

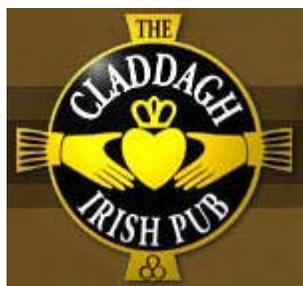


Buckeye Triumphs Newsletter

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6-Pack Chapter
Center of Triumph Register of America
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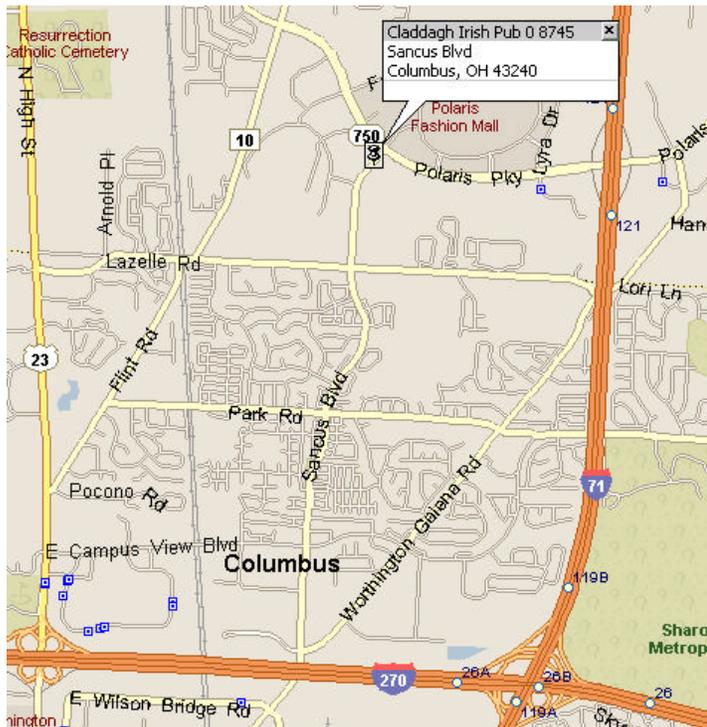
Winner of VTR Best Newsletter Award – 2003!

BT Meeting - Monday, October 3rd at CLADDAGH IRISH PUB



The word "pub" originates from the term "public house" which references a community gathering place or focal point within the community for socializing and sharing stories, daily events, and in our case, great food with a great beverage. Creating a true and authentic "public house"

environment is the hallmark of The Claddagh Irish Pub located at 8745 Sancus Blvd Tele # 614-885-0100. (Located behind the IDG Jewelry store at the SW corner of Sancus and Polaris) Hope to see you there (around 6:30)



SCCA Runoffs - EP Report



September 24th, 2005

Just about the most exciting race we have seen occurred last Saturday at Mid Ohio Sports Car Course.

Sam Halkias started 7th in the field of 49, several full course yellows and a black flag restart to go Green, White and then the Checkered flag - not much time for

strategy. Somehow Sam got through a pile up in the S's, had the lead, then got bumped, then fought to maintain control (but lost momentum) and ended up on the podium for 3rd place.

We all thought he had it won, I yelled so loud my throat hurt.



Sam was pretty busy with the tech inspection after the race so I didn't get a chance to talk to him.

Thanks for a fun end to the season, Sam.

Bruce Miles, reporting.

...and ...we heard from Sam...

From: Halkias, Sam [mailto:shalkias@firstam.com]

Sent: Friday, September 30, 2005 10:07 AM

Sorry I did not get a chance to stop and talk after the race, things were kind of hectic. I'm happy to have finished third, but I thought I had it won on that last lap. Car was fantastic, I was saving my tires for the last ten laps, but the stoppage and Green, white Checker sent that plan out the window. I had a top five car all week, so I can't complain.

Sam



BT Drive - October 15th Drive to Clifton Mill

From: Schilling, John jschilling@dgcolumbus.com
Sent: Thursday, September 29, 2005 7:15 AM
Subject: BT October Drive

I've put some time into mapping a BT Club drive to the Clifton Mill, as discussed at the last meeting. My memory tells me we were interested in doing a drive on Saturday, October 15th. A general map of the proposed route is attached. The total route is approximately 125 miles long. I've started the route from McDonald's at the Rome-Hilliard exit on I-70 west. The route is mostly on county roads but touches SR 38, 42, and 68 for brief intervals. Between Hilliard and Clifton there are opportunities to stop at Big Darby Metro Park and Madison Lake State Park. Assuming we will eat lunch at the Clifton Mill (62+ miles at this point), I've added a stop at Young's Dairy for dessert (+7 miles). Another 11 miles gets us to Buck Creek State Park and then +7 more to the Clark Wildlife Area. The return leg is pretty straight via Old Columbus Rd, and passes through the 'burg of Plumwood, then back to the start point at Rome-Hilliard. Plenty of opportunities for nature buffs on this trip.

Please give me your comments or forward on to other club members who may have another point of interest along the way. I will print more detailed maps showing the county roads, along with a written list of road names, turns, and mileage just prior to the drive date. I'm planning to attend the next meeting on 10/3; we can finalize at that time.

