

We are midway through another great Triumph driving season already and we are getting ready for some more terrific events yet to come. The July activities need YOU to make them truly OUTSTANDING, so make sure you read the articles in the newsletter for the details about the Immke Car Show with the TRIUMPH Show within a Show. Then make sure you join us there. We will make this event

our July social and business meeting so come on out and help us plan for more activities yet this year. Remember that the club is sponsoring one of the Triumph classes this year and we need a lot of cars there too.

Later this month we want to show the ladies in our club that we really appreciate them by making each one a Queen for the Day and give them a tour of the Castle. See the details from Jim and Murry that will turn July 15th into a day for the ladies.

The June social meeting was a relaxing evening at Sunny & David Rempe's home with plenty to eat and drink; everyone thought the hosts outdid themselves in offering the attendees a charming venue for their car talk and tales. Thanks for a great evening!

Speaking of tales, I was not able to attend since my brother and I were sharing the driving chores for four days and sitting long hours on our tails, as we guided a 25' truck and car hauling trailer over the interstate highways to California; so I've some new tales too.

The Mid-Ohio Vintage Races were attended by many club members, some by way of the caravan up the back roads where we did pass a few MG's, who missed a turn at Sparta, others who used their own route up the Last Open Road to get there. Did anyone get to talk to Burt Levy about his books??

The day had its ups and downs for drivers, enthusiasts and our club easy-up awning.

The day was great with exciting racing, especially at the end of the back straight after a big XKE's engine let go and laid down an oil slick that rivaled the Exxon Valdez incident.

Then the rains came and we tucked in anywhere we could to find shelter, under the pines, in the cars and even in the port-a-johns where temporary stops for some folks soon required an exit out to the open skies and refreshing rains.

The British challenge was a sad event for the Triumph followers, with few Triumph models actually racing or leading the event. I am told that the Marque did TRIUMPH in the end somehow; we may need some explanation from more astute racing aficionados.

Then, the really sad part of the day...the club awning became airborne and made several attempted landings before crashing into a pair of TR6's in its path. Bruce Miles and a gentleman from Louisville are reeling from the rude assaults and assessing their damages. I know we will set things right for them; thankfully the damage was limited. We also will need to assess the extensive repairs needed for the bent/broken struts and our methods of securing the flighty awning at future events. We may need to get some liability insurance.

There's a lot for us to do yet this year; come to the July events and help make 2000 the Triumph year we will remember above the past years; see you there.

Bob Mains ims_mains@ode.state.oh.us

Officers and the Fine Print

The Buckeye Triumph Newsletter is a publication of Buckeye Triumph Club, and the content herein is not officially endorsed by the staff or members of the Buckeye Triumph Club, 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...

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Minutes from June Social Meeting:

June 6th Social Meeting hosted by Sunny & Dave Rempé
Kudos and many thanks to Sunny & Dave for hosting the Tues evening meeting at their home in Little Turtle. For those of you who did not make it, it was one of the best eating get togethers we have had. She sure put on quite a spread and along with the grilled meats, it was a very delicious evening. We had around sixteen in attendance.

Sunny is anxious to get her TR6 running, so during the evening we made a pretty good inspection of her car to help her determine what needs to be done. After giving her a list of repairs that need to be made, she has made arrangements to drop the TR6 off with Eric Jones and he will, I am sure get it back in fine running shape. Hopefully she will have it back on the road within the next month.

Thanks Sunny and Dave for a fun and enjoyable evening!

Editor's Note: Sorry I was out of town on Business – Ryan really enjoyed it – I here your TR is on the road again – see you out there!

Late TR Guy

The Continuing Adventures Of...



July 2000: By Bruce Clough

Hmmmm, A-Changes They Are A-Comin'

What happened to Early TR Man? He turned into a Late TR Guy! What? Blasphemy! Sorry, folks, after driving a TR7 I can't go back! What??? I'll explain. Comparing the handling qualities and maneuverability of the TR4 and

TR7 is like comparing a Brewster Buffalo to a P-51D. The next step is to go "Full Fowler" and get a TR8, but I think I want a nice TR7 FHC first (no not a Victory Edition – you can have that one!).

Does this mean the TR4's for sale, No way Jose. I will be working on it over this summer to make it more drive-able, and I'll finally clean up the rear axle area. Oh, and there is this pinion seal that needs replaced...

