



Buckeye Triumphs Newsletter

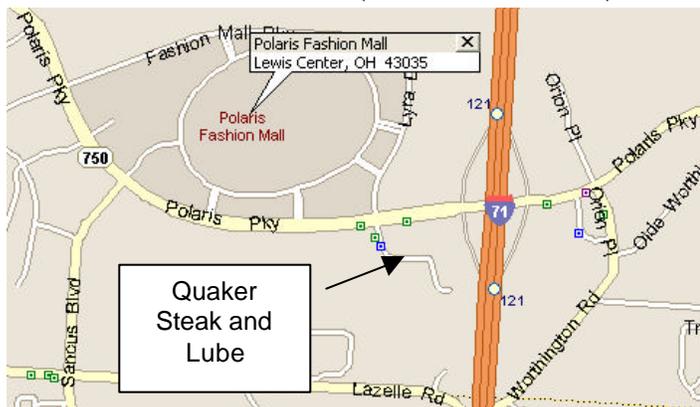
Visit us at:
<http://www.BuckeyeTriumphs.org>
 (and get your newsletter in COLOR)

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

Winner of VTR Best Newsletter Award – 2003!

BT Club Meeting- TUESDAY, June 8th

For the June meeting, Jim and Margo Washburn will host at the Quaker Steak and lube (off of the Polaris exit).



We changed to Tuesday since it is “all you can eat” night. They will have parking reserved up front for us – so come hungry.

The meeting lasts from 6:30 to whenever you get full.

TRA 2004 – June 24th to the 26th Hosted by Miami Valley Triumphs

TRA 30th Anniversary



Springfield, Ohio

JUNE 24-26

HOSTED BY MIAMI VALLEY TRIUMPHS

The Miami Valley Triumphs of Dayton Ohio are pleased to announce that we are hosting the 2004 TRA National Meeting in Springfield, OH on June 24-26 (Thursday morning -Saturday night). Many driving tours, visits to local attractions, and activities are planned for each day of the event, so arrive early and enjoy all the fun and excitement that we have planned for TRA's 30th Anniversary celebration!

This year's event has been expanded to 3 full days, beginning with the first of two early morning breakfast runs on Thursday Morning. Industry experts will host a tech session each day on panel beating, chrome plating and polishing, and cylinder head modifications for use with unleaded gas. Friday's Participant's Choice car show is open to all Triumphs, with classes and awards for TR2, TR3, TR3A/B, TR4/4A, TR250/5/6, TR7/8, Spitfire/GT6, and "Other" Triumphs. Owners of TR2-4A models may choose to submit their cars for Concours judging. In addition to both escorted and self-guided tours to local attractions, Saturday's Rally will include a "London to Brighton" segment that you won't want to miss!

Considering that 2004 marks the 30th Anniversary of the Triumph Register of America National Meeting, the members of the Miami Valley Triumphs are working especially hard to create a fun filled event that every Triumph enthusiast will enjoy to the fullest. If you've never been to a TRA national, or if it's been awhile since you did, 2004 is the year you should choose to attend. Even those who come to TRA every year are going to be amazed by the quality of this year's meet!

See you in Springfield! Registration forms can be found at www.miamivalleytriumphs.org

Sprint Vintage Grand Prix June 18th to the 20th

There's a wave of nostalgia sweeping America's younger generation, and it's a lot more than recycled hairstyles, sampled music and forgotten fashions. It's an appreciation for the attitudes and sensibilities of a previous generation.



It's called "old school," and it's on display **June 18-20** in a major way at Mid-Ohio Sports Car Course during the Sprint Vintage Grand Prix.

The [Sportscar Vintage Racing Association](http://www.svra.com) and its members bring old-school racing to one of the sport's old-school tracks for three days of good memories, good times and good racing. They put 50 years of racing history in motion once again, with hundreds of vintage racing machines on display and on the track at Mid-Ohio.

With 10 SVRA group races and lots of special feature events on the weekend schedule, there is plenty of action to go with the admiration. Each year a featured marque headlines the ever-popular British Car Showdown or the Concours d'Elegance, and allows fans of all ages to appreciate and judge vintage cars in several categories. It's an old-school love-fest. The featured marque for the 2004 event is **Jaguar!**

Editor's Note – I'm sure there will be a caravan to the races, we'll need to talk about it next Tuesday.

Editor's Corner

I would like to thank everyone who contributed to this issue – quite a bit for me to work with.

Speaking of effort, Bill Blake has been quite busy keeping the Calendar up to date on www.buckeyetriumphs.org - just click on the Calendar link.

Last month I failed to include a blurb about the TRA event being sponsored by Bruce Clough with Miami Valley Triumphs – please note the cover page for more information.

