



Buckeye Triumphs Newsletter

Visit us at:
<http://www.BuckeyeTriumphs.org>
 (and get your newsletter in COLOR)

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

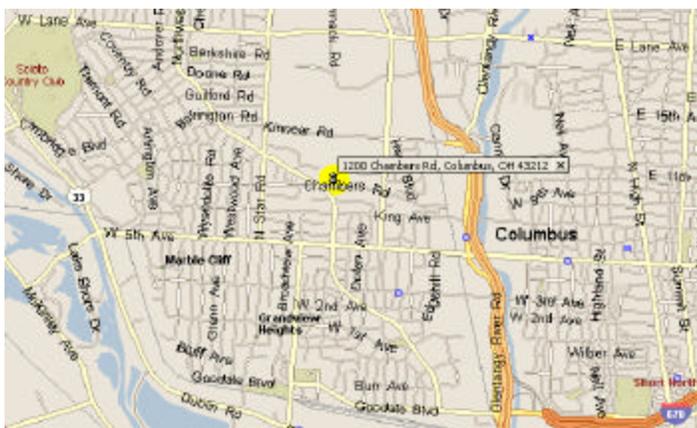
Winner of VTR Best Newsletter Award – 2003!

BT Club Meeting- Monday, March 1st

Bill Blake is hosting meeting in March at:

The Rose and Thistle Pub and Grill
 1200 Chambers Road
 Columbus, OH 43212
 614/486-1990

We will have a meal with the meeting around 7:00. To eat, arrive around 6:15 to 6:30



Beer on tap: Newcastle, Harp, Guinness, Smithington Irish Ale, Budington (Michelob Ultra in bottles)

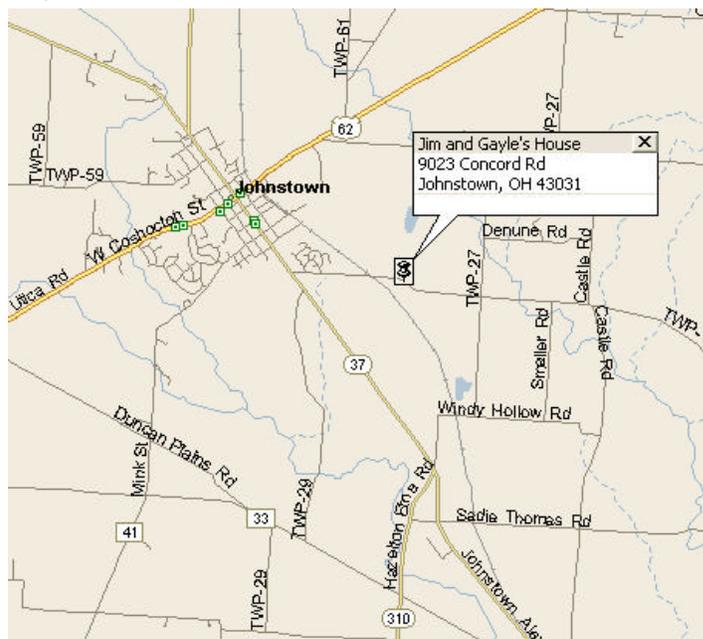
BT Tech Session @ Jim VanOrder's Saturday, February 28th @ 10:00 AM

Workshop at Jim VanOrder's on Saturday Feb. 28, 2004 at 10:00 am to whenever. Snacks, drinks and lunch provided.

Plans are to remove the windshield, bonnet, fenders, bumpers radiator and whatever else we have time for.

A map is attached below. No RSVP's necessary. If you are coming from Columbus, the best way to go is take 270 around to Little Turtle, exit on to 161 east, New Albany bypass. Stay on 161 bypass and get off at RT 62. Turn left onto 62 to Johnstown. When you get to Johnstown, intersection of 62 and RT 37, turn right onto 37. Go through two traffic lights, about 1/4 mile after 2nd light, you will come to Concord Rd on left. Two churches on the corners. Turn left onto Concord, cross bike path, we are

actually the first house on the right hand side of concord, about 3/4 mile down concord, a white two story. Here is a map:



Editor's Corner

Our house is the last house in the county to have snow. We still have about 3 inches of ice on a long section of the driveway. I am hoping that this weekend takes care of most of it – but I know that this is wishful thinking.

I did some computer training in Naples, Florida this month (there are some perks to the training job) the weather was great and I was able to swing by Tampa to pick up the valve cover that I ordered early last summer.

Jim Swarhout designed and built the cover – I have 2 of them on order – this is the first one that he has finished.

