

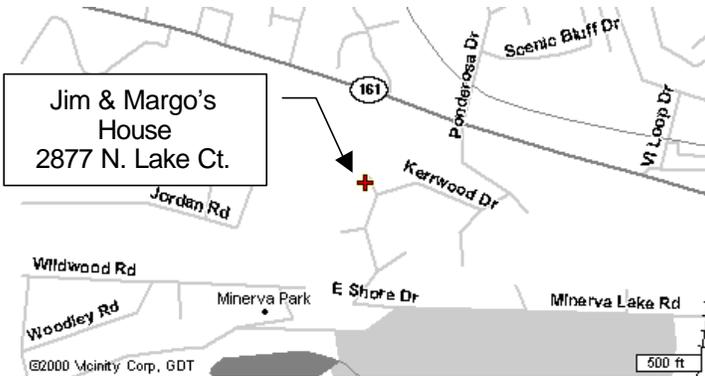


Buckeye Triumphs Newsletter

Visit us (and get your newsletter in COLOR) at:
www.nextek.net/BuckeyeTriumphs

BT Business/Social Meeting - June 5th, 6:00 PM

The June BT Business/Social Meeting will be hosted by Jim and Margo Washburn at their home on Tuesday, June the 5th @ 6:00 on June 5 at 6:00 (or whenever you can get there) **Please let them know you are coming by sending an e-mail to Jimbo165@earthlink.net or call at 614-882-5219 and leave a message.** They will be providing drinks and snacks (munchies), so this is a "bring your own sandwich" event or order once you get there.



To get there, go to Rt 161 and Ponderosa, which is 2 lights east of Cleveland Ave and 2 lights west of I-270. Turn south in to Minerva Park. Ponderosa curves west (to the right) and becomes Kerrwood. Travel west on Kerrwood to our court, 2877 North Lake Court, the first court on your right. Our house is on the left side of the court,

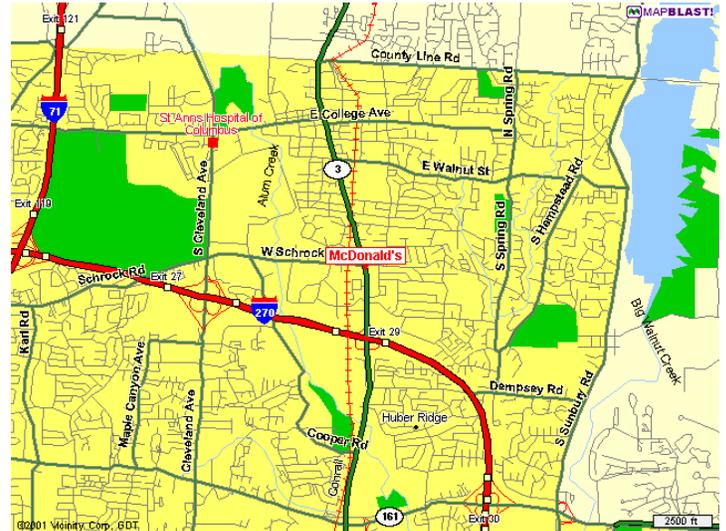
BT Show / Driving Event Saturday, June 23rd



Sprint Vintage Grand Prix June 22-24

Join us on Saturday, June 23rd for the Third annual British Car Showdown at the Mid-Ohio sports car course. Join us while Mid-Ohio celebrates its history with a tribute to automobile racing of yesteryear. Over 300 vintage racing machines will run wheel-to-wheel on the track during 10 Sports car Vintage Racing Association group races. An IMSA GTP Reunion race, reliving epic battles of the '80s and '90s, will add to the on-track action.

A caravan will be led by our fearless leader, Bob Mains, from the McDonald's on 662 South State Street in Westerville.



Departure will be at 8:30 AM. Get there early for your breakfast. See you there!

Triumph Takes on All!

Date: Mon, 21 May 2001 18:46:58 -0400
 From: "The Romagni's" <mrdr@buckeyeweb.com>
 Subject: TR6 wins National event
 Fellow listers,

I thought you all would be as proud as I was yesterday. I work Flaggging & Communications at SCCA events. Yesterday I worked the NESCCA Cumberland National at Nelson Ledges near Warren Ohio. Imagine my surprise when the number one qualifier in the Group 1 race turned out to be a TR6!!! Sam Halkias had his white TR6, #38, on the pole and never relinquished the lead. He drove that fine machine to the E Production victory. This was a national event, which has some of the best drivers the SCCA has to offer. He gained valuable points towards a spot in the Runoff's in Sept.

Sam, if you are on the list, congratulations. That made my day.

