



Buckeye Triumphs Newsletter

Visit us at:
www.nextek.net/BuckeyeTriumphs

BT Business/Social Meeting - March 6th, 6:30 PM

The March meeting will be held on Tuesday evening at Jim & Gayle VanOrders home. Time is 6:30, drinks will be provided. We will order pizza or subs, whatever you desire or you can bring something else if pasta is not your desire.

Address is: 9023 Concord Rd. Johnstown, Ohio From Columbus follow route 62 to route 37 and turn right – Concord is on your left as you are leaving town

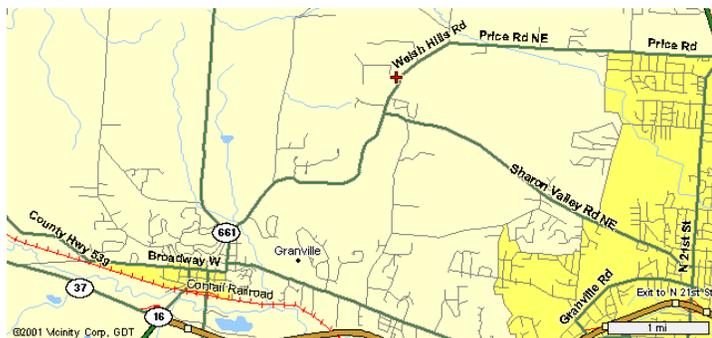
Phone No. 740-967-2110 in case you get lost.



NOTE-JVO'S HOME IS THE FIRST WHITE TWO STORY ON THE RIGHT SIDE OF CONCORD, AFTER YOU PASS THE BIKE PATH.

BT Tech Session – Saturday, March 24th, 10:00 AM

Nelson will be hosting a gearbox tech session in his basement workshop, 86 Llanberis Drive, Granville on Saturday, March 24, starting at about 10 AM.



From downtown Granville, travel west (towards Newark), as you pass the Granville Inn, turn left on the next street

(Granger street) and travel till you reach the end of the street, now turn right on Welsh Hills road and follow till you reach a stop sign, proceed up the hill, Llanberis is on the left and Nelson's house is the first on the right. Call/email for help with the directions (nriedel@nextek.net- 740 587-2509). We'll figure out a way to get some lunch.

Editor's Corner

I'm publishing this month with the help of my friends. Unfortunately I am training out of town (yes, there is still snow in Michigan) and Jim VanOrder will handle the deployment from Columbus. Thanks to Jim & Murry.

I forgot to mention in last month's article that Ryan and I went to the Detroit car show in January. We've never been to a big show like that and we had quite a bit of fun. The new Mini was at the show and I managed to squeeze into one, I doubt if I'll buy one for myself (but Ryan thought they were cool)

No article from Ryan this month. Many of you liked his article last month. Ryan is facing what all high school juniors face: College and Career and SAT's etc. What career choices are there for people that are crazy about rebuilding cars? If any of you have any suggestions, please let us know!

Ryan's 74 body made it's way to the house 2 weeks ago and he has been working on it whenever he has time. (and even when he doesn't) I believe he will be ready to drop the body back on the chassis in the next week or so and begin test runs. He will not be redoing the outside of the body till this next winter. He is anxious to get it on the road and play. The hardest thing for me is I might be out of town training for the blessed event. He may put out an email to let you all know when it is going to happen.

Oh by the way – Ryan did decide to do some sandblasting in the garage – you can only imagine how everything in the garage now looks!

We hope to get him to do an independent study on his car rebuild, and if we do it will be in the newsletter.

The weather was a tease last Sunday, in the 60's and sunny. I wanted to take the TR6 but Ryan was afraid of salt attacking my frame.

If you haven't paid your dues up to date, this will be your last newsletter! Please forward these to our PO Box and don't miss an issue.

As you get your cars out and cleaned up – let me know! I would love to get digital shots for the web site and to have for owner articles.

My thanks again to Nelson for his interesting and informative articles. Also a big thanks to Bruce Clough for his section each month. Sure makes my job easier.

I won't be in town on the 6th but I'll be around for the tech session on the 24th. Stay warm and think Spring!

