



Buckeye Triumphs Newsletter

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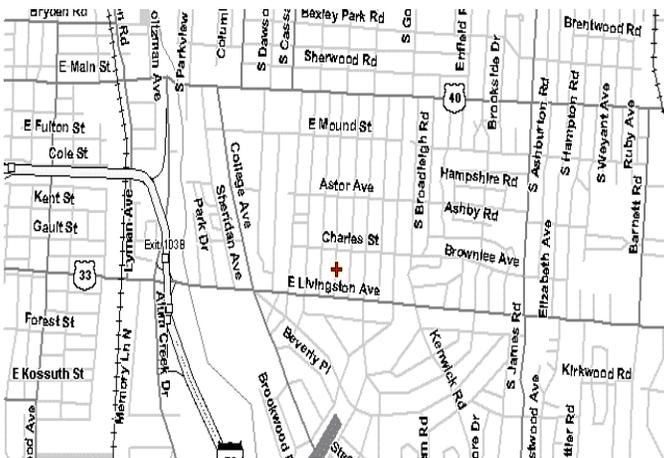
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(and get your newsletter in COLOR)

BT Business/Social Meeting Tuesday, March 12th, 6:30 PM

The March meeting will be held at 6:30 P.M. on Tuesday, March 12th at the home of Terry Graham and Charlie Bruce.

The address is 1006 S. Remington Rd. in Bexley. Take the Livingston exit, 103B off of I-70 and go east approximately 0.6 miles to Remington Rd. Turn left (north) onto Remington (you can't turn right) and 1006 is about the sixth house on your right.



You can either bring sandwiches of choice or we will call out for pizza from Donato's. For additional information please call Terry at 614-237-4228

Mark Your Calendars in June! Upcoming Vintage Races at Mid-Ohio

Dear Triumph Enthusiasts,

Tickets for the Sprint Vintage Grand Prix at Mid-Ohio Sports Car Course featuring the Triumph Show, June 14-16, are on sale now at www.midohio.com or by calling 1-800-MID-OHIO. Special ticket pricing is being offered to Triumph owners on select tickets. Ticket prices are as follows:

Saturday General Admission Ticket: \$14 (gate price is \$17)

Weekend General Admission Ticket (Fri.-Sun. Admission): \$24 (gate price is \$30)

Children 12 and under are admitted free. Tickets must be ordered by Thursday, June 13, 2002. Person must mention they are a Triumph owner when ordering tickets over the phone or on the website to receive these special prices.

Some of the weekend features of the Triumph gathering during the Sprint Vintage Grand Prix event at Mid-Ohio are:

- Triumph featured marque of the British Car Show on Sat., June 15 (Sat. or Weekend General Admission ticket to the event covers the fee to enter the car show) class awards and commemorative souvenir for all entrants
- All Triumph Race (SVRA licensed racing competitors only)
- Historic Stock Car and Formula One/Indy Car Reunion Races
- 10 different group races featuring over a 50-year span of vintage race cars
- Triumph owners can take a lap around the track during the lunch break on both Sat. and Sun.
- Kas Kastner of Triumph racing fame to serve as grand marshal of the weekend (sign autographs, meet and greet Triumph owners, etc.)
- Reserved parking for Triumph owners on Sat. and Sun. in the infield of Mid-Ohio

Submitted by: Murry Mercier trsixer@yahoo.com

Editor's Corner

First order of business this month is to congratulate Ryan. He attended a "scholarship day" competition at Ohio Northern University back in January. He participated in an interview, wrote an essay and took a test. As a result of the competition, Ryan was awarded additional scholarship money that contributes about half of each year's expenses. Kim and I are very proud of him.

This would be the time of year when I start to get a touch of "Cabin Fever". I went up to the barn today and Nelson helped me hook up a circuit for the welder. I have banished welding from our garage, the fumes waft up to the living area. I think we now have a "fine" workshop, and you can bet that Ryan will begin working in earnest on his 250 project. He has the block out getting line-bored and cam bearing installed. Now that we can weld in the barn I expect we will get a good start on things during spring break. He wants to have it running for the Roadster Factory autocross and of course for TRials.