Thanks,

John
Editor's Note - Thanks John - we can work out the details at Monday's meeting

TRials 2005 - A Report

6-Pack Trials Recap - by John Huddy

The 2005 "6-Pack Trials" were held in Little Switzerland, North Carolina. For those of you who think that my articles are too long, here is the Cliff Notes version: the drive down was great with one exception, the location was beautiful, the weather was mostly nice, the Biltmore Estate is unbelievable, the rally was screwed up, the car show went well, the banquet was excellent and the drive home was challenging.

Now, for those of you who want to know all the bloody details, here they are:

On Wednesday, September 14th four BT couples met at a McDonald's for breakfast prior to leaving for our drive to North Carolina. The travelers were: Murry and Jacqueline Mercier, Mike and Mary Henry, Jim and Margo Washburn and John and Charma Huddy. Amazingly, the Huddys were not the last couple to arrive at the restaurant. We had a target departure time of 8:30 AM and we, actually, were on

the road by 8:40 AM which has to be a BT record. After we left the north end, we drove down Route 23 to Portsmouth. We had a slight delay in Portsmouth due to a lane closure and "rubber neckers" checking out a burned up tractor by the side of the road. At a little over 300 miles from home, the Huddy TR6 started missing badly as we were climbing some steep hills in Kentucky. The engine acted like it wasn't getting enough fuel. After we made a quick stop, I messed with the fuel pump and it start leaking when I attempted to check the condition of the diaphragm.



We made another stop and I installed my emergency electric inline pump. Murry provided a substitute fuel line which turned out to be a clear plastic catheter line.



(We all marveled that Murry had such a hose within his spare parts kit.) Anyway, it was back on the road with the made in Mexico electric pump and it worked fine for the balance of the trip. (Yes, I now get the Green Weanie distinction taking it from previous recipient, John Johnson.) After climbing some steep hills in Kentucky, Tennessee and a small bit of Virginia, we finally made it to a section of road that had been recommended to us by Eric Jones. We took that detour and it provided some great twisty roads that were big time fun. Our last bit of road was on the Blue Ridge Parkway which is a sports car driver's dream come true. Because we lost about an hour messing with my car, we didn't arrive at the Switzerland Inn until nearly 7:00 PM. We all checked in and took our luggage to our rooms. We decided to eat at the hotel restaurant where we found excellent food and New Castle Brown Ale on tap.

On Thursday, we woke to the sun rising over the Blue Ridge Mountains. Our room was on the second floor facing the mountains with a step-out balcony. The view from our balcony was breath-taking and we tried to savor it to recall later. We all met for breakfast, and then, we drove to Asheville to tour the Biltmore Estate. We opted for the self-

guided tour with audio headphones. The Biltmore is the former home of George Washington Vanderbilt and it is the largest residence in the country. It has 250 rooms and 43 bathrooms.



It was completed in 1895 and it was “high-tech” in its day with electricity, an elevator, indoor pool and bowling alley. There is a formal garden on the grounds which rival anything that seen in England. Apparently, GW envisioned the Estate as a self-sustaining enterprise because he also built a small village for the help, as well as, a dairy. After GW’s demise at 51, his widow was left to run the place without an endless supply of money. In the 1930’s the estate was opened up for tours and the dairy was later scrapped and a winery was opened in the early 1970’s. If you are ever down Asheville way, the Biltmore is a must-see attraction.

After our Biltmore tour, we decided to take the Blue Ridge Parkway back to the Switzerland Inn. Although the distance is only about 45 miles, it takes about an 1 ½ hours to drive it somewhat safely. (The speed limit is 45 MPH and there are switchbacks where tires squeal at 25 MPH.) We had a great time driving on the Parkway except for one incident. A road crew was doing some culvert work right around a blind curve. We were all following Murry and Jacqueline when Murry suddenly put on the binders. It seems that some poor soul was standing in the middle of the road holding a Stop sign only we couldn’t see him until the last moment. Each of us put on our brakes hard to keep from hitting each other and the dude standing in the road. We were all glad not to have run into each other and the clown in the road. We suggested to the crew that a road work warning might be nice and the Stop sign dude should stand somewhere more visible. Once back at the Inn, we ate in the restaurant, and then, found our way to the hospitality room to renew friendships and to enjoy a few New Castles.

On Friday, we enjoyed another breakfast buffet at the Inn. Not much was happening until a Poker Run in the afternoon. We were catching the tail end of Hurricane Ophelia, so we had to travel with our tops up (which I hate). As usual, the Huddy bad luck prevailed and we ended up with a lousy Poker hand. But we enjoyed the roads and we stopped at all the available spots for ice cream and pop.

After the Poker Run, we were treated to a talk by Lanky Foushee, who was the Chief Mechanic for Group 44.

Lanky talked about the Group 44 TR6, which he borrowed from its current owner and brought to the Trials. It was very interesting to hear some of the tweaks that were necessary to make the TR6 competitive. The factory won the National Championship with this car in 1975 and Paul Newman won the Championship with the car in 1976. Subsequently, the TR6 was restored back to its Group 44 colors of white with green trim and green wheels. After his talk, Lanky answered several questions about the racing program and specific TR6 issues.