Here it is:



I can't wait to get it installed – I'll try to bring it for "show and tell" at Monday's meeting.

I met with Nelson Riedel last week to take over the Webmaster duties – I hope to bring some of the items up to date. If there are any errors or omissions that you are aware of please bring them to my attention and I will handle them. I also hope to get pictures up during the year – please bear with me as I get myself oriented.

Jim VanOrder is has been talking about redoing the TR6 for the last couple of years, we start in earnest this Saturday to take the thing apart. It looks to be nice weather – but Jim's garage is heated.

Ryan will be home next week on break – I'm not sure how much time he will have to work on projects but I hope that the weather cooperates. When Ryan went to school we bought a '96 Camry for him to use – needless to say, there is nothing exciting about this car (unless you consider reliability exciting) It is not a car for a person that is passionate about "driving". Ryan is actively trying to sell this car – it has just over 100,000 miles and is in good shape. If you know anyone who is looking for a nice Camry please let me know.

I'll be at Jim's this Saturday and at the meeting Monday – I hope to see you all then.

On a late and very sad note I received the following just prior to printing:

Sent: Wednesday, February 25, 2004 1:46 PM

To: bmiles@intinfo.com

Subject: Death Of Our Youngest Son

Dear Bruce:

I Just wanted you to know that our youngest son passed away suddenly on the February 17th. We had his funeral on Monday in Akron. If you would let the club know.

Thank You,
Elaine and Carl Moore

Our heartfelt prayers and thoughts go out to Carl and Elaine.

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – March 20th, 2004

President's Corner

As was promoted last month, we had our first meeting at the Rose and Thistle Pub on February 1st and it seemed to fit our needs nicely. The servers were attentive, the food was good and the choice of suds on tap was fine (which means that they have New Castle Brown Ale). The Manager has promised to speed up the delivery of meals next time. (In case you weren't there, we have decided to hold our March BT Business and Social Meeting at the Rose and Thistle, too.) During our after dinner meeting, we discussed our BT driving and social events for the year. I won't provide details here, but you can read about them in

the Minutes as recorded by Margo Washburn. However, Events Coordinator, Bill Blake, provided many opportunities for LBC participation. Needless to say, no twisty Ohio roads will be missed and no famous (or infamous) eating establishments will be passed by, either. (Car clubs and eating always go together very well.)

Weather-wise, we are beginning to see some light at the end of the cold and dark tunnel known as winter. The days are getting longer and the bitterly cold temperatures should be over for now. A couple of Saturdays ago, the sun was shining, the thermometer climbed to 50 degrees and I decided that it was time to "exercise" my TR6. Due to the large quantities of salt dumped on Columbus roads, I hadn't driven the car for quite awhile. Naturally, I found the battery nearly dead after sitting unused for a couple of months. I attached my handy Chinese jump starter and my TR awoke from its long winter's nap. After warming up the engine, and with the jump starter on board, I made my way out of my rented stable and onto the street. After checking out all major systems, I decided that nothing big was going to fall off and that it was probably OK to head south on I-71. To my amazement, the overdrive unit actually worked when I tripped the solenoid. I was up to cruising speed in no time. I love the sound of the big six-banger and I enjoyed it for about an hour before I had to return the car back to its parking space. The short cruise gave me hope for spring and for the long roads ahead. I am already looking forward to driving to Door County, Wisconsin for the 2004 6-Pack Trials.

On Saturday, February 21st, I was invited to tour the Jeg's Automotive facility in Delaware as a guest of the local Mustang club. The Jeg's main building and race shop are located off Route 42 just west of town. Mike Coughlin gave up his Saturday afternoon to guide our group and he was a gracious host. We were told that their new facilities were completed in 2000 and they moved the major operations during the same year. (They are truly amazing.) From humble beginnings in 1960, Jeg's now employs 250 people and occupies more than 200,000 square feet of modern office space. (They still have satellite operations in Columbus.) They have staff on phone banks 24 X 7 to take orders. Catalog sales represent the lion's share of their business. Every employee has a Dell PC on their desktop and a flat panel monitor. Jeg's main warehouse is a computer driven marvel with bins stacked 10 high. Stock is stored in the warehouse by automated forklifts and locations are entered into an IBM mainframe computer. When a customer orders an item, the computer tells the "picker" the exact bin "address" of the desired piece. It is retrieved, packed and sent down a conveyor for labeling and shipping. I was told that the steel framework for the bins was erected first and the warehouse was, basically, built around it. The framework actually supports the roof. After touring the business operations center, we got into our cars and drove to the rear of the Jeg's compound to the race shop. It is another huge building with a complete machine shop and engine dyno (test) area. Inside are

numerous “drag” and “funny” cars all painted in company colors of bright yellow and black. Coughlin grandchildren have their Junior dragsters in there as well. Race shop staff have ample workspaces and they even have a clothes changing room complete with showers. I was really impressed about how “high tech” and clean the place is, not like any other automotive-related business that I have ever seen. Jeg Coughlin has done pretty well for himself and he should be very proud of the world-class high performance empire that he has built.