February's social soiree was well attended, check out Margo's report. Bob Mains presented Nelson with the 2001 President's Award (that he forgot to bring to the Holiday party):



Our congratulations to Nelson! He deserves it for all his hard work! Here are a few additional pictures:



I had a blast at Nelson's technical session. We started the day with a good greasy breakfast at the Aladdin in Granville and proceeded to Nelson's workshop. Nelson had quite a presentation ready for us. Here are a few pictures:



We all learned the mystery and operation of brake boosters, and learned how to "open them up".



Other business was to ask us to provide Nelson with further ideas for tech sessions. And, of course, please volunteer to help with the September festivities!!

Respectfully submitted, Margo Washburn, Secretary

President's Corner

March, 2002

February was Fabulous! We fought the Winter, won and even thought of an early Spring!

The February social event was well attended. We always hope for more of you to come out and it was good to see how many new faces are coming back for the social events.

The Tech session on Braking Systems at the Riedel Ranch near Granville was another special treat for the folks who really wanted to learn more about Triumph brakes. Front to rear and inside and out, Nelson detailed the components and the rebuild processes. Following a tasty lunch provided by the Lady of the house we worked on the projects that we were able to carry into the Doctor's laboratory. What a great place to do it. Yes, you could do just about anything in that shop. *Several rebuilt components were completed, right John?* I now have several spares too; Thanks, Marianne and Nelson, you have set a high standard for those of us that follow you.

Well, it's now March and back to a blustery reality. There are a few more cold weeks ahead and so few days to complete the remaining jobs we had planned for our cars during the winter lay up. I have a new hood and some interior trim completed; some rear diff and suspension stuff remains. How are you doing on your to-do list? Come on out for the March social meeting and we can compare lists or bruised knuckles.

Terry and Charlie have opened their home again for our March gathering and we need you there, so Just Do It. Look for the newsletter details and come with some creative ideas for events. John and Roy have joined together to establish our 2002 calendar of club events and they will need everyone's help. Please think about hosting/planning or volunteering to share in the efforts needed for this year.

I repeat, we need your membership and your dues to succeed. Please renew by sending your check to Jim VanOrder and plan to participate in at least half of our events.

Thanks for your continued support and participation. See ya soon.

Bob Mains bob.mains@ode.state.oh.us

A Chronicle of Triumph: how I became addicted

Editor's Note: Ryan went to Bike Week @ Daytona Beach and will not be providing an article this month. Give him a hard time on the 12th!

Ryan rjhmile@yahoo.com

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

Our current crop of Buckeye Triumphs Officers include:

President: Robert Mains (614) 890-7767 bob.mains@ode.state.oh.us	Vice President: Murry Mercier 614-888-0838 TRsixer@yahoo.com
Treasurer: Jim VanOrder (740) 967-2110 vanordergj@core.com	Events: John Huddy (614) 846-2321 jhuddy@columbus.rr.com
Newsletter Editor: Bruce Miles (740) 587-4179 bmiles@intinfo.com	Secretary: Margo Washburn 614-882-5219 jimbo165@earthlink.net

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

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

Notes from Nelson:

Ryan brought over a gearbox with A Type OD from one of his fleet of TR250 carcasses. The objective was to put it on the test stand, bring it up to speed, check the hydraulic pressure, make sure it switched in and out of OD, etc. He noticed right off that there were no holes for the OD isolator switches in the top cover. The presence of a non-OD main shaft in the extra parts that came with the car suggested that the OD was a late addition to the gearbox.

We fired the gearbox up on the test stand and found it worked. We then connected up a battery to the solenoid and found it shifted into OD --- after about five seconds. We figured there was a minor problem with the operating valve but not a big deal --- it worked!

The A Type has a spring-loaded expandable accumulator that stores hydraulic fluid. The accumulator can supply sufficient fluid under sufficient pressure so that the OD engages essentially instantly when the operating valve is energized. So next we attached the gauge to measure the OD hydraulic pressure.

The pressure built to about 300 psi and held steady. When the valve was energized, the pressure dropped to ~ 20 psi and then built slowly back to 300 psi. The OD engaged when the pressure reached ~ 150 psi, which is normal. The normal operating pressure for this unit is ~420 psi. The accumulator is really a spring-loaded piston cylinder arrangement. The spring force corresponds to well over 300 psi when the cylinder is empty and increases to ~ 420 psi

when the accumulator piston is pushed past pressure relief holes in the side of the cylinder. The data indicated that the pump was incapable of supplying sufficient pressure for the accumulator to accumulate. We observed that the unit achieved the same pressure with the operating valve open or closed so the problem was before the valve. We concluded that there was a leak in the accumulator or non-return valve or the pump was toast.