Friday evening, we were treated to a special surprise from Jeff and Karen Rust. It turned out to be a “Newlywed Game” for 4 unlucky Trials couples. Names were pulled from a container of registrant names. In one case, the couple had already enjoyed their 50th anniversary, so “newlywed” was but a figure of speech. As in the TV show, men and women were separated from their spouses and asked (sometimes embarrassing) questions. If their answers matched their spouse’s answers, points were earned. Some of the responses proved to be most embarrassing for the couples, but were hilarious for the audience. (e.g., “Where is the strangest place you ever made whoopee ?”)

On Saturday, we woke to another beautiful day in paradise. The sun was just coming over the mountains and it was easy to see why they are called “Blue”. The folks with the show cars and trailer queens were already in the parking lot cleaning and polishing their beautiful machines. In my case, I sprayed my car with water and washed off most of the coal dust that had accumulated on the ride down. The Car Show was on the grass which is always nicer than blacktop. As usual for the Trials, there were only about 60 Triumphs present and most were entered in “Participant’s Choice”. However, there were some immaculate TR250’s and TR6’s in the Concours’ classes. (Because of the number of TR6’s still on the road, I am always baffled why there aren’t more people who belong to 6-Pack and who attend the Trials.) The Group 44 TR6 was, also, on the show field and Lanky was standing nearby to answer the many inane questions.





After the Car Show, a “Fun Rally” was held which got screwed up about half way through. People were driving every which way looking for “White ____ ____”. The instructions stated that no 2 clues would be more than 15 miles apart. A group of us drove about 20 miles and stopped. Bev Floyd called the emergency number and was told that a car would be sent out to get us back on course. According to the guy who came out to help us, a road name had just been changed by the North Carolina D.O.T. (Needless to say, there were some lively discussions about that.) Anyway, some of us pressed on and finished the rally, but the Rally Master decided to award the winner based upon the correct number of answers up to the screw-up point.

On Saturday evening, the awards banquet took place inside. I believe that it would have been set up outside, but it was a bit too cool to hold it outside. Chairman, Matt Mullins, ran the program and called out numbers for the raffle items. The hosts had provided enough gifts so that everyone was able to pick something. I snagged a photo of the Group 44 TR6 in action which I will have framed to hang in the Huddy TR room. After all the Participant's Choice and Concours' awards were distributed, Bev Floyd announced that next year's Trials will be in Cuyahoga Falls, Ohio. Since it will be so close for us, I hope to see many more BT TR6 people attend.

On Sunday morning, the BT crowd, once again, filled up on the Switzerland Inn's breakfast buffet. Then, we checked out, said our goodbyes and hit the road for home. Murry asked “Matilda” (his talking GPS) for the quickest way home. Once we realized that she was sending us east to Route 77, we decided that we would rather go north on Route 23. In getting back on course, we discovered some great “Bruce Miles” roads in Virginia. Route 80 is a wonderful twisty road that was recently paved and was lightly traveled. Needless to say, we had a fun time on the road and we enjoyed the scenery. The Merciers, Henrys and Huddys stopped for dinner at a Bob Evan's in Chillicothe. Then, we finished the drive to Columbus and all went our own ways home. All in all, it was another great

6-Pack Trials and we will savor the memories until next year.

As a side bar, Charma and I have driven our TR6 quite a bit this summer with trips to Branson, Missouri, Armagh, Pennsylvania, Kelley's Island, Ohio, Little Switzerland, North Carolina and assorted local drives. We figure that we must have logged over 5,000 relatively trouble-free miles this driving season. Now, that the driving season is about over, it is time to move into the garage to work on various Triumph projects.

John Huddy

Cleveland Area British Car Show

Bill Blake

This is a Tony and Lynn Burgess produced show! My friend Gary David with Cleveland Area Lotus club attempted to bring 5 cars but for some unforeseen reason had trouble making one of them stay running. As unfamiliar as we are with such a rare phenomenon I thought we would like to see some shots of this fine show. My maple TR6 ran fine all day!



August 6 dawned bright and sunny for the 19th annual British Car Day in Cleveland. Traditionally held at Shaker Square, last year it moved to Legacy Village and this year to the green lawns of Ursuline College.

When my wife married me she knew that at times I could go a bit overboard, but the British car traffic jam in our driveway Saturday morning probably surprised even her (and who knows what the neighbors thought). I entered five of our cars this year and to that end I recruited a few extra drivers. My wife drove her Esprit, our professional Lotus Seven driver Jennifer handled the RHD Seven and she recruited her brother Joe to drive the Mini. Don Gilbert pitched in to drive the Europa this year. Unfortunately Don found the Europa too claustrophobic when he laid down in it for the morning drive, so we put him in the Cortina and I took the Europa. The 20 minute drive up seemed to prove that trying to keep five British vehicles running at the same time was a bit much as Jennifer pulled the Seven to the side of the interstate when it just flat quit. She said it had been running perfectly which is always a bad sign. I drove her up to the show in the Europa, grabbed some tools and hitched a ride back to the car. I couldn't quickly find why there was no spark, so a nice police officer called for a

flatbed truck to haul it. As the show was the closest location, we towed it there and pushed it into its spot.



