



Buckeye Triumphs Newsletter

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

Easton British Car Day – Sunday, May 18th



9:00 AM – 3:00 PM
The British Car Council of Central Ohio will hold its 14th Annual British Car Show at Easton Town Center.
Vehicles will be positioned around the North District so that Easton visitors who are strolling in and out of shops can view the incredible

collection of historic British automobiles and motorcycles. Easton is a fine shopping and entertainment complex on the northeast side of Columbus.

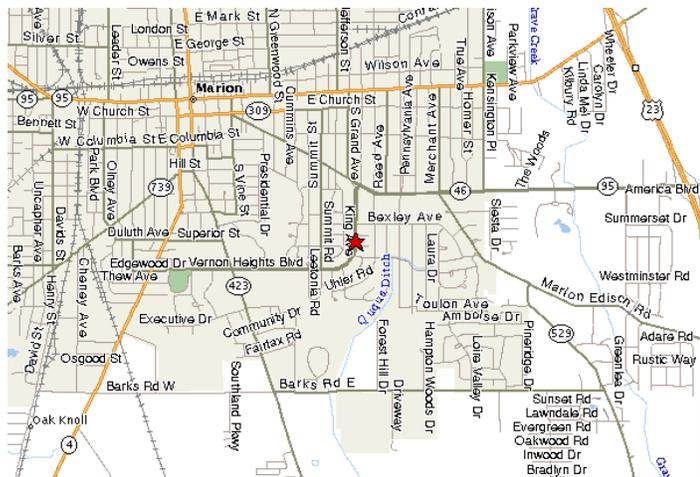
This year's Feature Marque is TRIUMPH. (Hint Hint – please try to come if you can)

Buckeye Triumphs will be handling some of the duties (counting ballots, parking, etc) Contact any club officer for additional information. See you there!

BT Event for Monday, June 2nd at Tim and Lee Swartz's (6:30 PM)

June's BT Meeting will be at the home of Tim and Lee Swartz in Marion, Ohio.

The Address is 700 Vernon Heights Blvd off of route 95.



According to Tim – we are all invited to a barbeque to be held at their home. RSVPs would be appreciated – their phone number is 740-383-1751
More details in next months newsletter – lets talk at Easton to see if there is any interest in “caravanning” up to Marion.
Thanks Tim and Lee!

Remember British Car Week May 24th to June 1st



This years British Car Week will take place from May 24 through June 1, so be sure to mark your calendars. British Car Week is a British car "awareness" week. It's an opportunity for all British car owners to get their cars out of the garage and on the roads in their part of

the world at the same time, and show them off to the people who normally don't get the chance to enjoy them. A time to create awareness of an automobile that used to be plentiful on the roads, but are now much less common. It's also a great opportunity to get together with other British car owners in your community, regardless of marque, and display your cars to the general public. I guarantee you'll meet some great people.

Please be sure to participate!

Scott Helms BritCarWeek@arczip.com

Home Page:
<http://users.arczip.com/zntech/britishcarweek.html>

Editor's Corner

First – my apologies – I was not able to get the newsletter out by the May meeting – I sent an email to everyone but I know of a couple that we missed. Having said that – we will be at Easton this Sunday – If I do not have your e-mail please be sure to update our directory.

Much has happened in the Miles household since our last newsletter. First, the new acquisition:



We picked this up in Dayton off of the Internet. It has overdrive – it is the first one that we have ever driven home under it's own power. But – the story does not stop there – a friend of ours called 3 days later with a car that a friend had “suffered a broken timing belt” in -- here is a picture:



I know, I know – it is not British – but the price was right - \$600 – the engine did not run (broken timing belt)

But we are not yet done! The following week – an '83 Porsche 944 showed up on Ebay - it had been in an accident and tore up the driver's side suspension – but the engine worked just fine. We were the winner, and the following came home:



The following weekend, Ryan and his friend Artie did the swap –



We are not yet running but won't take too long (finish the school year first Ryan...) (did you know that the engine comes out the bottom??)

Ryan will visit us at Easton (probably no car – finals are next week – be sure to ask him about all of the new acquisitions.

Our April 26th drive went very well. The sun came out to greet us during our driver's meeting and stayed to play for the rest of the day. Here are a few pictures:



Lunch at Clark's Dining Room topped off the afternoon.