The gear oil thickens: We then decided to take a closer look at the OD --- thinking maybe there was some dirt in the non-return valve. We took off the solenoid bracket/cover plate on the left side. We had rolled everything on the right side so that the oil wouldn't leak out when the cover plate was removed. (It didn't leak there because when we rolled it on the side most of it leaked out the vent hole; what a mess!) Anyway, we found piles of crud in the bottom of the OD. Sometime in this sequence we pulled the gearbox top cover to examine the OD identification tag and found the model to be #28/1447. Strange! All the TR applications of the A Type OD had 22 for the first two numbers --- meaning a 22% increase in output RPM when overdriven. The 1447 placed it sometime after the first TR3s (1374) and before the TR4A IRS (1753). Later examination revealed it used the ¼ inch non-return valve ball and smaller accumulator piston, both features introduced in model 1753 of the TR250 era.

Ryan got to thinking whether the 28% was good or bad for motor cross. Without batting an eye I told him "bad" and christened the whole project "**Ryan's Folly**", much to his chagrin. At this point it was time for Ryan to head home. Before retiring I asked the Triumph email list if anyone new the original application for the #28/1447. I got a quick response that said a Moss catalogue indicated the unit was used in the Austin Healy BN2.

Next day I pulled the OD and took a closer look at the sludge in the bottom – there was piles of ground up metal. Pulled the non-return valve that is shown in next photo. That's the end of a magnet tool on the left, then the valve plunger and then the valve ball. The **fur** sticking out from the ball is obviously magnetic. Even a small scratch on the non-return valve will reduce the pump operating pressure --- so with all this **fur** around the valve ball, it looks like we found at least part of the hydraulic problem.



The next step was to check the bottom of the gearbox. It was clean, no debris. Based on these data it was concluded that the AH gearbox originally associated with the OD had failed scattering debris everywhere. The OD was removed and attached to the TR gearbox --- without being cleaned up. When Ryan called after school I told him

that a good cleanup was all that was likely needed. However, I suggested that everything be dismantled and inspected before we order the necessary gaskets, etc.

He came up later and we pulled the OD apart and cleaned it up. It was in really good shape. The only problems we found were one thrust washer had shattered and a steel washer has been substituted for another thrust washer (which probably led to first one shattering). We did however find that the epicyclic gears were of the TR design and gave the 22% output increase, not the 28% used in the AH BN2. I later learned that the rear castings were also different for the AH BN2 application so it appears that only the main casting is from the BN2 – everything else is from the later TR250 era application.

Just to be safe we pulled apart the gearbox. What a mess --- - we found that the rear countershaft bearing had failed. The debris in the OD was the ground up pieces of that bearing and the countershaft. The inside of the 1st/rev cluster gear was all ground up too. No sweat here --- Ryan had given me a late gearbox just a few weeks before to get a cluster gear for my J OD project and I just happened to have an early gearbox with a usable cluster gear for his folly. The next photo shows the rear part of the countershaft. The smooth part at the right fits into the gearbox casting, the middle part is under the bearing and the chewed up part on the left is where the inside of the cluster gear rode on the shaft after the bearing went to the OD.



Next we looked at the mainshaft very carefully and found the front part that rides in the bearing inside the input shaft was rough. Some of the debris must have made it there. See next photo.



The last thing to check was the large mainshaft bearings. There were also loose and rough. Ryan's comment was "I thought you said it took near divine intervention to damage those big bearings." Well, in fact I did tell Ryan earlier that I had stopped replacing the big bearings because I'd never seen any fail and the likelihood of getting a poor quality new bearing was greater than a know good tested bearing failing. This is typical of young folks to remember things you just as soon they not remember. Anyway, to save face I pointed out that the bearings hadn't failed yet ---- but potential for failure was great.

