



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

www.BuckeyeTriumphs.org

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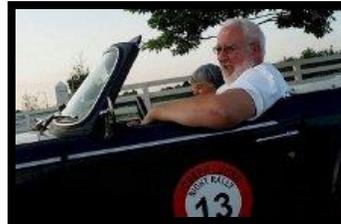
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PRESIDENT’S CORNER



I’ve been a member of Buckeye Triumphs since the spring of 1998. As many of you know I was the newsletter editor from 1999 through 2012.

Many of you suggested that I should become president – my response was always “fine – but we’ll need to find someone to do the newsletter...” and the discussion was usually over at that.

Well, now I have my chance. My thanks to John VanNorman for taking over the newsletter – and a fine job he has done at that.

My story, through our first Triumph

I suppose I have always been obsessed with cars. I could never afford them, but I loved them. My first car was a 1959 Studebaker Lark. Quite a rust bucket. 3 speed automatic transmission that would give you whiplash when it shifted from 1st to 2nd – I never drove that car much – that is before I had a regular job and soon found out how much it costs to insure a 16 year old, so mostly the car sat.

After I got a job, my first car I drove was a ’62 Ford Falcon I paid \$25 for. A 6 cylinder, three on the tree and 4 doors. The car was pretty rough to look at and oil usage was “right up there” - but a seat cover from JC Whitney, a couple of slabs of plywood under the carpet to cover the gaping holes in the floorboards and I had the freedom that comes with a set of wheels (as long as I stayed within a 20 mile radius of Findlay, OH) One feature of the car was that the gearshift could easily be extracted from the column, and you could use that to beat unruly passengers.

Fast forward to my college days and my Aunt was trading in her ’66 Chevrolet Impala. What a nice car. Small block 283 V8, the car only had 66,000 miles and it was SO quiet. My uncle was a farmer, so the car had a stump puller rear end and was really quick off the line. The car had not had a coat of wax for the past 6 years, so lots of time was spent with rubbing compound and wax – but it sure was pretty when I was done.

In my junior year in college, I began working at ARMCO steel in Middletown as a programmer 20 hours a week

during school and full time in the summer. My boss drove a MGB. I had always lusted after a MGB-GT that was at a used car lot in Findlay, but I never had the funds to do it. We would go to lunch and my boss would drive, he tried to let me drive, but there just wasn't enough legroom. He commented to me at that time that "we'll have to look at Triumphs". During my senior year, my boss shows up with a copy of the Cincinnati Enquirer – it had a listing for a 71 TR6 for \$1,700 – he says to me "you should go look at this car".

Kim and I were going to be married in May, this was April, and she was not too pleased with me out looking at 6 year old sports cars, but she could not imagine the bank giving me a loan, so off I went to apply to a car loan. They gave me the loan. Oops. Got married one month later.



Still had the 30 day tags – transformed to "Just Married"



Nice purple shirt. It was 90 degrees that day. They shaving cream etched the paint – this car would now say forever "xoxo Kim + Bruce".

Here is a picture of my brother and me going out for a toodle later that summer.



We had this car for a little over a year – it was fun but not as reliable as I would have wanted, but a blast to drive. Where were all of you back then? I sure could have used a tech session, but with no support back then – I traded the TR6 in on a brand new Jeep CJ7 – my "dream car".

More on my "TR" story next month.

Sad News

Several bits of sad news this year so far. My wife Kim's sister Lisa, who has battled a brain disease since 2009, passed away in January. She put up a good fight, and words cannot describe the effort and compassion Kim put in to make her stay at Sharonbrook in Newark as safe and dignified as possible. Lisa and I graduated from high school together, my first love – she has been set free from her disease.

Sad news in Granville in February - our friend Jill Griesse lost her battle with cancer. In a note from her husband Paul: "Bruce---My dear Jill passed away, yesterday. She was comfortable, happy and ready. She will miss the Daffy Cruise this year but we hope that the Club will plan for it....Paul ". She will be missed.

We lost our friend Chuck Davis to a Brain disease in February as well. Chuck has a long history with the club, and a wonderful sense of humor. Look for details elsewhere in this issue.