I am sorry to say that my computer training schedule is fairly hectic for the next couple of months – I'm not sure if there are and major events that I can make or not – bummer.

I have been in Michigan for the last 3 weeks training, in fact, this is coming to you from Troy, MI (They are all very excited about the Piston's this month).

As I drove home from Grand Rapids last week (360 miles) I was making plans to drive on the Riverrun event. For several reasons (I guess the primary reason was that I was tired) I wimped out. I understand that we had a pretty good Triumph turn out. This is the first one that I have missed in 4 or 5 years, and the weather was absolutely fabulous. Look for a note from John Huddy in this issue.

The Easton show was quite a success – around 350 cars and no rain (on Sunday) The Saturday pre-event was quite a bust, cold and lots of rain. 6 cars in all – look to John Huddy's report for a full description. Since the weather was so awful we decided to put the trip "in the can" for next year's event. My thanks to Jay Ver Hulst with the Central Ohio MG Owners club for his help in coordinating this event. They put on a great party Saturday evening before Easton. We'll make it bigger next year.

Ryan is home and working on cars, it is good to have him around, but the house is a busier place when he is around, but that is a good thing.

I keep thinking about no Summer Party, and what will we do in August. I guess we need to do something, but I haven't come up with any ideas, perhaps 6-Pack in Door County is the answer.

When I was in Grand Rapids last week and the news had something about a new "high speed" ferry for lake Michigan, I missed the article but will try to pursue this further.

On a more somber note, I received the following note from Carl, Elaine and Kevin Moore:

Please include this Thank You note in the newsletter.

We would like to thank the Club members for all the cards and calls we received on the loss of our son Jason. Your support during this most difficult time has helped us more than you can imagine.

Sincerely, Carl, Elaine and Kevin Moore

Did you all get to drive your cars during British Car week? Let's here your stories.....

See you out there this month.

Bruce Miles bmiles@IN7Info.com

Next Newsletter Article Deadline – June 25th, 2004

President's Corner

(or the ravings of a BT madman)

On Saturday, May 15th, Bruce Miles led a small group of British Car Show early arrivals on a Poker Run from Columbus over the river and through the woods on a course basically the same as our April BT drive. Initially, 34 people had pre-registered for this event. Unfortunately, we had another rainy day and only about 6 cars actually made the trip. However, a good time was had by all starting with stop # 1, which is the Willow Hill winery outside of Johnstown. Naturally, we had to pause to sample their vintage accompanied with a bit of cheese and crackers. (Charma and I would highly recommend Willow Hill as a BT destination for a future drive.) Then, we pressed on in the rain to our next check point, which was a drive-through carry out. Eventually, we ended up in Jacktown at our favorite chicken stop, "Clark's Restaurant". Maybe it was because of the small crowd, but we were waited on quickly and we were soon back on the road for home. Once again, Bruce Miles did his usual great job setting up the arrangements and leading the tour. Thanks, Bruce!

On Saturday evening, the local MG Club, COMGO, hosted a terrific "Meet and Greet" session at the airport Clarion hotel on Steltzer Road. The MG wives/significant others had prepared a sumptuous feast of sandwiches, meat balls, veggies, fresh fruit, cake and cookies for all to enjoy (and we did). Of course, there were coolers full of adult beverages along with pop and water. I didn't count heads, but I would guess that between 80 and 90 people enjoyed the hospitality. The "Meet and Greet" continues to grow every year and we continue to need a bigger venue each year.

Regarding the British Car/Motorcycle Show on May 16th, we dodged the bullet once again. With all the rain that we have had so far this spring, somehow we squeaked out a cloudy, but rainless Sunday. MG "T" series cars were the featured marques and a goodly number of them showed up. We had the usual plentiful numbers of MGB's and TR6's, along with TR2's, 3's, 4's, 250's, 7's, 8's, Spits and GT6's, along with Sunbeams, Loti, Jags and "Other" British cars including a Daimler armored vehicle. As a matter of fact, we broke all previous attendance records with 370 registered cars and bikes. (Amazingly, only about 20 pre-registered vehicles failed to appear.) I wasn't able to listen to all of the awards presentation, but I did hear Roy and Linda Gay win an award with their TR3A. For those of you who stuck around after the show, the sun appeared about 4:00 PM and the rest of the day was beautiful.

As you may have heard, Ryan Miles worked feverishly on the Miles' newest stable-mate, a rolled TR3, but a carburetor fuel gusher prevented him from driving it to the show. Tough luck, Ryan, but I am certain that the TR3A will make it to next year's car show (wherever it may be). I have seen the car and, although it has some sheet metal damage, it is very solid and is well worth the amount of dollars that changed hands to make the deal. Oh yes, it came with a trailer full of "spares" as well.