Marty Romagni

1974 TR6

Sam Halkias wrote:

From: "Sam Halkias" <shalkias@firstam.com>
 To: "Murry Mercier" <trsixer@yahoo.com>
 Subject: Re: TR Bits: "TR6 Wins National Event" driven by Sam Halkias
 Date: Tue, 22 May 2001 15:33:43 -0400

Murry and Gang,

Thanks, it's always good to get a win, and even better to take the overall group win, which included GT4, GT5, and E through H production, 40 cars in all. Needless to

say lapped traffic was a factor, but my two closest competitors stayed glued to the back of my TR6, a view I hope they stay accustomed to.

As I told Bob, I made some major changes to the back up car that will now be transferred to the new #83 car, and Goodyear has promised me a better tire, so Mid Ohio should be a very competitive race. And I have a few more changes I'm saving for the Runoffs in September.

Keep them on the road,
Sam Halkias

Sam races again at SCCA Regionals at Mid-Ohio Saturday/Sunday June 2/3.

If you want to attend, contact Bob Mains (890-7767) for details.

Editor's Corner

I hate rain. Did you notice what the weather was like for "drive your British car to work week"? What a stinker. I managed 1 day and got soaked.

I've been working on keeping the "furry little woodland creatures" out of my garden this year, and now that I have finished building the fence, it has done nothing but rain. My post setting problems gave Nelson a good laugh. Check out his article and I think you will, too.

I was so obsessed with working on my garden that I completely missed the completion to Nelson's transmission tech session.

May was a busy TR month. I came home from a business trip to Florida to find a note on my steering wheel "DO NOT USE" – my master cylinder had given up the ghost. Oh well – we had it back in time for River Run and Easton.

What a nice day for Easton! I still don't like it as much as the Continent but I guess I'm just an old poop. I don't like everything being off in separate parking lots. The turnout was great, though. I counted 25 TR6's. Nelson made it with his new paint job on the '76. It looked great.



Ryan finally gave me a ride in his car. Sound and runs great! He has been tweaking the carbs and adjusting things. He took it to Easton and to an event at WOSU radio. He now has about 350 miles on it.

Buckeye Triumphs was represented at Eric Jones's "RiverRun" event. Thanks to Ron Fowler for giving us a "send off" in the morning! We had a cool but fairly dry day (tops up twice after the initial ride over. The Miles's took my 72 TR6 and the Riedel's took the '76 TR6 and the 68 250. Nelson's daughter drove the 250 with her assistant:



I don't think poor old Red knew what was going on at first but he really seemed to get into the swing of things:



It was a long day of driving, we left @ 7:15 AM and didn't get home till 10:00. Eric puts on a good event.

While we were in Gallipolis we met up with club members LaMar and Karon Wyse in their E-type and they drove part of the route with us.

When we got to Portsmouth, Ryan and Lamar were talking engines and such about the E-type and Lamar offered a Ryan a drive around the block:



Ryan talked about it all the way home. What a beautiful car. Thanks, LaMar.

Ryan now has located 2 250's that someone is giving away in Michigan. We'll be up to fetch them next Saturday. I would say that Ryan is really upping his "cylinder count" (A concept mentioned by Peter Egan from Road & Track, where you are judged by your total count of all your cylinders that you own) I'll have a report next month.

I am looking forward to Mid Ohio on the 23rd – where we WILL tie down our tent this year.

On a sad note, Nelson had a Boo Boo 2 days after Easton in his '76.



So much for the new paint job. Nelson is fine, the other driver just cut him off. I was just sick. I think Nelson is looking on it as a tool buying opportunity.

See you all in June!

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – June 22nd, 2001

May Event / Meeting Minutes

What a fun meeting we had at the Fontainelle Restaurant!! Great idea!! We had some new members join us that evening. Kim Gilbert, brother of yours truly, has a 1968 Spitfire Mk 3 and Mark Gundling from New Albany, who has a 1962 TR3B. Welcome to both!!

Several people, including the Huddys, went to Carlisle and had a good time. They got back Saturday just in time to get to the Easton car show on Sunday. Thanks to the guys who helped to fix the awning so that we could have some shade. You chose a terrific spot for our group. We didn't pick up any awards, but we did pick up a new member or two. Charlie Arp works with Jim W. at the Ohio Historical society and has a TR6 (year?). It was also nice to see some folks that we haven't seen in a while. We had a fun group who enjoyed the show, the shopping, and just the general fellowship. And Welcome Back Becky!! It was great to see you. This was Ryan Miles first show and he had a lot of comments, advice and questions. Great job, Ryan.

Upcoming events include the River Run, which will happen the day after our deadline, so more about that in the next newsletter. Don't forget to RSVP to Jim and Margo Washburn for the business meeting on June 5 at 6:00, or whenever you can get there. Just send e-mail to Jimbo165@earthlink.net or call at 614-882-5219 and leave a message. They will be providing drinks and snacks

(munchies) and you can order food or bring it with you for supper. We will be finalizing plans for the TRA Baltimore trip planned for June 21-23 @ Hunt Valley, Md. By now you should have received the info in the mail on TRials in Oklahoma. We will also be talking about other future trips, so see everybody be at the meeting!!