EDITOR'S CORNER



I want to start by saying welcome to our new president, Bruce Miles! For years Bruce was our newsletter editor and did an awesome job. And beyond that, Bruce has always been a key member of the club, contributing so much of his time and effort to its success. I know he'll do a great job as president.

I also want to say thank you to our outgoing president Don Olshavsky. Don did a wonderful job as president these past two years (even if he had a tendency to be a little long-winded during our monthly meetings. I kid, I kid). Don as well as his wife Carole did so much for the club these past two years and this year's Holiday Party was the perfect cap to his time as president.

Now, on a completely unrelated note, man has it been a long winter! As I write this the temperature is slowly starting to get back up in the upper 50s. However, they are forecasting a return to winter and 20-degree weather in the next few days, so I guess it isn't time to get the Triumph out of hibernation just yet.

So what have you been doing automotive-related during this long winter? I had planned on doing a number of things Triumph related, but as spring approaches I find most of it has remained in the "to do" column. Now, I'd love to blame it upon having a busy work schedule or the demands of family and children. But I'm going to be honest, the real reason is that I've recently discovered the excellent show "Wheeler Dealers" on the Velocity Channel.

As my 7-year old daughter Anna asks "Do we have to watch another episode?" But I can't help it. I love watching them tackle the various issues they face with the cars they buy and redo (which has included a TR6!). And seeing Edd China, who is 6'7" (only 2 inches taller than me) get into some of the small cars makes it that much more interesting!

What I also love about the show is the diversity of the cars they redo. They've had British, German, French, Italian, American, and even Polish cars. It is that diversity that is lacking in American auto shows. Diversity on an

American auto show is working on a convertible Mustang as opposed to a fastback!

But you know, all in all, it isn't a bad way to use a few winter hours!

On a final note, the club has a good relationship with Moss Motors. The other day David Stuursma at Moss sent several of us who have written for British Motoring an email detailing his conversations with a teenager who is interested in getting into British cars. He asked for advice that he could share with him. Here is what I wrote:

David,

That's awesome! Although he has an MG, definitely point him in the direction of the Buckeye Triumph website (<http://www.buckeyetriumphs.org>). I think a number of our articles would be helpful for any British car owner, not just Triumph owners.

And that gets to the biggest things that I would tell him - don't be afraid to learn how to do things on the car. Try things out, teach yourself, ask for help. We really live in an amazing period of time given the information that is now available directly at your fingertips.

And don't forget the "don't be afraid" part. I can't tell you how many people my age (38) and younger are afraid to even try to do anything mechanical or that requires you to take something apart. Or worse yet, they don't know how to do a darn thing around their house with their hands.

And lastly - don't believe your teachers are 100% correct all of the time. If he and his friends are already showing an interest in working on cars, they clearly have an interest that could lead them into a trade skill. We have a problem today with our teachers trying to tell kids that working with your hands is somehow not rewarding financially or just for idiots (and we wonder why manufacturing companies are having a hard time finding qualified workers). I'm an attorney, and I'll tell you I've met some tradesmen who would put so called "professionals" to shame.

Tell them to take a shop class or after-school vo-tech class. Tell them to read the wonderful book "Shop Class as Soulcraft: An inquiry into the Value of Work" by Matthew Crawford. It is the book I wish

someone had given to me in high school when I listened to my teachers and skipped out on shop class.

In case you are interested, you can read an article by the author of this book here:

http://www.thenewatlantis.com/docLib/20090526_TNA13Crawford2009.pdf

John VanNorman

ANNOUNCEMENTS AND NEWS

April B&S

April 7, 2014

Buck and Mary Henry will be hosting the April B&S at the Shawnee Hills Iacono's. 9303 Dublin Road, Powell Ohio.



2014 Membership Dues

Just a reminder on the annual club membership dues. You can send them to Bill Blake at 115 Cottswold Dr., Delaware OH 43015. If you have any questions, please email Bill at billblake@thekayesco.com.



We will once again be purchasing Brad Penn Oil for our cars this spring. We will have the oil delivered to Buck Henry's house so it will be ready for our upcoming oil change party in May. Bruce is going to put the order in around April 1st, so if you are interested, please contact Bruce Miles ASAP.