Before leaving this I thought a bit about my incorrect early diagnosis. All the debris started out in the gearbox but ended up in the OD. The reason is that the gears agitate the oil in the gearbox and probably keep the debris in suspension. There is little agitation in the OD so most the debris that makes it back there settles to the bottom and around the filter. The filter keeps most the big pieces out of the hydraulic system and since oil from the hydraulic system lubricates the OD no major failure there. It is amazing that the gearbox, while noisy, didn't screech while spun up on the test stand. I expect it would have made some whining noises under load.

Bruce took the main shaft to Fowler Engines in Columbus. They suggested that he get a hardened inner race for the exact Torrington bearing in the input shaft. Went to Bearings Inc in Newark and ordered new bearing and race for <\$20. Fowler ground down the shaft and pressed the inner race over the end of the shaft. A beautiful fit—better than new. They also extracted the **hard to remove** bearing in the input shaft and pressed in the new one --- all for less than \$60. Ryan will have a completely rebuilt gearbox with OD for less than half the price of a rebuilt gearbox or OD so I guess it really isn't a folly – but don't tell him.



What about those OD switches? My first thought was to mill notches in the selector shafts to operate the switches as is done on the later gearboxes for the J type OD. Randall Young reminded me that the OD isolator switches were operated from the top of the selector shafts in early gearboxes. He also pointed out that all versions of the TR250 & TR6 gearbox covers used the same 1st/2nd and 3rd/4th selector forks. Therefore, it would be much easier to just drill holes in the top cover directly over the forks and tap the holes with the thread used for the isolator switches.

A quick check of one of the switches revealed the thread to be 16mm with a 2 mm pitch. I found a never used 16X2 mm tap in the tool chest. I must have bought the tap to help my son do something to one of his VW beetles or buses. That would explain my not remembering why I had the tap --- I've tried to forget the entire VW experience.

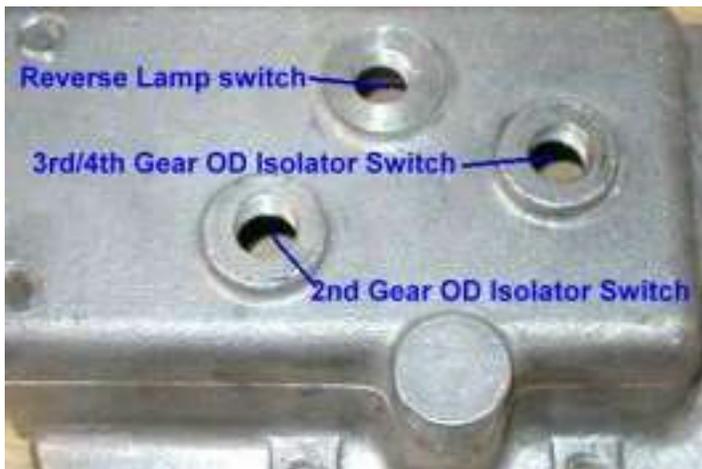
The side of the tap is marked with the statement "use 35/64 drill". I didn't have one of those lying in the tool chest. I did however have a 9/16 (36/64) drill as part of a set of larger bits with 1/2 inch shanks (Harbor Freight). I figured that 9/16 was close enough for the light duty requirement of the switch.

Before installing the switches, we had to disassemble the sector forks, shafts, etc, etc. The forks are held in position by square headed bolts with a taper pin on the end. In the TR3 era these bolts were secured with safety wire, later with a bit of thread lock. The square head is 5/16" across the flats. You can't get an open-end wrench on it because of the restricted space. A 12-point socket will slip & a 6-point won't work. I tried to buy a 4-point socket --- folks just stared at me. The guy at NAPA said he might be able to order an 8-point socket – get it in a few weeks. There's probably a Churchill tool for those suckers. Then I remembered the standard Churchill replacement – a big hammer. I found the smallest 12-point socket that would go over the head --- then selected the next smaller socket and drove it on with the hammer. Nice going --- worked on two. The third ---- rounded the head. Went one size smaller socket & hammered that one on.

Same deal. At this point the head was really rounded. Not to be deterred --- drove a 5/16" hex nut (fine thread nut) over the rounded head of the taper bolt and used wire welder to secure nut firmly to bolt. Came right out with 12-point socket --- well, half of it came out. Then it dawned on me ---- this damn thing is a miniature version of the clutch fork pin! Unfortunately, can't get at the other side to drive out residue with a pin punch. So -- carefully drilled out the remaining part of the pin. Close inspection revealed that apparently the assembler got sloppy with the thread lock and used some as pin lock --- and it worked. (The manuals never tell you about this crap. Of course, the people who write the manuals have never worked on a vehicle --- they'd get their hands dirty. Since doing this work I found McMaster Carr (see BT links page) carries 8-point sockets that are great for this job; I bought a 5/16" for these pins and a 1/4" one for the brake adjuster screws.)