Can you imagine towing your LBC to the show?



Club member Craig Chima, who suffers from the same affliction as I do (too many cars), brought his Mini van with a "for sale" sign on it. Of course Craig is just as likely to go home with a second car as to sell one.



Once voting ended there was no lack of volunteers to tear into the Seven and fix it. Why can't I get this much help

with the racecar? Of course it might have to do with Jennifer driving it and all that help being male. A replacement distributor rotor, purchased from a vendor at the show, got it running perfectly for her to drive home.

Tony Burgess did his usual excellent job of keeping everything running perfectly and putting on a great show.

If I get the Elan running, next year we can take six vehicles!

I think this is the record at our Central Ohio show set at the French market by Eric Jones and Susan Logan.

Editor's Corner

I'm afraid I have to start with some bad news this month, I got a call from Jim Vanorder on the Thursday or Friday before the TRials weekend and he told me that his son in law and club member John Thomas has been diagnosed with cancer. John and Beth just moved into a new house this year and I simply can't think of words to describe the sorrow I feel towards this news. I know that all of our best wishes and prayers go to John and his family.

September has been a busy TR month. John Huddy has a good article on the TRials event (he was even very considerate to provide the "Cliff Notes" version, too). When I was talking to Charma at the runoffs, she referred to some of the roads that they took to TRials as "Bruce Miles" roads (I was very honored by this designation)

We had a good time at the Runoffs at Mid-Ohio - I knew that Sam was waiting to "strike" - you could just see that the car was running good and he was saving up for the end - only the end came quicker than it was supposed to. Still all-in-all a very exciting day at the races.

John Schilling has been working on October's drive - we can discuss details this evening - also John has designed a very nice rack to store your hardtop - I'll try to bring pictures this evening. Thanks, John.

I was in Michigan last week and my mail file decided it was time to cause problems, so I am a little late this month. I hope to see you at this evenings meeting.

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – October 25th, 2005

President's Corner

September 2005

The month of September has flown by, or at least it seems that way. It was a busy month, with Labor Day weekend and three consecutive weekends revolving around car related activities.

First, Mary and I agreed to join John and Charma Huddy, Murry and Jacqueline Mercier and Jim and Margo Washburn on a trip to Little Switzerland, NC for the annual 6-Pack Trials. This meant that I had to get a few important things done to the TR before the trip.

The first, as I said last month, was to replace the front and rear springs. Then, I needed to get the rear wheels aligned

plus new tires mounted. After all of this, I decided to give the TR a shake down run over to my hometown of Greenville, Ohio, to participate in a car show. (This is a whole different story, which I will tell later).

Mary and I met the group Wednesday morning and headed south around 8:30am. With beautiful weather and only one minor car issue, the trip was very enjoyable. We arrived in Little Switzerland at about 8PM that night and tucked the LBCs in for the night.

Little Switzerland is a beautiful resort in the mountains of the Blue Ridge Parkway. Every morning as the sun came up over the mountains, the 8 of us would meet for breakfast, but only after John had completed his 5-mile run! The food was delicious, with more than enough, including all the grits we could eat.

Thursday we drove the TRs to the Biltmore Estate and Winery in Ashville. We all had a fabulous time! Friday we competed in the poker run, that Mary and I won, and we don't even know how to play poker! Saturday was the car show followed by the fun run, which most of us got lost on. Sunday morning, after John's run and more grits, we headed home. I think we all had a wonderful time. If you ever get the chance to drive your LBC in the North Carolina Mountains and anywhere on the Blue Ridge Parkway, by all means, do it!

I spent this whole passed weekend up at Mid-Ohio watching the SCCA runoffs, (which Mary can't understand why I would do such a thing). It was a great event. There were 23 different classes and many different types and makes of cars within each class. I particularly look forward to seeing the production classes, E, F, G, and H cars. There was at least one Triumph running in each race. Triumph did pretty well. Spitfires finished 1st and 2nd in HP. A very nice looking BRG Spitfire finished about 10th in GP, which incidentally, was won by an MG-A for the 5th or 6th runoff win. A spitfire finished 2nd in the FP. The same Spitfire won the race last year. Fellow Buckeye Triumph Club member, Sam Halkias finished 3rd in EP in his well-prepared TR-6. Sam made what seemed to me, some very gutsy moves to move up to the front and stay there. Excellent job Sam! Overall, not bad for a motor company that has been out of business for nearly 25 years!

On a somber note, one of our fellow members, John Thomas, son-in-law of Jim and Gayle Vanorder, has been diagnosed with a very serious illness. Please keep John, his family and the Vanorder family in your thoughts and prayers.

Cheers, Buck

September Minutes

Minutes of the Sept. business meeting: The meeting was called to order at 7:45 at Mary Kelly's in Dublin. Nate joined us for the first time. He is from Pittsburgh and has a '75 TR6. He has been spending the summer getting it to

run. Thanks were given to John and Kim for choosing the place for this meeting.

