



Buckeye Triumphs Newsletter

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Please let me know of updates by calling. Bruce or Ryan Miles 740-587-4179 or bmiles@intinfo.com

BT Social / Business Event

September's meeting will be at the home of Bob and Lisa Mains on September 11th (gee I hope Bob remembers to tell Lisa..) Bob will provide the "liquid" refreshments and either come and order Pizza or bring your own sandwich.

I chose to give directions from the McDonalds on Westerville Road (State Street)

From:
 McDonald's
 662 S State St
 Westerville, OH

To:
 932 Valleyview Dr
 Westerville, OH
 43081-3269



The estimated travel time is 6 minutes for 2.30 miles of travel, total of 5 steps.

Step	Directions	Elapsed Distance
1	Begin at McDonald's on S State St, OH-3 and go North for 700 feet	0.1
2	Turn right on E Schrock Rd and go East for 1.5 miles	1.6
3	Turn left on S Hempstead Rd and go North for 0.6 miles	2.2
4	Turn left on Valleyview Dr, Valleyview Ct and go West for 200 feet	2.2
5	Turn left on Glenview Ct and go South for 400 feet to 932 Valleyview Dr	2.3

Bob's phone number is 614-890-7767 – See you there!

BT "Driving" Event

September's driving event will be to Mid Ohio to watch Sam Halkias bring home the flag in the SCCA Valvoline Runoffs. To Quote Mid Ohio: (next column, please...)



Let the Games Begin! If there's a motorsports equivalent to the Olympic Games, it has to be the **SCCA National Championship Valvoline Runoffs®**. With 700 amateur

drivers competing in 24 different classes in seven categories, there may not be a better analogy for this extraordinary, weeklong event. The only thing missing is the torch relay. Torch or no, though, the racing action will be plenty hot.

Drivers from all 50 states and even Canada will descend on America's most competitive road course September 17-23 for seven days of racing action to crown SCCA Club Racing national champions.

I know Bob Mains will be attending the 21st through the 23rd.

Columbus folks should meet at the McDonalds on Westerville road around 8:00 on each day to caravan to Mid Ohio. Sam's event is Sunday the 23rd at 2:30

North Coast Triumph Association Alpine Valley Show

Ryan and I will be attending this show in Chesterland Ohio on Sunday, September the 16th. It is 150 miles from Granville, on the East side of Cleveland on route 322. If anyone is interested in going with us please call Ryan or I at 740-587-4179 and we will arrange a meeting place.

Editor's Note: The North Coast folks always put in a good showing at Easton and I like to return the favor.

Editor's Corner

First order of business this month is to be a proud parent. I received this note from Nelson from his friend, Fred Thomas, right after the Summer Party:

From: "Fred Thomas" <vafred@erols.com>
 To: <triumphs@autox.team.net>
 Sent: Monday, August 13, 2001 9:13 AM
 Subject: TRF Party

Well, what a party they had this year, even with Friday being a wash-out, the place was crowded, the cars looked great and the people were really enjoying themselves, the food was great. Finally having the pleasure to put a face on so many e-mail names really makes for a more enjoyable time, and meet people I did, just way to many to name, but one stands out real tall, his name is "Ryan Miles" from the Buckeye Triumph Club in Ohio, I was part of a group of 10 that had dinner together on Thursday night, the understanding of these cars and his desire to do more on his or anybody else's just comes through loud and clear, he only owns 4 T/R's right now but says he is just getting started, it was a special pleasure to listen to this young man talk with such enthusiasm and fondness for these cars, our hobby and the Ohio club are very lucky to have this man a part of it, and just think he only graduated from high school

this year, and already has 2 restorations behind him, thanks for sharing Ryan, I for one enjoyed it. "FT"

Obviously, Ryan still has to graduate from high school, but I appreciate the note from Fred. Fred is an active TR person and Nelson arranged a dinner on Thursday evening to meet some people "face to face".

As I write this article this month I am sitting in Nelson's Garage observing (and helping in any way that I can) the disassembly and reassembly of Murry's clutch. Murry and Nelson started quite early and the intent is to finish before dark. I'll wait for Nelson's comments next month but I believe that we have most of his issues solved. Murry referred to this as his "Binary" clutch (either on or off)

August was a blast! The Summer Party was fun, rather wet at times but fun. Ryan's TR6 had its first major outing. Attendance was down but I am sure that we will go as long as they hold them.

Ryan had his first taste of competition at the Summer Party, in his class he came in 8th out of 20. He was 2 seconds off of the winner, but he improved 3 seconds from his first time on his final run. What a hoot! His "run" is on a MPG file on the web site. It's somewhat slow to load – but after it is completely loaded be sure to "play" it a second time to get the full effect. (ask him about this next time you see him)

Our impromptu "Quaker Steak and Lube" event was really fun. There were 40+ people in attendance and we didn't let Bob conduct any business whatsoever.

Sometime in October my car will be a the mercy of my son as we "take her apart" and return it to the original color scheme of white with a Matador red interior. I have all of the parts, we just need to get started. After all of the trouble Nelson had with his painter I am a bit horrified at the painting part of this project, but I know we will have it ready for next spring. I already had an extra set of bumpers re-chromed and they look fabulous. Ryan keeps telling me about all of the things that he is going to do – this should be "fun".

I have included quick biography section in the front of this month's newsletter. If there is any missing info please let me know. I especially want to insure that I have everyone's email address to insure that all are notified as events come up.

Nelson is planning some fun events in October – be sure to look at his article and vote your preferences if you are interested.

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – September 25th, 2001

August Event / Meeting Minutes

Editor's Note: There was no "official" event in August – no minutes to report. Be sure to read Bruce Clough's article on the Summer Party.

President's Corner

September, 2001

It's hard to believe that summer is nearly over. Just ask Ryan how that feels. He is back in school and focused on the books. We hear that he covered his first class reading assignment by listening to the cassette tape version as he, Bruce and Kim drove to/from the SCCA races at MidOhio this past weekend. So let's hope that his book was one that they all had been looking to read!

Another great Summer Party outing, a casual chicken wings and High Octane evening at the QSL and some other activities that others will share with you in the newsletter.

Lisa and I plan to host a Brown Bag evening at our home on Tuesday September 11th. So we'll have some liquid refreshments and you can bring a BB or we can get some Massey's Pizza delivered. There will be the required short business agenda.

The highlight of the month for me was the chance to get up and to go to MidOhio for a weekend filled with racing. The LeMans cars were an awesome sight with the TransAm Beasts making an awful racket with their roaring engines belching fire and flames to the crowds delight. Yes there were some winner burnouts and donuts in the Esses for us.

Sunday was the day we had our 'Britfix' since the TR6's of Sam Halkias and Dave Wingett provided the music in our ears and the rush of adrenaline as we saw Sam start the Group Eight race from his EProduction Pole position and lead the charge into the Esses. It was another thrilling race for us as we saw some position changes and aggressive braking for passing at the end of the long, fast back straightaway. Sam had some tire and throttle linkage challenges that allowed him only a fourth place finish. His real objective was Preparation for the Valvoline Runoffs to be held at Mid Ohio 9/17 thru 9/23. Sam will be running there again since he has the required points from his position as the leader in his SCCA Division. He practices early in the week, qualifying on Friday after lunch and the Championship event is Sunday afternoon. We will have some caravan drives to the course on FRI-SUN leaving from the McDonalds in Westerville near Huber Village and 3C Highway at 8am.