Although Charma and I were both busy working the show, I got to ride around on my newly acquired electric scooter to look at some of the cars and motorcycles. While there, I learned that Norton has set up a factory in India to produce old-style 750cc motorcycles and side cars. Apparently, Nortons are the vehicle of choice for Indian police departments. Go figure.

I extend a heartfelt thanks to Bill Blake and Kathy Scott for helping out at the registration desk and with parking details. (Charma helped at the registration desk and she counted ballots.) Also, many thanks to Mike Henry for all his planning in laying out the parking by classes and for working the gate all morning. (Next year, how about considering volunteering to help in some way so that Charma, Kathy, Bill, Mike and I can enjoy the show.)

By the time you read this, "Riverrun" will have been run. Kudos to all BT members who participated in this "300+ fast driving tour." Hopefully, the weather was cooperative and nobody suffered any mechanical failures or sheet metal damage that couldn't be fixed with baling wire or duct tape. I always consider a ride in my TR6 a success if I don't have to get into my "Road Spares" box which is always in the boot.

Since we gathered last, Bill Blake and I attended a classic scooter and motorbike show in Plain City. While there, we saw a fair number of Cushman's, Vespas, Simplexes, Salisburys, Whizzers and all sorts of parts and abominations from all corners of the globe. At one point during the day, Bill remarked that this was a "strange crowd". I found his comment somewhat amusing as I considered what my co-workers probably think about me and my Triumph, Cushman, "spirited" driving habits and pug interests. I was looking for a decent Cushman frame to use as a platform for a Monster Garage 25 HP V-twin Briggs & Stratton powered scooter, but I didn't find anything suitable. The closest I found was a rusty hulk with a lot of holes for \$950.00. Get real!

June brings several British car events and driving opportunities. One of the "biggies" is going to occur right out our back door in Springfield. It will be 30th anniversary of TRA and it will be hosted by Miami Valley Triumphs from June 24th through the 26th. It will include a Welcome Reception, plant tour of an International truck plant, Judging School, Road Rally, Parts Auction, Concours D'Elegance (for side-screen TRs) and Participant's Choice awards (for all other TRs). All awards will be distributed at an elegant banquet on Saturday evening. If possible, try to make it to TRA and enjoy all the festivities.

Remember, this month we are moving our usual Monday BT Business and Social Meeting to Tuesday, June 8th. It will be at Quaker Steak and Lube and will be hosted by the Washburns. Jim and Margo have asked for the change to take advantage of "Wing Night" at the restaurant. Bring your appetite and a bib!

I hope to see many of you on June 8th.

John

BT April Meeting Minutes

Minutes of the May 3, 2004 meeting of Buckeye Triumphs: The meeting was called to order by John Huddy at 8:00 at Iacono's Restaurant. Thanks to Mary and Mike ("Buck") Henry for finding a great place to meet.

There were 27 people in attendance, including new prospective members, Bill and Jennifer Reinheimer. They have a '71 TR6 and a '60 TR3. Welcome!!

Thanks again were given to Bruce Miles for the planning of the first drive of the season. The route is also to be the drive for anyone who is interested who attends the British Car Show at Easton. The drive will start at 11:00 and will leave from the Clarion Hotel on Steltzer Rd. There will also be a "meet and greet" at the hotel. It has also been announced that this will be the last British Car Show at Easton. New locations were discussed but no decision has been made at this time.

The annual "River Run" will take place on May 29. It is a "fast drive" 300 mile tour to W. Va. All were encouraged to attend.

John passed out a CD of the TR6 manual to all who wanted one. Bruce Miles has done business cards which we can all get a supply of to pass out to people at car shows, etc.

The next meeting will be held at the Quaker Steak and Lube on Polaris Parkway, Tuesday, June 8 at 6:30. All you can eat chicken wings and priority parking for our cars for anyone who drives a Triumph.

There were other plans were discussed for after the drive on Saturday of the Easton Show. There is to be a cookout by the Hebron car club--hope all can attend. The meeting was adjourned at 8:15.

Respectfully submitted, Margo Washburn, Sec'y

THE BEST US Sports Car EVER MADE

by Steve Hughes

Editor's Note – Member Steve Hughes has come through with a couple of interesting stories – Thanks Steve!

In my younger years I helped start a sports car club in Springfield, IL where I grew up. It was called the Sangamon Valley Sports Car Club. This is one of the stories from those early years.

My friend and I had contacted several people in town that had sports cars and held an initial meeting in which we had elected a few officers to start the club. The President was a guy that had several years of experience in Rallying and autocross and he said he would hold the first officers meeting at his house. He also told us he had the most awesome US sports car ever made sitting at his house. Of course we had a lot of cars rolling around in our heads, but decided we had better show up to see this piece of machinery.