Ryan will be home for the summer in a week, he plans on doing a bit of car work. If you have any projects / repair work that you have been putting off – give him a call – details in the classified section.

The Yosts, the Huddys and Bruce Miles participated in Eric Jones's River Run last Saturday – more details on this in the next issue.

Plenty of articles this month. Be sure to look at Bill Blake's article. (*I hope others in the club are typing your articles even as we speak*)

Hope to see all of you all at Easton!

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – May 28th , 2003

April Meeting Minutes

Twenty-five people attended the business meeting at the Lone Star restaurant on April 7. John welcomed new members, Liz and Stacy McClain, who at this time have 2 non-operating TR6's. We were reminded of the drive that Bruce Miles is planning to Dawe's Arboretum on April 26th. We are to meet in Granville at Aladdin's Restaurant for

breakfast and then have the driver's meeting at 9:45 and leave for the trip at 10:00. Lunch will be at Clark's (yum) so we were all advised to bring our appetites!! (PS. We all had a great time and the weather was great!--more elsewhere in the newsletter) .

Eric Jones will be again be doing the "river run" on May 10--said to be a fast and long day, but at fun one. Then Easton is May 18th with Triumph being the featured Marque. We will need help on registration and counting ballots, so let John Huddy know if you can help.

Our treasurer reports that we now have received 40 renewals out of the 70 that were on the roster last year. Some names have been dropped. Contact Jim VanOrder if you have questions or to renew your membership. It was suggested that we have business cards to give to people who might be interested in joining our club. Bruce will make some.

Roy Gay was congratulated on his article in the last newsletter. Jim Washburn told of 2 suggestions that he has heard after having to get our carbs rebuilt. He says that ATF is preferred instead of motor oil in the carbs and to use Shell gasoline instead of BP or any other gas that has ethanol. The announcement was made that Doug Braden has 3 TR's to unload.

John reminded everyone to get their hotel reservations for 6-Pack ASAP. The hotels are filling up fast. The Arthritis Show is scheduled for July 11 and 12 and you should send in your registrations soon.

There will be a new order for nametags and see Bob Mains for patches, shirts, etc. Jim W. mentioned a baseball cap with logo, and Bob said to get a hat and get the logo sewn in or get a patch added (cheaper).

Jim VanOrder talked about the bonnet release (extra, inside the car). Very important. We can have several made and install them ourselves, a good service for the club to do.

We are tentatively planning a picnic for July to celebrate our 5th year anniversary. Suggestions for location would be appreciated.

Respectfully submitted, Margo Washburn, Sec'y

President's Corner

Ladies and Gentlemen: It is finally time to start your engines! In case you missed it, we actually started the BT driving season on April 26th with one of Bruce Miles' well-planned routes. About eighteen of us met at the Aladdin restaurant, in Granville, for breakfast and we got underway around 10:00 AM. Bruce took us through Denison University out into the "boonies" onto some roads that were perfect for Triumphs (and a lone Mini Cooper). We drove for about an hour, and then, made a brief potty stop at Flint Ridge Memorial Park. (Yes, Dorothy, local Indians really did go there to find flint to make their arrows.) After leaving Flint Ridge, we motored on some more great secondary roads until we reached Dawes Arboretum. We drove the

auto tour route through Dawes and many plants and trees were in full bloom, which was most inspiring after the brutal winter we just went through.

There were "Arbor" Day festivities going on, so we spent about an hour looking at wood carvings, chain saw art displays and all sorts of flora and fauna. From Dawes, it was a short hop to Clark's restaurant for the "Full Monte". Clark's is a Mom and Pop family-run restaurant that has been operating at the intersection of State Routes 13 and 40 since 1916. They are famous for their fried chicken dinners and homemade pies. Everyone seemed to enjoy their meals because it got very quiet for awhile. We were nearly done with dinner when we saw Carl and Elaine Moore pull into the parking lot. They had planned to make the drive, but Carl had his flight cancelled in ? the evening before and he had just gotten home the morning of the drive. (Kudos to Carl and Elaine for driving over to meet us in one of their beautiful TR6s.) We all parted company at Clark's, and then, we all waddled off to our cars for the trip home. Thanks, Bruce, it was a great day of driving and eating!