Remember that we now have the TR 6 Valve Adjustment by Halkias Videos—Cost to club members is only \$12 and \$15 to non-members. Get one soon; the detailed comments and visual guide is priceless.

Go BUCKS –Go BUCKEYE TRIUMPHS.

Bob Mains ims_mains@ode.state.oh.us

Officers and the Fine Print

The Buckeye Triumphs Newsletter is a publication of Buckeye Triumphs, and the content herein is not officially endorsed by the staff or members of Buckeye Triumphs, their families, or lawyers. If you decide to follow the advice of anything inside this newsletter, you do at your own risk. We are all adults here, so if you do something stupid, own up to it and don't sue the club. Heck, we don't have any money anyway... Club address: Buckeye Triumphs, P.O. Box 584, Lithopolis, OH 43136-0584

Annual Dues: \$20.00 General email: buckeyetriumphs@ameritech.net
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Affiliations: 6-Pack Chapter -- Center of Triumph Register of America -- VTR Zone Member

October Driving Event(s)

Editor's Note – Nelson has some fun planned in October – be sure to vote your preference!

October Driving Event --- Fall Colors:

Nelson Riedel volunteered to put together the October diving event. Murry sent the following out on the TRbits list at Nelson's request. It's repeated in modified form here in case you missed it.

The theme will be fall colors. The folks in West Virginia say that the best color is the first two weeks in October, but most of the lodging places are already booked for the first two weekends. October is our driest month, but there is still the possibility of rain so we might select the primary date with the following day or weekend the rain date. The final decision to postpone could be made based on the late week forecast and posted on the website.

The following are some ideas. Please take a little time to think about each.

1. A short drive through Southeast Ohio. Leave from southeast of Columbus at about 10 AM and return at around 4 PM
2. Same as 1 above except leave a little earlier, maybe 8:30 and end with dinner near Columbus at maybe 6 PM.

3. An overnight in Southeast Ohio. Drive through some of Wayne National Forest. Stay somewhere near mid trip. In this case we'd leave late morning Saturday and return mid afternoon Sunday.
4. A somewhat longer trip into eastern West Virginia. The objective would be Cass Scenic Railroad. In this case we'd leave fairly early Saturday morning and take a leisurely scenic route to Cass, arriving at our overnight place at about 6 PM or a little later. Sunday Morning we'd go to Cass and take the 2-hour (round trip) train to Whittaker Station leaving at 10:50 AM. We'd then take a fast route back but it would still likely take at least 6 hours driving to get back to Columbus. The website for Cass is <http://www.neumedia.net/~cassrr/>. You might want to check it out. The locomotives would be of interest to the men and the discussion of the living conditions during the logging era presented by the narrator would be of interest to all. A good place to stay is Snowshoe Mountain, less than 30 minutes from Cass, see <http://www.snowshoemtn.com/index.html>
5. Same as 4 above except do a three-day trip and take the longer afternoon train ride to Bald Knob on the middle day. This would have to match a school holiday. I just checked the Columbus Public Schools Website and see they haven't posted the 2001 – 2002 schedule yet. Granville has Friday, October 19th off for a teachers meeting and I believe that is for all of central Ohio.

The original note suggested that after reviewing the above, please email me at nriedel@nextek.net (or call 740 587-2509) with your order of preference, assuming there is a 33% or greater probability you'd actually go on the event. Also, include any comments and/or suggestions you have.

As of August 31st the votes are as follows:

Option	1	2	3	4	5
1st choice votes	2	3	0	3	2
2nd choice votes	2	2	1	2	3

The distribution of the votes is bimodal; half for a one-day and half for an overnight at Cass. Note: two of the votes under **Option 4&5** represent a second car for the Riedel's and Miles', so the five votes there should carry less weight. Also, most the folks who voted for **Options 1 & 2** said they wouldn't go overnight. Several others have expressed interest, some for **Options 1 & 2** and some for **Option 4&5**.

I took a trip to Cass August 30th & 31st to check it out the route and accommodations. During the drive I gave the whole thing some more thought and concluded that there is enough interest for a one-day drive through southeast Ohio for the color. I believe the color in Ohio is a few days earlier than WV, so we should make it early in the month. There is also sufficient interest in a trip to Cass to continue to plan

that as a second event unless interest wanes in which case we'll drop it. The following is the status of the two events as of August 31st.

Fall Color Drive, Saturday October 6th. (Rain dates October 7th and then 13th.) This will be a leisurely drive through parts of Wayne National Forest and nearby areas. Leave mid morning from east or southeast of Columbus and return late afternoon. A lunch stop will be planned and there will be plenty of time for other stops. Additional details such as the meeting time and place as well specific route will be posted on the BT Website Events page as soon as it is worked out. **This is on unless I find no one is interested.**

Cass Adventure, October 20th weekend. (Rain date October 27th weekend.) Cass is roughly 300 miles and 6 hours driving time from Worthington. The fastest route takes a little less time but is about 30 miles longer. The major color season ends the 2nd weekend. I understand all the non smoking rooms at the major inns are already booked for the 1st and 2nd weekends. The 3rd and 4th weekend should still have some color and no bus tours, less of a crowd and lower rates, hence the choice of dates.

I don't want to drive down and take the train the same day. That would mean that we would have to meet a specific time target --- the time the train leaves. We would have to make allowance in the schedule for delays, breakdowns, etc. --- not very much fun to operate on that kind of a schedule. So, the first day we would take a leisurely drive down. The route would use mostly rural roads and avoid nearly all cities. I took this route on the 30th and it was a lot of fun. Winding twisting roads up and down the hills, very little traffic and no construction. Sometimes I went 15 minutes without seeing another vehicle --- and virtually no trucks. This takes 8 to 9 hours with stops for lunch, etc. We'd meet and leave from somewhere along I70 east of Columbus.

The place we'd overnight is Snowshoe Ski Resort at Snowshoe Mountain (after Snowshoe Rabbit). I stayed on the mountaintop in Rimfire Lodge that has an underground garage (useful for TR repairs) and a great view. It cost \$79 plus tax for a fairly basic room. After October 15th that rate drops to about \$63. A second place to stay at the top is Spruce Lodge (\$47). They don't differentiate smoking and non smoking rooms at Spruce Lodge, which is why I didn't stay there. A third alternative is The Inn located at the bottom of the mountain at \$55, very nice, but without the mountaintop view. No parking garage for Spruce or The Inn. See following link for lodging details. <http://www.snowshoemtn.com/lodging/hotels.html>. The village at the mountaintop has several restaurants and a number of shops. There is an unobstructed view of the valley below (unless cloudy or foggy). There are fairly tame deer around the village and I also saw a flock of wild turkeys in the valley --- just like my back yard.

We have two choices, to stay one night or two nights.

One-night option: If we stay one night, on the second day we'd take the 2-hour train ride from Cass to Whittaker station (\$15) that leaves at 10:50 AM. Cass is about a 30-minute drive from the mountaintop. Those who wish could get an early start and go to Greenbank, about 15 minutes up the road from Cass for the free 9 AM tour of the National Radio Astronomy Observatory. I assume the tour is one hour or less. If not, one could take a self-guided tour.

The store next to the station at Cass offers box lunches and there is a concession stand at Whitaker Station that sells soft drinks and hot dogs. We'd lunch on the train.