The meeting night rolled around and we held our meeting and got a schedule of events and leaders of those events planned. We closed the meeting and he said "Anyone want to see my GT40?" Of course our jaws dropped a foot and our tongues started hanging out, but we managed a "sure!" Now I have to tell you that I had only seen pictures of these beauties and just to see one in person in my hometown was just unbelievable. He opens the garage, and sure enough, there sits a genuine Ford GT40. Not quite what you are picturing though, there is a layer of dust on the car at least an eighth of an inch thick. I look in the seat (there's only one seat with right hand drive), and low and behold there is a litter of kittens in the seat! Quite a shocker that's for sure. Anyway, he sold the car two months later for \$250,000. The car is worth over \$800,000 today I understand.

The Pantera Escapade - Part 1

by Steve Hughes

Another story from the Sangamon Valley Sports Car Club: One night we had a meeting and a young dentist showed up and was bragging about his Pantera and how there wasn't anything in the area that could touch it in its handling and he proceeded to get more vociferous as the beers rolled on. A group of us decided enough was enough and told him to prove it and come to the next autocross. Soooooo... out he comes to the next autocross with his mouth running faster than most of the cars that day. His very first run he slides through the first gate and is waved off with a DNF (did not follow). Being the helpful guys we were and didn't want to alienate anyone, we made sure we reviewed the gates with him before his second run. He starts out, and you guessed it, he DNF'ed again. We give him some more coaching before his third run and believe it or not he was still running his mouth. He got to the third gate on the third run and DNF'ed again. Instead of coming back, he just left the course and took off. We didn't hear from him again for 6 months, but that is the story for next month.

2004 Riverrun Wrap up

It is late and Charma and I are tired from driving in Eric Jones' 2004 edition of the Riverrun. This was our third Riverrun and our first without rain. Although the day started out chilly, it soon warmed up and turned out to be a beautiful day. When we arrived at the Bob Evans

restaurant on Brice Road, we thought that we had crashed a Miata gathering as we didn't spot a single LBC. Every parking spot was filled with Miatas of every year and color. However, when we pulled around into the rear "Car Park", we found a few MGBs, two Healeys, a BMW and a TR7. As we were parking, Tim and Lee Swartz appeared in their blue TR250. At least we aren't alone! While we were checking in, Mike and Mary Henry arrived in their white TR6 and Brian and Charlotte McNamara, in their red one. Then, John and Becky Hartley showed up in their black TR3A. As we were about to leave, Carl and Elaine Moore drove in. Hey, we got us a TR contingency! We left the Bob Evans about 9:15 AM and headed east on I-70 to Zanesville, then the fun started. We turned south on some "blue roads" chosen by Eric which included switchbacks, hills and big-time fun. After a fuel/potty stop or two, we stopped for a picnic lunch at the Locks and Dam outside Hannibal (Ohio). From there, our TR group decided to take the optional ten mile loop of switchbacks, hills and bumps. I led that charge and I only experienced one close call - an errant rooster nearly bought the farm when he wandered out of the woods into our path. We stopped after the loop to gather our missing folks and Charma and Lee both exclaimed that this was more fun than a ride at Disney World (and cheaper, too). From there, we followed Route 7 to Fly for a petrol stop at "Becky's" (where I bought a geranium hanging basket). Then, we pressed on to Marietta. We made another stop for sun blocker at some Sam's Club wannabe place (where I bought two tomato plants). Since it was now 5:30 PM, the consensus of the group was to backtrack to Route 77, steam north to I-70 and then to Zanesville (and Tom's Ice Cream Bowl). Once at Tom's, Charma lived up to her reputation and she ate a double scoup sundae covered with chocolate goop and redskin peanuts. From Tom's, we split up and headed in our individual directions. By the time we got home to feed our pugs, we had traveled nearly four hundred miles. All in all, it was a great day and a great drive. Next year, we should make a real effort to get more TRs to participate in Riverrun. Thanks for another great drive, Eric!

