



Buckeye Triumphs Newsletter

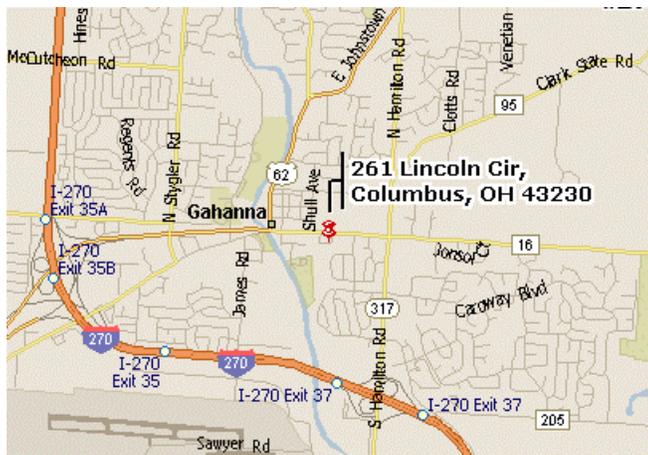
Visit us at:
<http://www.BuckeyeTriumphs.org>
(and get your newsletter in **COLOR**)
6-Pack Chapter
Center of Triumph Register of America
VTR Zone Member

March BT Meeting – Monday, March 3rd at Massey’s Pizza

261 Lincoln Circle, Gahanna, Ohio
Time 6:30 to ?

Come spend an evening with your Triumph club friends and shake off the winter doldrums. We will discuss up and coming events, plan some tech sessions generally hear about how we have all fared up with all the snow. We will be planning a spring tune-up and a drive in April. Winter will be coming to an end, so we can start thinking about getting our cars in shape and driving them in the coming months. Look forward to seeing many of you there.

Thanks - Jim VanOrder



ANNUAL DUES - MEMBERSHIP RENEWALS 2003

Thanks to those of you who have renewed for 2003!
Thanks for helping the club! Current member’s Calendar Year 2003 Membership Renewal Dues are payable by January 31, 2003. Please submit your check for \$20.00, payable to Buckeye TRIUMPHS and mail to:
Buckeye Triumphs
c/o Jim VanOrder
9023 Concord Rd.
Johnstown, Ohio 43031

Winter Wonderland!

Editor’s Note: I received these pictures from club member Ron Fowler.



In this first picture, this snowdrift is “the shape of things to come”



Here is Aubrey on the passenger side. Ron said they were blessed with 28” of snow with 5’ drifts.



Here is our office in Granville
(We want the snow to go away.)

Birth Announcements



Alice gave birth to a bouncing 7.5lb baby boy this morning - name is still secret - but the secret that is out is that mom and son share the same birthday. Make's dad's life easier remembering to buy a cake! I was guessing 16 Feb and I was right (I also guessed 11 May for Bridgett and she was born on the 10th).-- Bruce Clough

Baby Clough's Name is Duncan Owen Clough (DOC for short) *Editor's Note: There was some "chatter" on the email list, some were expecting Lucus Clough - while others thought the name would be "Cliff Clough" ☺*

And there is MORE!

From Grandma Becky and Grandpa John Hartley:
Our granddaughter was born on February 11, 2003 at 10:26 a.m. Her name is Mackenzie Ali Zumbrun. She weighed 9 lbs and 2 ounces and was 20 1/2 inches long. Her grandma and grandpa trudged through a snow storm, but missed her birth. She has lots of hair, but no teeth. She is in perfect health and all her grandma wants to do is look at her and hold her fingers. Grandpa Hartley said he wasn't changing any diapers. -- Becky

Editor's Corner

Isn't new life wonderful! Congratulations to Bruce, Alice and Bridgett Clough on their new family member. Alice is positively "glowing" in the picture. Congratulations to John and Becky Hartley on their new grand baby, too.

I am so ready for Spring. This year the 1,000 foot driveway has become a bit tricky. Last Sunday we had a flat tire on the tractor - so more fun to be had this weekend. Oh well.

Ryan will be in town next week on Spring break. He has big plans for working on the TR6 autocross "beast". The only problem will be moving the car through the snow cover up to the garage to put the engine in for a test. Everyone is invited to the "first start" event, the only

problem will be predicting when it will happen, and the likelihood that it will be in the middle of the night.

Ryan is having his second go round with "Finals" as I write this - he seems to have things under control. He is still struggling with career choices - he will be looking for summer job opportunities soon. (That is to say - his parents will be encouraging him to look for a summer job opportunities) If he had his way, I think that he would spend all summer building engines and trading parts on eBay. If anyone has any ideas or career suggestions, let him know!