After the train ride we'd head back, taking freeways most the way. The freeways in WV are very smooth, have much less traffic than those in OH, very few trucks, very scenic and little construction. Sunset on the 20th is at 7:30 PM. We could take OH 60 rather than I79 and I70 from Marietta to Zanesville. That would cost maybe a half hour but is a very pleasant drive along the Muskingum River. With allowances for stops along the way, we should make Zanesville at about 7 PM. There are a number of restaurants at the intersection of US60 and I70 including Red Lobster, Olive Garden, Bob Evans plus fast food. We should be able to have a leisurely dinner and the folks get to Columbus before 10 PM.

Two-night option: If we decide to stay two nights, we would drive down on Friday following the same route as above. On Saturday we could tour Green bank in the morning and then take the five-hour train ride to Bald Knob (\$19) that leaves at noon.

There are a number of "tourist trap" type shops at Cass, at the bottom of the mountain across the street from The Inn at Snowshoe as well as in The Village at the mountaintop. Hence, there would be no problem spending the extra time on Saturday.

The return Sunday would be as described for the one-night option except we'd start much earlier, have lunch on the road and be back by 6 PM. We might take a slightly different near Marietta and cross the river a few miles upstream and lunch along the river. Also, we could probably take a little more scenic route in OH and enter I70 near Newark or a little further west.

Meals at Snowshoe: The restaurants at the mountaintop are very expensive. The menus are also a little strange (no grits or opossum). Everything is a la carte with main entries ranging from \$15 to \$27. There is also a pizza place with salads and pizza, a great view and more reasonable prices. The restaurant at the bottom of the mountain (6 miles/10 minutes) has Holiday Inn type meals at similar prices. The menus are posted so we could decide at mealtime if we want to go to the bottom. (If one were planning on drinking their meal, I'd advise not driving that road afterwards.)

Weather: The mountaintop is probably ten degrees colder than the valleys. It is also much windier. That goes for both Snowshoe and the train ride. Most the train coaches have a roof, but open windows and no heat. If it were rainy, both

places would be miserable. The drive in a leaky TR would be no fun either --- almost like driving a TR in England. (The English knew better than to use a leaky car in their weather; they sold most the TRs to the dummies in the US.) So, we would want to check the weather forecast very carefully and cancel or postpone if it's not good.

Status: Please let me know by early October if you want to take this trip and if you have a preference 2-day/3-day. I'll make a final decision on whether to finish the planning after October 7th. See the BT Website Events page for current information.

The photo below is of one of the Shay Locomotives of Cass that they still run up the mountain. The Shay, one of several types of geared locomotives used in the logging and mining industries, has a gear reduction between the cylinders and the wheels. The common "rod" locomotives most of us are familiar with from our youth or toy trains have a cylinder on each side. Rods connect the pistons in the cylinders to the drive wheels. The Shay, manufactured in Lima, Ohio has the cylinders mounted vertically on the right side, in this case three cylinders. The pistons drive a crankshaft that connects to drive shafts that go to the drive wheels. There is a 2:1 gear reduction at the drive wheel axels, hence the term **geared-locomotive**. At first glance you might think of this as a **straight 3**. But, the cylinders are powered on every stroke, both going up and coming down, so it's like a **straight 12**, when compared to an auto engine.

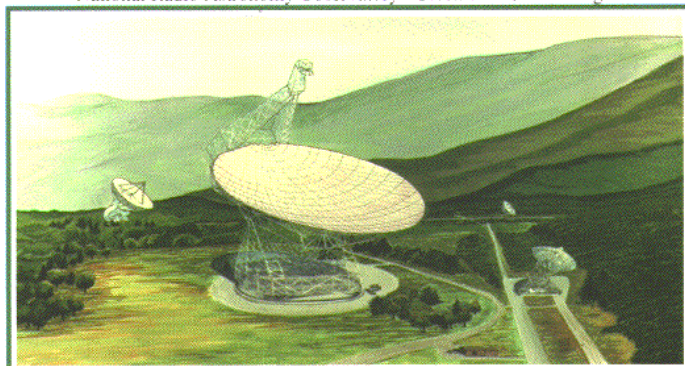


The next sketch is taken from the National Radio Astronomy Observatory Website:

http://www.cv.nrao.edu/~hlszt/gbt_description.html .

The Green Bank Telescope

National Radio Astronomy Observatory Green Bank, West Virginia



A Chronicle of Triumph: how I became addicted (Part 7)

Wow, where has the summer gone?? I have just been shocked back to reality by the week of school, what a drag. It did make me realize what fun I have had this summer though, especially the trip to TRF Summer Party. For those of you who haven't had a chance to look, you can see my fastest autocross run on the Buckeye Triumph's website on the pictures page. I think I'm addicted to racing though, and I have changed some of my plans for the TR250 That I'm working on (well I guess it's actually 4 250's). I'm now thinking of putting all of Richard Good's suspension modifications on, and maybe another neat camshaft. Maybe if I can actually find a body tub it will even be ready for Trials 2002....I can always dream anyway.

I hope all of you have enjoyed this summer's activities as much as I have and I hope to see all of you for the fall activities as well. If you enjoy racing The Valvoline runoffs are a must. I intend to go cheer on club member Sam Halkias in his E-production TR6. It is always intense racing at the Mid-Ohio track. Hmmm, maybe my parents will let me take the high performance driving class so I can get a little track time ☺.

My plans for this fall are to add a third carb to my TR6. I would like to convert to triple Webers, but I have some concerns about expense and reliability. If the Webers don't sound worth the expense (time and money) then I will do Richard Good's triple ZS conversion. Also this winter I plan to paint my car, how does dark red with the silver racing stripe (on the side) sound? Dad hates the stripe but I think its really cool...We'll see what happens!

Ryan Miles rjhmile@yahoo.com

Buckeye TRIUMPHS Events 2001

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

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

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

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

614-846 2321

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

Sept 16th	North Coast Triumphs - Alpine Valley Show Contact Bruce Miles with questions -(740) 587-4179
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Notes from Nelson

Summer Party: My first summer party was two years ago. Bruce and Ryan twisted my arm to drive Ryan's car --- he was too young to get a driver's license. (Boy has he aged since then!) I really enjoyed the party, met many of the BT folks and paid \$20 dues. Thank you Bruce & Ryan!

Marianne went this year. She was a great help in the driving; **SLOW DOWN** was the most spoken phrase on Thursday and Sunday. The sleeping arrangements were a disaster. The tent, sleeping bag, etc are for backpacking so size and weight are of utmost importance. There are two sleeping pads, a thin one and a thick one. I stupidly gave the thick one to her. The next morning I could hardly bend my back. At that point it was too late to get the thick one from her (without combat). Next year it might be a motel.

Marianne observed it was mostly men and their cars without their wives. After she mentioned it, it was quite obvious that those of us sharing the event with our spouses were having

the most fun. We also ate really well this year as a result of a joint effort by nearly everyone but me.

Some of us that had met on the email lists got together for dinner Thursday evening. It is nice to put faces and voices to the emails.

The trip back was interesting. I suggested we take Route 22 through Pittsburgh to Cambridge. What a zoo, 50 miles of near bumper to bumper traffic at less than 50 mph in a light rain. Once past Pittsburgh the traffic thinned to practically nothing and the rain stopped, but our nerves were shot by then. Maybe next year we should try the shortcut through Eire. Oh ---- observant Ryan noticed the Huddy's trailer was loosing a wheel. The four lug nuts were practically off. With the loose wheel, the shaking rear end, and getting the fluids all mixed up, it amazing that John hasn't swore off LBCs.