Events 2004 - Bill Blake

June	
6	Toledo British Car Day on the grass at Ft. Meigs historic site
8	BT Business and social meeting at the Quaker Steak and Lube, Jim and Margo Washburn to host
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	Plan to visit the Arthritis Auto Show – BT Event for July
	 <p style="text-align: center;"><i>pre-register at</i> www.arthritisautoshow.com 2004 Featured Marque is Rolls Royce</p> <p style="text-align: center;">Saturday July 10, 2004 Registration 7:30am to 11:30am</p> <p style="text-align: center;">British Car Day Show Within A Show Hosted by Buckeye Triumphs, Central Ohio MG & The Jaguar Association of Central Ohio Dublin, OH (NW of Columbus off US 33 and I-270 at Metro Center) All Proceeds Benefit The Arthritis Foundation \$25 admission for all day Saturday Pre-registered participants will receive a T-shirt Dash Plaque & Tote Bag Awards and Live Music starting at 7:30pm Featuring Phil Dirt & The Dozers Concert More info? Bill Blake at 614/403-1074 or billblake@thekayesco.com Contact Central Ohio Arthritis (614) 876-8200 kgardner@arthritis.org</p>

14-17	
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

Notes from Members

From: Bruce Clough clough@erinet.com
Sent: Saturday, May 15, 2004 10:16 PM
Subject: Fw: [Wedge] Wedge Wisdom - The new technical tips database

Wedge owners - Brad Wilson from Wedgeparts is setting up a tech tips database. Read below:

From: "Brad Wilson" trijagparts@mindspring.com
Subject: [Wedge] Wedge Wisdom - The new technical tips database

OK folks here it is!!!!

The new wedge tips database is now up & running and can be accessed from the main Wedgeparts home page (link at bottom right of screen).

It is organized much like the factory service manual in terms of a tree style hierarchy. It is still a little rough around the edges in terms of screen formatting etc., but the basic structure is there and working.

Anyone can freely post and search - no need for sign-ins etc. We may add member features at a later date if it makes sense to do so and if that is what folks want. In the meantime if you want credit for your input be sure to include your name in the text, or remain anon if you wish!

Obviously this database is not intended to replace this great list, but of course to serve as a permanent & highly searchable information resource. It should go without saying that whilst there is nothing wrong with messages such as "took my eight for the first drive of the season" , such content belongs on this list not the database.

The great thing about this arrangement is that no one person is saddled with all the work, and unlike the previous list serve archives, I shall make sure that the knowledge we accumulate this time passes onto the appropriate people if and when circumstances should dictate.

Enjoy.....

Regards,

Brad Wilson www.wedgeparts.com

From: Mike and Connie Morris msmcjm@alltel.net
Sent: Friday, May 28, 2004 11:47 AM
To: Bruce Miles
Subject: RE: Call for Newsletter Input - Upcoming Events!

Anyone interested in seeing Grease at the Midland on June 25 or 26? Good wholesome fun. fast cars, albeit American metal. Nothing formal from our end, unless you want a backstage tour after the movie.

Mike

From: DuploCAM@aol.com (Carl and Elaine Moore)
Sent: Thursday, May 27, 2004 9:04 PM

I had to attend a trade show in Germany, so after the show Elaine and our son Kevin came over for a vacation.

When most of you were attending the Easton car show the Moore's were in Germany Para-sailing over the Neuschwanstein Castle, we were able to ride the thermals, with a pilot for about thirty-five minutes and achieved heights of 6,000 feet, temperature was zero. Of course, Elaine was the first one to run off the mountain and the last to land, and the only one to accomplish a stand up landing.

We visited a vintage car dealer in Austria, he had a beautiful restored TR-4 \$24,000.00 EURO, numerous Porsche's, Mercedes, Jags, Healey's and MG's.

After touring Germany and Austria we drove the autobahn (BMW 535D 135 mph) to Kiel. We took an overnight ferry to Gothenburg Sweden to visit cousins. As we were driving off the ferry we saw a TR-6 driven by a German couple ahead of us, of course we stopped them for a visit. Gave them the Buckeye Triumph's e-mail address, and showed

them our members list, they were amazed they did not think there were that many Triumphs in Germany. They are going to e-mail us some photos of their trip.

From: SHughes shughes@wideopenwest.com
Sent: Monday, May 31, 2004 1:32 AM
To: Bruce Miles
Subject: Cheap gas

Thought this was a good site. You may want to pass it along in the newsletter. Pretty useful. Just punch in your zip and gives you the lowest price near you. <http://www.Gasbuddy.com/>

Steve

From: Joe Lynch jlynch1@columbus.rr.com
Sent: Wednesday, May 26, 2004 1:18 AM
Subject: Carlisle review

Hi Bruce, I went over to the Import Car Show in Carlisle, PA last weekend. If it's not too late, this might make filler for the newsletter. Feel free to add, delete, change, or exclude any part of it.