There was no Old Business. New Business: Congrats to John and Kim for winning the contest. (See last newsletter). Thanks to Gary and Bev Nettler for a great drive and cook-out last month. The swimming was great!

There was news about the Pittsburgh Grand Pre—Rod Yost had problems with his wheel bearing so he borrowed an MG (!!!)to drive to Dayton. Kim Miles said that he had moved over to the "dark side". (He needs a tech session to fix his bearings.)

There was more discussion about the holiday party date and location. The consensus was to keep the same general date because people were so busy before Christmas. People thought that the cost might be better and the chance for getting the date we wanted would be greater. It was suggested that we wanted to avoid the same date as SCCA. Other places were suggested and the Board will decide before the October meeting and report to us then.

Bruce announced that the problems with the publication of the newsletter have been solved.

There were several suggestions for a drive in October. John wants us to take a group photo, perhaps Greg can take the picture as he is a professional. Several locations were suggested and Bruce will look into some of them. (Nice weather was suggested, too! ☺)

It was suggested that the club consider a fundraiser to collect money to help the hurricane victims. Auctions, 50/50 drawings were considered. We might also consider adopting a family. Joe has volunteered to run a 50/50 at each meeting. He will come up with suggestions for where to send any money we collect.

The next meeting location will be arranged by Bob Mains—possibly an Irish pub at Polaris. More later.

A meeting will be held after our regular meeting for all the folks who will be driving to North Carolina for 6-Pack Trials.

Jim VO announced about badge availability and Bob still has regalia to sell. Bruce brought along some beautiful tomatoes and we all rushed to help ourselves after the meeting. We sang "Happy Birthday" to Kim Johnson. It was also announced that Greg and Ann Gilman won an award at Village Volkswagen show. Mid Ohio is also coming up this month. Sam will be driving on Saturday. A group will meet at 7 AM at Bob Evans in Westerville—will leave at 8AM sharp.

Meeting adjourned 8:15. Respectfully submitted, Margo Washburn, Sec'y.

Rod Yost's Story - part 5

How to Restore a TR3 in 35 Years or Less
By: Rod Yost - Part 5

Last month's article ended with my realization that I would not be happy with an "early" model tub on a "late" model

TR3B. I needed a “late” tub. Easier said than done, but in the end, not all that hard. I tried internet searches, to no avail for a while, and then Jim VanOrder told me he had a friend that would probably either have one, or know where I could find one. I’m sorry, but I don’t presently remember his name, Jim could tell you, but we did locate a tub close to home. Jim and I drove over in the fall of 2003 to look at it.

I had mentioned in my very first article, that there are a few rules that one should abide by when buying cars. Quoting from Article 1, *“Never buy a car at night. Especially when you have no significant light to see what you are actually buying, and even more so when you are already in love with it.”* You may be able to guess what is coming. The tub was stored in a pole barn, we went at night, and the only light I had was a flashlight. It was a “late” tub, certainly not in great condition, but it had been “dipped and stripped.” I was told that this was a great advantage, in that all the rust had been removed, and even though there were some holes in the metal, all the metal that was there was good. I told him I would buy it, and left. When will I ever learn?

A couple weeks later, I borrowed Jim and Bruce Mile’s trailer, and with the help of Bruce and Nelson Riedel, we went to get the tub. All went well. ‘Course the trailer picked up some bad Triumph habits some where along the way, and it shorted out the running lights. I turned on the four ways, which did not short out, and returned the trailer to Jim’s.

Now, after everyone was gone, all by myself, finally with lights on, I was able to clearly see my prize. Well, it **was** the correct tub. Unfortunately for me, that’s almost all the good news. It appears that my life’s work is laid out before me. More good news, it had not been wrecked, although one of the front inner fenders had been caved in, and the battery box had been damaged when the engine and transmission was removed. Anyhow, it was in the garage. I’ve now got most of three Triumphs’ in a two car garage. See the classified section at the end of the newsletter regarding an “early” model tub.

I realized as never before that I needed to acquire some new skills if I was ever going to get this project done, and started thinking and dreaming about what new tools I needed. The first obvious piece of equipment was the welder. I’ve had an oxy-acetylene rig for quite some time, and have done some sheet metal work with it, but everyone said that a MIG was the way to go. To shorten the story a bit, my good MG friend, Larry Brough, offered me a MIG that he no longer used. Wow, two welders now, along with two Triumphs,

You probably all know, that just because you have a MIG, doesn’t mean you can use a MIG. And, even if you know the basics of how to use a MIG, you still need to learn how to work with sheet metal, and of course, that’s only the most basic start towards a complete rebuild. I needed help, big time. This is when one of my Porsche buddies comes into the picture. Dave convinced me to at least investigate

a course in Auto Body at the local Joint Vocational School. Within a couple days, I was enrolled. I’ll tell you about that next month. To be continued-----

Thurston/Nettler Picnic Swim and Diving Event

Saturday, August the 27th saw the drive to and around Gary and Bev Nettler’s house in Baltimore/Thurston, Ohio. Kathy and I enjoyed the drive down, having never been to Thurston or even ever heard of it! The pool time in the pole barn was great fun and I would like to thank their daughter Amanda for baking the most perfect cake in history. Love those Spits.....