As a final reminder, the Easton British Car and Motorcycle Show is **Sunday**, May 18th. Triumph is the featured marque this year to commemorate the 50th anniversary of the first production TR2, Commission Number TS1LO. As I have mentioned in past meetings, TS1LO is owned by a collector in Fairfield County. The car is currently undergoing a complete restoration and should be back on the road in time for the TRA National Meet in June. If you haven't done so already, you only have a few days to pre-register for the British Car and Bike Show.

Please contact me or go to BRITSatEaston@aol.com , if you still need any information regarding the Show.

By the time that you read this, the 2003 version of the Riverrun will be history. As of this writing, I only know that Bruce Miles and Charma and I plan to drive in the 300 mile fast-driving tour down to the Ohio river and back.

Hopefully, other BT members will choose to join us. Although the weather forecast is for rain, we plan to have a great day and we should have some photos for the next newsletter.

Next month, Tim and Lee Swartz are hosting the BT Business and Social Meeting. We don't know their plans as yet, but they will probably pick a place in their neighborhood (which is Marion). So, let's plan to show our support for Tim and Lee. If there is enough interest, we will form a caravan to drive to Marion and back. So, please mark your calendar for Monday, June 2nd and plan to attend.

John - jhuddy@columbus.rr.com



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

TR Noir – For Spring!

I had to do something. A total winter without working on a TR. Something had to give, but what? As usual, when I need advice, I turned to Bridgett. “what to do?” I asked her. “Easy”, she said, “ make the TR2 not loud.”

Good idea. When I stuck those two 10” glass-packs in series last summer as the exhaust I thought it wouldn’t be much louder than the normal Monza exhaust. I was wrong, it was almost as loud as the TR8. Bridgett had a point. Besides, this would give me an excuse to paint the exhaust manifold.

So far so good, a plan was in place. I moved a couple of cars around to get it on the Backyard Buddy, including driving the TR2 to charge up the battery and warm up the engine. And, of course, when I did that I noticed that:

- *Either the generator or water pump bearing was going.*
- *Gas was still dripping from the carbs, both under the float bowls and under the jet pipes.*

I love old cars.

Well, since I was taking the exhaust manifold off the carbs would be off anyway. The generator or the water pump could be replaced then since access would be easier. Now, for parts.

I needed to replace the entire exhaust system, from manifold back. I got out my catalogs – gee, TRF has a sale on the total system.

On back order.

So I went with Victoria British’s exhaust system. About the same price, but not as nice as the parts I might expect coming from TRF.

- *Their version of the tail pipe extension was a chrome plated one held on with set screws, not the clamped aluminum as was original. I was going to send it back until I realized I liked the chrome version better!*
- *Neither the muffler (I went with a period TR2 system which only had the front muffler) or the extension tube*

(instead of the rear muffler) was painted. I had to scrape off the labels (why is this so hard to do?) and give them a coat of paint. Doing that, I noticed the extension pipe has a Moss parts number on them. I wonder how many VB had!

Okay, so I can overcome these limitations, and I actually like the chrome extension over the aluminum one. The one thing that was giving me a problem was the muffler – the inlet pipe was too short, causing the muffler to rest against a frame rail – this would rattle for sure. To fix this I interchanged the muffler and the extension pipe. To my surprise, it fit.

Strange place, this world.

Oh, I forgot about the manifold! I had to take the manifold and the old front pipe off in one piece since I was afraid of snapping off the studs. I hate having to re-drill holes. Taking the manifold-pipe combo to the workbench I got my trusty propane torch out and heated up the nuts red hot then hit them with penetrating oil, repeating that step a couple of times. Broke every stud.

I love old cars.

Fine, I did get the old front pipe off and to the trash. Great, now for taking out the broken studs – I reapplied heat and penetrating oil – promptly broke off each of the studs. Ended up drilling out the sucker anyway. Oh well, had to try.

Putting it back together showed the muffler extension pipe was too short (as mentioned). It also showed that the rear mount/clamp wouldn’t fit if it.



Engine – Manifold is clean at least...

So, I modified one I picked up at the local car parts store.



Snazzy Tailpipe Extension

That fit fine.



Muffler Location on TR2

Now for putting it together. Above shows the underside with the muffler going under the rear axle. We just had enough room to make it – and I still had to rotate it slightly to miss the rear axle at the limit of its downward travel. I consider this a victory.

So, the exhaust is back on – only the generator, then the carbs to go...

...Okay, I need new rear bumperettes, and the seat cushions could be former. Radio would be nice. Details, details!