The Import / Kit Car show in Carlisle, PA is one of many automotive events held at the Carlisle Fairgrounds every year. This years show was one of the best yet. The fairgrounds come alive with the sounds and smells of vintage Europeans autos. This show is home to the national meeting for several different clubs and brands of autos, and you can find some of the finest examples of both original and restored autos in their class. Even though it's a import car show, there's none of the "rice burners" that you see out on the streets. This show is made up of "classic imports", Triumphs, MG's, Jaguar, Volkswagon, Lotus, Citroen, BMW, Alfa Romeo, Porsche, Rolls Royce, Volvo, Mercedes, etc. There was even an Isetta for sale there ! The three day show always feature a car give-away on the last day of the show. Last year they gave away a restored Fiat 850 Spyder, and this year it was a restored 1963 VW Beetle. There are hundreds of parts vendors. You could easily build a car out of the booths in the swap area. Many of the parts dealers hang signs on the front of their stands, letting people know what type of parts that they have. This is a great idea ! It helps you to know that you needn't waste your time in a pile of parts, only to find out that none of them will fit your particular car. I was able to hone right in on the Triumph dealers. You name it, they had it. There was everything from engines, transmissions, frames, and body parts, to electronics, manuals, interiors, to nuts and bolts. There were guys that just pulled in with a flatbed trailer full of parts, and let people pick through them. And the amount of NOS parts was mind boggling. I've never seen so many Lucas boxes. There were cars in all stages of restoration. Everything from "barn finds" (like a nice 48 MGTD with the pigeon poop and mice nests still in it), to botched or half completed restoration projects, to mint unrestored low mileage classics.

Even though this was one of three national meetings for NASS, my Spitfire & GT6 club, I spent 98% of my time in the swap section of the fairgrounds, searching for those hard to find (or cheap) parts. I was able to pick up several pieces that I'd been looking for, and all at very reasonable prices. Many of the vendors booths had boxes scattered through them where everything in the boxes were \$1.00, \$2.00, and \$5.00. I spent many hours just going through boxes to find that part that is made of "un-obtainium". There seemed to be a large number of dealers specializing in TR3 and TR6 parts. I never even made it to the show field. Between the parts vendors and the NASS group I used up all of my time. There were literally hundreds of cars, all neatly lined up across the 80 acres of field space.

Carlisle also prides itself on their food services. The food booths below the grandstand had every kind of food imaginable. Not just greasy fair food, but some nice eateries.

Being that this is also the Kit Car national show, there were hundreds of kit cars in attendance. Kit Cars are replicas (usually fiberglass) of classic cars, that are mated to current auto frames and chassis. There was everything from 1937 Mercedes, to 32 street rods, to Shelby Cobras, to Porche Speedsters, to Lamborgini's and Ferarri's all on modern running gear. Many of them use VW, Pontiac Fiero, and Ford Mustang and Pinto as a donor chassis. During the three days of the show, one of the kit car clubs fully assembled a Bradley kit on a VW chassis, just to show how easy it was. I had a great time at the show , and plan on making this an annual trip.

For more information on any of the shows held at Carlisle, you can visit their website at - <http://www.carsatcarlisle.com/>

Joe Lynch

Editor's Note: Here are a couple of pictures from Joe:



From: Bill Moine [mailto:bmoine@yahoo.com]
Sent: Tuesday, May 25, 2004 8:43 PM
Subject: Half a TR6 or So

What happens when a geek drinks too many Monster Energy Drinks and has access to power tools?

<http://www.geocities.com/bmoine/halfTR6.html>

Bill

Editor's Note: Here is a sample of the horror you will find at this web site, I especially like the reference to "The MOiNSTER Garage"



Editor's Note: Yahoo – Something from Bruce Clough!



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

Spring, Or The TR, Is Busting Out All Over

April – I said to myself "you have to get going on the TR2 dude if there is any chance of taking it to TRA and the Canadian Classic", so attack I have. Frontal attack, full of gusto, vigor, and bravado. Silly me.

Attack came on at least six fronts:

- Front 1: fix leaking master cylinder
- Front 2: fix blue smoke coming from tailpipe
- Front 3: fix low idle oil pressure
- Front 4: Check rear half-shafts for micro-cracking
- Front 5: Get all tires compatible with wheel well
- Front 6: All the miscellaneous crap I missed above...

And while I'm at it I'll put on the correct thermostat housing...



My baby, my baby...oh, where's the justice!

From: SHughes [mailto:shughes@wideopenwest.com]
Sent: Tuesday, June 01, 2004 6:37 AM
Subject: Interesting Sign seen in Rhode Island

This sign was (and probably still is) located on the north side of Newport, RI on Route 114.



Front 1: Status

Well, the cylinder is off the car. Problem? Yes, shot bores. I knew they needed re-sleeving when I originally fixed them back in 2002. I drove it for a summer, and put up with a bit of DOT-5 leaking (remember – Dot 5 doesn't lift paint!). Well, I took them off and shipped them to White Post Restorations (White Post, Virginia – heavy Hemmings advertisements) for resleeving. \$225 later they came back, a work of art. On the car and they seem to work fine. One down, many to go.