(By the way, that is the original drawing of the burning TR7. You might see a few of those around, but it was this TR Guy that drew it first! (You Miami Valley Triumphs old timers will note that Steve Baltes is at the wheel!))

Cincinnati British Car Show-A repeat Of Last Month

For those of you who read this and live near Cincinnati, you probably already know this stuff, for you other Ohioans, if you want more info on the Cincinnati car show in July, go to

<http://members.aol.com/bccgc2/BCD2000.htm>

Yes, Bruce is going, now with at least two cars, and one of them is not the Merc...

Mystery Revealed

Remember last month when I wondered what the rubber rectangle I found in Inca was? Frank Ciboch pegged it, it was the center piece from a stock steering wheel. This car was a 30th Anniversary Edition car and was supposed to come with a special steering wheel rather than the plain black plastic one. Well, it didn't, but the original owner had the wheel ordered and replaced by the dealer, and he kept the original wheel (which I gave to Frank). This center piece must have fallen off and was forgotten about!

Immke Auto Show

I could be original and write a bunch of stuff about the show, or I could go ahead and steal Murry Mercier's prose on the subject...hmmm, I guess Murry wins!

The time is rapidly approaching for the Buckeye TRIUMPHS-hosted TRIUMPH-Show-Within-A-Show at the Immke Classic Auto Show & Cruise-In in Dublin, July 7-8, 2000. Previous shows have had ~1,000 cars at the Cruise-In on Friday and ~700 cars at Saturday's Classic Auto Show. This is one super auto event!!

As at last years show we will have 1st, 2nd & 3rd place trophies in six TRIUMPH classes. This year, thanks to the generous class sponsors including Doug's Parts, Dynabrite Bulbs (Bill Blake), British Isles Gifts (Mike McKitrick), Miami Valley Triumphs and Buckeye TRIUMPHS, we will award an engraved glass Best of Triumph Show trophy.

If you haven't registered be sure to get the pre-registration deal before July 1st: \$25 for Friday's Cruise-In &

Saturday's Classic Auto Show, both concerts and a T-Shirt. The poster and T-Shirt are outstanding this year with pictures of the featured marques (AMC, Italian Sports Cars and Street Rod). See the updated web site for photos from last year's show (including 3 Triumphs) and a downloadable registration form.

<http://www.immkeautoshow.com>

Ron Fowler has graciously agreed to be the Ramp #9 Captain seeing that you are all parked in the proper order and Doug Braden will again head up the TRIUMPH Show-Within-A-Show judges. Check with them if you are interested in helping.

The TRIUMPHS will be located in about the same location as last year in the grassy area opposite the Wyndham hotel (see maps on the web site or contact me for directions)...Look for the Buckeye Triumphs banner and canopy.

This one of the largest auto shows in the Midwest and a great chance to show off our cars to thousands of people and at the same time help raise funds for worthy foundation. Don't worry if your car is not in 'concours' condition (judging is optional)... remember this is a fund raiser for the Arthritis Foundation as well as a chance to meet and share with 'gear heads'. (Have you noticed my paint job?... well maybe next year.)

A variety of food and beverages will be available from Schmidts, Weldons, Pepsi and Miller... or bring your own picnic....

See you there!!!! for a great time!!!!

Murry (rsixer@yahoo.com)

Now how can I out-do that??? I couldn't even try. Registration starts at 9 am, so plan on meeting at the Xenia Bob Evans (400 W. Main Street in Xenia) at 0730 for Breakfast. We'll be on the road at 0830 which puts us in Dublin about 1000. If you need more info get in touch with me at 937.376.9946.

Fall Tour Options

I'd like to get your opinion on what we should do for the fall tour. I've come up with several options, and I want your feedback.

- It's been suggested that Metamora, Indiana might be a good place. What I'm thinking of is going to Metamora, then back to the northwest side of Cincinnati for dinner.
- Hold it in a rally style. It's been a few years since I've done this. We'll visit many interesting spots and everyone gets to read my rally instructions.

I think I'm leaning towards a rally since that will be shorter and more can attend. This would also save Metamora for the Spring Tour next year. I'm looking for your inputs. Any suggestions?