20w50 is 49.74 per 12 bottle case. Break-in oil is 55.69 per case. The entire order will have a flat \$7.95 delivery charge, so the final cost will be maybe \$.50 higher per case. Bruce will let you all know the final number once we know how many cases we are ordering.

2014 Spring Daffodil Tour



Buckeye Triumphs invites you to join us for our Annual Spring Daffodil Tour of Licking County. This year the drive will be held on Saturday, April 12th with a Sunday, April 13th rain delay date. We will launch from downtown Granville at 10:00 a.m. Please RSVP with Bruce Miles: 740-587-4179 or bmiles@intinfo.com so he can have the right number of driving directions ready for all.

2014 Lube and Boob

On May 3rd Buck Henry will be hosting this year's Lube & Boob at his house in Dublin. More details to come.

British Car Day XXX



Save the date. The Lake Erie British Car Club's 16th annual car show at Fort Meigs in Perrysburg Ohio will be held on June 1, 2014.

May 17 and 18, 2014.

Central Ohio's 30th Annual British Car Show will be held at Quaker Steak and Lube, Polaris on. This year we will be celebrating the MG-T Series & Earlier and the Mini, Classic & New. Additionally, we will also be celebrating 50 Years of the Beatles and the British Invasion.

The Columbus British Car Day Drive May 17th (Saturday) – leave Cambria Suites next to Costco at 11:00 AM.

For more information and to register online, visit:

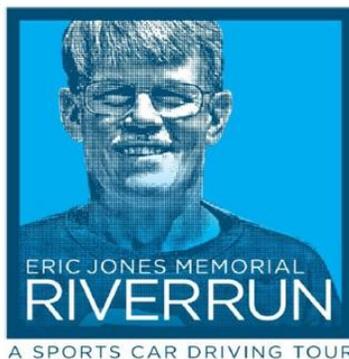
<http://www.buckeyetriumphs.org/BCD/bcdindex.htm>

♪ Grease is the Word ♪



From Steve Issac:

2014 Eric Jones Memorial River Run



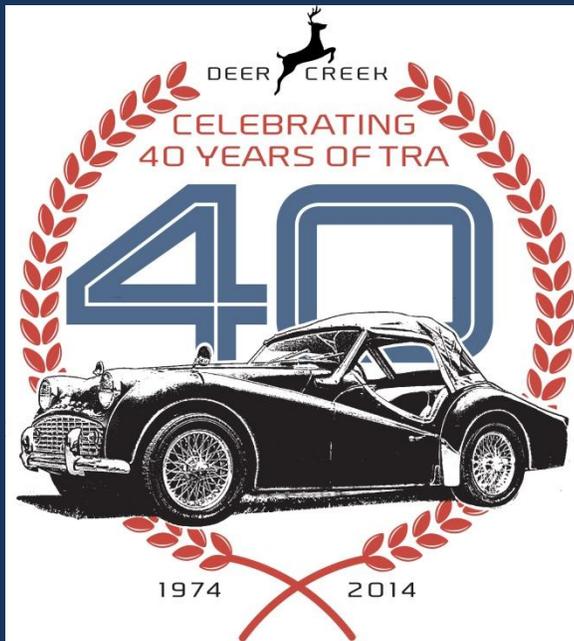
Save the date. This year's Riverrun will be held on May 24th.

Miami Trace High School will be putting on the play "Grease" this year. The featured car for Grease Lighting is a 1971 Triumph TR6. This past Saturday me and a bunch of Miami Trace high school kids got the car on the stage. The attached photo is the car on the stage.

The play runs from Friday April 11th to Sunday April 13th. They are having a car show starting at 6:30 PM Saturday April 12th in front of the HS before the Saturday showing that starts at 8PM.

Last year we attended the play "Tarzan" that was really well done. Anyone is invited to attend the play and the car show.

Triumph Register of America National Meeting 2014 Update



**TRA National Meeting 2014 Deer
Creek State Park – Mt Sterling, OH.**

We're psyched – TRA 2014 planning is moving along and we can't wait for the fun to begin on June 11th this year! The registration form is in this newsletter and we also have on-line registration available – more on that below. As always – more info is at the official TRA 2014 Web Site:

www.miamivalleytriumphs.org/tra2014

You can always contact me at bclough@woh.rr.com or TCF1760LO@hotmail.com – or call 937-238-4962.