Recently, Bill Blake and I were talking about all the car events that exist during the summer months and the need to pick and choose because of scheduling conflicts. Bill told me about a July event that I wasn't aware of, namely, the Amphicar national meet at Lake Saint Mary's, in northwestern Ohio. Apparently, those wacky Amphicar folks hold their national there every year and the townsfolk welcome them with open arms. (In case you don't know about Amphicars, they were German vehicles that were part car, part boat and not very good at either function. For some unknown reason, the Germans used Triumph Herald engines and bizarre transmissions that transferred power to both differentials and propellers.) Well, after discussing the merits of Amphicars, Bill and I decided that it would be cool if Buckeye Triumphs built our own version of an Amphicar and premiered it at the St. Mary's event. I am thinking of using a TR7, copious amounts of Styrofoam and my 20 HP Evinrude outboard motor. We can discuss this brilliant idea at our next Business and Social Meeting on March 1st, which just happens to be St. David's Day, in Wales. (What is St. David's Day?)

Changing subjects once again, I called wrench extraordinaire, Eric Jones, recently to inquire as to his condition. (Recently, Eric underwent knee replacement surgery.) Eric said that he is doing well, but he isn't quite ready to enter the Olympic hopscotch team. Further, he hopes to be able to return to his shop and do some light work soon. We all wish him well.

That is about enough mindless chatter for one month, so I will close for now. Charma and I hope to see many of you at the Rose and Thistle on March 1st.

John

BT February Meeting Minutes

Minutes of the February 1, 2004 meeting of the Buckeye Triumphs:

The meeting was called to order at the Rose and Thistle Pub in Grandview by President Huddy and "Punxsutawney Phil" at 8:30. We had a good dinner beforehand. The fish and chips was excellent, although some of us had to wait much too long to receive it!! There were 24 people in attendance. John explained that the idea of Groundhog Day was an ancient European tradition. Thanks to Bill Blake for finding the pub and hosting the meeting. It was suggested that this would be a good place to have meetings in the future.

The main order of business was to accept nominations for the officers of the club. The following were nominated: Margo Washburn, Secretary; Bill Blake, Events Coordinator; Mike Henry, Vice President; President, John Huddy; and Jim VanOrder, Treasurer. It was moved and seconded that all nominations be accepted.



John passed out calendars of upcoming events. Some of the highlights are as follows:

- March 1 Meeting at the Rose and Thistle
- April 5 Jim VanOrder will plan the place for the business meeting

Drive will be planned for April 17--TBA (to be announced)

- May 3 Meeting place TBA

Bruce Miles will plan a drive to be started from Granville British Car Day at Easton on the 16th--Clarion Hotel "Meet and Greet" on the 15th is to be an 'all Brit' party.

River Run TBA

- June 6 Drive to Toledo
- June 7 Washburns host business meeting--location TBA
- June 19 Mid Ohio Vintage Car Day
- June 24-26? Springfield TRA
- July Arthritis Show
- July 18 British Car Day in Cincinnati

Driving event TBA

- August 3 Business meeting to be hosted by Huddys

There has been some mention of an abbreviated TRF "Summer Party"

- August 21 Lake Erie Island event TBA
- Sept. 7 Bruce will host meeting
- Sept. 18 SixPack? (The date is in question)
- Mike will host a drive
- October 4 Gillmans will host the meeting
- October 16 Bruce may host a drive to Amish farm like a couple of years ago.
- November 1 Meeting will be hosted by the Merciers
- Tentative drive on the 20th

There will be a workshop at the VanOrders on February 28th --more later.

The treasurer reported the amount in the checking account and the fact that we were "in the black" for the holiday party. He has received 43 dues payments out of 59 active memberships so far. Jim VanOrder suggested that the club consider paying for windshield decals with the club logo (magnetic/removable). Jim also still has hood latches for anyone who needs them.

The meeting was adjourned at 9:15.

Respectfully submitted, Margo Washburn, Secy.