Bill Blake

Local Sources:

The quickest way to get your Triumph noticed is a slick paint job and today I want to let you know about a man who has done paint and body work on a plethora of Triumphs.

Chip Willyman of Chips Customs & Collision has sprayed Jaguar Green on Murry Mercier's TR6, French Blue on John Schilling's TR6 and too many of Doug Braden's Triumphs to count.

Chip's shop can do frame off restoration work, straighten a bent frame, repair rusty panels and topcoat it to make it look great. I think it's safe to say that Chip knows what he is doing when it comes to our cars, Chip himself is the proud owner of a 1968 TR250. Murry Mercier had his Tr6 and its hardtop painted this January with basecoat clearcoat paint and is very happy with the results and if you've seen Murry's or John Schilling's TR6 you would know why.

Chip's Customs & Collision is located in Galloway at 1182 Hubbard road and the phone number is 870-8219. John Johnson johnjohnson@columbus.rr.com

If you have had experience with a local company that has done work on your Triumph and you would like to tell other members about them send an e-mail to be included in the newsletter Bruce Miles. bmiles@intinfo.com

Notes from Members

From: Jacqueline/Murry Mercier mercier@ameritech.net
Sent: Friday, September 30, 2005 1:02 PM
Subject: TRials2005 Photos

Here are some photos from the TRials2005 trip to NC covering:

The Huddy fuel pump by-pass (electric fuel pump and catheter tubing),

The Buckeye TRIUMPHS Classic TR6's at the Biltmore mansion,

The Group 44 SCCA national champion car from '74 & '75 with the crew chief who helped made it happen. (Too bad Sam did not have a shot at continuing the legend with his driving skill!!)

I believe that John sent photos and text so these may be redundant.

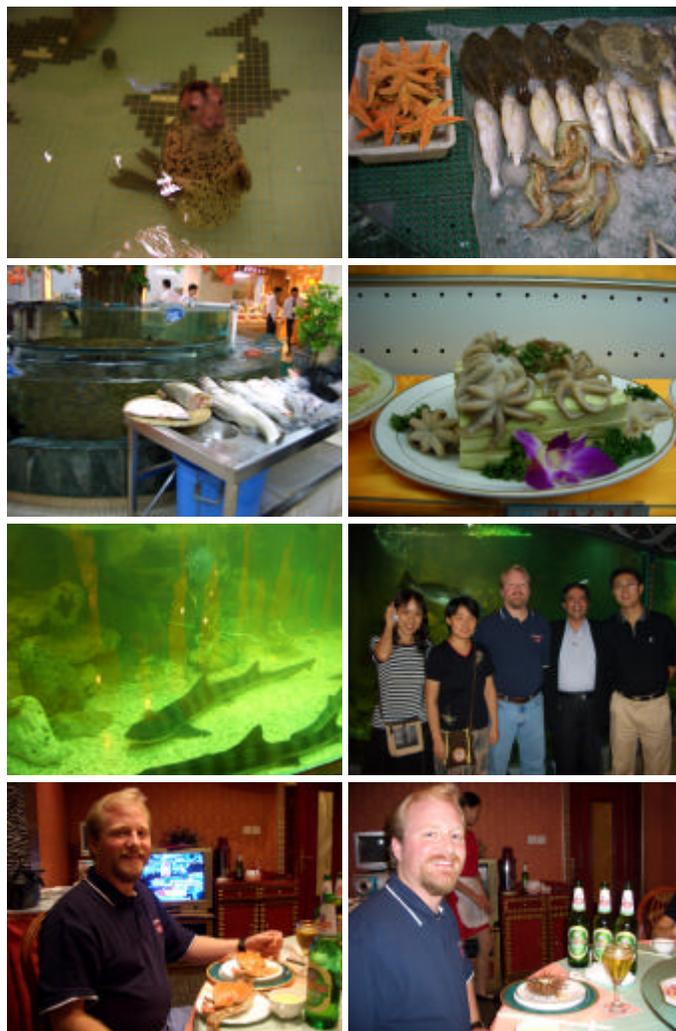
See you Monday.
Murry

(editor's note - I put the pictures in John's Article)

From: Bill Moine [<mailto:bmoine@yahoo.com>]
Sent: Tuesday, September 27, 2005 1:23 AM
Subject: No Sleep and I think I got CRABS the other night

I forgot to mention the restaurant the other night was more like an aquarium and had so many tanks of live fish you would not believe it. Nothing like fresh fish....another long day ... i am really tired... no real sleep last night and I feel like I drank a case of beer with out the fun of doing it.

Check out the seals at the restaurant some of the things in the tanks i would never dream of eating..Just a few more pics...