Clifton TR's – The Final Chapter

Just for kicks and grins I went back and looked at the TR7 in Clifton. It had a flat, but the guy got it started. I was idling rough, but I expected that. The interior had new JC Whitney carpet and it showed that the sun roof leaked a little. Seats were worn and everything was a bit dirty. Trunk leaked also an a bit of rust was starting at the bottom. Oh I love that mildew smell. Two strikes.

On opening the hood I noticed that the engine and inner fender wells were dirty and looked repainted, that is overspray was everywhere. Wiring looked typically haphazard with lots of electrical tape ready to fall off. The passenger's inner fender was badly distorted and the driver's side had been pushed out. He explained that he had owned a wrecking yard and this was brought in, hit in the passenger's front. He fixed it and put it back on the road. Well, that really explains all the bondo. Strike three.

At that point I thanked him for his time and ran away.

Any uni-body that has been hit hard enough to total on the front end will probably never drive absolutely straight, especially if done without the help of a shop that has the specialized alignment equipment. This looked like it might go down the road sideways, kinda like a Nova! Beware! He was asking \$4200, I was guessing it was worth more like \$1200. I want to revise that down to <\$400. If anyone is interested his name is Holloway and the phone number is 937-376-4058...if I remember correctly...

Spring Carlisle – For The Ducks Only...

Rain! Well, it is spring, so I guess I should expect it. I only stopped by for an hour or so anyway. I was on my way back from a week of meetings in DC and I thought I'd pop in a few vendor's tents and say hello. While I was there the place wasn't muddy, but since they were predicting rain the entire weekend I suspect Sunday was one long quagmire. I said hello to a few folks from Mason-Dixon TRA and Western PA clubs and well as a few folks from the Central PA Triumph club, found a TR7 workshop manual, and beat it back to the Turnpike for the drive home.

Was it a good meet? Well, in an hour in the rain it was hard to judge, but I'd say that the amount of import stuff was down. This could have been due to the sucky weather and the fact I was there Friday morning, not Saturday. The stuff for the "Hip-Hop" cars was up, dang near half the show, and there were a number of those cars cruising around (I want one of those stainless mufflers on the TR7, but I don't think the 18" sub-woofers will fit...). There was also quite a bit of Fiero and Corvair parts - since when were they imports? Several decent TRs were for sale, all TR4's, as well as a project TR3 body tub and frame for \$550. No TR6's, but a few Spits could be seen, most needing TLC, and a lot! I was looking for TR7 wheels, but none could be seen. Drat...

Oh, while I was there for my short tour, I was handed this letter, a call to arms, per se:

Carlisle Spring Import Show Is GONE!

17 May 2000

Dear Import Auto Enthusiasts,

Most of you are aware the Carlisle Productions has decided to move the annual Spring Import Show to the fall starting next year. The reason for this is complex and concerns other events that they are now producing outside of Carlisle. In the traditional place of the Import Show there will be a show for custom cars, referred to by some as "Hip-Hop" cars. This is the next generation of car enthusiasts doing their thing!

For many of the vendors, dealers, and participants, moving the Import Show top the fall will be disastrous and will result in the show being canceled due to lack of interest. The vendors want to move their supplies, parts, and regalia at the beginning of the season and will not wait until the end of the year. They will find another venue to sell their wares and we, the attendees, will not have the large numbers and varieties of materials available to us. The spring is the time that we all start our repair projects. Acquiring parts and goods in the fall is not the answer. We need to have our voice heard in this manner!

Many of our Car Club Organizations are also quite visible at this meet, passing out club info, magazines and newsletters. These organizations are recruiting new members who need to see what the club is about by attending meets during the coming summer, NOT "after the fact" members, who will have to wait until next year!

You can begin with your motel an hotel operators. The young people driving the "Hip-Hop" cars will not be selling out the local accommodations as we have done for years. Tell your innkeepers to call Carlisle Productions and voice a concern because it is going to hurt the innkeepers in their most vulnerable place...their wallet!

Secondly, write a letter AND call Carlisle Productions and voice your dissatisfaction. The address and phone number are listed below. Thirdly, tell the vendors that you are unhappy with this arrangement and ask them to put pressure on the Carlisle Production staff. They, too, have an important voice in this matter. The old axiom, money talks, is what we need to remember as we try to turn this course of events around!