Upcoming Spitfire Event

From: Joe Lynch [mailto:jlynch1@columbus.rr.com]
Sent: Monday, February 16, 2004 5:44 PM
To: bmiles@buckeyetriumphs.org
Subject: Note for next newsletter

Hi Bruce, I'm not sure if you'll get out the next newsletter before this event or not, but thought that I'd let you know about it anyway.

The Ohio Wing of the North American Spitfire Squadron (NASS) will hold a meeting on Saturday, February 28th, at noon, at Plank's Cafe, 743 Parsons Ave. Columbus, Ohio.

There will probably be around 20 - 25 people from all areas of Ohio attending. We're not sure how many of the members will be driving their Triumphs to the meeting....that'll depend on the weather. We plan on eating at Planks, then taking a trip over to Hebron to see the guy that has 17 GT6's and Spitfires for sale.

NASS consists of several hundred people around the country that own or have an interest in Triumph Spitfires and Triumph GT6's. You can visit the NASS website at: <http://www.nasshq.org/> - Joe Lynch

Events 2004 - Bill Blake

March	
1	BT Business and social meeting- Bill Blake to host at The Rose and Thistle English Pub
April	
5	BT Business and social meeting, host open
TBA	BT Possible driving event late in month weather permitting Jim VanOrder to host
May	
3	BT Business and social meeting Mike Henry to host in Dublin
15	Driving event sponsored by COMG Club and Buckeye Triumphs with the British Car Council, Grandville area, meet at Clarion Airport at 11am
15	Meet and Greet at the Clarion (old Holiday Inn Airport) evening
16	British Car Day Easton
29	Grandview Heights Memorial Day Parade, morning event, we are invited River-run, Eric Jones event

June	
4	BT Business and social meeting,, Jim and Margo Washburn to host
6	Toledo British Car Day on the grass at Ft. Meigs historic site
19	British Day at Mid Ohio Vintage Races (6th Annual British Car Showdown)
20	Concours d'Elegance (Multi Makes) at Vintage races at Mid Ohio
24-26	TRA 30th Anniversary Springfield, OH
27	American Le Mans race at Mid-Ohio
July	
4	Dublin, OH Parade to promote Arthritis Show, we are invited
10	BT Event Arthritis Show Honoring Len Immke BT and COMG host the all British Section next to Jaguar Club
18	Cincinnati British Car Day
August	
3	BT Business and social meeting John and Charma Huddy to host
7	British Car Day Dayton, OH
7	British Car Day Legacy Village Cleveland, OH
September	
7	BT Business and social meeting, Bruce Miles to host
18?	6Pack Trials in WISC
24	BT Driving event to SCCA races at Mid-Ohio
October	
4	BT Business and social meeting Greg and Ann Gillman to host
16	BT Driving event Amish Bakery Tour Bruce Miles to host
November	
1	BT Business and social meeting
December	
6	BT Business and social meeting

The Continuing Adventures Of...



February 2004: By Bruce Clough (clough@erinet.com)

Nothing from Bruce for February – we look forward to future editions.



Power Brake Bleeder

From: Bruce Miles

I made myself a new tool over the holidays and thought I should share it with you folks. We start with an ordinary garden sprayer:



Take of the sprayer hose and attach some clear ¼ “ tubing. At the end of the tubing attach a male quick connect coupling.

Next, you will need a spare cap off of an old master cylinder. Bore a hole in the center, use some blue silicon sealer to be sure you are airtight. Attach a standard pressure gauge to the t connector, use a quick connect on the other side. You get something like this:



I used the quick connect setup to make it easier to take the cap on and off – in hind site I might have reversed the quick connect to keep the tank from leaking when we are all done.



Inside the cap I places about a 1 inch coupling to tighten the washers to the cap, and it has the benefit of siphoning off extra fluid when we are all done.

To use this setup:

- Pour brake fluid into the sprayer tank
- Top up the master cylinder
- Screw the adapted cap onto the master cylinder

- Connect the tank to the cap assembly and pump up the pressure tank.
- Take it to about 15-18 pounds (don't push it past 20 lbs, there could be sudden “leakage” and brake fluid spewed “through out” the engine compartment – ask Ryan how we know this)

Now start bleeding your brakes (right rear first, then left rear, right front, then left front).

The beauty of this system is that it becomes a one-person operation, you simply have to pump up the pressure from time to time, but you don't have to worry about running the master cylinder “dry” and introduce air into the system.

I feel that this system also makes it easier to “flush” the system since you can easily allow plenty of fluid to flow into your “catching” jar.

I plan to bring this as “show and tell” to March's BT meeting.