Events 2005 - Bill Blake

Date	Description
10/3	BT Meeting at CLADDAGH IRISH PUB - details at the beginning of the newsletter
10/15	BT Drive - Drive to Clifton Mill John Schilling

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:

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Treasurer: Jim VanOrder (740) 967-2110 jvanorde@columbus.rr.com	Events: Bill Blake (614) 403-1074 billblake@thekayesco.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 rmains1@columbus.rr.com or Jim VanOrder 740-967-2110 jvanorde@columbus.rr.com Spitfires and GT6: Doug Braden 614-878-6373 braden.13@osu.edu , TR-7 & 8's: Ron Fowler 614-397-3685 tr8@att.net Affiliations: 6-Pack Chapter Center of Triumph Register of America – VTR Zone Member	

Buckeye TRIUMPHS REGALIA

From: Bob Mains rmains1@columbus.rr.com

Sent: Wednesday, September 28, 2005 9:29 PM

Subject: Sale of regalia

20% off SALE of Club logo items

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: Joe Lynch [\[mailto:jlynch1@columbus.rr.com\]](mailto:jlynch1@columbus.rr.com)

Sent: Tuesday, September 27, 2005 8:04 PM

THINGS THAT HALLMARK CARDS DON'T SAY**

~~~~~  
My tire was thumping.

I thought it was flat

When I looked at the tire...

I noticed your cat.

Sorry!

~~~~~  
Heard your wife left you,

How upset you must be.

But don't fret about it...

She moved in with me.

~~~~~  
Looking back over the years

that we've been together,

I can't help but wonder...

"What the hell was I thinking?"

~~~~~  
Congratulations on your wedding day!

Too bad no one likes your husband.

~~~~~  
How could two people as beautiful as you

Have such an ugly baby?

~~~~~  
I've always wanted to have

someone to hold,

someone to love.

After having met you ..

I've changed my mind.

~~~~~  
I must admit, you brought Religion into my life.

I never believed in Hell until I met you.

~~~~~  
As the days go by, I think of how lucky I am...

That you're not here to ruin it for me.

~~~~~  
Congratulations on your promotion.  
Before you go...  
Would you like to take this knife out of my back?  
You'll probably need it again.

~~~~~  
Happy Birthday, Uncle Dad!
(Available only in Tennessee & West Virginia)

~~~~~  
Happy birthday! You look great for your age.  
Almost Lifelike!

~~~~~  
When we were together,
you always said you'd die for me.
Now that we've broken up,
I think it's time you kept your promise.

~~~~~  
We have been friends for a very long time ..  
let's say we stop?

~~~~~  
I'm so miserable without you
it's almost like you're here.

~~~~~  
Congratulations on your new bundle of joy.  
Did you ever find out who the father was?