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – March 25th, 2001

FEB. 6TH 2001 Meeting Minutes

Terry Graham and Charlie Bruce hosted the meeting in their lovely home in Bexley. We want to thank them for providing their home and appreciate it very much. We had seventeen (17) in attendance, which is pretty good for a winter Tuesday night. Pizza and whatever else you wanted was ordered and everybody chowed down.

There was a great deal of updating and discussion in the updating of the Club calendar. The details of these updates will be listed in the calendar in the Newsletter.

A kickoff meeting had been set with those volunteers to begin working on the organization of the requirements to host the 6PAK National in September 2002. The meeting is to be in the home of Jacqueline and Murry Mercier on 2/25/01. There was additional discussion about the requirements of the 6PAK National; anyone who would like to volunteer to help would be heartily welcomed.

Delinquent dues were discussed, there will be a notice sent in the April Newsletter advising those who have not paid dues, that Newsletters will be discontinued in the future.

There was additional discussion about British Car Day, which will again be held at EASTON on May 20th, and Buckeye Triumph strongly supports this event.

Murry Mercier noted that the Len Immke Arthritis Car Show is on July 6 & 7th and that we would like to get as many club cars there as possible to help increase the attendance in the Triumph Show within a Show.

Discussion was also made emphasizing the TRA National to be held in Baltimore, Md on June 21st thru June 24th 2001.

A short work session was set at B. Mains home on 2/22/01 at 7:00 to check the damaged Club Canopy and order the necessary parts to fix it.

Attention was given to Nelson Reidel's Transmission Tech Session on Saturday March 24 in Nelson's garage. To all this will be a very worthwhile session if you are interested.

The meeting was then adjourned.

J. VanOrder - Secretary in absentia

President's Corner

March, 2001

Well, the holidays, parties and end of year activities are behind us and we've now begun another year of Buckeye TRIUMPHS activities and events. Our February social and business meeting was hosted again by Terry and Charlie at their home in Bexley. It was a good turnout of the faithful and a productive meeting as we established several event dates for 2001. John Huddy, our Events Coordinator, will be assisting the hosts and helpers who have volunteered so far to ensure we have fun, drive our cars and attract new members. Check out the events that are listed and add the dates to your calendar now. We will try to have the event details available at least two months prior so everyone can make plans to participate. Note that we need a few more

hosts and events; please help John in making 2001 our best year for creative activities.

Most of you know by now that TBDTCITL, Buckeye TRIUMPHS, will be the host of the 6 PACK TRIALS in the Fall of 2002. By the way, this will be the 20th Anniversary of the very first TRIALS, held in 1982 in Columbus. A planning committee, chaired by Murry Mercier, met at his home to enjoy the culinary artistry that Jacqueline and other potluckers provided as a bribe/reward to those who have already volunteered to be involved and get the ball rolling. We will need more help as we prepare the initial details needed for a 'formal' announcement of this 2002 event during the 2001 TRIALS to be held in Oklahoma later this year. The dates, sites and agenda items are a mix of ideas and experiences from a few of us and we want more from you.

So, bring your suggestions to our March 6th social and business meeting at Jim and Gayle Van Orders home in Johnstown. We will also take a look ahead to our April 3rd social event at the Mercier's in Worthington and our first 2001 driving event, the Spring Fling that we have been waiting for during these long, cold and wet months of winter.

Before I get too far ahead of myself - the March 24th technical session will be a great opportunity to get your hands inside the Triumph's gearbox and overdrive units. Nelson is ready to 'engage' with resident BT gearheads or wannabe gearjammers. So, 'shift' your schedules and be there. Don't wait to see it on the video, be a part of the cast! The soon to be released product of the Sam Halkias Valve Adjustment tech session will be a collectable and Nelson's tech session should be as well.

I hope you are getting the Spring Fling Fever and will complete all of your TR projects prior to April 21st, when Doug and Susie Braden will lead us on an Easter Parade of LBC's.

Another thanks to those that have already demonstrated your support of TBDTCITL, Buckeye TRIUMPHS, by paying your 2001 annual dues. Jim VanOrder awaits the next wave of payments, so please let him know that your check is in the mail or better yet, bring your cash to our meeting on Tuesday March 6th.

Again, get a friend to join, ensure another club member renews and plan to participate in at least one more activity in 2001. Help us understand what we should do to make the club what you want it to be. We have launched our 2001 season; get on board now.