Weight on my shoulders: Last spring I convinced Marianne it was best to wait till fall to put the new roof shingles on the house. Well, fall is fast approaching so in between trips to the chiropractor to get the back fixed it's getting ready for the roof job. If the pace isn't accelerated, it'll be shoveling the snow off the roof to get to the shingles. The first job was to put sides on the flatbed trailer so that the old roofing could be hauled away. Marianne has been trying for years to get me to haul dirt and mulch home in that trailer. With no sides, had a good excuse. The challenge was to construct sides that were suitable to haul old roofing (and not drop nails on the road) but still not be suitable to haul dirt & mulch. That effort appears to be a complete failure on the dirt & mulch part. With a little luck, someone will steal the damn thing after the roof is done. I measured the roof the other day, 3650 sq ft --- that's 4+ tons of shingles, ~ 8000 nails & 4 trailer loads each way; my back had a relapse.

Painting: Finishing the paint job on the '76 TR6 has been deferred partly due to the sore back, partly due to the need to get started on the roof and partly due to lack of interest. When interest wanes, it's best to back off for a few weeks, don't want it to become like work. At this time the lack of drive on the car is being put to good use on the roof. The delay has produced a new effect; the paint on one door and the rear deck is beginning to bubble up. This was the painter's work and undamaged in the accident. The plan was to repaint those areas but it now looks like most the paint he put on will have to be sanded off first. The underlying surface was in great shape before he started on it. The problem is probably insufficient sealer between the old paint and the new. What a piece of crap! Noticed the following on one of the email lists, wonder if that painter has branched out to bodywork.

I'm still trying to straighten out the mess after rescuing my GT6 from Satan's Body Shop. The front chrome bumper has on it:

1. Globs of dried Bondo
2. Automotive paint from unknown auto
3. Globs of white latex paint

4. Splashes of dried, unknown, transparent blue fluid.
5. Guano

How is dried Bondo removed from chrome?

Speaking of the list, you can pick up some amazing and innovative ideas; the following is an example:

I've always used water based KY Jelly (or generic equiv) to assist in the fitting of rubber parts such as grommets, pulling wires/cables through grommets, fuel hoses onto to metal fuel lines etc. It tends to dry up and leave little residue and a little bit goes a long way. It's very easy to locate at the pharmacy or pharmacy department at your department store. You may already have some. I must admit that I do get strange looks from people who see this on my workbench, in my toolbox or around a work area of my car.

And yet another one:

Just to follow up on the 55 mph shimmy - an old friend of mine swore by a rule of thumb that states that if it's at 55 mph, it's a front wheel, but if at 75 mph, it's a rear wheel that's out of balance (or bent). Over the years people have told me this seems to be true. (I wouldn't know, because 75 mph is over the speed limit here.)

Prince of Darkness? We all take great joy in picking on Lucas Electric parts. Being an electrical engineer, the electrical part of the cars holds little mystery for me. The real mystery is why the DPOs did some of the things to my poor LBCs. For the most part, the Lucas stuff is of similar quality to other autos of the era. My son went through the VW phase when younger so I had a chance to take a good look at their electrical system. They could learn a lot from Lucas--- and the damn things leaked more oil than my TRs.

I recently purchased a Delco shop light with spring loaded cord reel. What a piece of crap. (Kettering would roll over in his grave if he saw that junk.) The receipt was discarded so it couldn't be taken back. After taking it apart a half dozen times and making several modifications it now more or less works. It wasn't a manufacturing problem, just lousy design. Triumph tried Delco alternators during the early '70s and then quickly switched back to Lucas, I wonder why?

The major problems encountered with the TR electrical system is poor connections due to age and corrosion. The round bullet connectors seem to be less of a problem so I just clean the male ends. The flat blade terminals seem to cause most the problems. I clean the male part and then take pliers and squeeze the female part closed a bit so that it's a tight fit over the male part. This together with connecting all the wires (to the correct terminals) fixes 99% of the problems.

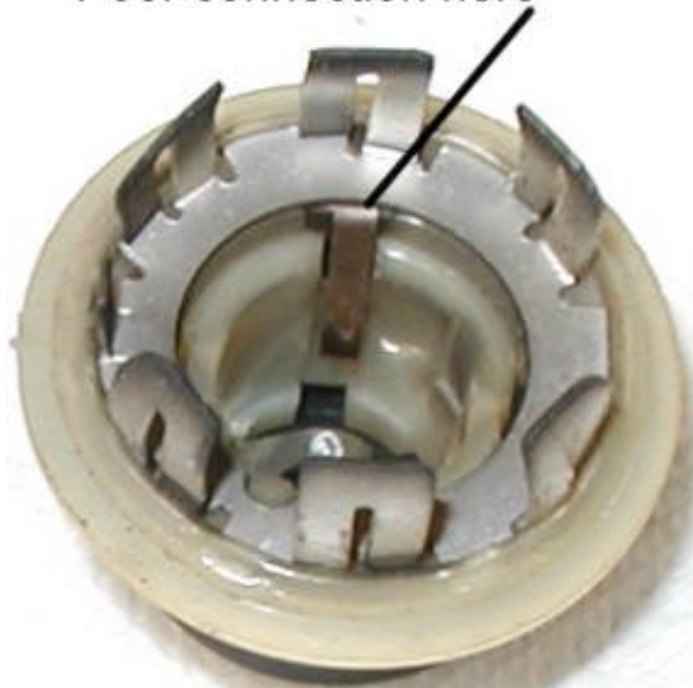
The contact cleaning also includes the exterior lamp sockets and bulbs. However, the rear lamp sockets in the TR6 have a design problem. These are the sockets with the steel prongs that snap into the tail light housing.

When someone has tail light problems, most folks comment that it's a grounding problem. It frequently shows up as one

dim taillight and one of normal brightness. When the brakes are applied, the light that was dim goes out and the brake light comes on in the other lamp that had normal brightness. The problem is no ground connection in the lamp that was dim. When just the parking lights are on, a high resistance ground path is provided through the brake light filament in that bulb and then over through the similar filament in the other bulb. This ground path is removed when the brake pedal is pushed causing the brake light switch to apply 12 volts to the brake light filaments.

In most cases this ground problem is caused by corrosion in the socket. The problem point is a connection between a thin bronze strip that contacts the side of the lamp and the steel ring with prongs that contacts the lamp assembly. These two pieces are just pressed together. After many years, the press fit becomes loose, and the surfaces between the dissimilar metals corrode. This problem connection is shown in the photo. Replacement at ~\$10 a pop isn't much of a remedy since the last new ones I saw were of the same design. The permanent solution is to solder the bronze strip to the steel ring. I was going to show how to do that here, but the photos didn't show good detail in black & white so I put it on the Website. You can check it out in the technical section.

Poor connection here

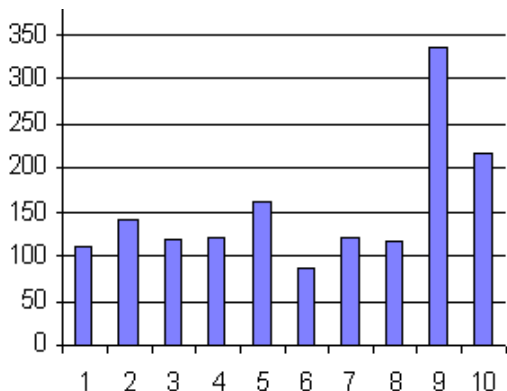


Before the trip to TRF summer party I helped Ryan repair one of his sockets. Before leaving I made sure the taillights and directional lights were working on my car also. The week before I had the wiring harness out as well as the pedal assembly so it was important to check that everything worked. On the way there I found the horn didn't work. I then recalled I wasn't real sure about the color of the stripes on several of the wires that connect to the horn and bulb

test relays (the shop lighting was poor) ---- another problem to blame on The Prince of Darkness.