Please, take time to contact Carlisle Productions NOW, because we will never get it moved back once it has been placed on the back shelf in the fall. Your help is needed! We hope to see you at Carlisle NEXT SPRING!

Steve Bell, Northeast Region, Austin Healey Club Of America

Letters to: Mr. John Kutsch, Carlisle Productions, 1000 Bryn Mawr Rd., Carlisle, PA 17013.

Calls to: Lisa Leathery or John Kutsch, Tel: 717-243-7855, ext 4

Now, I'm sorry, but the above smacks a little bit of whining! I think the "Waynes World" movie line of "Change? We fear change!" comes to mind. The Hip-Hop guys are the growing market, and Carlisle Productions is going with the flow. No, I'm not a fan of roller-skate wheels and ear-deafening stereos, well maybe the stereos are okay, but they are just doing good business. What we should do is bring in more vendors and people for imported cars rather than screaming and yelling. A few other observations:

1. After the quagmire of this year the fall, which is drier and has better scenery, looks attractive.
2. Shops and individuals who sell parts will still be there. If there is a buck to be made they will come, and what other import show are they going to go to?

The one truism is the bit about getting club members before summer, but that doesn't affect us since Carlisle is far from Ohio, and effects clubs like MVT since the Dayton BCD is in August anyway, well after Carlisle.

So, if this gets your dander up, the address and phone number is above. As for me, I'm actually looking forward to a fall show. Maybe we could make it a multi-day event and B&B the trip? Any takers?

Tech Tip Of The Month

This month's tech tip comes from the TR7/TR8 mailing list. The winking headlamp is a common problem with these cars and the following is the cure as told by the list electrical guru, Dave Massey. Peter Graham (of the UK) wrote the initial letter:

Did Triumph develop "pop up" headlights solely for the purpose of giving me a mission in life?

After fixing what seems like every fault that they could exhibit & naively thinking it was OK to turn my headlights on again, after a month without a fault manifesting. Surprise surprise my headlights have got together in the garage while I was sleeping & thought of a ne one (tell me if you think I am getting paranoid). When I switch them on now they both lift (making me think that maybe this time it will be OK) after about 1 minute the drivers light lowers, then lifts, lowers then lifts & goes on infinitum, winking at oncoming cars.

I have made the usual checks such as the earth, water shorting out the circuit etc. I suspect a dry joint is the culprit, but don't want to strip the unit down if someone knows it is something else.

Peter Graham

Peter,

Sorry for taking so long to respond but I was away at a car show and priorities are priorities, after all.

Over here in the colonies we frequently see two light switches that control a single light. This allows the home owner to switch on or off the light from two locations. This is accomplished using two SPDT switches. The mains are connected to the common terminal on one switch and the lamp is connected to the common terminal of the other switch. The two switches are interconnected with two wires, one each to the normally closed and normally open terminals. The first switch will switch the mains power to one of the two wires and the other switch will connect one of the wires to the lamp.

To switch on the lamp mains' power is fed to one of the wires by the first switch and the second switch connects the lamp to this same wire. It doesn't matter which wire as long as mains power has a path to the lamp it will be on. To switch off one need only move one switch and the path is broken. To switch on one need only to move one switch and the path is re-established.

The headlamp motor circuit on the TR7/8 works the same way. The fascia switch will switch the battery voltage to one of two wires. These wires run to limit switches in the motor assemblies which will switch based on the position of the crank arm of the gear motor. When the headlamps are switched on 12 volts is switched to the blue wire which runs to the switches in the motor assemblies. If the head lamps are not in the raised position this voltage is fed on through to the coil of the relays which run the motors. The motors will continue to run until the headlamps are in the raised position at which time the limit switch will switch and de-energize the relays which will stop the motors. And when the fascia switch is set to the head lamp off position 12 volts will be removed from the blue wire and switched to the brown/blue wires which will run the motors until the headlamps are in the lowered position.

Since only one headlamp is acting up I would suggest that the problem is with the limit switch on that particular unit. It is likely that the operating mechanism for the switch is clogged with dirt and needs a cleaning. Do this and I'll bet your gremlin will go away.

...then you can wait for the next gremlin... Good luck.

Editor's Note: (in deep baritone voice):

Thanks "Late TR Guy".....