I'm writing this from Cleveland this month - out of town doing some computer training. Cleveland is talking about this being the 4th snowiest winter ever - they were interviewing ski resort owners who were all smiles - I guess that some folks like all of the snow.

I will be sponsoring the first drive of the season in April. I haven't picked the destination yet, but let's pray for spring!

We had to cancel the Tech Session at Jim VanOrder's last weekend due to the death of his father. Our thoughts go out to his family.

I am still waiting for our first "member profile" from one of you. I know that many of you have promised a good story - we await your prose!

Bruce Miles bmiles@IN7Info.com

Next Newsletter Article Deadline - March 23rd, 2003

February Meeting Minutes

The meeting was called to order by John Huddy (our new president) at 7:38 at Fridays on Cleveland Ave. It was a bit noisy, so John had to say several things twice-especially about the new club "calendar" that he has started. (Ask him about it if you weren't there!) Our e-mail address is BuckeyeTriumphs@buckeyetriumphs.org if you have questions.

First report was the treasurer's, Jim VanOrder. He reported that we made \$859.52 from the Trials activities. He also reported what all the different events cost. The club account started in 2002 with \$806.48 and ended 2002 with \$2704.42. This included \$1180. from dues for 2002. It was moved and seconded to accept the treasurer's report as read.

Many future events have now been scheduled. I will not report all of them here. Please read the calendar elsewhere in the newsletter for details. *The tech session scheduled for Feb. 23 was postponed because of the death of Jim VO's father. It will be rescheduled.* Jim said that the March 3rd general get-together and business meeting will be held at Massey's in Gahanna. Look for a map in this newsletter. Bruce Miles has volunteered to host the April 7 business meeting and the drive on April 19 (the day before Easter). Mike Henry will host the May business meeting and May 10th is the Carlisle show. May 18th is the Easton British Car Show. Triumph will be the

featured marque, so be sure too attend this year! June 1st is the Toledo British Car Day and Tim Schwartz has volunteered to host the June 2nd business meeting. June 20-21 is Mid-Ohio. Huddy's will host July 7th. July 12 is the Arthritis Show and there will be a separate British area this year. Corvette will be the featured marque. We are thinking of doing a Route 40 Drive-in party on July 19th. Bill Blake will host in August and, of course, August is the Roadster Factory and September is the 6-Pack meet in Bowling Green, KY. Washburns will host Oct. 6 and we hope to have a fall drive to somewhere that month. We would like to get some regular "drives" in this summer, too. There was some mention of a drive to Amish country again in November if the weather holds! We all agreed that the Buckeye Cafe is a great place for the Holiday Party and we will consider it for Jan., 2004.

Editor's Note: here are a couple of pictures:



The meeting was adjourned at approximately 9 PM.
Respectfully submitted, Margo Washburn, Secretary.

President's Corner

March 2003

Thanks to everyone who attended our February 3rd Business and Social Meeting to help plan our events for the year. We had a fairly decent turnout and we filled in the blanks for most months. (Please see the two photos of the Rogue's Gallery of attendees.) Thanks to Bob Mains for making the arrangements at T.G.I.Friday's. The food was good, the beer was cold and our server was not too befuddled.

I will post our events within the Calendar section of the BT website as soon as I am able to write to it. (Currently, I can't get access, but that will be rectified soon.) Our next BT Business/Social Meeting will be Monday, March 3rd at Massey's in Gahanna. (Please see Jim VanOrder's article for details and directions.)

Some of our 2003 plans are worth noting: The Easton British Car Show will be on Sunday, May 18th. Triumph will be the featured marque this year due to the 50th anniversary of the first production TR2. In case you haven't heard, "TS1" is currently being restored and should be completed in time for the Easton show. It is now owned by Joe Richards, who lives in Central Ohio. I have seen the car and it will be priceless when it is finished. "TS1" and "TS2" were basically hand-built cars, which were assembled side-by-side. They were built as "show cars" for major Canadian and Irish car shows and some parts are unique to each of them. There are numerous features on both cars that were changed on all later TR2's. Both cars were white with "geranium" interiors, tops and side curtains. "TS2" was given to the Triumph Register (in England) and has been restored by the Club. A full story of "TS2" appeared in two recent issues of British Car magazine.