~~~~~  
Your friends and I wanted to do
something special for your birthday.
So we're having you put to sleep.

~~~~~  
So your daughter's a hooker,  
and it spoiled your day.  
Look at the bright side,  
it's really good pay

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**From:** Joe Lynch [mailto:jlynch1@columbus.rr.com]  
**Sent:** Thursday, September 29, 2005 7:31 PM  
**Subject:** A Message from John Cleese to the citizens of the USA

In light of your failure to elect a competent President of the USA and thus to govern yourselves, we hereby give notice of the revocation of your independence, effective immediately.

Her Sovereign Majesty Queen Elizabeth II will resume monarchical duties over all states, commonwealths, and territories (excepting Kansas, which she does not fancy). Your new prime minister, Tony Blair, will appoint a governor for America without the need for further elections. Congress and the Senate will be disbanded. A questionnaire may be circulated next year to determine whether any of you noticed. To aid in the transition to a British Crown

Dependency, the following rules are introduced with immediate effect:

You should look up "revocation" in the Oxford English Dictionary. Then look up aluminium, and check the pronunciation guide. You will be amazed at just how wrongly you have been pronouncing it.

The letter 'U' will be reinstated in words such as 'favour' and 'neighbour'. Likewise, you will learn to spell 'doughnut' without skipping half the letters, and the suffix -ize will be replaced by the suffix -ise.

Generally, you will be expected to raise your vocabulary to acceptable levels (look up vocabulary). Using the same twenty-seven words interspersed with filler noises such as "like" and "you know" is an unacceptable and inefficient form of communication. There is no such thing as US English. We will let Microsoft know on your behalf. The Microsoft spell- checker will be adjusted to take account of the reinstated letter 'u' and the elimination of -ize. You will relearn your original national anthem, "God Save The Queen".

July 4th will no longer be celebrated as a holiday. You will learn to resolve personal issues without using guns, lawyers, or therapists. The fact that you need so many lawyers and therapists shows that you're not adult enough to be independent. Guns should only be handled by adults. If you're not adult enough to sort things out without suing someone or speaking to a therapist then you're not grown up enough to handle a gun. Therefore, you will no longer be allowed to own or carry anything more dangerous than a vegetable peeler. A permit will be required if you wish to carry a vegetable peeler in public.

All American cars are hereby banned. They are crap and this is for your own good. When we show you German cars, you will understand what we mean. All intersections will be replaced with roundabouts, and you will start driving on the left with immediate effect. At the same time, you will go metric with immediate effect and without the benefit of conversion tables. Both roundabouts and metrication will help you understand the British sense of humour.

The Former USA will adopt UK prices on petrol (which you have been calling gasoline) - roughly \$6/US gallon. Get used to it.

You will learn to make real chips. Those things you call French fries are not real chips, and those things you insist on calling potato chips are properly called crisps. Real chips are thick cut, fried in animal fat, and dressed not with catsup but with vinegar. The cold tasteless stuff you insist on calling beer is not actually beer at all. Henceforth, only proper British Bitter will be referred to as beer, and European brews of known and accepted provenance will be referred to as Lager. American brands will be referred to as Near-Frozen Gnat's Urine, so that all can be sold without risk of further confusion. Hollywood will be required occasionally to cast English actors as good guys. Hollywood will also be required to cast English actors to play English characters. Watching Andie MacDowell

attempt English dialogue in Four Weddings and a Funeral was an experience akin to having one's ears removed with a cheese grater.

You will cease playing American football. There is only one kind of proper football; you call it soccer. Those of you brave enough will, in time, be allowed to play rugby (which has some similarities to American football, but does not involve stopping for a rest every twenty seconds or wearing full kevlar body armour like a bunch of nancies).

Further, you will stop playing baseball. It is not reasonable to host an event called the World Series for a game which is not played outside of America. Since only 2.1% of you are aware that there is a world beyond your borders, your error is understandable. You must tell us who killed JFK. It's been driving us mad.

An internal revenue agent (i.e. tax collector) from Her Majesty's Government will be with you shortly to ensure the acquisition of all monies due (backdated to 1776). Thank you for your co-operation.

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**From:** Joe Lynch [mailto:jlynch1@columbus.rr.com]  
**Sent:** Thursday, September 29, 2005 7:31 PM

Jacques Chirac has officially raised the French terror alert from **"Run"** to **"Hide."** \*

There are only two higher alert levels in France, which are **"Surrender"** and **"Collaborate"**. \*

The rise was precipitated by a recent fire which destroyed France's white flag factory - effectively crippling their military."

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**From:** SHughes [mailto:shughes@wideopenwest.com]  
**Sent:** Thursday, September 29, 2005 4:27 PM  
**Subject:** end of the rainbow

In case you were wondering what was really at the end of the rainbow



## Classifieds

**From:** [CPTRLK@aol.com](mailto:CPTRLK@aol.com)  
**Sent:** Wednesday, September 28, 2005 9:40 PM  
**Subject:** 1980 Triumph TR7

Hi, I have a 1980 Triumph TR7 that is part of my father's estate that I need to sell. The car has a nice body, has been repainted, and the engine runs; however, there is a problem with the clutch. It has been sitting in a barn for so long that I think the plates have rusted together and we are unable to get it out shift gears. We have to start it in gear to get it to drive.

I was wondering if I could advertise it to your members. I am located in NJ, so I suppose it is a long shot, but you might have members with ties to the east coast who might be interested. My dad had a number of British sports cars over his lifetime, so I grew up appreciating the cars and would like to see this one go to a good home.

I am asking \$2500 for it as it is. Thanks for any help you might provide,

Bob [cptrlk@aol.com](mailto:cptrlk@aol.com)

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For Sale - 1961 TR3 TS67525L

Non Overdrive - 2 sets of side curtains, hole under passenger seat (only) - all in all very little rust - no dents anywhere, doors are very strong and do not sag - front end straight - engine runs - it does drive.

Was light blue - now dark blue, tope has been replaced (but is not very attractive) - no rust in spare tire carrier - new exhaust - 85,000 miles Can deliver if necessary.

\$4,500 OBO

Tom Jutte, Bellefontaine, OH (937) 599-5677

(here are some photos)





cores, some are dented, some are pretty decent, none are rusted out.

Come out to the barn and pick for yourself.

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](mailto:Braden.13@OSU.edu)

<http://www.triumphparts.com>

**From Rod Yost:**

I would like to offer my old '59 TR3A tub for sale. It's sitting in two pieces. No floorboard or sills. Bulkhead is in good shape. It has not been wrecked. I have a title. Hopefully some one would pay something for my storage. I'm open for suggestions.

Rod 740-366-6746 or [rod.yost@advest.com](mailto:rod.yost@advest.com)

**A couple of cars from Doug Braden:**

1980 Triumph TR8 convertible silver with new blue carpet and interior, new top, new compomotive alloys with Michelin Pilots, header, K&N, exhaust, cooling mods, too much more to list. This is a solid western car that is a blast to drive. \$9750.00.

1974 1/2 Triumph TR6 non OD, new pimento red paint, black interior over \$20,000 invested by DPO, had some rust issues that have been corrected, in process of being finished. Around \$9500.00 when completed.

1969 Triumph GT6+ project. Two and a half cars, one stripped, one wrecked in front, one very nice solid tub, two frames, two engines. This will yield more than enough to make one good car. Many new and NOS extras go with this deal. \$1800.00 as is.

Triumph chrome bumper clearance sale. Spitfire 1500 fronts and rears \$75.00 each; TR4-TR250 fronts and rears \$75.00 each; TR6 '69-'72 fronts and three piece rears \$125.00 each. All of these are good replatable





**Buckeye Triumphs**  
**9023 Concord Rd.**  
**Johnstown, Ohio 43031**