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... 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 Triumph Officers include:

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triumph@ameritech.net

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

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

March 6	BT Business/Social Meeting hosted by Jim and Gayle VanOrder, 7:00 PM, 9023 Concord Road, Johnstown. Phone # (614) 967-2110. (See map elsewhere in newsletter.)
March 24	TR6 Transmission Workshop, Nelson Riedel, Instructor, 86 Llanberis Drive, Granville. Phone # (740) 587-2509.
April 3	BT Business/Social Meeting hosted by Murry and Jacqueline Mercier, 6721 Markwood Street, Worthington. Phone # (614) 888-0838.
April 21	BT Driving Event. Exact route TBA, but we will spend some time at Doug Braden's parts barn (near) Galloway and we will make a lunch stop at the Red Brick Tavern.

May 1	BT Business/Social Meeting hosted by John and Charma Huddy, Fontainelle Restaurant, 166 Graceland Boulevard, Graceland Shopping Center, Columbus. Huddy's phone # (614) 846-2321.
May 20	Easton British Car and Bike Show, Easton Town Center, 9:00 AM until 4:00 PM. Contact John Huddy with questions. Phone # (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

April 28 & 29	Driving Event and Overnighter with Miami Valley Triumphs, hosted by Bruce and Alice Clough. Exact route TBA.
May 6	British Car Show and Swap Meet, Holiday Inn, Wadsworth, Ohio, hosted by the Cleveland area Austin Healey Club. If interested in joining the caravan, contact John Huddy or Jim VanOrder. Phone #s (614) 846-2321 or (740) 967-2110. *Note: This is one of the better swap meets with new and used parts for your LBC.
May 18 –	Import/Replicar Nationals and Swap Meet, Carlisle, PA.

20	Contact John Huddy or Jim VanOrder with questions. Phone #s (614) 846-2321 or (740) 967-2110.
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.

sure that the tab is in the slot. The grease on the back keeps the washer in place while the rest of the parts are positioned. The gear assembly is then slid into position (with the largest gear toward the front of the gearbox) followed by insertion of the rear thrust washer (also coated with grease). First problem: there was insufficient room to insert the rear washer. There should be an end float of .007 to .012 inches – and at this point the end float was negative.

The gears and washer were removed. The surfaces of the case behind the thrust washers were inspected and found to be very rough --- the front one looked like a woodpecker (or in this case an aluminum pecker) had worked on it. It appeared that it had been intentionally roughed up with a sharp punch --- maybe to reduce end float. Both ends were smoothed with a file. The front washer and gears were installed again. This time it was possible to position the rear thrust washer. The countershaft was inserted next and the gears were checked to make sure they turned freely. The end float was then measured between the rear gear and the thrust washer (see photo) and found to be insufficient. The rear thrust washer was then removed and the thickness reduced a few thousandths by first holding the steel back against the side of a grinding wheel and then leveling it off with a file. This brought the end float into specs.

Notes from Nelson

Gearbox Overhaul - Part 2

Gearbox Tech Session

I'll be hosting a gearbox tech session in my basement workshop, 86 Llanberis Drive, Granville on Saturday, March 24, starting at about 10 AM. Call/email for directions (nriedel@nextek.net- 740 587-2509). We'll figure out a way to get some lunch.

I have a TR250 – early TR6 Gearbox with A type OD that we can disassemble, overhaul and reassemble. Anyone can bring their own TR250 – TR6 gearbox and we can overhaul it on the spot. Please call to let me know if you're bringing your own gearbox to keep count; the most we can accommodate is about three. Also, there are a couple suggestions on things to check before hand. We'll be doing the operations described in the December, January and following articles.

The Overhaul

Last month the shafts were checked and reassembled. This month everything is put back together. The last thing we did was to install new bearings in the end of the reverse-first speed countershaft gear and assembled the countershaft gear unit shown in the next photo.



Countershaft Gear Installation

The case is positioned with the front side down on the workbench. Both sides of the larger thrust washer (the disk with holes in earlier photo) are coated with grease and it is placed in position on the inside front of the case, making



Next, the gearbox is returned to the horizontal position and the reverse idler gear and shaft installed, making sure that the gear engages the reverse operating lever (that was not removed during disassembly). These components are shown in the next photo.