Margo Washburn, substitute sec'y (When do you want the job back, Becky?)

President's Corner

June, 2001

President's Corner

The May social meeting, hosted by John and Charma Huddy at a fine neighborhood Italian eatery, was a well attended dining out for the Triumph crowd who flirted with the dark rain clouds overhead by arriving with their tops down. We enjoyed the company of some new members and discussed the May driving events. Look for the reports on Carlisle, Richfield/Wadsworth, Nelson's transmission rebuild Part II and Bruce Clough's trip in this newsletter.

Your 2001 British Car Events Calendar has another big check mark on it now, if you were one of the 317+ entries at the British Car Day staged at Easton Sunday, May 20th.

We started the day early, with the cool, clear morning sky that welcomed us to that now familiar corner of Easton where the sounds of rock and roll music from Johnny Rocket's can easily overshadow the speaker system used by Tony Burgess to announce the door prize winners. So, we had a good reason to head for the main entrance occasionally to search for our number among the winning tickets and to check out the special cars up front. The Triumph Roadster, on a prime corner spot, drew many admiring glances and garnered the most votes for the Best of Show Award. The Morgans, Jag's and a Ford GT40 rounded out the main street entrance.

A friend of mine, his Triumph still shamefully stored in his barn, brought his cousin, a former RAF pilot, to the event to help him through the withdrawal pains he has been suffering since his immigration from the Mother Country. He said it was just what his cousin needed; the smell of leaking oil-Castrol, he swore, dropped by a few LBC's marking their territory. The throaty sounds of our old and rugged standard bearer for British cars and the sleek, quiet and bloody expensive Aston Martin reminded him of his Harrier jet days. I assume he was comparing the fuel consumption rate of my TR6 to that of his fighter or maybe it was the power to weight ratio. He couldn't be thinking of the bloody bucks I invested; right?

The day warmed up, hotter than a pint of British beer and many of us took home some pink cheeks and red noses by the end of the day; was it the sun or the beer? Not many trophy winners for us this time, so let's get out the wax and polish them a bit more for our next event. Plans are coming together for many of us to go to the Vintage Races and British Challenge at Mid-Ohio or the TRA National near

Baltimore where we can show'em the Best Triumphs are from Buckeye TRIUMPHS.

Speaking of trophies, Sam Halkias collected his fair share at the SCCA National Event at Nelson Ledges on Sunday, May 20th by grabbing the pole, the E-Production class win and the Overall win in a start-to-finish, hour-long race. Sam, in his back-up # 38 car, showed everyone else how awesome the rear end of a race prepped TR6 can really appear as it fills the road in front of you. Ask him how it feels to finish on fumes; I assume it must be a common Triple Weber thing. More tricks are planned in his preparations for the Mid-Ohio SCCA races on June2-3, let me know if you want to go to this event.

We should be confirming our June plans and forming the caravans soon, so let us know your plans at the June Tuesday social meeting, join us at Jim and Margo's Minerva Park Forest Preserve and tell us what you want to do in June.

Come on out, invite another member to come with you and let's make it an even bigger crowd for our June meeting and events.

We now have a number of the TR 6 Valve Adjustment by Halkias Video--Cost to club members is only \$12 and \$15 to non-members. Get one soon; the detailed comments and visual guide is priceless. Hope to see you soon.

Bob Mains ims_mains@ode.state.oh.us

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: www.nextek.net/BuckeyeTriumphs

Our current crop of Buckeye Triumphs Officers include:

President: Robert Mains (614) 890-7767 ims_mains@ode.state.oh.us	Vice President: Ryan Miles (740) 587-4179 rjhmile@yahoo.com
Treasurer: Jim VanOrder (740) 967-2110 vanorderj@cham-cor.com	Events: John Huddy (614) 846-2321 jhuddy@columbus.rr.com
Newsletter Editor: Bruce Miles (740) 587-4179 bmiles@intinfo.com	Secretary: Becky Hartley: (740) 753-1066 jhartley@frognet.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 ims_mains@ode.state.oh.us or Jim VanOrder 740-967-2110 vanorderj@cham-cor.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

A Chronicle of Triumph: how I became addicted (Part 4)

Editor's Note – The following is the fourth article from Ryan. A short one this month, (finals coming...)

Well the garage has been fairly quiet this month, so that doesn't leave me with much to write about. I finally got enough miles on my car that I felt comfortable driving it to the Easton car show. The only trouble that I had was with the a backfire that I can't seem to get rid of. Oh well, I guess that means its time for a triple Stromberg or Weber manifoldJ! Now that school is winding down I am beginning to turn more attention towards my club duties as VP, and please remember that if you have an idea for a tech session to get in touch with me or Jim Vanorder.