On the trip Ryan had the classic dim taillight that went out when the brakes were applied. I nagged him about it a couple times, but that is hard to fix on the road. On the way to Quaker Steak & Lube for wings last week it was still not repaired. Another nag. While there we all moved our cars into a line to show off to the crowd. During this process Mark Mortine observed that one of my backup lights were out. Mark followed me home later and when we reached Granville he pulled up beside me and said my brake lights weren't working either. Investigation the next day revealed that neither wire was connected to the brake light switch; the wires were shoved up and around the wiring harness. That was done when the pedals were removed -----I forgot to reconnect the wires when the pedals were reinstalled. I had no brake lights going and coming back from the summer party. Of course, that is the fault of the Prince of Darkness too.

Website Developments: A couple weeks ago drafts of a 5-part article describing how John Huddy's TR3 Overdrive was overhauled were put on the website and mentioned to the 6pack and Triumph email lists. The Website got over 200 hits in a day or so and had a very active week. The following chart shows the activity over the last 10 weeks. Repeat visits from the same source don't count as a new hits. I'm not sure how long a history is kept but I'm pretty sure it's at least a day; I'll have to research that. Photos from the summer party were added to the site late in week 9 that probably contributed to the higher activity in both weeks 9 and 10.



Feedback was requested on the OD articles. Several minor suggestions were received on the OD stuff and one guy gave several suggestions on how to better organize some of the Website pages. His advice was followed resulting in significant improvement in several areas. Specifically, the Technical, Link, Club and Photo pages were restructured and the Photo page was elevated to the top level with a Photos button on the Home page.

The total memory currently used by the website is over 50 Mbytes. We are limited to 5 Mbytes (don't ask). Our new name, www.BuckeyeTriumphs.org, is registered and we should have it up and running shortly. My son will be

hosting the site so memory won't be a big problem. If he starts to complain, I'll buy him a couple disks drives, they're dirt-cheap now.

With the thought of essentially unlimited memory, I've started to add more photos including a short video of Ryan's autocross run at summer party. Please continue to send photos. If they involve club activities, they'll go on the photos page, if they are more personal, they'll go on the member's page. Please include information so I can make an appropriate caption (or I'll invent something that might be terribly inappropriate).

ALSO, PLEASE SEND COMMENTS AND SUGGESTIONS ON HOW TO IMPROVE THE WEBSITE, IT IS YOUR SITE.

Nelson Riedel -- nriedel@nextek.net

Kudos to Buckeye Triumphs

(and to our Webmaster Nelson..):

Editor's Note: I received this communication from Murry via Bill Blake, from his friend Leon:

From: WRB247@aol.com

Date: Wed, 15 Aug 2001 15:45:09 EDT

Subject: Leon de UK de Triumph

To: trsixer@yahoo.com

Hi Bill,

I just checked out the Buckeye Triumphs page!

I am very impressed, my breath has been taken away!

And just to think, that when you were kind enough to accommodate and entertain me when I last passed your way in Sept 1998, less than three years ago, Buckeye, was effectively still just an idea!!!

Seems to me that you guys, (and gals), already have one heck of a great family oriented Triumph Club going there!

I wish you and the Buckeye members all the very best, and I look forward to the next opportunity for us to meet up again!

Kind Regards

Léon F Guyot

1963 Triumph Vitesse 2-Litre Convertible (Diva)
 1988 Volkswagen 1600GT Scirocco Coupe (Driver)
 Wimbledon, London, England.

Late TR Guy

September 2001: By Bruce Clough
clough@erinet.com

The Continuing Adventures Of...



Another Wedge? Say it ain't so Joe!

Oh, did I mention that I we have a TR8 in our garage? I didn't? Oh sorry, I've just been so busy working on it I forgot! It all started at the Immke show when Ron Fowler mentioned that he'd trade his Arizona TR8 for the blue TR7 FHC. I guess Ron liked the idea that it was a "new" car, everything worked, and you could see that blue color 10,000 miles away. I liked the idea of a TR that rumbled like the Mopar products I used to drive around. The swap was made at the July Miami Valley Triumphs meeting. One might think that I got the better part of this deal since I got an 8. Hold on there, don't be too sure. I consider it an even trade. Why? Since then I've been sorting out challenges:

- Runs hot – even on cool days it was running 5/8 to 3/4
- Uneven running and surging
- Loose rear-end
- Myriad of electrical faults
- Hard to work on anything in the engine compartment

Let's look at each of these...

The hot running is endemic with TR8s. Just not enough heat sink for the demand. So far I've

- Removed the air conditioning (didn't work anyway with broken hoses). Although this only marginally increases the air flow through the radiator it does make it easier to work on the engine compartment ...more on this later.
- Rodded out the radiator. It was a bit gummy. Ran somewhat cooler afterward, but not as much as I might expect. This tells me that either the water flow is being

restricted too much, or that the radiator cooling area isn't enough.

- Put in 160F thermostat. This worked a little bit, maybe a reduction of 5F or so. The marginal decrease just reinforced my feeling that the overall stock cooling system is just marginal, and improvements I make will just be small deltas.
- Replaced the stock dual 10" fan system with a single 16" Hayden fan. I did this to reduce electrical demand, weight, and complexity. The 16" fan has about the same CFM as the two 10" fans, but it uses about a third of the current, weighs about 25% of the old system, and has about half the depth. The original fans are two speed gizmos, a series of temp sensors and relays switched them from low speed series to high speed parallel operation. I replaced that with a single thermostatically controlled switch with a manual override capability. There goes another 20lbs of wiring!
- Added blanking plates on the sides of the radiators. The original cardboard plates are long gone. I made aluminum ones to replace them. These keep air from sneaking around the sides of the radiator. This made another little difference, mostly at speed.
- Retimed the car. Badly retarded timing can cause overheating. It was a bit retarded (4 degrees or so at 1000 rpm), so I corrected that, but that wouldn't cause much heating.

For the future I'm going to have to do some experimenting. We need to increase the heat sinking capability. The goal is to have a system that stays at 1/2 no matter what the temperature outside and car operating condition. I did this with the TR7 by adding the electric fan. Now it doesn't get above 1/2 even on a very hot day. Now for the 8. I'm thinking about using a thermostat that has a larger flow area, and modify it to fit the manifold. This will increase the rate water can flow through the radiator, which will (theoretically) increase cooling efficiency. I'm also thinking about installing a radiator with an extra row of cooling tubes as well as internal blanking plates to make the water cross-flow. I'm also going to remove the vent air deflector when I go to a different vent system (see below). That will allow greater air flow by the engine and provide another exit point for hot air. Hopefully those modifications will give me some head room so the temp indicator will stay in one place!

The rough running was investigated, and it basically was a carb problem.