The next job was to find the right spot for the switch holes. That was no problem since all the TR250 - TR6 top covers have cast bosses specifically for the switches. The next photo show the top cover with the holes drilled and tapped.



The hole for the Reverse Lamp switch was already there. (That reverse lamp switch is on the side toward the rear of the late top covers.) The holes for the OD Isolator switches were drilled as close as possible to the center of the bosses. If one has a J Type OD, only the 3rd/4th gear isolator switch

is used. I wouldn't bother with the switch for 2nd gear on the A Type either. Ryan is interested in autocross where the 2nd gear OD might be useful, so we did 2nd gear too.

The OD switches are the same as used for the reverse lamp and also the seat belt alarm/neutral safety switches on the later gearboxes. We were able to salvage a pair of switches from spare covers.

Not so fast ----if you look at the previous photo you'll see the top of the boss for the reverse lamp switch is machined smooth. The isolator switch plungers won't protrude far enough on the bottom without machining off some of the bosses. So --- time for the mill & fly cutter.



One of the concerns I had was whether I got the switches in exactly the right spot relative to the selector forks so that the switches would operate only when the gearbox was in the desired gears. I checked out a cover with factory drilled holes (before I drilled holes) and as far as I could tell the holes were in the center of the bosses

The next photo shows how the switches interface with the shifter forks. I'm holding the switch in the neutral position over the 1st/2nd fork. The shifter fork moves forward (to the right) when shifted into second gear and the raised part of the top of the fork will slide under the switch and push the switch plunger into the switch thus operating the switch. Note that there is no raised part on the forward part of the selector so when the selector is slid to the rear (left) when engaging 1st gear, the switch is not operated (and it should not be operated). The other selector on the right for 3rd/4th gear has a notch where the switch plunger rides in neutral with raised parts in the front (right) for 4th gear and to the rear (left) for 3rd gear.

Note the two dark washers on the bottom of the switch. These I think serve the dual purposes of providing some switch height adjustment through using more or fewer washers and also as oil seal. I prefer to use a little silicon based gasket sealer on the threads to minimize oil leaks (I never say prevent oil leaks when speaking of a TR).



After the selector shafts and forks were installed I looked down through the holes to verify that the recessed part of forks were under the switch when in neutral and the raised part was under the holes when the gearbox is in the proper gear to operate the switch. No problem with the 2nd gear switch, clearly not operated in 1st or neutral and clearly operated in 2nd.

That was not the case with 3rd/4th. It appeared that the switch would barely operate in either gear. Next I took apart the shaft and fork and compared the length of the recess in the top of the fork with the distance between the slots for the 3rd and 4th gear detents in the selector shaft. The next photo shows this comparison. It's pretty clear that there is little margin for error in the position of the switch. If the switch is positioned exactly in the middle of the notch in the top of the fork when the fork is in neutral, then there will be just barely enough motion to operate the switch in either direction. If the switch is off center in neutral, it's likely that it'll operate only in only 3rd or 4th, not both. So --- why so little margin? My guess is that way back when, someone should have checked the drawing a couple more times before making the pattern for the fork casting. And what about wear to the top of the fork? I've heard of people having trouble. Maybe that's why they moved the switch to the rear and operated it from a notch in the shifter shaft --- they were having problems with the switch operating from the fork.



I think building up the top of the fork is the best solution for us users if we get the hole for the switch slightly off center or the switch becomes erratic due to wear. One could probably add some material through brazing then file it to the desired shape. The easiest solution that comes to mind for me is to use the head of a screw --- drill and tap as hole maybe 6-32 exactly under the path of the switch plunger. I'd install the screw with thread lock and if necessary, file off part of the head toward the center of the slot.

I guess we were lucky that we got the hole just right --- at least for now.