The club is always interested in new topics, plus this takes some of the pressure off Nelson. I'm hoping to be able to write an interesting article next month, as I have an oil cooler on the way, but for now Happy Motoring!

Ryan Miles rjhmile@yahoo.com

Buckeye TRIUMPHS Events 2001

BT Business/Social Meetings are generally held the first Tuesday of the month at 7:00 p.m. - those wishing to order food generally arrive at 6:30 p.m. at the meeting location.

BT Driving Events are generally held the third Saturday of the month.

All dates are tentative – WATCH FOR UPDATES AND EVENT LOCATIONS!!!

Please send ideas, suggestions and updates to Events Manager John Huddy email: jhuddy@columbus.rr.com

614-846 2321

June 5	BT Business/Social Meeting hosted by Jim and Margo Washburn, 2877 N. Lake Court, Columbus. Phone # (614) 882-5219.
June 22 & 23	BT drives to Mid-Ohio Race Course for the Vintage Sports Car Races. Details TBA
July 6 & 7	Len Immke Arthritis Foundation Cruise-In and Car Show, Metro Center, Dublin. This is a biggie and shouldn't be missed. Contact Murry Mercier with questions. Phone # 888-0838
July 21	BT Driving Event hosted by Bruce and Ryan Miles. Details TBA.
August 18	BT Driving Event. Details TBA
Sept. 21 - 23	BT Driving Event to Mid-Ohio for the Valvoline Run-offs, Lexington. Note: BT member, Sam Halkias, races his E-Production TR6 on Sept. 21.
Oct. 2	BT Business/Social Meeting – Host unassigned as yet.

Oct. 20	BT Driving Event. Details TBA
Nov. 13	BT Business/Social Meeting – Host unassigned as yet.
Dec. 4	BT Business/Social Meeting – Host unassigned as yet.

Triumph Events 2001

The following is a work in progress of future events that are attended by BT members. All dates and times are subject to change - watch for future updates!

Please send additional info and dates to Events Manager John Huddy email: jhuddy@columbus.rr.com 614-846 2321

June 21 – 24	Triumph Register of America National Meeting sponsored by the TRA National Committee, Baltimore, MD. Contact Joe Richards , Tom Mahoney or Amy Neu with questions. Their phone #s are: (740) 756-4575, (740) 965-1809 and (614) 764-2762.
Aug. 10 –12	The Roadster Factory Summer Party, Armagh, PA. (This is another event that you shouldn't miss. Charles Runyan invites one thousand of his closest friends.) Contact John Huddy with questions. Phone # (614) 846-2321.

Notes from Nelson

#%*! Painter

One Monday in mid December Bruce Miles and I toured local auto dealers and other sources looking for references on painters. My '76 TR6 was ready for paint. Many folks knew of good painters but all seemed to have gone out of business or left town. One place in central Newark was mentioned but had a reputation for sometimes taking jobs and holding them for months. The guy who mentioned them said he would not use them. We stopped over to the place and found one of the folks in. We were excited when we realized that they had done really nice job on a friend's TR250. We told him that I had a total of three cars that needed paint over the next year or so and Bruce had one and maybe his son would be interested too.

The painter stopped by the next day to look over the car. He said to bring in the doors, hood & trunk lid between Christmas and New Years and the body the next week.

When I took in the doors, etc. in he said to wait till mid January to bring in the body. When I took the body in he said he would start on it the next week and it be done by the end of January. Stopped over weekly for many months. Each time there were new vehicles being worked on in the shop and was told they would start mine the next week. The body was finally finished April 11th and the doors about the first of May.

The quality was very poor. Nearly every panel had places where the color coat was rubbed through to the primer and

then had been clear coated over the defect. A large area of the engine compartment had a yellow color; they had clear coated over rubbing compound. They said to bring it back after it was all put together and they'd fix these problems as well as any nicks from reassembly.

I was upset when I got it home and discovered that the body had shifted on the trailer and scraped one of the rocker panels. Then I was really upset when I discovered that they had not masked the frame and suspension as I requested. They sprayed primer and white paint on the newly painted suspension and then covered it with undercoating. It took a major effort to clean the paint and undercoating off the steering rack and the more visible parts of the front suspension. The rest is still there ready to stick to me when I want to work on the suspension.

The trunk lid was installed first to perfect a technique of avoiding damage to the paint. The edges of the truck lid and mating surfaces were covered with masking tape, the lid was put in position and then the hinges were attached working from the passenger compartment (the gas tank had been removed). It worked great, no nicks or scratches. However, when the masking tape was pulled off the sides of the trunk lid, big chunks of paint came with it. It appeared that the sides had not been sprayed directly – were just covered with over spray. So – no more masking tape. The hood was successfully installed using towels around the edges. Several places were nicked when installing the doors. These nicks would have been avoided if I had felt safe using masking tape.