BT Events:

Buckeye Triumphs – 2000 Events Calendar	
July	
8	Social/Business meeting – Len Immke Car Show - Triumph/Show in a Show
15	Driving Event –
August	

Buckeye Triumphs – 2000 Events Calendar	
1	Social/Business Event – Need a sponsor to host a Picnic in the Park Event
11-13	The Roadster Factory summer party – Armagah Pennsylvania
19	Driving Event – Need a sponsor
September	
5	Social/Business Event – Need a sponsor
16	Driving Event – Bruce Miles / Bob Mains –Tour of Lake Erie – possibly an overnight event – details TBA
October	
3	Social/Business Event – Need a sponsor
21	Driving Event – Need a sponsor
November	
7	Social/Business Event – Need a sponsor
18	Driving Event – Need a sponsor
December	
5	Social/Business Event – Need a sponsor – Election of new officers

Buckeye TRIUMPHS REGALIA

Golf Shirts –Outer Banks - 100% Cotton \$35.00
 Style 17434-Solid body color with Collar of contrasting color

- Wine, with Navy Blue
- Spruce, with Navy Blue
- White, with Black
- Navy Blue, with Green
- Oatmeal, with Green

Style 17489-Solid body color with a striped Collar

- Spruce, with Blue Stripe
- White, with Black Stripe
- Black, with Red Stripe
- Red, with Blue stripe

T-Shirts - Lt Grey Cotton \$14.00
 BTC Logo - front
 Large Wreath Logo – back

Patch Embroidered Logo \$10.00
 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 at a cost of about \$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).

Notes from Nelson

Editor's Note: This month will complete Nelson's trip to Europe. Our destination: the Black Forest.

Navigation on the expressways was pretty easy. One difference from the US is that the signs show the directions to specific cities, sometimes they show the route number and they never show the compass direction (north, south, etc.) I think this is done to accommodate those folks have no idea which direction they want to go. The signs listing towns became a problem when I got on the secondary roads. I had to lookup all the local village names so that I could follow the signs. Some signs pointed to towns with only a couple houses that weren't shown on my map. This added to the excitement and adventure. However, I did make it to Triberg with little trouble. Triberg is a lovely town of about 5,000 people. I had a nice room in a Gasthof in a nearby village --- cost about \$40 per night including breakfast. The main attraction of the area is the picturesque hilly countryside and small villages.



Black Forest Inn

The 350-mile trip from Triberg to Paris was straightforward. There is nothing at the German – French border except signs telling you that the highway is changing from a freeway to a toll road. I had arranged to return the rental car at Orly airport because I figured it would be easy to find the airport. That was a mistake. Actually I had no trouble finding the airport but had a lot of trouble getting on the correct road to get into the airport. If one is in Paris, the signs to get to the airport are great. If one is coming from outside of Paris, most signs tell one how to get to various parts of the city and none tell one how to get into the airport. I made it with only a couple wrong turns.

The next problem was that there are no signs in the airport directing one where to return a rental car. I inquired at a Shell gas station where unfortunately, the woman seemed to speak no English. I showed her the Hertz envelope and she then drew me a little map and identified which parking lot I should enter. My merci brought a big smile from her. Once in the parking lot I followed the signs to Eurocar --- and found the Hertz lot next to the Eurocar lot. Apparently Hertz is not allowed to erect signs. After turning in the car I had to wait in line for about 30 minutes to get a cab. There were plenty of cabs, but they had to enter via a single lane road and pickup the fares one at a

time. Must have been designed by a bureaucrat! There are also trains from the airport into the city. Unfortunately, I didn't know exactly where my hotel was located. The taxi driver had a hell of a time finding the street --- it is very small and not on most maps. Next time I will find out where the hotel is and take the train.

My hotel was located in the Latin Quarter that is an exciting part of the city with many restaurants and street cafes and relatively inexpensive compared to the other tourist areas of Paris. Nearly all important tourists sites were within a few miles and walking to them was possible which I did on sunny days. There was a metro (subway) station nearby from where I could get to any point in the city in a very short time. One drawback with the metro is that it can be very crowded at times. Some Europeans bathe less frequently than Americans so they get a little ripe; almost makes you wish for smoking odor. Also, one must guard against pickpockets --- that young woman that is flattering you with her attention in the close quarters may have her other hand in you wallet pocket.