If you got the latest sale catalog from The Roadster Factory, you know that Charles Runyan, John Swauger and the whole TRF crew are hard at work getting ready for their "Summer Party" in August. If you haven't made it to a "Summer Party", you should give some serious thought to attending this three-day extravaganza. There is something for everybody and several hundred of the British car faithful will be there to enjoy the weekend. Charma and I have attended every "Summer Party" since 1990 and we consider it a highlight of our summers. We like to camp on the TRF "Polo" grounds, but some folks prefer to stay in local motels. In the past, we have always been able to reserve space for BT campers and we have a great time. According to Charles, this will be a real whiz-bang soiree and there may not be a 2004 "Summer Party". So, mark your calendars and plan to attend.

Congratulations to Alice and Bruce Clough in the birth of their son, "D.O.C." Also, congrats to Becky and John Hartley in the birth of their granddaughter, Mackenzie.

We hope to see you on March 3rd.

John Huddy jhuddy@columbus.rr.com

A Chronicle of Triumph: how I became addicted

Editor's Note: Nothing from Ryan this month (finals and all) I hope he can attend the March meeting while he is home for spring break!

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

Officers and the Fine Print

The Buckeye Triumphs Newsletter is a publication of Buckeye Triumphs, and the content herein is not officially endorsed by the staff or members of Buckeye Triumphs, their families, or lawyers. If you decide to follow the advice of anything inside this newsletter, you do at your own risk. We are all adults here, so if you do something stupid, own up to it and don't sue the club. Heck, we don't have any money anyway...
Club address: Buckeye Triumphs, 9023 Concord Rd, Johnstown, Ohio 43031

Annual Dues: \$20.00

General email: buckeyetriumphs@BuckeyeTriumphs.org

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

Our current crop of Buckeye Triumphs Officers include:

President: John Huddy (614) 846-2321 jhuddy@columbus.rr.com	Vice President:
Treasurer: Jim VanOrder (740) 967-2110 vanordergj@core.com	Events:
Newsletter Editor: Bruce Miles (740) 587-4179 bruce.miles@buckeyetriumphs.org	Secretary: Margo Washburn 614-882-5219 jimbo165@earthlink.net

Technical Consultants:

TR2's & 3's: John Hartley 740-753-1066 email: jhartley@frognet.net or John Huddy 614-846-2321 email: jhuddy@columbus.rr.com
TR-4's: John Thomas 614-855-4175 or Bruce Clough 937-376-9946 clough@erinet.com

TR250, TR-6: Robert Mains 614-890-7767 bob.mains@ode.state.oh.us or Jim VanOrder 740-967-2110 vanordergj@core.com
Spitfires and GT6: Doug Braden 614-878-6373 braden.13@osu.edu,
TR-7 & 8's: Ron Fower 614-833-6885 tr8@msn.com

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

Late TR Guy

The Continuing Adventures Of...



Late TR Guy!

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

Nothing from Bruce, either – I believe the new father is probably pretty busy.

Wedges Rule
BRUCE

2003 British Car Events

Date	Event	Contact
May 1 st , 2 nd , 3 rd	British V8 Convention at the Highland Manor Inn Townsend, TN	Dan Masters www.britishv8.org/2003.htm
April 23 rd - 27 th	Spring Carlisle Swap Meet	www.carlisleevents.com (717) 243-7855
May 10 th	River Run 2003 River run is a 300+ mile, all-day driving tour using some of Ohio's most interesting and challenging roads.	Eric Jones (740) 363-2203
May 18 th	Columbus British Car Day XIX at Easton	Columbus, Ohio Central Ohio British Car Council Tony Burgess @ 614-899-2394

2003 British Car Events		
Date	Event	Contact
June 1 st	The British Return to Fort Meigs Perrysburg, OH	Lake Erie British Car Club lakeeriebritishnews.home.att.net/
June 20-22		Mid-Ohio Sports Car Course 1-800-MID-OHIO www.midohio.com
July 11 th and 12 th	Len Immke Auto Show – Dublin Metro Center – Dublin Ohio	
August 2 nd	Dayton, Ohio British Car Day 2003	Miami Valley Triumphs & MG Car Club http://www.miamivalleytriumphs.org/
August 2 nd	Cleveland British Car Day XVII At Shaker – Cleveland, Ohio	Northeastern Ohio British Car Council
August 7 th – 10 th	The Roadster Factory Summer Party	The Roadster Factory 1-800-678-8764 www.the-roadster-factory.com
Sept 15-21		Mid-Ohio Sports Car Course 1-800-MID-OHIO www.midohio.com

Gary called Monday to say he was sorry that all of us had to hear the info before we were personally contacted - but that's the way the web is woven.