Hope to see you then. – Bruce Miles

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: Mike (Buck) Henry (614) 733-0563 mhenry1453@aol.com
Treasurer: Jim VanOrder (740) 967-2110 vanordergi@core.com	Events: Bill Blake (740) 362-0967 billblake@thekavesco.com
Newsletter Editor and Webmaster: Bruce Miles (740) 587-4179 bmiles@buckeyetriumphs.org	Secretary: Margo Washburn 614-882-5219 jimbo165@earthlink.net

Technical Consultants:
TR2's & 3's: John Hartley 740-753-1066 email: jhartley@frognet.net or John Huddy 614-846-2321 email: jhuddy@columbus.rr.com
TR-4's: John Thomas 614-855-4175 or Bruce Clough 937-376-9946 clough@erinet.com
TR250, TR-6: Robert Mains 614-890-7767 bob.mains@ode.state.oh.us or Jim VanOrder 740-967-2110 vanordergi@core.com
Spitfires and GT6: Doug Braden 614-878-6373 braden.13@osu.edu ,
TR-7 & 8's: Ron Fowler 614-833-6885 tr8@msn.com

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

Items from the Internet

Nothing new for this month.

A good Story (and a Classified ad) from Sam Halkias

Editor's Note: Sam had some pictures to go with this story but we had some technical delivery problems – I still think it is a wonderful note- pictures next month (maybe with the new owner?? Anyone need a TR4?)

FOR SALE - 1962 Triumph TR4

I came across a beautiful TR4 about a month ago. A good friend of mine from Valvoline called me and told me about it. His Uncle purchased the car new in 1962, drove it daily for many years, accumulating 117,000 miles. Then in 1980 he decided to park the car and it sat in his garage ever since. Nothing was wrong with the car; he just wanted to replace the top and some of the interior. Well most of us know a car project usually takes longer than we think, and this was no exception. As the years passed the car sat, and in 2002 his Uncle passed away, and his Aunt just could not part with the car, so it remained in its place of 24 years until she decided to sell it to her Nephew, my Valvoline buddy, Jeff Lange.

Jeff bought the car but when he tried to move it the little car decided it liked its resting place and would not budge as the drums were frozen to the rear brakes. To make matters worse the engine was seized due to the generous ventilation of the crankcase and 24 years of moisture and heat. So Jeff contacted me and offered me the opportunity to buy the car from him. That's when I went to Piqua on January 17, 2004 at 7 AM just before one of the worst ice storms Ohio has seen in many years. Now my fellow Buckeye Triumph buddies know the real story why I missed the big dinner at the Buckeye Café! Actually I just plain forgot what day it was. Sorry Guys! I really wanted to attend!

Car dollies are a wonderful addition to your list of must have items, for without them there was no way in heck that TR was going to budge from its spot where Jeff's Uncle left it. I slid two dollies under the rear wheels and rolled it out of the garage and winched it into my race car trailer. The ice storm started to subside, but the rain and slush was now the problem of the day. As we tied the TR down, I saw Jeff's Aunt looking out the window, as if to say goodbye to the car. I felt really bad. I could see how many memories were shared between them in the TR. It was like I was taking part of her life away. Before I left I gave her a big hug and assured her the TR was in good hands.

After a cup of coffee at McDonalds and one hour later I headed back to Westerville around 1 PM. The roads were not as treacherous, but the rain and ice buildup on the wipers was a real pain in the rear. I stopped twice to clear the wipers and got home around 4 PM, not bad considering it took me almost five hours to get there, and it was only 100 miles! Realizing I had little time to get it out of the enclosed trailer before it too was frozen shut I immediately unloaded the TR. Now for those of you who work alone like I do I'll share my secret to unloading a car by yourself,

especially when the car does not run. Remember this car has the rear drums frozen to the shoes, so back go the wheel dollies under the wheels, and I use my four wheeler to drag it out to a point where I can get it to roll down hill, as the first eight feet or so is a bit inclined and although the wheel dollies are great they really do not roll as easily as one would think, especially up hill! First part of the extraction is successful as I get it right where I want it. I then hook up the electric winch and with the aide of the four-wheeler I begin to pull the car into the shop. This is where the cold and snowy weather finally get me. Being in a hurry to get the car in the garage to save the heat I somehow missed the second hook on the axle wrap for the winch. So when I give the car its final tug with the four wheeler instead of cresting the trailer gate and stopping with the winch hooked up, the damn axle strap comes off and the TR comes at me and the four wheeler (now the car dollies decide to roll easily) with some pretty good speed. I instinctively reach back to stop the car but it's too late and it slams into my four wheeler. The bumper hits the rear tires, no damage, but the rear sear bar hits the trunk and not only puts in a dent, it knocks off the 42 year old original paint! Needless to say I was upset. It will repair easily, but it was not the way I wanted to start my inspection of the car.