- The plugs showed that the left carb was running way to rich, and the right one way too lean (four black plugs, four white plugs – I wanted to drill a hole in the intake manifold to allow the two carb mixtures to mix, but thought better...). The problem on the right carb turned out to be a mis-adjusted manual choke (see below). The problem with the left one was a jammed adjustment on the needle. In fact, someone had actually pulled the needle down to try and compensate. I had to use another air piston out of a TR7 carb (good thing I keep

some stuff around) to recover adjustment. Now all plugs are an even dark brown.

- The right carb is leaking damper oil. I thought this would cause stumbling on acceleration, but it's not too bad. I'll keep adding oil and get around to swapping it out with the other TR7 air piston that's in my parts bin.
Done – 18 Aug 01

It still doesn't idle real smooth do to running a slightly rich mixture, and I keep the idle around 1200 rpm to eliminate any stumbling due to the low damper oil. Near term expect me to fix the left carb damper and get the idle speed down to 800 rpm. Long term look for a Holley.

The looseness in the rear end was something that Ron warned me about. The Arizona sun took it's toll on rubber parts, and the rear end trailing arm bushings were one of them. Ron had already replaced the right side, and I was going to replace the ones on the right, but I got the car running and just had to take it for a drive. Whoa, the rear was all over the place! I spent that night putting them in. What a difference!

It's hard to work in a stock TR8 engine compartment. I remember looking in the TR8 engine compartment on the Strinson's car and thinking what a mess to work on. Well, after I got home from the MVT meeting I had the same thought.

- Removing the air conditioning system made quite a bit of room up front, and getting rid of the stock fans added even more room.
- Since the car is on collector plates it's not subject to E-Check, so the emission control items went into a box. This freed-up quite a bit of space under the hood, and allowed me to bring the battery up front like the TR7, which gave me full trunk space and a shorter hot battery lead. The car never had catalytic converters (AZ car), so I didn't have to worry about that.
- Simplified the air delivery system to the carbs. The stock system had a temperature controlled mixer that mixed heated air from the exhaust manifold with outside air to maintain 100F air to the carbs. This helps with keeping operating conditions quiescent for the carb, which helps emissions. Well, if you want power you want the incoming air to be as cool as possible to increase density. Eliminating the flap gizmo, manifold air collector, and associated air tubing made more clear space.

I'm also considering eliminating the power steering. The aluminum 3.5L V8 engine isn't that much heavier than the cast iron 2.0L TR7. Others who have made the conversion like it. This would get rid of another power suck on the engine, get rid of another 20 lbs, increase access to the front of the engine, and increase reliability. It does entail taking the front pulleys and harmonic balancer off the crankshaft, so I'll do this when the radiator is being upgraded. Oh, did I mention, headers are on the way??

Increased reliability/usability – now one never buys a British car for reliability, but since both Bridgett and Alice ride/drive the car I thought some increased reliability and usability is in line.

- I had an inkling the heater valve was bad since the heater core was bypassed totally. Heat to clear off mist might not be needed in AZ, but in OH it's a good idea, so that needed to be fixed. A quick connection confirmed that coolant did indeed leak onto feet, so I bought a new valve from Old Air Products (a Ranko H4 if you're interested) to fix that.
- The front mufflers have heat shields on them, which gave me a good excuse to replace them with 3" glass packs. Less heat, a bit more power, and more "Sound-O-V8".
- Currently I'm working on replacing the Lucas alternator with a Delco one. Since the current alternator is working this is a long-term project, helped by the fact that without A/C and the old fans the electrical demands on the Lucas unit have been cut about 40% or more.
- The original water chokes didn't seem to work very good, and you could tell that the housings were badly corroded. Old Faithful waiting to happen. Going to a manual choke system would eliminate this and about 7 ft of plumbing! The chokes were added and work okay (except for the maladjustment noted above which I chalk off to the instructions being only for the left carb, not the right side one).

Electrical faults – as usual the Prince of Darkness was at work on the car.

- I noted that when the headlights went down the lights were still on when just the parking lamps should have been on. They went out when I put the switch into high beam position. Great, the combo turn signal/horn/high low beam switch needed replacing. Did that and the problem went away (the high beam flash function contacts were bent, causing them to make contact nearly all the time - Not good.). Heads up – I bought the switch from Victoria British. It comes with a steering column attachment plate. Use the old one since the wiper switch won't mount right with the new one!
- The high beam indicator light wouldn't light. Silly me, I thought it was a bulb. Not. Broken wire. I had to take the bulb holder out and solder a wire and connector on it. Works now.
- As I noted above the battery was relocated to the engine compartment. Yeah, it's slightly large for the location, but I can still clamp it down, and I got rid of corrosion in the trunk, increased trunk space in time for the trip to the TRF Summer Party, and made jumping the car a bit more obvious. I just cut the appropriate length off the existing cable and added a battery clamp. Oh, I did bring the brown wire junction block into the engine compartment so there is a source of uninterrupted 12V power. Yeah, big deal.

- Spark plug wires – ugh! It seemed every spark plug wire I touched broke, mostly the wire coming loose of the plug connector, but several plug boots ripped. A new set of Accel wires and some dielectric grease solved that problem.
- Now most of you don't care about speakers, but since I enjoy music while I'm driving speakers were a must. Just so happens that I had a spare set of OEM TR8 speakers, so I put them in.
- Abrasion – I lost count of the places I had to wrap tape, use wire ties, or make covers for the wire so it wouldn't rub through and short. Some of the original clamps weren't being used & others were broke off. It's not rubbing now!

In the near future I'm replacing the cassette deck (read the TRF Summer Party article), as well as adding front and rear fog lamps.

So what else is there to do. Lots.

- #4 spark plug hole is about 40% cross threaded. To fix this right the head has to come off. I'll do this when I replace the carbs since the rest of the top engine stuff will be out anyway.
- I want to get a bit more "Sound-O-Power", so the rear resonators will be replaced with more aggressive glass-packs. Look for the "varrooomsss" to increase at a car show near you. Did I mention headers? *Done – 19 Aug 01*
- The internal "unleaded fuel only" piece in the gas tank filler has come loose (Ron thinks it's an artifact of using a locking gas cap). Filling gas is a chore since one has to hold it at just the right angle and use just the right flow. I need to either snap that back in, or eliminate it.
- Footwell vents will be added very near term. A/C cars did not have these, which is a shame since they really increase airflow and keep the interior cool. Well, I have a spare set and they'll be going in soon. *Done – 19 Aug 01*
- Finally, I want interior fascia air vents that work. The current system gets outside air from the vents built into the top back of the hood. Well, it just happens that with the airflow over the hood there isn't any pressure to force the air into the car, which means that one has to run the blower to get air. In addition, the air gets heated by the engine compartment so the air that does get in is warm. To counter this I'm planning on running an insulated vent tube to the right carb vent on the fender (which won't be used when we got to the Holley) from a specially constructed attachment manifold over the existing firewall hole. I've seen this before and it looks like it might work!

Hmm, I'm still wondering who get the best part of this deal? Oh, did I mention that it's Platinum in color? Hmm...that means *The Grey Ghost* rides again!

Wedge Tech Tips: Wiring Harness Development

As a part of the TR8 fun I've been going through over the last month, I've had to seriously modify the wiring harness that goes across the front of the engine. In fact, you could say that the one that was on there for the TRF trip was a new harness based on those same serious mods.