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

Boring, Boring, Boring

Yep, it's been a light month – nothing much to report.

Didn't turn a wrench on a single wedge, although I did contemplate a 3.9L engine with a 4.6 L crank in it. (give a larger displacement - more stroke – than the 3.9 L alone). This is important since 4.0 and up Rover blocks don't fit the wedges unless you re-drill the oilpan bolt holes and modify the oil pick-up system, or so I'm told. Such are the stuff of dreams.

I've almost finished paying Ron Fowler for the new wheels and tires – I bet he dreams of that last payment – I better send it to him before he threatens to give me the TR7's he has sitting around...

Sun Cover – does it fit?

Yes, I'm a Guinea Pig.

Mark Johnston, of 6-Pack fame who lives in Batavia, is using our car as the model for a wedge interior cover similar to the ones you can buy from Moss Motors for your TR4. I like these covers since they keep the sun and dust out, and you don't have to drill any holes like you would for a tonneau cover. I ran into Mark at the 6-Pack meeting last year and myself, as well as a few other wedge owners, talked him into making this cockpit cover. He took rough initial measurements from Huddy's TR7 Spyder during the 6-Pack car show, and re-measured on our TR8 a couple of month's ago. Since I'm the closest wedge owner to Mark he's sent me the latest version of the cover to try out. Now he wants an opinion on the fit.

Mark makes them from a material which is stronger than the stuff Moss uses, and it's waterproof as well. Lots of TR6 folks were using his cover in the tropical downpours at 6-Pack, and they seemed to work okay. Here's a couple of shots of the trial fit:

:



TR8 Under The Prototype Wedge Cover

Not the world's best picture, but it shows that we've just got a bit more work to do. He's almost there. Right now it is too loose around the rear of the cockpit for me. I did try it out on the TR7 outside when I drove it to work, and it worked well in keeping the sun off the car, and stayed on in a stiff wind. It also deflected some bird poop. Here's a view of the back



Cover - Shot From The Back

You can really see the looseness from this angle. It needs to be a bit taut to shed the occasional shower. I'm sure Mark's going to get it right. If you are interested in a cover, you can contact Mark at TR6me@cs.com, or call (513) 732-9695.

More Tech Stuff From The Internet

Since I rarely get time to write, and this will continue for a few months, I'm going to use stuff from the internet.

This next section is for Bill Moss so he doesn't ask me questions on his FI TR8, or it might be for Steve Miller so he'll think about working on wedges...

Subject: FI help

I have a '81 TR8 with FI in which I am experiencing a power problem, low power and an intermittent miss, at any throttle position, (from just cracked to wide open), closed at idle, there doesn't seem to be a miss. At first I thought the problem was an ignition problem, closer inspection, (all 8 plugs were nice and gray, new wires, cap, and rotor ordered), leads me to believe it is the FI. I have run into at least two troubleshooting problems:

- First problem, how to identify the 7 terminals/wires on the air-flow sensor, I have identified number 36? as the 12 volt power input, numbers 6 and 27 as the air temp sensor terminals, and that resistance is close, 2.02 ohms at 60 degrees C. (those two numbers are in Probst's book) The Probst* book doesn't identify any of the rest, neither does the shop manual. The wire I thought, was the voltage output, has about the right voltage at idle but goes down with increasing rpm, instead of up, I think may have misidentified it, no other wire gives any reading even close to the 2.12 volts referred to in Probst's book. Can anyone out there help me to identify these terminals/wires? I also understand that parts for these units are not available and they must be exchanged, anyone knows if this is true?
- Second problem, throttle position sensor, it has continuity in the closed position, opens with throttle movement, that side seems fine. The other side of the switch that closes at full throttle, does not, there isn't enough travel in the throttle plate to close it, it closes fine when it's off the throttle shaft, and I turn it by hand. I took it apart it looked pretty good, so I cleaned the contact patches with a "scotchbrite" pad and reassembled it. It has less resistance now, but still functions pretty much the same. I understand this part is not available as a direct replacement, anyone know just how important this function is? I understand a replacement part is available with a Jaguar number and a different terminal/plug, any confirmation?

As a footnote this problem surfaced after an application of full throttle in first gear, as I shifted into second the engine stalled, after several minutes it started, but with this problem. I have already checked fuel pressure and volume, it's OK. I soldered the ECU sometime ago (less than 50 miles) and that solved the "4 cylinder" V8 problem. (the right bank of injectors did not fire, they are all firing now, at least at idle)

I would appreciate any help the list can provide.