The end of the shaft is wrapped with masking tape to prevent it from moving too far forward during the assembly process. The next photo shows the interior of the gearbox at this point. The masking tape on the reverse operating lever holds the reverse idler gear as far forward as possible to keep it out of the way during the rest of the assembly process. The countershaft is then removed so that the

countershaft gears drop to the bottom of the case to provide clearance to install the mainshaft.



Mainshaft Installation

Next, the mainshaft with gears is inserted into the case through the top opening as shown in following photo. The wire is removed after the shaft is in position.



The outer ring of the third and fourth speed synchro hub is moved to the rear most position --- engaging the third speed gear. This is done to provide clearance with the front most countershaft gear. The mainshaft is then positioned as far forward as possible without interfering with that front most countershaft gear.

The center mainshaft bearing is now slid onto the mainshaft and driven into the rear of the case. The bearing should move freely on the mainshaft because the mating surface is pulled forward into the case. The bearing is driven into position using a punch on the outer race. Light whacks distributed around the bearing assure that it goes in square. Next, a plate drilled to match the bolts that secure the rear extension and with a hole for the mainshaft is bolted into position to hold the bearing in place. This plate and bolts could be used to press the bearing into case. That is not a good idea ---- a large force should not be exerted on a steel bolt being screwed into an aluminum case ----- it will cause excessive wear on the aluminum. The next photo shows the plate in position at the rear of the case.



The plate with threaded rod setting on top the case is used to press the mainshaft into the center bearing. The plate is bolted onto the front of the case using the front cover bolts. The rod is then screwed in so that it engages the center hole in the front of the mainshaft. At this point the first and second speed synchro cups are checked to make sure they are engaging the synchro hub assembly properly. The mainshaft is then pressed into the center bearing by slowly screwing in the threaded rod. The gears should be checked frequently to make sure that they are not in contact with anything and move freely. After the mainshaft is in position, the plates are removed and the washer and circlip to the rear of the bearing are installed. The final step for the mainshaft is to install the tool used to press the mainshaft out of the center bearing (see disassembly article) and press the mainshaft forward slightly so that the bearing rests snugly against the rear washer and circlip. This is necessary to make sure that the rear bushing end float measured previously is still there.

Input Shaft Installation

The input shaft is installed by driving the front bearing (with the input shaft) into the case using a punch on the outer race in the same way that the center bearing was driven into the rear of the case. Note that it is not a good idea to press the bearing into the front of the case by tightening the front cover into position --- that problem with wearing aluminum threads.

At this point the input shaft and mainshaft are checked to make sure everything rotates freely and the gears checked to make sure each has some end float.

Countershaft & Front Cover Installation

The countershaft is the next thing to be installed. The case is positioned face down and a large tapered punch is used to align the rear countershaft bearing and rear thrust washer. The countershaft should then slide into position. It might be necessary to return the case the horizontal position and align the front thrust washer before the countershaft can be inserted the last inch or so. Next, the locking plate that holds the reverse idler gear shaft and the countershaft in position is secured with a wedgelok screw.

The front cover, countershaft end cover and OD adapter plate are now installed using gaskets supplied in the overhaul kit. This was the first use of a 3/8-inch drive torque wrench my son-in-law gave me for Christmas a year ago. The manual specifies 20 ft-lbs or 2.8 kgf-m. The wrench is calibrated in in-lbs and N-m. Since there are 12 inches to the foot, 20 ft-lbs were quickly converted to 240 in-lbs, the wrench was set and the deed done. (No attempt was made to convert kgf-m into N-m.) The drain plug is also installed at this point out of fear that oil might be added later without first checking to make sure the plug is installed. A plug with a magnetic rod to attract metal particles was used.

Attaching the Overdrive

A gasket is placed on the rear of the gearbox and the OD adapter plate attached. Next, a gasket is positioned on the front of the OD unit and it is slid onto the mainshaft and attached to the adapter plate. There are 8 springs that stick out the front of the OD unit that must be compressed as the unit is drawn onto the adapter plate. There is also a cam on the mainshaft that has to engage the hydraulic piston push rod and the main shaft splines must mate with two sets of groves in the rear of the OD unit. Before attempting to mate the units the mainshaft splines were visually aligned with the OD unit groves and the mainshaft cam was aligned such that it would engage the piston at the low point on the cam. This position of the input shaft, the mainshaft and the rear flange were marked.