Visited the painter again on Tuesday, a week and a half before the Easton show. The painter said to bring it in the next Monday morning and he'd have it done Wednesday evening. There were no other vehicles in the shop Monday morning and he said he'd start on it right away. Stopped over to the painter at noon Wednesday to check on progress. They were working on three other vehicles and they hadn't started on mine. I told them I'd pick mine up later in the day and fix it myself. They said to leave it and they would have it finished Friday evening.

The painter called Friday afternoon and said he had good news /bad news. The car was done but it was pouring rain (car had no top). My view was that it was raining less than my most recent mountain ascents and the TRs always leak anyway. The trip home was exciting till I figured out that I could see better if I took off my glasses.

Most of the outer panels had been repaired to look pretty good. There was over spray on the doorposts that will have to be rubbed out. He also managed to rub a couple other spots through. I had given him a detailed of things to fix such as: "Engine Compartment: RH side near starter --- yellow - rubbing compound under clear coat. (Please mask frame and engine/exhaust components.)" The starter that required a day to disassemble and powder coat is right beside this area. The starter now has white paint on the black wrinkle finish.

This is the last time I'll use that painter. He makes all politicians look honest. The overall quality of his work is

somewhat poorer than my first attempt. The job can be fixed with a week or so work so that it will be of good quality. However, it'll end up requiring more effort than to have done the entire job myself.

If you or know anyone who is about to use a painter in central Newark, contact me so that you can be sure not to use this outfit.

More on Powder Coating

The powder coating is going great with the starter (now accented with white over spray), heater valve, radiator protector and bumper brackets, air filter housing, anti roll bar and front grill completed. I have however learned a few things since the last note.

Water Trap

I forgot to mention last time to be sure to have a water trap in your airline. Many regulators are combined with water traps. Some are also equipped with lubricators for pneumatic tools. Don't use any lubricants with panting blasting or air-drying equipment. Water really screws up blasting and painting so be sure to use the trap there. It's also helpful to have the trap in when trying to blow something dry; sometimes without the trap the air line is like a water hose. One thing I've found is that the water trap is not very effective once it is full of water so it is a good idea to drain it before starting any new work.

Blasting

John Huddy ordered the Harbor Freight blast cabinet that I have but it was backed ordered for several months. He cancelled that order and instead ordered model number 38440 for \$100 (\$10 more) This cabinet is probably better value in that the light is a long florescent tube and the cabinet is metal.

When blasting a lot of air enters the cabinet through the blast gun and all this air must leave the cabinet (or there will be dire consequences). There is a screened vent hole in the rear for this purpose. A byproduct of the blasting is dust from the removed rust, paint and grime. Some of this dust escapes through the vent hole. I have a power vent above the blast cabinet that collects the dust in a filter and exhausts the excess air outside (when I remember to turn it on). If I don't turn it on, dust settles in the workshop, which is noticed in short order by the spouse (it's her workshop too).

Some of the abrasive also escapes through the vent hole that I vacuum up from time to time. A hole has developed in one of the gloves that allows a small amount of abrasive to escape and collect under the arm opening (also noticed by the spouse). Time to order a new set of gloves.

The dirt in the abrasive causes dust to settle on the window shield necessitating frequent cleaning. The abrasive is now so dirty that it should be replaced. I'd guess that you get about 12 hours operation out of 25 pounds of glass beads. A new bucket of 50 pounds cost a little over \$30.

Connecting the shop vac to the blast cabinet vent can solve much of this dust problem --- a future project.

The light is not very effective because it is at the back of the work --- another future project --- two small spotlights in the front to highlight the work.

Powder Dust

Another source of dust is the powder. Again, if I remember to turn on the vent, the dust is collected in the vent filter. The wife has had bad experiences with paint over spray so she isn't too interested in the following logic: "The powder must be heated to several other hundred degrees before it flows. Otherwise, it is no different than all the other dust lying around the house." (This is probably a poor choice of words that I was wise enough to not use with the wife.)



Rough Paint

Two attempts were made to PC the air filter housing with silver. The silver is subject to UV damage so it must have a second coat of clear. When the clear was applied, some parts of the surface turned out rough. After the second attempt failed, a number of test pieces were done using various temperatures and thickness of powder. The result is that the system is relatively insensitive to curing temperature. Settings from 300 degrees to 425 degrees produced a smooth finish. However, too thin a layer of clear powder will result in a rough surface at all temperatures.

The last attempt worked pretty well doing the following: Wire the cover to the rack such that it hangs face down. Turn the rack upside down with the cover setting on the rack face up. Apply the clear coat very thick, then turn rack over and rap the inside of cover with a small stick to cause any excess powder to fall off, then cure in the oven with the piece hanging down from the rack.