Bob Grubbs

Response:

Bob,

It looks like you've run into one of the TR8's dirty little secrets. The fuel injection isn't Bosch L-Jetronic. It's Lucas P-Digital. As Groucho would say, "Close, but no cigar!"

It's just like L-jet except:

- It has two O2 sensors.
- The ECU is totally, completely, absolutely different than an L-jet ECU.
- The throttle position sensor is a potentiometer instead of a switch.
- The air flow meter signal is not referenced to 12V. It's referenced to ground, and the signal is "backward" compared to L-jet.
- The 12V connections at the AFM are for the fuel pump circuit only.
- All_ sensors are referenced to 5V, 4.3V or ground. The ECU is digital and has a real live 5V regulator inside.

The airflow meter (AFM) connector is like this:

Pin 39 BLU/YEL +12V

Pin 36 BLU/VIO +12V when running - feeds fuel pump relay

Pin 6 BLU/RED +4.3V from ECU

Pin 9 BLU/WHT Grounded in ECU

Pin 8 BLU/GRN Internal tap in AFM (+1.58V)

Pin 7 BLU AFM signal (3.75V @ no flow, 1.58V @ highest flow)

Pin 27 RED/BLK Air temp

The air temp sensor should be about 2300 ohms at 68F or about 4000 at 45F. Measure between AFM pins 6 and 27

The wiring on your '81 may match the manual's schematic on either page 331 or page 32 of the supplement section (very back of ROM). My '81 was built in April of '81 and it matches the page 331 schematic.

If the airflow meter is bad, it's a problem, but you're not completely doomed. That particular AFM was used only on TR8s and Rover 3500s (SD1s) in the US. They do show up on eBay every once in a while. They were also used on Range Rovers outside the US during most of the '80s. You should be able to get a used one from the UK. In a pinch, get an air flow meter from a junked late '70s Datsun 280ZX. If you tweak the flap spring tension, it'll work OK until you can run down the genuine article. I tried it for a while, and found that after the engine warmed up, things were fine. When cold, there was an obvious flat spot on acceleration that I couldn't adjust out.

The throttle position sensor is a bigger problem. It's pretty close to unobtainium. It was used on the TR8 only. The US, Canadian and Australian SD1s used the same pot with the connector wired differently. The UK/European SD1s and Range Rovers used a different pot, because the plenums were different. The early '80s Jag XJS used the same pot with a different connector. You might be able to find one in some dealer's stock, but I wouldn't bet on it. Jag does offer a rather weird adapter kit to replace the XJS pot - I don't know if it will fit on a TR8. I don't even want to think of the price!

I hate to say it, but if you Scotchbriated the black resistance track inside the potentiometer, you probably killed it. BUT! Don't feel too bad - you may have just put it out of its misery a little early. They're a notorious problem.

The throttle pot signal is used for two things. It provides a transient signal that is used for extra enrichment, exactly like the accelerator pump in a carburetor. The ECU also enriches the steady state mixture according to the throttle opening.

Was the car running completely properly before it went "pffft"? If so, and the AFM isn't sticky, I'll bet it's OK. Try this test:

Hook everything up normally. Pull the air flow meter, or at least take off the input hose so you can get to the vane. Pull back the rubber boot over the connector on the AFM so you can get a voltmeter into the connector while it's hooked up. Turn the ignition on, but don't start it. Stick the red voltmeter probe into the AFM terminal with the blue wire. Stick the black probe into the terminal with the blue/white wire. The meter should read somewhere around 3.75V. With your third hand, push the AFM slowly open. The voltage should smoothly drop to about 1.6V.

You can't check the air flow meter using just an ohmmeter. Due to the way the internal resistor matrix is designed, the ohmmeter reading will jump around and make the AFM appear to be defective.

The throttle pot might be part of your problem, but your symptoms seem to be worse than those caused by a bad throttle pot alone.

Start the engine and warm it up. Unplug the throttle pot. Slowly rev the engine up to 3000RPM. Is it OK, now? If so, you may have a bad throttle pot.

Without any load or sudden throttle motion, the missing pot should only cause the engine to run a little lean. Plug the pot back in and repeat the test; if the symptoms return - bingo! Now, you just need to find a new one.