Gear Oil: Many folks ask what lube to run in the OD and others come up with motor oil, ATF, synthetic oil, snake oil, etc. Laycock and Triumph specified the use of SAE 20/30 (winter/summer) motor oil for OD gearbox lubricant in the TR2 - TR3 era. Later, Triumph changed to recommend Hypoid 80/90 (GL4) in their gearboxes both with and without Overdrives. I recently saw a quote from some publication; don't remember which, stating that Triumph mistakenly recommended GL4 for use in the overdrives. I don't believe that; I think Triumph made the change intentionally to improve some aspect of the performance. When one stands back and looks at it, it sort of makes sense to use engine oil in the engine, gearbox oil in the gearbox, coolant in the radiator, gasoline in the gasoline tank, etc.

The most common current gear lube is 75W90 GL5. This upgrade from the GL4 has an increased amount of a sulfur-based additive that may damage the brass bushings in the gearbox and OD, especially at elevated temperatures, so most folks advise against using it.

After just finishing overhauling a J type OD with torn up gearbox and now looking at Ryan's, the OD batting average is still 100% --- the OD failed because the gearbox failed -- usually the rear countershaft bearings. The resulting debris then gets into the OD and interferes with the hydraulics. My limited experience has shown the ODs much less failure prone than the gearbox. So, if you want to keep everything running, you might ask, "What is the best lubricant for the gearbox"? I've now decided to go with the GL4 as specified by Triumph. Also, I think I'll make it a practice to change it every ten to twenty years.

With that in mind, I tried to find a local source of GL4. None of the auto stores (Auto Zone, NAPA, etc) were interested in ordering a case for me. I finally called the Castrol Distributor in Columbus and found they had a 35 pound (~ 5 gallon) pail of the Castrol Hypoy Gear Oil GL-4 SAE 80W-90 for \$40. (He asked if I had a BMW --- I wonder why?) Murry Mercier works nearby and was kind enough to pick it up and even transport it to Granville a few days later.

The photo shows the pail with the little pump I use to squirt the stuff into the side of the gearbox and differential. The pail was completely full, so much so that some came out onto the lid when the plastic cap was opened. I used the pump in the pail to fill a couple plastic quart oil bottles and to refill the antifreeze bottle. The pump won't reach the last 30% or so in the pail so I'll have to pour it out at that point --- should be no problem.

That is the workshop counter, not the kitchen counter. However, I have a clean shop at the moment so it could be the kitchen. And yes, the workshop cat had to get in the picture. Sure wish she was as motivated to get the mouse that eats her cat food.



Nelson Riedel -- nriedel@nextek.net

Late TR Guy

The Continuing Adventures Of...



March 2002: By Bruce Clough (clough@erinet.com)

You'd Think I'd Be Motivated To Do Something...

Okay, so what's wrong with me. It's a relatively mild winter, yet I'm not working on the TR's? Don't believe me? Check out the TR8:



That's right, on jackstands high in the air. It's been like this since December. No, 2001, I'm not that bad! Reason -- I'm trying to get time to repaint the wheels. Not as easy as it seems. All I was trying to do was strip off the old wheel paint, and put on new wheel paint. One would think that would be easy and quick.

One would be wrong.

Oh, it's not like I'm doing anything funky. Aluminum wheels coated with silver wheel paint. Ought to be a piece of cake. Yes, ten years ago it would have been, but everyone, from Uncle Sam to Bridgett demands more time, and guess what, they take precedence over the TR, so it sits there.

And not just it. After the TR8 has wheels back on I still have to check to make sure the steering works, the front end's aligned, and it runs okay with a slighter advance than it had when parked. After it I have to install a better ignition system on the TR4, and redo the brakes on the TR7 – the entire brake system. And all this needs to be done before TRA2002. At this rate I might be done before Bridgett goes to college.

Speaking of pathetic, check out the work bench:



Very few car parts to be seen. The only thing on it of note is the new old stereo I've got in there. Hey that's it, I could talk about the second hand store stereo stuff...

It's remarkable what you can find at thrift stores if you look. I managed to equip the garage with excellent equipment for under \$50. The system is

- Marantz MA560 Integrated Amp (\$15 at Goodwill)
- Marantz MT120 Tuner (\$15 at Goodwill)
- Pioneer CT-F500 Cassette Deck (\$4 at Valley Thrift Store)
- BIC 40Z Turntable with Stanton 680EE Cartridge (\$4 at Valley Thrift Store)
- Magnavox CDC792 5-CD Player (\$9 at Volunteers Of America)
- Radio Shack Mini-Speakers (I've had these in the basement for 6 years collecting dust...)