The recommend curing procedure for the Eastwood powders is to preheat the oven to 450 degrees, and then reduce the temperature to 400 degrees as soon as the paint flows and bake for 20 minutes. The paint seems to flow fine if cured at temperatures over 325 degrees as mentioned earlier. However, I don't know if paint cured at the lower temperatures is as durable. Just to be safe, I'll use the Eastwood 450-400 degrees, 20-minute procedure in the future.

Eastwood Cup Adaptor

I bought a couple containers of paint from Eastwood as well as some of their cups and then made an adaptor to use the Eastwood cups on the Harbor Freight gun as shown in the following photo. This is handy since most of the Eastwood paints are shipped in their cups. The adaptor is made from the top of a HF cup and the lid (center cut out) from an Eastwood cup.

Pregnant oven

The TR6 grill is about three foot long whereas the oven can only accommodate pieces about 22 inches long. An oven extension was made using one inch foil backed fiberglass furnace ducts material. It comes in 4 X 8 foot sheets. I was able to buy a 4 foot square piece from a local heating contractor for \$14. The pieces are held together with duct tape. The result is called the pregnant oven for obvious reasons.

NOTE: This is a description of what I did for my personal use. If you choose to duplicate this arrangement, you do so at your own risk. The extension is flimsy, used at well above the maximum temperature rating for the fiberglass and constitutes a fire hazard.



The exterior of the extension gets no warmer than the oven exterior and the configuration can maintain a temperature of 450 degrees. There is a little square door in the front that is opened slightly to get the heat to the front. The normal oven vent under the right rear burner is plugged when using the extension. It's a good idea to have a thermometer near the front to monitor the temperature. The wife wasn't home when above picture was taken so her candy thermometer was inserted through a small hole in the top. This arrangement will accommodate pieces up to about 39 inches long.

The center part of the grill is shown in following photo. The oven is not preheated when using the extension. The

extension is put in place after the part is positioned. The oven is then turned on and set to 450 degrees. After the oven reaches 450 degrees, it is turned back to 400 degrees and baked for 20 minutes.



Bruce Miles commented that the oven extension would enable me to PC the wrought iron bench on the front porch (the wife has been trying to find other uses for the PC equipment). I told Bruce that is exactly the type of suggestion I DON'T need. Anyway, I don't have lawn furniture/wrought iron powder paint, don't know where to get it and am not looking. However, that suggestion removed any guilt I might have had about the following.

Groundhog Tale

Predators make growing vegetables out here in the county a challenge. A strong chain link fence discourages deer and rabbits --- they can get in if they want but usually go down the road where the meals are easier to come by. Groundhogs are an exception since they are too fat to waddle to the neighbors.

Fences don't deter groundhogs either as they simply build their home (burrow) under the garden. They are a particularly bad predator since they seem to be able to eat nearly their weight daily. Further, they are very patient and selective, eating only those vegetables that are within days or hours of being fully ripe and ready to be picked.

Ridding one's garden of an established groundhog is a daunting task. When pursued, he merely retreats into his burrow. The groundhog can usually dig faster than most methods one might use to drive him out. If you put a hose in the hole and try to drown him, he merely builds a cistern. Explosives are dangerous and regulated (you all recall Caddy Shack). Poison may kill the domestic pets, etc.

My neighbor (also a Triumph enthusiast) has been battling groundhogs for years. In the past, he has borrowed my dog Bandit, usually an effective groundhog removal tool. Unfortunately, Bandit has been too well fed recently so he can no longer out waddle a groundhog.

Apparently this year the neighbor is trying something new. I was alerted to the operation when his son with friend stopped by to borrow my engine hoist. They tried to explain why they needed it but were laughing so hard I'm not sure I got the story completely straight, but we won't let that stop us.

This neighbor rented a gasoline driven screw to make holes in the garden ---- I assume it was to get the groundhog in his burrow. (You might say he was trying to screw the

groundhog.) Anyway, the guy started it up and it screwed itself into the ground ---- he was lucky he got it shut off it or it probably would have kept screwing till it ran out of gas. The machine doesn't have a reverse, so there was no way to unscrew it out of the ground. They were going to use the hoist to pull the screw out of the ground.

I drove down a little later with camera to document the operation. The hoist was in position when I arrived as shown in next photo. Note that only the very top of the screw is visible.



The hoist worked! The extraction went so well the neighbor decided to try again. Alas, his efforts were futile since I saw the groundhog munching on grass beside the driveway when I returned home.

So what does all this have to do with Triumphs? It is a prime example of the many household uses of automotive restoration tools. One should never hesitate purchasing

any useful tool --- you never know when you'll need it to extract a groundhog screw. On the other hand, one should prepare excuses in advance for why the tool can't be used for the spouse's projects (i.e. lawn furniture powder paint is not available in Ohio --- it doesn't meet state environmental standards).

Late TR Guy

The Continuing Adventures Of...