Paris Metro

Everything was much cheaper in France than in Italy. Hotels were less than \$100/night and meals in Paris were less than \$20 and later on the Normandy coast I could eat for about \$10 a meal --- \$5 if I went to McDs.

After Paris I rented another car and drove west to the Atlantic coast. The first objective was the Channel Island of Jersey that is reached by a 75-minute ferry trip from the port of St Milo. I had initially planned to take the rental car across to Jersey on the ferry. When making reservations over the Internet I found that the roundtrip ferry charge for the car was more than \$150. I called the ferry company and they told me that there is a relatively secure lot at the ferry terminal where I could leave the rental car. I also found I could rent a car on Jersey for about \$60. So --- I had two rental cars for a couple days.

When I arrived in Jersey I realized that they drive on the left hand side of the road. I knew it was part of the UK --- just never thought about the driving rules. I've driven in

many countries where they drive on the left hand side. Never a problem since I always had a vehicle with the steering wheel on the right. All the roads on Jersey are very narrow. The cars are equipped with brake away mirrors, a feature that I used. Thankfully that second car I rented had right hand drive; it would have been very difficult to operate a left hand drive auto on the left hand side of the narrow roads. Renting the car was a very pleasant experience; the gal at the rental counter was quite attractive. She explained where to return the car, told me the car had about a half tank of petrol and that I should buy only enough fuel to get the car back. This was all in a heavy French accent that was quite sexy. It's a shame that I was old enough to be her grandfather.



Countryside road in Jersey

Oh --- I actually got a stamp in my passport when entering Jersey -- the only time that my passport was stamped in Europe.

The Channel Islands were the only part of the UK occupied by the Germans during WWII. The war museums and memorials were the primary objective of my visit. Long ago Jersey was known for its dairy industry (Jersey cows --- another of the Channel Islands is Guernsey --- guess what kind of cows come from there?) Today the major industry is banking (tax avoidance) and tourism. I was able to drive around the island in addition to visiting the war museums. There are still a few cows and many potato fields. I stayed in an excellent bed & breakfast run by a young Portuguese woman. She has eight rooms, each with a private bath. This was the off-season but her place was full. She said she is fully booked year around. The breakfast included juice, cereal, bacon, sausages, eggs, toast, coffee & tea, all served in a very pleasant dining room. The cost including breakfast was about \$40 per person and everything was as depicted on her website.

After returning from Jersey I stopped for an afternoon at the thousand year old Abbey at St Michael. The Abbey is on an island connected to the mainland by a causeway.

One interesting thing about the Abby is the tide. Sometimes the water edge is a mile or so beyond the Abbey at low tide and 10 feet or so deep at the Abbey at high tide. When the tide comes in the edge of the water can move a mile or so in a few minutes. Many people have drowned on that beach.



Countryside in Normandy near Mount St. Michael

The final three days of the trip were spent on and around the Normandy invasion beaches. Most of the area near the American landing beaches is sparsely populated with small villages and farms and an occasional chateau. The area is well marked with the name of each beach (Omaha, Utah, Sword, Juno, etc). German fortifications are visible along all the beaches. Every village has one or several memorials and usually one or two museums.



German Fortifications near Utah Beach

I visited the American Cemetery as well as a German and a British cemetery. Each of the cemeteries is unique. The American Cemetery that contains nearly 10,000 graves is very formal, uniform and very well kept. Each grave is marked with a marble cross or star identifying the name, rank, military unit, state and date of death of the individual. All markers are identical except those with the metal of honor where the inscription is in gold and the metal of honor is noted. The German cemetery I visited had previously been an American cemetery. Most of the American bodies had been returned to the US and the rest

were moved to the one remaining cemetery. In the German cemetery the markers have a black German cross. The inscriptions include the date of birth (not on the markers in the American cemetery) but don't include the military unit. There were a few graves with fresh flowers --- that is not permitted in the American cemetery. The British cemetery was somewhat different in that each marker contained the crest of the soldier's military unit and individual inscriptions provided by the family and there are flowers planted around each marker. There were also quite a few German soldiers, many unidentified, buried on the periphery of the British cemetery. Visiting the cemeteries is a very sobering experience.