Having successfully rolled it into its place I left it for the evening. Came back at it on Sunday and began to see what needed done. First task was to free up the drums. Thor hammer in hand I took off the wire wheels and with a can of PB Blaster I liberally sprayed every where I could to try and soak into the drum. Using a 3 lb. hammer with strategic hits to the face and drum I managed to free the brakes in only four hours! But no damage to the drums. I then turn to the engine to see if I can see how bad it's seized up. There is really no good way to do this on a TR4 so I decide that the head has to come off anyway so why not pull it now and see how bad the cylinders are. Again the head decides it too does not want to budge! I've been working on TR's for thirty years, and I've seen just about everything you could imagine, including a stubborn removal of a head, but somehow this one was different. I got the head to break loose, but it would not rise off the studs. Again more PB Blaster and an hour later and off comes the head. I'll give you a tip here, if ever faced with this simply pull the head studs from the top. I wish I would have thought of that sooner!

What I found amazed me. Clean cylinder walls! They looked great! I expected to find dead mice and rust and all sorts of junk in there. Now I'm really puzzled as to why it will not turn over. So out with the engine! These cars have some real bad design flaws in them when one wished to remove the engine. I guess the Brits don't think it ever has to come out. The cross member is a real pain in the drain! No engine eyelets to hook up to, and once free the engine and transmission have to be persuaded several times in order to extract them. But again, I like a challenge and manage to get it out and on the engine stand before the day is gone.

Monday. (I watch too much American Chopper) I begin the teardown of the engine. After removing the oil pan I find the real problem. RUST! It looked like the engine was in the bottom of Lake Erie! Well, maybe not that bad, but the rust had clearly affected the #1 rod and crankshaft journal. Out comes more PB Blaster! Third can. Generous applications are given to the entire engine, top and bottom. I fill the cylinders with the magic PB Blaster and leave it set. I figure it will take some time, but I just want to get the crank and rods out. At this time I think I need a new short block. But I'm a patient guy (NOT!) and I decide to return to the car and see what else needs fixed.

The interior carpet is history. The seats are intact, but need recovered. The dash needs sanded and a fresh coat of white paint. The rest of the interior is all there and with proper cleaners can be saved. The Drivers floor pan shows signs of moisture rot from the carpet padding, it needs replaced. Did I mention that this car was never taken apart? The transmission cover was virgin and all bolts were in place, the seal had never been broken, and all hardware was in place. The clutch was in great shape, as was the gearbox and rear end. Exhaust system is junk. The Front suspension bushings are all dry rotted and need replaced, as well as the shocks. The brake system is in need of a total rebuild as once the brake fluid drained out over the 24 years with seals drying up the moisture then moved into its place. It needs all lines replaced and calipers and slave cylinders replaced or rebuilt. The wire wheels are in great shape, painted finish and will clean up nicely. The chrome bumpers and Knock offs just need some 0000 steel wool and some chrome polish. The radiator is toast, original, but toast. My friend and neighbor Denny Hedrick, of Hedrick Radiator says he can recore it for about two C-notes. All hoses and vacuum lines are junk. Enough for one day.

After letting everything sit until the next Saturday, I go back out and see if I can free up the engine. I make a custom wood dowel to use as a punch to hammer on top of the pistons. Some of the PB Blaster has found its way down the cylinders so I'm encouraged that it's doing the job of penetrating the rust. The process is simple. Pound on each piston and see if I can turn the crank. After several try's I decide to apply more PB Blaster. Fourth can! I then return to my original task of finishing my new race car for the day.

Sunday, I return to the original plan of wood dowel and hammer. After two try's, I notice that the pistons appeared to move after a hard blow with the dowel and hammer. And sure enough I was able to turn the engine over!

It came apart easily and I was amazed at the condition of the bearings! The only journal needing work was #1 rod journal. I bag all of the nuts and bolts and prepare to take the block, crank, and rods up to my friend Dale Harbert in Norwalk, Ohio. I've known Dale since the mid 70's, he's a FAA Construction Project manager, and he has operated Harbert Automotive in his shop behind his home for 25 years! Without Dale I would quit racing as I would not trust anyone else to do critical machine work on my cars. The

block cleaned up great. The crank is being de-rusted and turned .010 to clean up the bad journal. The head cleaned up and a new valve job will take care of it. The rods were shot-peened to new like condition. The pistons and liners will be replaced with new 87mm pistons and rings. The plan is to complete the engine by the end of February.