June 2001: By Bruce Clough (clough@erinet.com)

Kinda short this month – gee, if I was only retired I could write more! Heck, I could sleep more also! I was going to write up the ignition replacement on the '79 TR7 FHC, but alas, good plans! Maybe next month...

Old Blue is Giving Me the Blues

Ten-thousand mile car my eye! Last month I was complaining about the ignition cutting out. I ran the wiring down, checked out the ignition switch (thanks for the suggestion, Ron F.), and nothing was wrong, so as a preventive measure I converted ours to Petronix electronic ignition, got a Lucas Sports Coil, eliminated the ballasted one in the car, and reset the timing. I was also advanced about 15 degrees too much, and as far as I can tell it come from the factory that way! (no other bolt marks on the distributor body) Fired right up and ran better than it ever had before. \$180 to replace everything. I don't need a new lawnmower! The car still has only 10,000 miles on it.

Now for the tires. I noticed a lot of wear on the passenger front tire, and some starting on the driver's front. Bad shimmy at 55 mph. Great, at minimum it's alignment, at most it's something much more evil. It was more toward the evil side. I took the car into a shop to have it done professionally (The TR4 and TR3s I do myself, everything else goes to professionals with alignment racks). He walked out after the inspection:

"I'm afraid I got some bad news for you, need springs all the way around, shocks, and struts are shot. I can find the struts, but not the springs..."

We'll they didn't know about Victoria British, and in an hour I had the parts coming my way. \$504 delivered. Ouch - well, I don't need to eat or wash clothes. Installation waited a day while parts arrived. I spent a day at the shop getting the parts put on, what a great vacation. (I wanted to be there in case of questions rather than trying to explain something over the phone – they needed to consult with me about 6 times, and I did bring some work along, so it wasn't totally shot...) They also found out that the Driver's rear brake auto-adjuster was bad (ground off the brake shoe ends to compensate), trannie mount was shot (ordered and installed, eliminated the slight vibration felt at 75 mph – me speed? Never...) and the gear shifter rubber mounts were toast (explains no reverse light – fixed that by just bolting it to the trannie solid. Some increased vibration, but that's it, and the reverse light works). Oh, the new tires, did I mention them? Subtract another \$480 from our bank account.

Wow, what fun I had for \$1000. Beats the heck out of the garage lift I was saving it for! Bah...

...did I mention that the camber on one side was 2+ degrees out, and to fix this I'll have to elongate strut mounting holes in the tower???? But hey, it's only got 10,000 miles on it. Gives me something to do rather than write more tech stuff in this column.

Trip To TRA National Meeting

Not much has changed as we near the date to leave. If you're going make your reservation and send in your registration! Repeating the most important stuff: The Triumph Register Of America National Meeting will be held in Baltimore at the Hunt Valley Inn:

Baltimore Marriott Hunt Valley Inn 245 Shawan Road, Hunt Valley, MD 21031

Phone: 1-410-785-7000, Fax: 1-410-785-0341

Final Schedule (note that it changed slightly):

Tuesday, 19 Jun: Dayton to Logan, OH. Spend night in Logan-Lancaster at the Amerihost Inn, St Rt 664 @ US 33. 614-385-1700

Wednesday, 20 Jun: Leave Logan-Lancaster area after linking up with Buckeye Triumphs and COCTRA Members, (about 8:30 - 9AM) Heading to Parkersburg for the first stop. Lunch somewhere near Clarksburg/Grafton. After that headed east on US 50 to US 219. Several antique stops near Deep Creek Lake. Spend Night In Frostburg, MD at the Hampton Inn.

Thursday, 21 Jun: Leave Cumberland after breakfast for Baltimore via roads less traveled. This means first to Berkely Springs WV, thence to Hagerstown, MD, and finally to Baltimore. Arrive at Hunt Valley Inn.

Thursday, 21 Jun, through Sunday, 24 Jun Morning - TRA '01 at the Hunt Valley Inn

Sunday, 24 Jun: Everyone leaves! Zoom, zoom on I70. Prepare to love trucks.

We were planning on taking a more leisurely drive back, but Uncle Sam has other plans.

Wedge Tech Tips

Don't assume a low mileage car is low maintenance!!!!!!!!!!!!!!

Triumph Trimming

Tom Householder sent me this picture of some bushes at some unspecified location



It can't be too hard to make them wedge shaped! Hmm, we have three burning bushes in a row near the front of our house... Do you think Alice would mind?

Bruce (clough@erinet.com)

The Adventures of Ol' Red & British Car Week

by Scott G. Helms

There once was a proud little shiny British car, It was painted bright red and could be seen from afar.

The paint was brand new and the leather was fresh, The mechanics were as tight as a clockmakers best.

Its owner was as happy as a man could be,

Because when he drove his little British car he felt so free.

Every time the two of them set out for who knows where, They knew they could forget about their worldly cares.