If you hit a complete dead end, and are adventurous, you might be able to make a simple adaptor plate for the throttle pot from a '99 Camaro LS1. It's one of the things on my Giant List Of Half Completed Projects. I made some drawings and a proto - it should fit (there may be a slight clearance issue with the connector). I haven't verified that it's exactly right electronically, either. But it might be worth a shot if you're desperate.

I wouldn't be in too big a hurry to give the ignition system a clean bill of health. If you have the original Lucas distributor, you're living on borrowed time. They like to become intermittent in their old age. If the gap between the pickup and the trigger wheel is too big, any wobble of the shaft will cause problems. Check to see if the gap is to spec and the shaft bushing is OK. Sometimes the wire between the pickup and the electronics becomes intermittent - the vacuum advance moves the pickup plate and the ignition cuts out. Disconnect the vacuum advance hose and see if things get better.

The wires and connectors on the ballast resistor can become intermittent. The ballast resistor is the weird looking silver thing to the right of the coil. While the car is running, wiggle the wires between the coil, distributor and ballast resistor to see if you can make it cut out.

I would also check the health of the cam. If the car has plenty of miles, perhaps the cam chain jumped a tooth. If the car still has its original Amazing Rover Safety Cam With Lobes Of Tofu That Aren't Hard Enough To Hurt Anyone (or last 70K miles), it might need replacing.

Gene Thompson

Next topic is mileage...

Mileage

Mine has a standard SD1 3.5 with a 2 barrel Holley, 25MPG average, 29 on a good long run. Very impressed so far. Imperial gallons that is. 38, I wish!

Terry

Response:

Let's see 5.0L Rover V8, holly 600, edelbrock manifold, 3:54 rear end. Keep the foot out of it and drive 60 on the highway 18 to 19 mpg.

Use the throttle and first and second gear are redundant and 12 to 14 mpg.

Priceless :)

Don

One of the most obnoxious things to replace on the Wedges is the steering bushing. The following is an article also available from the TR8CCA as reprints.

Steering Bushing Replacement

Disconnect battery terminal because you will have key on to unlock the steering shaft. Turn key on all the way so steering lock disengages. Disconnect Steering Column U clamp under dash (Muffler like) closest clamp to steering wheel. (Not the clamp near the pedals) remove bolt all the way as it is keyed into a shaft indent it should fall down shaft freely.

Now remove bolt from first steering knuckle inside of firewall. Bolt closest to bushing. Bolt has to be completely removed because steering shaft has indent that bolt matches. Now go inside and pull up on steering wheel and it should free itself from knuckle joint. If it doesn't pry a screwdriver into slot of knuckle and then try again. Steering wheel should pull up a 6-12 inches. Plenty of room to work on installing new bushing.

Now the fun part..... I tried various "puller" type things to try and pull the bushing into the hole with a turn of a screw but no success. I finally used others method, put a pan of water on the stove got it boiling and then brought to the garage and put bushing into the hot water and then tried pushing it into the hole. Still no luck, that is a tight fit for sure. I could get one edge started and almost get half of the bushing into the groove but no luck pushing the remainder in. Reheated it again & I finally got the top part

in the groove and then inserted a screwdriver shaft into the center hole and used the rounded shaft to force down the lip by pushing down and moving it back and forth it popped right in.

Getting it started with your fingers at the top and then using a rounded screwdriver shaft to press it in seems to be quite easy!

Now put the steering wheel back in the steering knuckle and make sure the indent in the shaft is lined up so the bolt goes all the way thru. This assures that the shaft is in all the way into knuckle and aligned correctly so the bolt goes thru the knuckle. Then Put U Clamp back together under dash aligning the indent for this bolt too. This puts your steering wheel position right back to where it was before. (Well almost!!! I think I am one tooth off in the steering knuckle spline shaft because Steering wheel is slightly off center, so maybe that bolt will go into the knuckle one tooth off ?)

Once finished steering seemed like it has a little bind but as I am driving it is loosening up I may have pushed shaft into knuckle just a little too much or under dash clamp might be too close to column support or the new bushing is tight? But it is getting looser so I am not worried.

Bill Sweeting

One more article on wheel bearing replacement:

I am getting ready to replace all my wheel bearings and haven't done so on an 8 before. I have read the factory repair manual and it looks like I need some special tools to replace the bearings and seals on the rear half shafts. Can this be accomplished by the weekend mechanic without the special tools or is this something that should be done at the British repair shop?