The next photo shows the OD unit in the mating position. Note the use of a gearbox stand to hold everything in position. This stand made the gearbox assembly much easier. The blocks under the OD position it at the correct height to engage the mainshaft. This photo was taken before all springs were placed on the studs in the OD unit. The unit slid into position on the first try. The unit was drawn onto the mainshaft by carefully tightening the nuts on the two longer studs while simultaneously rotating the rear flange back and forth slightly. The mainshaft splines engaged the groves in the OD unit without difficulty.



Installing Rear Extension (Non-OD Gearbox)

The rear extension must be installed on non-OD gearboxes. First, the rear seal is pried out. Next, if the rear bearing is to be replaced, it is driven out the back of the rear extension using a long bar as a punch. The new bearing is driven into the rear extension using a punch on the outer race. A new gasket is placed on the back of the gearbox and the rear extension is then slid onto the main shaft. The bolts connecting the extension to the gearbox are then installed and tightened.

The speedometer gear and housing is installed next. Make sure that the hole in the housing is aligned with the hole for the peg bolt before inserting and tightening the peg bolt.

In my never-ending pursuit of leaking oil, I found the little O-ring seal in the inside of the carrier was leaking on one of my gearboxes. The oil leaked from around the speedometer cable nut. Fortunately, that seal can be replaced without removing the gearbox.

Rear Seal Replacement and Rear Flange Attachment

Replacement of rear seal was deferred until the unit was stable on the stand. Unlike the front seal, the rear seal is pried out easily with a large screwdriver. If you examine the rear of the OD unit or the rear of the rear extension you'll see that the rear bearing has a smaller OD than the rear seal. There is a lip where the diameters change about a tenth of an inch behind the bearing. The new rear seal is driven in until it rests against this lip. The front of the rear flange is then greased and the flange is slid onto the rear shaft and secured with a flat washer and slotted nut (nylock nut on later versions) and torqued to ~120 foot-pounds. A steel bar dubbed the flange removal tool when we disassembled the gearbox is bolted to the flange to keep it from turning. A cotter key is then installed to secure the slotted nut.

Clutch Operating Shaft

The clutch operating shaft, fork and pin are installed next. Having the gearbox on the stand makes this job easy. The clutch operating shaft bushes should be checked, and if the fit is sloppy, drive out the bushes and install new ones. The gearbox front-end cover should be thoroughly coated with high temperature grease before the throw out bearing sleeve with bearing is slid into position. The sleeve is positioned such that the anti-rotation pin is at the top of the gearbox. The fork is positioned with the pins engaged in the groove in the throw out bearing sleeve (making sure that the flats on the pins are on the engine side) and the clutch operating shaft is then slid through the bushes and clutch fork. The shaft is then rotated such that the hole in the shaft and fork are aligned and the tapered pin is then installed. The pin should be tightened till snug (don't over tighten the pin, use a 7/16 inch open end wrench, not a 12 inch crescent wrench) and secure with a locking wire.

Gear Oil

The specifications in the Triumph Maintenance Manual call for API-GL4 Hypoid 90 weight for gearbox and OD unit.

Currently GL5 oil is stocked in the grocery and auto stores. Some recent publications have suggested that an additive in the GL5 oil may attack the brass bushes in the gearbox and GL4 oil should be purchased --- at a price slightly higher than a good bottle of wine (at least the wine I drink). I've used the GL5 since the 80s (the oldest plastic bottle I had was from the late 80's --- not sure when the switch over from GL4 to GL5 occurred). My bushes have not deteriorated any that I can see so I'm going to continue to use the GL5.

The gear oil is poured through the open top. The gearbox capacity is about 1.2 quarts (non OD) or about 1.6 quarts (OD).

Top Cover

The top cover is installed next; making sure the reverse gear shift lever engages the slot in the shifter correctly. The top cover wasn't disassembled in this overhaul. The plan was to test the operation on the stand to make sure everything works properly. It will be easy to remove the cover at that time for any required repair. The gearbox in my TR250 slips out of forth gear if the gearshift lever is touched slightly. This one was tested after the cover was installed to verify that that it locked into each gear. The test will be repeated later with the shaft spinning.