They shifted through the gears with such great finesse, And where they'd end up would be anyone's guess.

A loop-dee-loop here and a hairpin turn there, The straight-aways were a rev-counter redline dare.

That old farm tractor-like engine would grunt and groan, It would rattle the wall hangings inside any nearby home.

The roarty exhaust could be heard for many country miles, It appeared to provide the lonely farm animals with some much-needed smiles.

The beautiful green landscape was a sight to behold, Their bountiful journeys were full of stories to be told.

The road ahead was full of hidden treasures,

And they'd always choose the twisty roads just for good measure.

But then one day the owner heard a funny noise.

And put Ol' Red away in a dark place where it would lose its happy poise.

The lights were turned off and the fresh air was all but gone, What was intended to be days turned into a period much too long.

Those long days turned to weeks, the weeks turned to months, The months turned to years, and when Ol' Red would see daylight again wasn't even a hunch.

All dusty and dirty, and so full of cobwebs, Red spent years and years in that musty dark shed.

Most of his daily activity was watching two mice, Crawl around the interior and eating away at his fuzzy dice.

The owner found other things to do with his spare time, 'Twas about as exciting as collecting old dimes.

Then one day while flipping through British Car Magazine, The owner saw a date for the annual British Car Week that took place during the spring.

Ahhh, he could remember those days when he and Red had so much fun, And he knew all he needed was a little bit of time to get some repairs done.

He could envision the fun of shifting gears, Something he hadn't done in too many years.

The heel and toe driving skill that he had perfected, He now felt real bad about the car he had neglected.

The warm summer breeze on his sun-kissed face, A wonderful feeling that could never be replaced.

The beautiful blue sky provided by you know who from above, It's all part of that great feeling of being as free as a dove.

Ol' Red took him places he'd never been before, He owed that car dearly and now it was time to restore.

The next thing you know Ol' Red was being towed,

To a nearby place where he saw other cars in the same broken-down mode.

The sun was now beaming on its bright but faded red paint, At last it was time to prove himself again and he just couldn't wait.

The warmth felt so good while the sun beamed its rays upon it, Ol' Red knew he was being saved when the mechanic popped his bonnet.

The mechanic replaced this and then he adjusted that,

Then finally the fluids were changed and he was given a brand new thermostat.

With a simple turn of the key, and the starter button a poke, The old tractor engine fired up with a bellow of black smoke.

The fire inside the engine was like a hot furnace blast,

And the owner hopped into the cracked leather seat with his heart pumpin' fast.

The roarty exhaust reminded everyone within an earshot, That this old car was still hotter than hot.

Given this second chance, he'd make his owner so proud, And everywhere they'd go he'd draw a large crowd.

Even though Ol' Red was much older than ever before, He was now a classic and that meant much more.

Now they were having more fun than ever,

And they truly appreciated their restored life together.

They've made a commitment they promise not to sever, That's to celebrate British Car Drivers Week and pray for good weather.

British Car Drivers Week is the last full week of May every year May 19 to

27, 2001

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).

CLUB NAME TAG SALE

We wanted to remind everybody who is interested that we have a really nice looking Buckeye Triumph club name tag that you can purchase at a very reasonable price. The name tag ,if you haven't seen it yet, is white with our club

logo etched into the tag . We order them from a fellow named Russell Waters who lives on the westside of Columbus.

The price is \$7.50 each. All you need to do is let us know what name you want on the tag with the correct spelling and we will order them for you via Email. You can either call Jim VanOrder at 740-967-2110 or Email at vanorderj@cham-cor.com or call Matt Merz at 614-871-3154. These are really nice looking tags, so get your order in.

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

1973 Triumph TR6

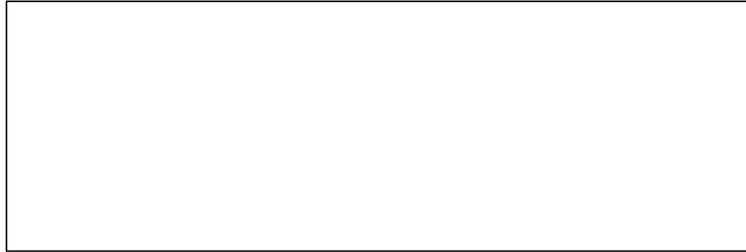
Mimosa Yellow, 84K Miles New Interior & Under carriage, Very Good Condition / Runs Great \$5,400
 Contact John Szlag @ 614-297-7249

PARTS...PARTS...PARTS - Triumph and LBC parts available... New, Used & NOS... The Roadster Factory, Moss & Victoria Br. items at discount prices.
 Many common parts in stock.

Doug's Parts 614-878-6373

Braden.13@OSU.edu <http://www.triumphparts.com>

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



Buckeye Triumphs Newsletter – June, 2001
Business Social Meeting Tuesday June 5th

See inside for details...