Frankenstein awaiting it's head, or has this something to do with Sleepy Hollow?

Front 2: Status

The blue smoke was a result of me trying to get more oil to the valve train via one of those Moss oil feed hoses. It was making a bit of noise, so in a vain attempt to quiet things down I added the feed. Fed oil alright, right down the worn valve guides into the combustion chamber. Greene County wanted to hire me out to kill mosquitoes. Head came off. Bought bronze guides. Went to get them installed. Shop told me the head was cracked in 3 places. "Unfixable", said that shop. Currently waiting for another head from a guy in Washington state (just try to find a low-port head – hope he comes through since it's \$250 just to have a place the specializes in cracked blocks try it, if they can). I'm hoping it's good, heck, I'm hoping I get it. So far \$170 into guides & new valves, and the cost to determine the old head was shot...

Front 3: Status

Sigh. Should have known better. When Jerry said the engine had been rebuilt, what he meant to say is that he took it apart, didn't find anything wrong, and put it back together. Usual story of a "rebuilt" engine – pistons are shot, bearings are gone, yadda, yadda, yadda. Even the keepers were re-used. In went 87mm liner and piston kit. In went a new camshaft. In went a new oil pump, in went a bunch of other stuff. \$1200 later here's a short block waiting for its head. This time it's rebuilt and I have the receipts to prove it.

Front 4: Status

I've got so much of the rest of the car torn apart that the half-shafts can wait. I am tracking down Joel Rosen who had hardened half shafts made for TS601 (after one broken at the Canadian Classic in 1992, ask me how I know...). Wonder what that will cost?



Okay, so will it shift or not?

Front 4.5: Status

4.5? Yes, 4.5. I made the mistake of grabbing the tranny input shaft and shaking it. It shook back. Wonderful, the mainshaft spigot bush is shot. Repaired that and replaced all the other bearings while I was at it. Luckily the first gear part of the countershaft was in good shape! New spigot bush is a bit tight when the input shaft is all the way in– I'm hoping it will wear in fairly quickly – going into 4th is a bit tight on the workbench. Estimated cost is \$180 since I had most of a tranny rebuilding kit left over from the TR4. Hat's off to Mark Macy for letting me use his mainshaft circlip installation tool.



How about those 550-15's? Always like a car that steers itself...

Front 5: Status

The 165-15 Pirellis on the car show signs of dry-rot and hardening. I also have the problem that you can't get a 165-15 in the spare tire well (my spare is a 40 year-old 560-15). Need to fix this. Bought 4 new 550-15 bias ply tires. With these I don't have to steer, the car will go where it wants. Finding tubes was tough. The ones Lucas Tire (Springfield, just down the road from Sporty Car Garage) sold me were way too big. Had to order more from Coker Tires. They're on the car and look good. Found out that the Pirellis had tubes in them way too big also – the tubes had folded around inside the tire and were bound to go sooner or later. Another day, another \$500.

Front 6: Status

Cleaned & painted radiator, painted frame, new throttle shaft linkages, new this, new that, less \$\$ in the checking account.

Summary:

\$2400 later I still don't have a running car, but lots of it is new. The only good thing is that the way TR2 prices are going; I can get all our money back. Too back I can't get the time back!

Used parts are going as a lot on ebay. Wonder what folks will pay for them? Any guesses? Wanna bid? Shipping will be cheap!



Headed to an ebay near you, the leftovers and shot parts...somebody will buy them – hey, it could be a Size 12 wedding dress, right? Maybe I should pose with the parts in drag?

Real cheap?
Bruce

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 vanordergj@core.com	Events: Bill Blake (740) 362-0967 billblake@thekayesco.com
Newsletter Editor and Webmaster: Bruce Miles (740) 587-4179 bmiles@buckeyetriumphs.org	Secretary: Margo Washburn 614-882-5219 jimbo165@earthlink.net

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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

Items from the Internet

From across the "pond":

From: Tony Sheridan [mailto:tony@ole.ie]
Sent: Tuesday, May 25, 2004 5:31 AM

We have a TR6 1973 With fuel injection. After the car is running for about 40 minutes there is an issue with vaporization in the lines and the car comes to a halt. Is there some fix you know for this.

I really enjoyed your web site well done.