The previous photo shows the assembled gearbox. The only thing missing is a couple switches in the top cover and the wiring harnesses for the backup light and for the OD solenoid. They're around here someplace --- unless the spouse threw them out.

At this point I knocked off for the evening. The next morning I found a puddle of oil under the gearbox. The seals weren't leaking (yet) --- the puddle was under the big 2-½ inch brass OD drain cap. My first thought was that the GL5 ate a hole through the brass cap during the night. Upon further inspection I found that the oil was leaking around the cap gasket. The gasket under the cap disintegrated when the unit was disassembled. A new gasket had been purchased plus a spare for the unit in the TR250. There was a vague recollection that there may have been two gaskets on the cap. Apparently the cap ran out of threads before the lip tightened on the gasket firmly enough to make a seal. A second gasket was added, which fixed the leak.

Next, an adapter was fabricated that attaches to the input shaft so that a half-inch drill can be used to spin the gearbox. The OD was tested to make sure it worked (it

did) and to also checked for unusual noises, etc. The final thing to check was the OD solenoid. This required dragging a battery to the workshop. This test was also successful.

At this point excuses to not pull the gearbox on TR250 are exhausted ---- maybe the next warm day.

Late TR Guy

The Continuing Adventures Of...



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

Hobby Enthusiasm – How Do We Pass It Along?

Got any idea of the median Triumph Owner Age? How many teenagers do you know of that want a TR? Read on ...

Take A Kid out For A Ride

Where's the future of our hobby? It's with the young folks of today, who'll be (or who won't be, if we fail them) the hobbyists of tomorrow.

So what can you do about it? Take kids out for rides in your fine old cars! Get them excited now, so that someday in the future when we're retiring from the hobby and need to find buyers for the cars on which we've lavished so much time, attention, and cash, there'll be that next generation of collector-car lovers waiting to slide into the drivers' seats.

There are formal and informal ways to arrange giving young people rides to whet their appetites for vintage vehicles. You might make an arrangement with a local Scoutmaster to bring a vehicle, or a few vehicles, to a Boy or Girl Scout Troop meeting, and offer rides around the block. You can ask your neighbors if they'd like to take a ride with you some Sunday afternoon, and invite them to bring their kids along. You might call the history teacher at your local school and ask if he/she would like to have a history class enjoy a field trip in historic autos supplied by your local old car club. And you'll think of your own ways to get kids in cars with the wheels turning.

But do it—just do it. You'll enjoy it, the kids and their parents or teachers will enjoy it, and we'll all be better off for it. Just drive carefully, as always.

I yanked this out of last month's Hemmings, but this goes for the sports car hobby also. Now, you might have noticed that I'm trying to bring Bridgett up correctly – we've already purchased a TR for her, and one of them larger ones out in the garage might have her name on it also.

Spread the word, drive your Triumph, and maybe take a few others long for a ride?

Hmm, Looking For A Different Ride?

Found this on the web, a "1974 Triumph TR7 Kit Car"



The text with it reads:

Custom hand made body. The "Urba Centurion" is built around a 1974 Triumph TR7 drive train from blueprints out of a magazine. Many hours put into this car. We have original blue prints and magazine.

-Dare to be Different!

The last line was a bit of an understatement to say the least. It looks like a baby Bricklin with a plastic snow shovel glued to the hood. I didn't know Triumph had TR7s out in '74 (must have been a rare prototype)! If anyone wants this the URL is:

<http://www.ccautosales.com/cgi-bin/cc.cgi?74triuki>

No Frank, don't you dare...

Found In My Mailbox

I received a nice little card with a TR4 on the front from Mike Morris of Granville (OH). Inside it was a note:

Bruce,

I showed these cards to John Huddy with Buckeye Triumphs – they were well-received. Might be a nice member service or fundraiser for your group. I have TR3, TR4 & TR6.

Prices are:

\$8.50 + \$2.50 Shipping/Handling for 10

\$18.50 + \$2.50 Shipping/Handling for 25



They're packaged in a gold ribbon. If you want to buy bulk & package them yourselves, they are \$65 per 100 with \$5.00 S/H. Envelopes are included of course. My contact information is on the back of this card.