Chateau in small town in Normandy

I returned to Paris from Normandy the afternoon of Monday, May 1st, a national holiday. Unfortunately, most of Paris had gone to Normandy for the beautiful weekend and were also returning. Most of the toll roads in France use the system where one gets a card when entering and pays the toll when exiting. The road from Normandy to Paris uses the New Jersey method, tollbooths every 25 miles or so. Because of the very heavy traffic it took about 15 minutes to get through each of the half dozen tollbooths. It did provide a good excuse to bypass Monet's birthplace and studio. (I can't understand why anyone would want to look at a Monet now that good digital cameras are available.)

Didn't see any TRs while in Europe. Did notice quite a few of the new Mercedes two seat Smart Cars, especially in Italy. There seemed to be many huge Mercedes in Switzerland --- I assumed they belonged to the rich bankers and attorneys. Elsewhere, smaller cars were the norm. I noticed many Rovers, especially in Normandy. While I was there a hot news topic was the future of Rover. Apparently BMW bought Rover a few years ago for a few billion and are willing to essentially give it away now. Since returning home I understand a deal has been made for someone to take over Rover.

There are a surprising number of Corvettes in Europe. One also occasionally sees the \$100,000 plus sports cars that are rarely seen in the US. In one case I was among a group of people in Salzburg admiring a Lamborghini while

waiting for a short bus tour to start. The owner, about my age, arrived with a young woman I assumed to be his daughter. They kissed before he helped her in the car. Not his daughter ----- one doesn't kiss one's daughter that way. He opened the door for her, helped her in the car, buckled her up and kissed her again. After they had left several people commented how the old guy had a really attractive young wife --- how nice. My guess was that she was his girlfriend ----- few men open the car door for a wife, no matter how young and sexy she is.

I also noticed many motorcycles and groups of middle-aged folks on motorcycles. The groups seemed to be clubs all with one make of motorcycle, typically BMW or Harley Davidson. I saw more Harleys there than I see in the US.

I encourage anyone with at least a small sense of adventure to visit Europe. The planning for this trip was an iterative process of listing the places to visit, laying out a route, allotting time and then revising the whole thing several times. Once I had an idea of the places to visit, it was very easy to obtain additional information on the Internet. I made nearly all the reservations over the Internet.

Editor's note: Thanks again to Nelson for this series.

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

1974 TR-6 - Sheet Metal No Rust -Overdrive, Red Lines Michelins, AM-FM Cassette Radio, Luggage Rack, Good Top, Good engine/transmission, Stored 6 years \$2,000
Call Ted Waters (614)231-7106 or Email
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1962 TR-4, Solid Axle, 54K Miles, Overdrive, New Paint, new interior and new top, Brakes and hydraulics have been redone, Many mechanicals have been redone, new front end bushings, Car is in excellent shape and is ready to drive home. It is in Florida. Email is
JinOtown@cs.com Price is \$5-6K

FUN CAR



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Dave & Sharon Hutchinson 740-499-3665

For Sale: 1968 Triumph TR250. On-frame restoration completed in 1997. Viper blue with 2 white stripes. White top and tonneau cover. Overdrive and down draft Webers. Alarm system with pager and motion sensor. AM/FM CD radio. Over four years of restoration (they're never done, are they?), too many new parts to mention, have most receipts. Multiple show winner. Drive anywhere, very dependable. \$11,500 OBO.
740-344-3388 (home) after 5 pm. 740-927-3340 (work) 8-4:30. Mark Mortine nerktriumphtr250@yahoo.com

P.S. Looking for Mini.

Additional parts for sale:

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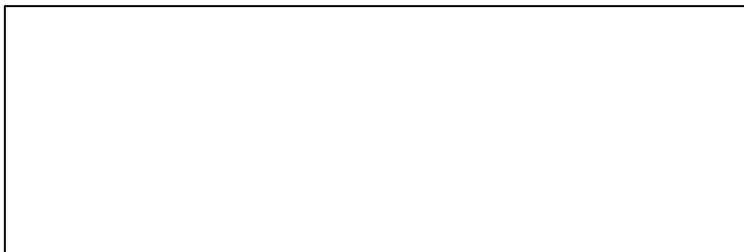
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Buckeye Triumphs – July 2000

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BT Social / Business Event

Len Immke car show July 7th & 8th

BT Driving Event

We will be visiting Piatt Castles near West Liberty

See inside for details...