Jim Henningsen

First response:

A slide hammer with puller jaws like a gear puller is great for removing the half shafts from the axle. Great investment for other things too!

Dan Carrington

Second response:

A slide hammer is not needed to remove halfshafts. all you need to do is reinstall your removed brake drum with the inside of the brake drum facing out and rotate and tap brake drum to remove halfshaft. This works well, I think I posted this advice to the list about month ago. Spend your \$15 to \$20 dollars on some other worthwhile tool or some other part for your car, not unless you are an tool junkie like me.

Clifton Davis

That's all for this month. See you at the May events!



How I Became Hooked on British Metal with Wheels - Bill Blake

Editor's Note: Another Article – this time from Bill Blake – I really appreciate this input to the newsletter!

Must have been around 1964, Shaker Heights area of Cleveland, my Dad stopped at a dealership selling green LBCs. I remember thinking they were way cool and they had this logo on the hood and hubcaps with a half a globe.

I was already too tall to fit in them and of course my Dad was a Buick man, but they were really cool.

Working at my Dad's Sohio station as a teenager I began to realize that the people who actually drove these LBCs were a lot of fun, they all had a great sense of humor and beards, I thought. My Dad had a customer with a Sunbeam/Rootes/Alpine BRG LBC.



In the winter time it was my job to take the Jeep with the large Onan starter motor and go start cars so they could come in and spend money on batteries and starters.



(I am on the right, that skinny kid with the CJ5....b)

I got to know Mr. Edwards with the Sunbeam well. Don't they make small appliances too I wondered? Then it happened, someone in Steubenville bought a big Healey. I was amazed at the pure beauty of this car. I knew then I wanted to own an LBC. I was off to Ohio Northern in Ada. I think it was 1968, I was in my second year and you could have cars at the dorm. Someone had a TR-250. I never really saw the owner but the car was warming up as I walked to the McIntosh Center for breakfast.

I began to realize it was ALWAYS warming up before it would run the mile to the classroom building. But that BRG color and the wire wheels were so cool. I think I was married and in Cleveland when I saw my first TR6. It was of course BRG and I knew I had to have one.

The local dealer was MG Motors in Lakewood, OH. I came, I saw, I wanted one. I was driving a 1966 Mustang 2+2 and checking my finances I knew car payments were out of the question if I wanted to make rent, have food and stay married also. Not having car payments was good. Then I think it must have been spring of 1974, I saw the first TR6 with the chocolate brown paint scheme. Paint code 73. I promised myself that I would own one of those.

OK it took me 29 years to acquire such a vehicle. Last Sunday when I drove the 1974 brown TR6 through



Editor's Note – we just happen to have a picture!

Lancaster and felt it buck and then stall at every light I thought about the guy in the dorm in 1969 warming it up. I thought about selling it when and IF I reached Columbus. I made it to the Shell at Hudson and I-71. The fuel gauge was totally in the area past E. I filled it up with plus and added the Sta-Bil and the lead.

I was freezing and getting back in when some fellow walked past and said, " I always wanted one of those cars!" I smiled and said "Really? A 1974 TR6 in chocolate brown?" He answered, "No, actually I wanted one in BRG with wire wheels, but that is a cool color, never saw that one before." I started the 6 with the key through the steering wheel and my elbow in my stomach and it roared to life sounding differently than it had the past 80 miles. I left the lot. It didn't stall anymore.

I passed a SUV on US 36/37 on the right side. I could hear the exhaust note from the TR6. I put my foot into it and never looked back . Damn, I had bonded with this little British Car.



Did I ever mention meeting Carroll Shelby the first time? Must have been 1964 walking past the Ford dealership on 4th Street there was a black AC/Cobra brand new for sale.....Oops..... another story...another LBC.

Editor's Note – Thanks Bill and a note - Bill has been in the hospital last week with a hernia operation – he thinks he will be coming to Easton – we all wish him a speedy recovery

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
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2003 British Car Events

Date	Event	Contact
May 18 th	Columbus British Car Day XIX at Easton	Columbus, Ohio Central Ohio British Car Council Tony Burgess @ 614-899-2394
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

2003 British Car Events

Date	Event	Contact
	Day 2003	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

18. These days, I spend a lot of time thinking about the hereafter.
1. I go somewhere to get something and then wonder what I'm here after.
19. I can't remember if I have already mailed this to you or not
20. Funny, I don't remember being, . . . absent minded...