Hope you like them,

Mike Morris, Marqued Cards, 67 Trenton Circle, Granville, OH 43023, 1-800-610-8520 ext. 12

To tell you folks the truth, I'm not really known for sending out these kind of cards. The only ones I really bought were Christmas ones, especially the ones TRF put out with Ed Major's car on the front. They're certainly very nice, if you're interested please contact Mike at above phone number.

Flash! Spring Tours, The Update

March – just a month left before we take to the hills on the trip to North Bend & back, and just a couple months later the trip to TRA. Are you psyched? We are! I have to hurry up and get the TR's fixed for the road!

Spring Tour

Let's get the park reservations out of the way first, then I'll lay out a bit more of the schedule than last month:

The rooms at North Bend are going fast. Of the 12 rooms I reserved 6 are gone already, and I know other couples have rented cabins (yeah, they have those too, go to their web site www.northbendsp.com & check them out). To get you a room you need to call at (304) 643-2931 and get your own name, and credit card, on one of those rooms. The remaining rooms (except ours) will be released two weeks prior.



hey only have 29 rooms total (unless you want a cabin!), so make your reservation early and let me know via email (clough@erinet.com) that you did. Please mention Miami Valley Triumphs or Buckeye Triumphs when you talk to reservations since I've placed them under those names. The person to talk to if you run into problems is Kristi Six.

I received a lovely email from Wally Ellifritt discussing some great roads in the North Bend area since he is originally from just east of there. This is in addition to the good advice from Mike McKitrick who's from just west of there. What would I know, my ancestors are from well east of there in the mountains! Looking at our schedule we'll be pressed to drive on all of those roads, but we'll give it a try.

Here's the rough agenda:

Saturday 28 Apr

- Meet in Circleville at Bob Evans for Breakfast
- Drive To Marietta for lunch, shopping & a bit of history.
- More great roads & parks after lunch.
- Check into North Bend park for dinner & a good night's rest.

Sunday 29 Apr

- Up early for the obligatory morning walk, then breakfast & more great roads.
- Lunch on the Ohio river somewhere.
- More parks & shopping, then dinner in Chillicothe.

Next month I'll have a detailed agenda for y'all, so stay tight. The address for the Bob Evans in Circleville is:

Bob Evans Farms Restaurant

23865 US Highway 23 S
Circleville, OH 43113-9003
Phone: (740) 474-5009

Time? How about 8:30 AM? For you Cincinnati & Dayton folks that means getting up early, but it will be worth it, trust you me!

If anyone has any suggestions, please let me know – oh, and that goes for places to visit and roads to drive on – I'm open for ideas.

Trip To TRA National Meeting

Well, remember the trip to Cleveland for TRA 97, a raucous week-long affair? Yes, it's back! Those that participated last time will let you know that Alice & I don't mess around when it comes to good sightseeing. However, I need your input on several nights on how far to push.

Here's an update to the schedule I outlined last month. I'm starting to add the details, so pay attention!



Baltimore Marriott Hunt Valley Inn

245 Shawan Road, Hunt Valley, MD 21031
Phone: 1-410-785-7000, Fax: 1-410-785-0341

Tuesday, 19 Jun

- Caravan leaves Dayton area around noon
- Spends afternoon cruising & sightseeing
- Spends night in Logan-Lancaster at the Amerihost Inn, St Rt 664 @ US 33. 614-385-1700 (I booked it through travelhero.com, others might try different web services. Shop around, rates and availability varies depending on the web site!)

Wednesday, 20 Jun

- Leave Logan-Lancaster area after linking up with Buckeye Triumphs and COCTRA Members

- Lunch somewhere around Marietta
- Spend Night In Frostburg, MD either at the Hampton Inn, or an old Inn downtown – I'll check them out late in Feb & let everyone know next newsletter issue.

Thursday, 21 Jun

- Leave Cumberland after breakfast for Baltimore via roads less traveled.
- Early Afternoon – Arrive at Hunt Valley Inn

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

Sunday, 24 Jun

- Choices – do we stay for a bit of the Bowie British Car Day that might down the road? I'm assuming that either way we'll be on the road by 2 – 3pm, so that puts us about Bedford PA for beddie-bye. Several good places around there, so I'll be checking them out in Feb & I getting back to y'all.