As I understand it, even though British Car Magazine was getting creatively and journalistically better with each issue, a ceiling had been reached and the magazine had pretty much been built to it's potential. They had acquired most of the interested subscribers that there were, all of the advertisers willing to put their money into a hobby builder, and a size (amount of pages) that this level of participation could commercially support.

I have edited club pubs, local neighborhood pubs and put in my time as editor, feature editor and production editor at Convertible Magazine, Collector Car News and Victory Lane vintage racing magazine. I know how much production costs and how limiting a tight budget and smaller pool of enthusiasts can be. Two of these mags went belly up while I was working there (damn, maybe it's ME!) and the other was bought out and changed while I was off to organize the California British Car Meets. I came back to find a bunch of strange staff in the office and my trusty Mac replaced with a PC and a new production editor to operate it!!!

I talked with Editor Gary at length and what I got from the conversation is that we are in good hands with the new owners and we will be able to do more and better work with what we have been doing with our British Cars plus get the additional information about similar, competitive cars from other parts of the world. This merger of the minds and editorial policy is based from the editor's interest in vintage racing, where a primarily British lineup is augmented with cars from around the world. These are the cars that competed in the marketplace, on showroom floors and race tracks around the world.

Just because the new Classic Motorsport will now include cars from other countries than the UK does not mean that this will become a scattershot, all marque affair with hot rods, '57 Chevys, and moody dark reflective pix of late model Ferraris and babes lounging on Porsches.

The new mag is to feature classic Porches, Alfas, Datsun roadsters and 240Zs. Maybe I'll be able to sell them a VW/Morris Minor comparison article. I personally have owned a number of BMWs, Citroens, Datsun 510s and a Peugeot along with my MGs, Rileys, and over 50(!) Morris Minors - these cars are all fun and quite similar (except for the Citroen DS21 - I think that it was designed on Mars!). American cars will be more like classic Corvettes, Z28 Cameros and Boss 302 Mustangs, the cars that went fender to fender (OK, wing to wing!) with our Jags, Cobras and Sunbeam Tigers on the track.

We enthusiasts have to realize that as the old car hobby condenses into a smaller group that will then break again into show-ers, racers and backyard tinkers and then again into smaller groups of rodders, restorers and modernized cruisers, we are going to have to combine certain aspects

“British Car” Magazine Changes

From: Richard Feibusch rfeibusch1@earthlink.net

Date: Wed, 05 Feb 2003 09:33:18 -0800

Dear Friends and Readers,

I was as surprised and concerned as you all were when the word about the Motorsport Marketing Inc. buyout of British Car Magazine started to spread on the web. After all, I have been a writer and later on the Editorial Board since Dave Destler started the publication over 100 issues ago. I was just as surprised when Dave sold the magazine to Gary Anderson, but having known Gary and Genie for over 20 years through the SF Bay Area Healey Club and our Palo Alto British Car Meet, I knew that we were in good hands.

The internet is a wonderful communication tool that has the ability to get ahead of itself, and since I am on most British car lists, I get to see the buzz from all over right away.

of the hobby to maintain our special interest publications. This one should be painless.

Please don't winge about the loss, be happy about the fact that we are still here and are going to be bringing you more and better info on your favorite Britiron as well as additional info on cars from other parts of the world.

Thanks for listening - the Official Word is included below.

Cheers, Rick Feibusch writer/editor/show coordinator/local politician (more business cards than W.C.Fields!) Venice , CA

Official Press Release:

Ormond Beach, Florida, January 31, 2003

Motorsport Marketing, Inc., Publishers of Grassroots Motorsports, has announced their purchase of British Car Magazine on January 30. British Car will be relaunched this spring as Classic Autosport, with British Car's Gary Anderson as editor.

Classic Autosport magazine will offer classic car enthusiasts more depth in its technical coverage and a wider range of classic performance automobile coverage, British, as well as European, American, and others. Classic Autosport will be all-color, perfect-bound and will start with at least 100 pages.

From his office in Los Altos, California, Gary Anderson, editor and publisher of British Car Magazine since 1996 said "I'm really looking forward to editing the new magazine. With the strong technical and publishing resources of Motorsport Marketing, we'll be able to provide more detailed information on our favorite British cars while covering the other marques that were so much a part of the sports car hobby as we knew it in the fifties, sixties, and seventies."