Next, a note from Nelson Riedel:



Now they know...

From: Mark Uhlig [mailto:silverarrow@rogers.com]
 Sent: Thursday, April 17, 2003 8:10 PM
 To: 'Bruce Miles'; 'Bruce Miles'
 Cc: Murry Mercier
 Subject: The Triumph Lodge School of Diplomacy

Recently one of our Triumph Lodge members got into an accident with a local Canadian MG Club member.

Both cars were totally demolished but amazingly neither of the drivers were hurt.

After they crawled out of their cars, the Triumph Lodge driver said to the MG driver, "So you're an MG lover, eh?". . Just look at our cars. There's nothing left, but we are unhurt. This must be a some sort of sign from God. He

Comedy Clips

First, a note from Steve Hughes:

Senility : God grant me the senility to forget the people I never liked anyway, the good fortune to run into the ones I do, and the eyesight to tell the difference.

Now that I'm 'older' (but refuse to grow up), here's what I've discovered:

1. I started out with nothing, and I still have most of it.
2. My wild oats have turned into prunes and All Bran.
3. I finally got my head together; now my body is falling apart.
4. Funny, I don't remember being absent minded...
5. All reports are in; life is now officially unfair.
6. If all is not lost, where is it?
7. It is easier to get older than it is to get wiser.
8. Some days you're the dog; some days you're the hydrant.
9. I wish the buck stopped here; I sure could use a few...
10. Kids in the back seat cause accidents.
11. Accidents in the back seat cause kids.
12. It's hard to make a comeback when you haven't been anywhere.
13. The only time the world beats a path to your door is when you're in the bathroom.
14. If God wanted me to touch my toes, he would have put them on my knees.
15. When I'm finally holding all the cards, why does everyone decide to play chess?
16. It's not hard to meet expenses... they're everywhere.
17. The only difference between a rut and a grave is the depth.

must have meant that we should have met and be friends the rest of our days." The MG driver looked at the two wrecked cars (a BRG 1969 TR6 and a lime-green 1979 rubber bumper'd MGB) both smoldering and leaking fluid everywhere....and replied, "I agree with you completely."

"Here's another miracle", the Triumph Lodge driver said, "My TR6 is completely demolished, yet this bottle of Bourbon I had in my grocery bag didn't break. Surely God wants us to drink this and celebrate our good fortune and new found friendship."

The Triumph Driver handed the bottle to the MG driver. The MG driver agreed, took a few sips...and then a couple really big swigs...and handed the bottle back to the Triumph Lodge driver who took the bottle and immediately put the cap back on. The MG driver asked the Triumph lodge driver, "Hey! Aren't you having any?" To which the Triumph Lodge driver replied, "No...I think I'll wait for the police."

Big Chief Kissinger,

The Triumph Lodge

From: Mark Uhlig [mailto:silverarrow@rogers.com]
Sent: Monday, April 07, 2003 5:14 PM
To: 'Bruce Miles'; 'Bruce Miles'
Cc: DaveyGunn77@aol.com; Murry Mercier
Subject: MG Accessories: Good fit verses Bad fit.

Greetings,

Off-shore manufactures can provide deceptively good deals on British sports car accessories. However, not all MG's are reated equal. So, accordingly, one has to be very careful to secure parts from someone who knows the variables of each model.

The attached shows a how bumper covers (Left two) sourced from The Roadster Factory compare in fit and proportion to a bumper cover (Far right) sourced from "Wong's British Car Emporium".



When studying the quality of the application, the causal observer sees little difference. Yet, to the experienced British car restorer, its

obvious the cover on the right need to be removed.

Buyer beware.

Chief Nader
Consumer Advocate
The Triumph Lodge

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.

Triumph Repair from Ryan Miles:

Do you have projects that you want to do on your Triumph? Rebuilt suspension, hydraulics, brakes, carbs. (Sorry Bob – no Webers) Put some performance modifications on your TR6?

Please contact club member Ryan Miles to discuss your projects. H: 740-587-4197 Email: rjhmile@yahoo.com

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

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

Many common parts in stock.

Doug's Parts 614-878-6373 Braden.13@OSU.edu
<http://www.triumphparts.com>



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