Office Logics Equipment Ltd	
<p>Tony Sheridan Managing Director</p> <p>tony@ole.ie</p>	<p>Logics House 3 Main Street Tallaght Dublin 24 Ireland</p> <p>tel: 353 1 4598419 fax: 353 1 4598418 mobile: 0878171299</p>

Buckeye TRIUMPHS REGALIA

T-Shirts- Lt Grey Cotton \$14.00
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Large Wreath Logo – back

Sweatshirts- Lt Grey Cotton \$20.00
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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: SHughes [mailto:shughes@wideopenwest.com]
Sent: Monday, May 17, 2004 8:24 PM
Subject: 60's tunes

60's tunes - comin' back! Some of the artists from the '60s are revising their hits with new lyrics to accommodate us aging baby boomers. This is good news for " those feeling a little older " and missing those great old tunes

Herman's Hermit

"MRS. BROWN, YOU'VE GOT A LOVELY WALKER"

The Bee Gees

"HOW CAN YOU MEND A BROKEN HIP"

Bobby Darin

"SPLISH, SPLASH, I WAS HAVIN' A FLASH"

Ringo Starr

"I GET BY WITH A LITTLE HELP FROM DEPENDS"

Roberta Flack

"THE FIRST TIME EVER I FORGOT YOUR FACE"

Johnny Nash

"I CAN'T SEE CLEARLY NOW"

Paul Simon

"FIFTY WAYS TO LOSE YOUR LIVER"

Commodores

"ONCE, TWICE, THREE TIMES TO THE BATHROOM"

Marvin Gaye

"I HEARD IT THROUGH THE GRAPE NUTS"

Procol Harem

"A WHITER SHADE OF HAIR"

Leo Sayer

"YOU MAKE ME FEEL LIKE NAPPING"

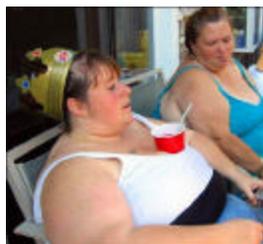
The Temptations

"PAPA'S GOT A KIDNEY STONE"

ABBA

"DENTURE QUEEN"

From: bill blake [mailto:billblake@thekayesco.com]
Sent: Friday, May 21, 2004 9:08 AM
Subject: FW: Why we love rednecks Seen any of these down your way???



Cup Holder

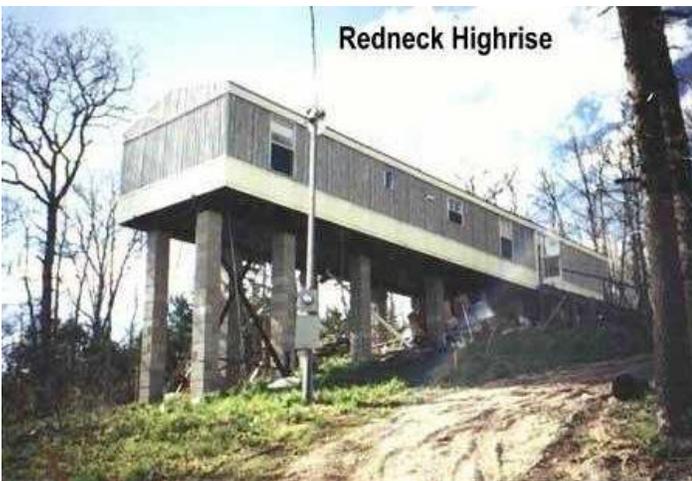
Deer Hunt



Grandma got spunk



Redneck Funeral:



From: Joe Lynch [mailto:jlynch1@columbus.rr.com]
Sent: Wednesday, May 12, 2004 4:59 PM
Subject: Welcome to Columbus

Redneck Horseshoes:



From: bill blake [mailto:billblake@thekayesco.com]
Sent: Wednesday, May 05, 2004 9:39 AM
Subject: FW: Juggling act- Funny!

A Michigan State Trooper pulled a car over on I-75 about 2 miles north of the OH/MI state line. When the Trooper asked the driver why he was speeding, the driver answered that he was a magician and a juggler and he was on his way to Detroit to do a show that night at the Shrine Circus and didn't want to be late.

The Trooper told the driver he was fascinated by juggling, and if the driver would do a little juggling for him that he wouldn't give him a ticket.

The driver told the Trooper that he had sent all of his equipment on ahead and didn't have anything to juggle. The Trooper told him that he had some flares in the trunk of his patrol car and asked if he could juggle them.

The juggler stated that he could, so the Trooper got three flares, lit them and handed them to the juggler.

While the man was doing his juggling act, a car pulled in behind the patrol car, a drunk got out and watched the performance briefly, he then went over to the patrol car, opened the rear door and got in.

The Trooper observed him doing this and went over to the patrol car, opened the door and asked the drunk what he thought he was doing.

The drunk replied, "You might as well take my ass to jail, cause there's no way in hell I can pass that test."

Classifieds

We have 2 1969 mark 3 triumph spitfires - 1 is intact however, in need of restoration #2 is in parts!

We are open to offers.

Tel #s 937 488 1129 (h) 937 369 8850 (c) -
Robin Whitton

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