In making the announcement, Tim Suddard, president of Motorsport Marketing and publisher of Grassroots Motorsports, said "As classic car enthusiasts ourselves, we have had a dream for over ten years of adding a classic car magazine to our activities. With the acquisition of British Car, we have the core around which to create the kind of magazine we have always wanted ourselves, in the same way we have built Grassroots Motorsports."

The expanded magazine will give British Car readers more tech features, emphasizing ways to improve reliability, safety, and performance of classic cars. In addition, Classic Autosport will be building its own project cars like those that Grassroots Motorsports is famous for building. Classic car meet and vintage racing coverage will be expanded. All of this will be added while the magazine will still maintain the enthusiasm for classic cars that British Car readers have come to expect.

The first project cars planned for the new publication include an MG Midget and Porsche 911, while the magazine will also campaign a pair of vintage racers: Publisher Tim Suddard will continue to run his Triumph

TR3 at East Coast events, while Editor Gary Anderson will campaign an MGA on the West Coast.

The April/May issue of British Car will be the last one to carry the old name and logo. British Car readers will see no interruption of service, as they will be the first to receive this new and expanded publication. The first issue of Classic Autosport will be mailed in late May and on the newsstands by 3 June.

For more information on the new magazine, a sneak preview of the new editorial calendar, and an opportunity to chat with the staff, as well as to find subscription information, check the Web site, www.classicautosport.net

GM vs. MICROSOFT

At a recent computer expo (COMDEX), Bill Gates reportedly compared the computer industry with the auto industry and stated: "If GM had kept up with technology like the computer industry has, we would all be driving twenty-five dollar cars that got 1000 miles to the gallon."

In response to Bill's comments, General Motors issued a press release stating:

If GM had developed technology like Microsoft, we would all be driving cars with the following characteristics:

1. For no reason whatsoever your car would crash twice a day.
2. Every time they repainted the lines on the road you would have to buy a new car.
3. Occasionally your car would die on the freeway for no reason, and you would just accept this, restart and drive on.
4. Occasionally, executing a maneuver such as a left turn, would cause your car to shut down and refuse to restart, in which case you would have to reinstall the engine.
5. Only one person at a time could use the car, unless you bought "Car95" or "CarNT." But then you would have to buy more seats.
6. Macintosh would make a car that was powered by the sun, reliable, five times as fast, and twice as easy to drive, but would only run on five per cent of the roads.
7. The oil, water temperature and alternator warning lights would be replaced by a single "general car default" warning light.
8. New seats would force everyone to have the same size butt.
9. The airbag system would say "Are you sure?" before going off.
10. Occasionally for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key, and grab hold of the radio antenna.

11. GM would require all car buyers to also purchase a deluxe set of Rand McNally road maps (now a GM subsidiary), even though they neither need them nor want them. Attempting to delete this option would immediately cause the car's performance to diminish by 50% or more. Moreover, GM would become a target for investigation by the Justice Department.
12. Every time GM introduced a new model car buyers would have to learn how to drive all over again because none of the controls would operate in the same manner as the old car.
13. You'd press the "start" button to shut off the engine.

Picture(s) of the Month

Pictures of the month received from club member Steve Hughes:



Editor's Note: Perhaps we should have a "name that caption" contest – send me your ideas.

Classifieds:

These classifieds are free to BTC members, given, of course, that they relate to Triumphs, and are for private (not business) use. No, you cannot sell that old couch here! We'll run classified ads for two months, beyond that you'll have to ask for an extension.

For sale:

1. Six 16 ounce spray paint cans of TR6 white Dupont paint. This is the equivalent of a quart of paint. Price \$75.
2. For sale: Luggage rack in good condition. \$50.
3. For sale: Interior New Tan carpet set. Like new condition. \$50.
4. For trade only. Tonneau cover for complete cockpit in New Tan in really good shape. Trade for early TR6 Tonneau (no seat humps) in black.
5. Wanted. Black boot cover in good shape.

Steve Hughes

H: 614-848-9741

W: 614-213-7430

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Many common parts in stock.

Doug's Parts 614-878-6373 Braden.13@OSU.edu

<http://www.triumphparts.com>

Take a Look at the New TRA!

There is a new enthusiasm within TRA. We are committed to delivering to our members a quality newsletter, 4 issues in one calendar year.

To join, send \$25 to:
Ron Hartley
28342 Lake Logan Road
Logan, OH 43138



Don't miss the next TRA newsletter, rejoin today!



Membership Forms available at: www.triumphregister.com



Buckeye Triumphs
9023 Concord Rd.
Johnstown, Ohio 43031