So why do I want to sell the car? Simply put I don't have the time to do the job 100%. Not to mention the space, as I'm out of room and already have six TR6's to race, drive or dismantle. I would love to keep this car, and I might just do that. But I wanted to offer it to a good home, thus this very long classified add. The price? Right now it's at \$4,000.00, that's including a totally rebuilt engine, a new convertible top, and all the other new goodies Jeff's Uncle had for it. As I do more work the price will go up accordingly, but you'll have that much less work to do. The body is perfect, except for the dent I put in the trunk! I even think the paint will buff out to a like new finish! I have never seen a TR survive 24 years of dormancy and still look like it can be driven to a car show! I don't think you'll have a great deal of money to invest after purchasing the car. My estimate is around \$3,000 more and you'll have a gorgeous TR4! Call or email me. Home number is 740-548-6043, email is shalkias@firstam.com I'm not out looking to do a restoration job for someone. If nobody buys it I'll eventually get it back to its original condition, then I'll probably just drive it for fun! Like I said. It's a really neat little car! The pictures don't do it justice. All I did prior to the pictures was wash it!

Sam Halkias

Buckeye TRIUMPHS REGALIA

T-Shirts- Lt Grey Cotton \$14.00

BTC Logo - front

Large Wreath Logo – back

Sweatshirts- Lt Grey Cotton \$20.00

BTC Logo - front

Large Wreath Logo – back

Golf Shirts with embroidered logos – 100% Cotton \$35.00

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.

Halkias Video on Valve Adjustment for 6-cyl TR's - \$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).

Comedy Clips

From: bill blake [mailto:billblake@thekayesco.com]
Sent: Monday, February 23, 2004 2:14 PM
Subject: TWO COWS

I normally do not forward these types of things but this it too good to miss.

Two cows

LIBERAL: You have two cows. Your neighbor has none. You feel guilty for being successful. Instead of giving your neighbor one of your cows, you write to your congressman, demanding that he pass legislation for more government programs to help your neighbor get a cow. You hold a concert to raise awareness for the cow-lessness. Barbara Streisand sings for the cow-less, who couldn't attend because ticket prices are so expensive that only people with 3 or 4 cows can afford to attend. You wear a ribbon that signifies that you care about cowless people, even though you really haven't done anything to help them at all.

CONSERVATIVE: You have two cows. Your neighbor has none. So?

SOCIALIST: You have two cows. The government takes one and gives it to your neighbor. You form a cooperative to tell him how to manage his cow.

COMMUNIST: You have two cows. The government seizes both and provides you with milk. You wait in line for hours to get it. It is expensive and sour.

CAPITALISM, AMERICAN STYLE: You have two cows. You sell one, buy a bull, and build a herd of cows.

DEMOCRACY, AMERICAN STYLE: You have two cows. The government taxes you to the point you have to sell both to support a man in a foreign country who has only one cow, which was a gift from your government.

BUREAUCRACY, AMERICAN STYLE: You have two cows. The government takes them both, shoots one, milks the other, pays you for the milk, and then pours the milk down the drain.

AMERICAN CORPORATION: You have two cows. You sell one, lease it back to yourself and do an IPO on the 2nd one. You force the two cows to produce the milk of four cows. You are surprised when one cow drops dead. You spin an announcement to the analysts stating you have down sized and are reducing expenses. Your stock goes up.

FRENCH CORPORATION: You have two cows. You go on strike because you want three cows. You go to lunch and drink wine. Life is good.

JAPANESE CORPORATION: You have two cows. You redesign them so they are one tenth the size of an ordinary cow and produce twenty times the milk. They learn to travel on unbelievably crowded trains. Most are at the top of their class at cow school.

GERMAN CORPORATION: You have two cows. You engineer them so they are all blond, drink lots of beer, give excellent quality milk, and run a hundred miles an hour. Unfortunately they also demand 13 weeks of vacation per year.

ITALIAN CORPORATION: You have two cows but you don't know where they are. While ambling around, you see a beautiful woman. You break for lunch. Life is good.