...and it all worked. Sure, I had to replace a belt on the cassette deck, lube the CD player, and clean the contacts on the amp, but they worked. I probably have the best garage sound in the neighborhood, and if I can find a pair of Bose 101's it will even be better. (I missed out on a pair of decent MA speakers at Salvation Army)

Further on down the bench is a Sansui D-77R auto-reverse cassette deck (\$8 at Valley Thrift Store) that I had to align the head on. The Sansui is from work where it attaches to a JVC receiver (\$8 from Volunteers of America) that also has a Denon CD player (\$8 from Valley Thrift Store) attached. While the deck is at home a Sharp RT-31 deck (\$6 from

Volunteers of America) is replacing it. Wow, I almost feel like the Ron Fowler of old audio gear.... almost...



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).

Mark Your Calendar for British Car Week in May

British Car Week has become an annual tradition that occurs during the **last full week of May**. This celebrated week has been chosen as a commemoration for the wonderful British automobiles of the past, and their enthusiastic owners, who have so proudly kept them maintained for all to see and appreciate many years after their production. This special week is intended for all British car owners to get their British cars out on the roads in their little corner of the world, and give them the exposure they so rightly deserve. While not only heightening the awareness of these charming vehicles for new enthusiasts, it will also help assure their preservation for many years to come for others to appreciate.

During the late 1940's these cars became a popular means of "fun" transportation in the United States of America after catching the eye's and hearts of American servicemen who spent time in Europe during the war. As a result, these cars

became a very common sight to see driving on North American roads during the late 40's, 50's, 60's, 70's, and beginning to dwindle during the early 80's. Most anyone who was aware of their surroundings during those years has some kind of special memory of these cars. Whether it was a family member, or someone who lived down the street who owned one of these cars, those memories typically bring a pleasant smile to the face of anyone reminiscing about these unforgettable, charming pieces of British history.

The years have passed, and now we're living in the 21st Century. Today a lot of these cars are very well maintained by second and third generation owners who are enjoying them very much the same way their original owners did. They've come to realize how this antiquated machinery is getting much older and scarce, and recognize that it is so very important to do what they can to keep those Lucas lights burning ever so brightly! They know how important it is to continue supporting the clubs, parts suppliers, mechanics, book and magazine publishers, and all of the other businesses that support this very fulfilling hobby.

This annual week is as close as we'll ever get to recreating those simply wonderful motoring days of the past. It is our way of letting the world know that our cars are still around and performing quite well, and in many cases better than ever. Who knows.....maybe, just maybe, you and your favorite British car might spark the interest of some little neighborhood kid who just may decide to get involved with our hobby, and in turn help us continue the fine tradition of British car motoring for years to come.

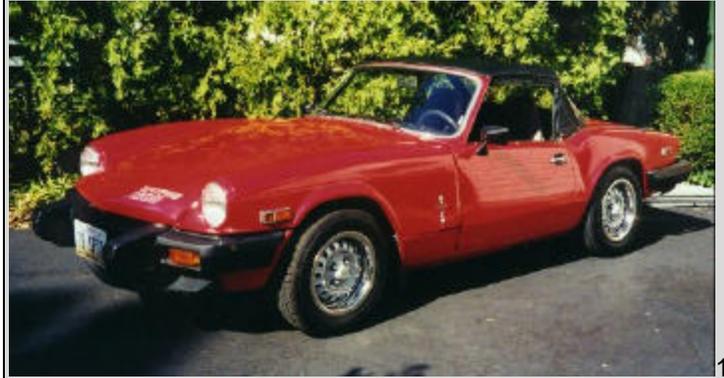
So grab your goggles, and driving gloves, and be sure to top off your dashpots! It's time to have some fun!!

Scott Helms - Curator/British Car Enthusiast

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:



1979 Triumph Spitfire 1500, #FM101136U – Red w/black interior/top; 4-speed; 83,500 miles; near original and good mechanical condition all around; a daily driver; rust on rear portion of wishbone frame. Asking price \$4,000. Contact John at 614-255-2261 or jschilling@dgcolumnbus.com

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