Construction was more difficult than it had to be. When I made up that harness I pretty much made it up on the car in situ, running wires through some nylon ties attached to the car. Once all the wires were in place I added the connectors, then but the wire protectors on, then tied the whole thing to the car. Blechh. Too much work, especially for a harness I knew would have to be changed once I sorted out the radiator fan electrics. That time came Monday, 13 Aug 01 at about 7pm.



Old Wiring Harness Laid Out On Bench

For making up the new harness I decided to do it the smart way and use a bench mock-up as the aerospace industry does. I took the old harness, laid it out on the workbench and bracketed it with screws to keep it in place. I then drew on the bench surface where the different gizmos the harness plugged into were located. Now I could build the harness off the car which really simplifies connector soldering, shrink wrap



Close-Up Showing Mock-up of Equipment Connections Drawn On To Bench Surface

heating, and wire bundle covering. .

I probably saved over an hour by making it up on the bench rather than the car. It fit perfectly. Just remember to make good measurements when setting up the mock-up so the



New Wiring Harness Laid Out Using The Bench Mock-up

harness fits. Oh, it also helps if you have a bench that you can write on. If not, cover the bench with newspaper before starting.

The Roadster Factory (TRF) Summer Party 2001



What a weekend. Filled with the usual delights – hot weather, rain, digestive track problems, broke cars, beer, more rain, and road construction. Oh, did I mention Triumphs?

Not that I'm knocking it. I had fun. This all started out early Thursday morning 9 Aug, when the Cloughs left Xenia in two TRs, one towing a camper. It had been hot the days before, and the weathermen were forecasting another 90+ day. I was somewhat concerned about the marginal cooling on the TR8, but as long as we were moving adequate air flow would be maintained.

We got to the marshalling point (OH 79 exit off I-70 east of Columbus) in time for breakfast at Micky-D's, meeting a bunch of Buckeye Triumphs folks. By the time we left our caravan grew to 7 TRs, a van, a truck, and the Folwermobile (Escort). We then headed east, uneventful drive until we hit PA when we stopped dead due to road construction. The temp on the 8 reached ¾, but no more. We finally got moving again then Bridget informed me that she had to go potty. Since she had had explosive diarrhea

for a couple of days I took this pretty seriously and pulled off the road. Fortunately the Hartley's van had a potty in it, so I handed Bridgett off to Alice and stood by the side of the road watching trucks fly by. The rest of the drive to Armagh, PA was uneventful except for the cassette player in the 8 not wanting to give me back a cassette tape. Rats, while the tape was in there no radio also. Something I should have tried earlier!



Camp Ohio Triumph. Cozy, warm, and oh-so cheerful!

We got to TRF before registration opened, but too late to get our usual camping spot. Darn, we had to camp closer to the port-a-johns... Getting our camper up was not intuitively obvious. We didn't have time to try it at home before we left. We finally got it up, but in the process provided entertainment for the rest of the folks there. We had dinner reservations that night at the Grapevine restaurant in Indiana, PA. If you were part of the Wedge Club you got a 10% discount. Our TRs were the only wedges there when we arrived, but when we left there were a bunch of TR8s in the parking lot. Oh, food was excellent! Highly recommended.

That night was a bit interesting. A big storm skirted just north of us, waking me up and leaving me wondering if we'd be leaving Kansas soon. Fortunately we didn't get hit...

...but it really stormed again the next morning right during cooking breakfast (next year I'm borrowing the Miami Valley tent to cook under). Tropical deluge folks! We were all soaked but the tent held up thanks to me running around in the storm pushing water off it. I've got some engineering modification to make on that thing before we use it next!

After the storm I went to do my usual parts vendor checks. Ted Schumacher was there and sold me a set of European SUs and manifold from a 3.5 Rover engine (which I've since returned since they don't fit), and I bought a new top for the 8 (did I tell you that I punched a hole in it Thursday morning before leaving? I didn't...). Vendors were a bit scarce this year, and the ones that were there had scant Wedge parts.



Buckeye Triumphs Folks Gather Around The Cozy Campfire To Sing Cozy Triumph Campfire Songs..."She'll Be Blowing Lotsa Coolant When We Cone, When We Come..." Yes, You Can Hardly See Charma, But She And Love Stud John Were There Too!

The rest of Friday was very restive. I hung around the campsite, disemboweled the cassette player to get the tape out (Brenda Fowler made me promise not to tell Ron where I threw it away), and took a nap. It rained several more times that day. Others headed to the drag races to watch a guy with nitrous on his TR6 snap driveshafts. That night we threw the Fist Annual Ron Fowler BBQ, where Ron cooked the burgers and the rest of us drank beer.

Saturday started out (at least for me) a wonderful day. A lot of old friends came by that morning, and a few more parts vendors showed up. I then made the tactical mistake of driving John Huddy to Wal-Mart in the TR8. We no longer got 1/2 mile down the road than the car died. It fired up several more times but nothing long enough to get it back. We hoofed it back, got a trailer, and towed it back (John Hartley initially thought someone stole it – DOH!). We never really figured



The Gals Slam Dance To The Punk Rock Band (Lucas & The Princes Of Darkness) Charles Provided. Later The

Campsite Was Visited By The Official Summer Party Chiropractor...

out what went wrong (we thought it might be the fuel pump circuit, but it was probably the ignition), but we farted around with it enough that it started up and stayed running. You know, it's remarkable to watch folks watching you try to fix something. Some pitched in (thanks to Ron, John Huddy, John Hartley, Matt, and a bunch of others), but even more stood around and made guesses as what could be wrong, and drank beer. Not that there is anything wrong with this behavior, in fact, it makes me have faith that the American Male is still alive and well!



Saturday Afternoon Fun. Bruce Fixes The TR8 While A Group Gathers To Drink Beer, Have Fun, And Be Glad It Wasn't Them!

Well, the TR8 tech session eliminated the chance that I'd make the mountain tour, so I just got cleaned up for the Saturday dinner. Food was good. I always like roast corn, pig, and the rest of the stuff Charles & Co. put out. There was a band afterwards that Alice, Bridgett, and some of the crew danced to. Me, I wandered around cars and told bad jokes at the campfires.



Wedge-I-Mites In A Row. PA 954 Never Looked So Good!

Sunday morning was pack time. Fortunately there wasn't any rain, so packing went fast. However, by the time we got to the car show in Indiana (PA) it was sprinkling again. We stayed a couple of hours to do some looking (the new Mini was on display – cute) and shopping (didn't buy squat), then headed in a caravan towards Pittsburgh.



"There's Got To Be A Morning After..." One Of The Tent-Full-O-Plates That Appeared After Saturday Supper. Looks Like The Clean Up Plan Has Been Established – Send Them, Out To Be Cleaned In The Mail!

Yes Pittsburgh. We decided to take US22 west rather than get on I-70. We figured that Sunday the traffic would be light. We figured wrong. What a mess. First we really got split-up due to lights. Then we noticed that the Huddy's trailer wheel was loose. Then we drove into another tropical deluge. Then the traffic became very heavy. Then the construction on the interstates started. It stopped raining about the time we left the caravan (we stayed Sunday night at the Weatherbury Farm B&B near Avella, PA – nice place). The rest of the drive Monday was nice!

So, overall impressions of the event - Registrations were down, probably a reflection of the economy, a change in venue (like elimination of the Friday night Drive-In movie), and the fact that (in my humble opinion) TRF is getting away from the car aspect of the meet and focusing on (what Frank would call) neatsy-cutesy stuff. Will I come back next year – but of course. That is, if TRF has one. We'll see.