Monday, 25 Jun

- Leave fairly early since it's a busy day. How busy? Don't know, - I want your input. Do we want to go to TRF and then on to Indiana, PA? Or do we want to go to Falling Waters? Reason I ask is that this changes our path around Pittsburgh, and where we stay that night. Right now I'm recommending the Weatherbury Farm (www.weatherburyfarm.com) B&B, Avella, PA (724) 587-3763, if we go south of Pittsburgh. This is a quaint working farm that seems to be well recommended near the Ohio border. If we go north we'll stay somewhere around the OH/PA border southeast of Youngstown.

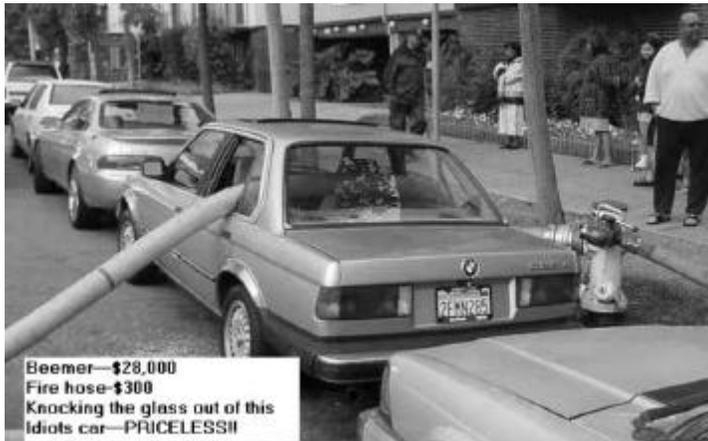
Tuesday, 26 Jun

- Everybody gets home, but not before a few more good roads and a stop or two! I'm assuming Coshocton, or even Amish country. Open to suggestions!

Now, that's what my first update on the plans are. Based on your inputs over next month, and what I find during site visits, I'll finish the planning. I want your input to the process, and if you're going, I'd like your name! The '97 tour was a wonderful time for the Clough Family, and I'm shooting to make this an even better tour!

March "Feel Good" Photo (Below):

Just gotta love it, I'm sure the firemen with the axes did!



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).

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

Now Taking TR6 Orders:

1971 TR6 Due out of bodyshop in October. Fresh signal red paint job, black interior, new carpet, dash top, refinished dashboard, fiberglass front fenders. This is a nice driver, or could easily be for show. \$5500.00

1971 TR6 Due out of bodyshop next spring. This will be racing green with a fresh light tan interior, all new interior panels, carpet. Seats redone by TriTex. Rebuilt engine by Eric Jones-runs strong. Factory hardtop, overdrive, new fenders, new redlines on steel wheels, new reflective stripe top, NOS trim rings, detailed engine, all bumpers show quality replated, no expense spared. For show or concourse, mid to upper teens.

New Triumph convertible tops by Crown, TR4, 4A, TR250, TR6, TR7/8, Spitfire, and Herald \$185.00 in black or white continental grain vinyl.

Triumph TR6 black standard cut-pile carpet set \$135.00

Contact Doug Braden at:

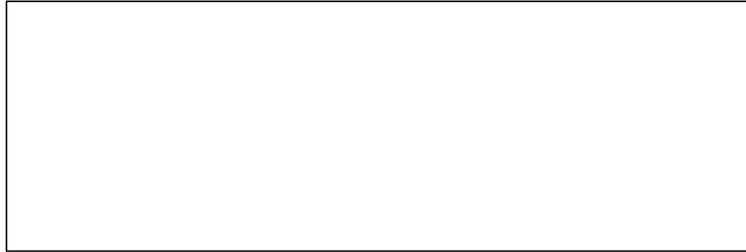
PARTS...PARTS...PARTS - Triumph and LBC parts available... New, Used & NOS... The Roadster Factory, Moss & Victoria Br. items at discount prices.

Many common parts in stock.

Doug's Parts 614-878-6373

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

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



Buckeye Triumphs Newsletter – March, 2001
Business Social Meeting Tuesday March 6th
Tech Session March 24th

See inside for details...