CALIFORNIAN: You have a cow and a bull. The bull is depressed. It has spent its life living a lie. It goes away for two weeks. It comes back after a taxpayer-paid sex-change operation. You now have two cows. One makes milk; the other doesn't. You try to sell the transgender cow. Its lawyer sues you for discrimination. You lose in court. You sell the milk-generating cow to pay the damages. You now have one rich, transgender, non-milk-producing cow. You change your business to beef. PETA pickets your farm. Jesse Jackson makes a speech in your driveway. Cruz Bustamante calls for higher farm taxes to help "working cows". Hillary Clinton calls for the nationalization of 1/7 of your farm "for the children". Gray Davis signs a law giving your farm to Mexico. The L.A. Times quotes five anonymous cows claiming you groped their teats. You declare bankruptcy and shut down all operations. The cow starves to death. The L.A. Times' analysis shows your business failure is Bush's fault.

Heaven and Hell:

Certain nationalities are assigned various tasks in each location:

Heaven Assignments:

- Art/Poetry-Italians
- Police-British
- Mechanics-Germans
- Food-French
- Administration-Swiss

Hell Assignments:

- Art/Poetry-Swiss
- Police-Germans
- Mechanics-Italians
- Food-British
- Administration-French

This list could go on but I am sure I have offended enough groups so far.

From: James D. Franchello [mailto:james@intinfo.com]
Sent: Monday, February 23, 2004 10:20 AM
Subject: The Bear

A bear walks into a bar in Billings, Montana and sits down. He bangs on the bar with his paw and demands a beer.

The bartender approaches and says, "We don't serve beer to bears in bars in Billings."

The bear, becoming angry, demands again that he be served a beer.

The bartender tells him again, more forcefully, "We don't serve beer to belligerent bears in bars in Billings."
The bear, very angry now, says, "If you don't serve me a beer, I'm going to eat that lady sitting at the end of the bar."
The bartender says, "Sorry, we don't serve beer to belligerent, bully bears in bars in Billings."
The bear goes to the end of the bar, and, as promised, eats the woman. He comes back to his seat and again demands a beer.
The bartender states, "Sorry, we don't serve beer to belligerent, bully bears in bars in Billings who are on drugs."
The bear says, "I'm NOT on drugs."
.....You're gonna love this.....
The bartender says, "You are now."
That was a barbitchyouate."

From: Nelson Riedel [mailto:NAriedel@adelphia.net]
Sent: Friday, February 20, 2004 9:38 AM
Subject: AND YOU THINK YOU'RE HAVING A BAD DAY.....



From: Nelson Riedel [mailto:NAriedel@adelphia.net]
Subject: Confusing signs

Spotted in a toilet of a London office:
TOILET OUT OF ORDER. PLEASE USE FLOOR BELOW

In a Laundromat:
AUTOMATIC WASHING MACHINES: PLEASE REMOVE ALL YOUR CLOTHES WHEN THE LIGHT GOES OUT.

In a London department store:
BARGAIN BASEMENT UPSTAIRS.

In an office:
WOULD THE PERSON WHO TOOK THE STEPLADDER YESTERDAY PLEASE BRING IT BACK OR FURTHER STEPS WILL BE TAKEN.

In an office:
AFTER TEA BREAK STAFF SHOULD EMPTY THE TEAPOT AND STAND UPSIDE DOWN ON THE DRAINING BOARD.

Outside a secondhand shop:
WE EXCHANGE ANYTHING - BICYCLES, WASHING MACHINES, ETC. WHY NOT BRING YOUR WIFE ALONG AND GET A WONDERFUL BARGAIN?

Notice in health food shop window:
CLOSED DUE TO ILLNESS.

Spotted in a safari park:
ELEPHANTS PLEASE STAY IN YOUR CAR.

Seen during a conference:
FOR ANYONE WHO HAS CHILDREN AND DOESN'T KNOW IT, THERE IS A DAY CARE ON THE FIRST FLOOR.

Notice in a farmer's field:
THE FARMER ALLOWS WALKERS TO CROSS THE FIELD FOR FREE, BUT THE BULL CHARGES.

Message on a leaflet:
IF YOU CANNOT READ, THIS LEAFLET WILL TELL YOU HOW TO GET LESSONS.

On a repair shop door:
WE CAN REPAIR ANYTHING. (PLEASE KNOCK HARD ON THE DOOR - THE BELL DOESN'T WORK.)

On a San Diego Freeway:
CRUISE SHIPS TAKE AIRPORT EXIT.

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.

From the internet:

From: [Mark Alderman](#)

Sent: Wednesday, February 28, 2004 8:34 AM

Subject: For Sale Car Ad

FOR SALE: 1973 TR-6, overdrive, mimosa yellow, new tan interior and top, lots more new, excellent condition, award winner, \$10,950/best offer. For more information call 804/739-3667 or e-mail mga-tr6@juno.com (photos available)

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>



Buckeye Triumphs
9023 Concord Rd.
Johnstown, Ohio 43031