Whew! Resting At The B&B Monday Morning. Or At Least Bridgett Was – Bruce Had To Work!

Oh, one more thing. Nighttime at Camp Ohio Triumph one would think is a restive time. Not quite so. This year there was a competition between Mat and Bruce Miles to see who could snore louder. Next year we're going to get gallon buckets of this stuff:

Naturally Reduces The Loudest Snoring Up To 97% Of The Time

No question about it, Snoring is serious, both for the snorer and anyone else nearby whose sleep is disturbed. But SnorEnz's natural formula has been proven to reduce snoring in a remarkable 97% of cases. We tested it in our own homes, and everyone is now sleeping better as a result. Just three sprays to the back of the mouth at bedtime coats and lubricates your palate and tongue, so you can breathe comfortably through your mouth without rattling the windows. Everyone sleeps better and wakes up refreshed. Natural peppermint even helps eliminate morning breath. 2 oz. spray. No.32709 SnorEnz \$14.95

The wonderful stuff is available from The Vermont Country Store, www.vermontcountrystore.com . Hint, hint...

Bruce (clough@erinet.com)

Oil Change Instructions (For Women and Men)

Editor's Note: Thanks to Jim and Margo for these useful technical tips:

"Oil Change Instructions For Women"

1) Pull up to Jiffy Lube when the mileage reaches 3000 since the last oil change.
 2) Drink a cup of coffee.
 3) 15 minutes later, write a check and leave with a properly maintained vehicle.
 Money spent:
 \$50.00 for oil change
 \$1.00 for coffee
 Total = \$51.00

"Oil Change Instructions For Men"

- 1) Go to auto parts store and write a check for \$50.00 for oil, filter, kitty litter, hand cleaner and a scented tree.
- 2) Discover that the used oil container is full. Instead of taking it back to local shop to recycle, dump in hole in back yard.
- 3) Open a beer; drink it.
- 4) Jack car up. Spend 30 minutes looking for jack stands.
- 5) Find jack stands under kid's pedal car.
- 6) In frustration, open another beer and drink it.
- 7) Place drain pan under engine.
- 8) Look for 9/16 box end wrench.
- 9) Give up looking after 15 minutes and use crescent wrench.
- 10) Unscrew drain plug.
- 11) Drop drain plug in pan of hot oil; burn hand in hot oil, get it all over your clothes in process.
- 12) Clean up mess.
- 13) Have another beer while watching oil drain.
- 14) Look for oil filter wrench.
- 15) Give up looking after 10 minutes, poke oil filter with screwdriver and twist off.
- 16) Beer.
- 17) Buddy shows up to lend technical support, helps finish case of beer; unanimous committee decision to finish oil change tomorrow.
- 18) Next day, drag pan full of old oil out from underneath car.
- 19) Throw kitty litter on oil spilled during steps 11 & 18.
- 20) Beer. No, wait a minute -- drank it all yesterday.
- 21) Walk to 7-11; buy beer (or have the wife go buy it)
- 22) Install new oil filter making sure to apply a thin coat of oil on the gasket surface.
- 23) Dump first quart of fresh oil into engine.
- 24) Suddenly remember drain plug from step 11.
- 25) Hurry to find drain plug in drain pan.
- 26) Remember that the used oil is buried in a hole in the back yard, along with drain plug.
- 27) Drink beer.
- 28) Uncover hole and sift through muck for drain plug.
- 29) Mutter under breath about first quart of fresh oil, now on the floor.
- 30) Drink beer.
- 31) Slip with crescent wrench while tightening drain plug, bang knuckles on frame.
- 32) Bang head on floor boards in reaction to step 31.
- 33) Begin uncontrollable cussing fit.
- 34) Throw wrench.
- 35) Cuss for additional 10 min. due to thrown wrench damaging Miss December (1992) in the left boob.
- 36) Beer.
- 37) Clean up hands and forehead; bandage as required to stop blood flow.
- 38) Beer.
- 39) Another beer.
- 40) Dump in five fresh quarts of oil.

- 41) Beer.
- 42) Lower car from jack stands.
- 43) Accidentally crush one of the jack stands.
- 44) Move car back to apply more kitty litter to fresh oil spilled during step 23.
- 45) Beer.
- 46) Test drive car.
- 47) Get pulled over & arrested for driving under the influence.
- 48) Car gets impounded.
- 49) Make bail; retrieve car from impound yard.

Money spent:
 \$50.00 parts
 \$27.50 beer
 \$75.00 replacement set of jack stands (the colors have to match!!!!)
 \$1,000.00 Bail
 \$200.00 Impound and towing fee
 \$2,379.50 Fines and court costs
 \$3,732.00 Total

Hazards of Working on a Triumph

Editor's Note: I thought you all might find this message from Nelson Interesting (and amusing)

From: Nelson Riedel [SMTP:nriedel@nextek.net]
Sent: Friday, August 31, 2001 4:53 PM
To: Undisclosed-Recipient;
Subject: Hazards of working on a Triumph

Be careful what you wear (or don't wear), when working under your Triumph ...especially in public.

>From the Sydney Morning Herald Australia comes this story of a central west couple who drove their car to K-Mart only to have their car break down in the parking lot. The man told his wife to carry on with the shopping while he fixed the car there in the lot.

The wife returned later to see a small group of people near the car. On closer inspection she saw a pair of male legs protruding from under the chassis.

Although the man was in shorts, his lack of underpants turned private parts into glaringly public ones. Unable to stand the embarrassment she dutifully stepped forward, quickly put her hand up his shorts and tucked everything back into place.

On regaining her feet, she looked across the hood and found herself staring at her husband, who was standing idly by.

The mechanic had to have three stitches in his head.

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 \$12.00
 Buckeye TRIUMPHS Logo \$10.00
 – Embroidered on your article

Select your favorite jacket, shirt or bag since the logo can be added to almost any cloth article at a cost of about \$10.00.

Send or bring your articles to Bob Mains. Turn-around is usually about 2-4 weeks. (Names or lettering can be added for additional costs).

CLUB NAME TAG SALE

We wanted to remind everybody who is interested that we have a really nice looking Buckeye Triumph club name tag that you can purchase at a very reasonable price. The name tag ,if you haven't seen it yet, is white with our club logo etched into the tag . We order them from a fellow named Russell Waters who lives on the westside of Columbus.

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

Classifieds:

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

FOR SALE

1972 Spitfire, Mark IV, soft top. ... good engine and mechanically sound. Needs interior vinyl (seats are good), floor repairs, slight damage to front frame extension, side (in front of wheel well) panel body damage, reconditioned fuel tank, new tires. Son's project; he left the country; must sell. Best offer. John Simpkins 614-895-8057, Westerville.

1960 TR3A Dave Frazer III wrote:

Does any one know someone interested in a 1960 TR3A?

It needs to be restored and comes with an extra rolling chassis. It ran when parked but the body is rough. Belonged to my sister and I want to get rid of it.

The location is Southwestern, MI for the TR3A. It is a very complete car with an extra chassis with splined hubs for wire wheels. It is very complete but "tired". If I were buying it I would take the time and restore it.

I am asking \$2,000. for both.

E-mail is dsfiii@yahoo.com

Located in Dowagiac, MI

Once again, Thanks!

1973 Triumph TR6

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

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

Doug's Parts 614-878-6373

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

Buckeye Triumphs

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«FirstNames» «LastName»

«Address»

«City», «StateProvince» «TextZip»