For those of you who might need brought up to speed on this year's national meeting, it will be held June 11-15 at Deer Creek State Park in Ohio. Deer Creek boasts a modern 110-room lodge on the shores of a lake nestled in the country just southwest of Columbus. I know a lot of you have visited the lodge and driven the great road network around the park. It is close to civilization, yet far enough away to feel like you really have "gotten away".

Miami Valley Triumphs, your neighbors to the Southwest, are hosting this meeting right in your backyard for your Triumph pleasure – okay, so maybe those words are a bit "sappy", but it should be a fun time for all!

For registering you have several options. First you can fill out the form in the TRA newsletter and mail it back to us with a check. Second you can do an on-line registration at www.miamivalleytriumphs.org/tra2014 and click on the registration link – this will take you to the form and instructions – fill it out and pay us via Paypal. Finally if you are somewhat between old school registration form and web-based registration, you can print out the registration form from the web site and send that in with a check.



All sorts of Triumphs will be there

Don't have an early TR? Don't let that stop you, lovers of all Triumphs will be happy to note we have really opened up the Participant's Car Show classes to encompass all Triumphs, even Triumph-based ones like Morgans, Italias, and even Amphicars...how's that?

We have blocked rooms at the lodge for the meet at a significantly reduced rate. To reserve a room call Deer Creek reservations at (800)282-7275 - make sure they know this is for the "Triumph Register of America" meeting 11-15 June. More information about the lodge can be found at:

<http://www.deercreekstateparklodge.com/>

and about the park itself at:

<http://www.ohiodnr.com/parks-blog/index.php/park-locator/individual-state-parks/deer-creek-central-2/>

Events planning is finishing up. We are honing the agenda – some of the changes include:

- Choosing Chillicothe as the tour destination on Wednesday the 11th. Chillicothe was the first Ohio state capital and boasts shops, museums,

local, state and national heritage sites, and many other sites to visit - there are so many things to do in the area that we are going to make a day of it, but we'll get everyone back in time for the late workshop and evening mixer, and arrange it so if you are coming in mid-Wednesday and want to hook up with us you can.

- Moving the Saturday Early Morning Run (EMR) to a Saturday Brunch Run – this will allow those who stayed up for the end of the Auction a leisurely morning to get ready for Saturday's events. We will leave for Saturday's Tour/Fun Rally (Circleville area) from there. We will keep the Thursday EMR an EMR for those of us who like to prove that sleeping in late is detrimental to having fun!
- The Thursday evening BBQ is now a Thursday Evening Picnic – we wanted to provide a bit wider choice of food for folks – we also moved it offsite to a picnic area by the Deer Creek Lake dam, so it will be similar to the Burr Oak TRA in 2006 where we had the picnic at the dam, but this time it will be catered.
- There will be arts/crafts/photos/models competitions this year. Bring what you have and we will display them in the registration room for popular voting. We would like all entrants to be "Triumph" themed, but besides that (and having to fit into the room, of course) the sky is the limit.

We (okay, I didn't have much to do with this) also have made a TRA 2014 Quilt – this quilt is quite the hand-made work of art and completed by a team of MVT folks who also quilt as an act of passion, so it is heirloom quality. The plans are to have it on display and then auction it off at the Friday night auction. I have my eyes on it – who else?

Again – please, please don't feel like you have to bring a TR2-4A to participate. This meet is designed so those who have not decided to bring their Triumph will have as much fun as those who have (maybe more since they don't have to wash a car for the show!). If your TR ain't feeling good, or you're waiting for the right one to show up for sale – doesn't matter, come on down!

Questions? Please ask! See you there!

Bruce Clough

Congrats to Carole!

From the Saturday March 1, 2014 Columbus Dispatch:

Olshavsky richly deserves career recognition

As she wraps up an 11-year career successfully managing a massive building program for Columbus City Schools, facility-management honcho Carole Olshavsky is being honored with a top accolade in her profession: the Thomas Jefferson Award for Public Architecture, given in three categories each year by the American Institute of Architects.

Olshavsky is the 2014 recipient in the category that recognizes public-sector architects who manage or produce high-quality design within their public agencies.

For 10 years, Olshavsky certainly has done that, holding the finance and deadline reins of the school district's \$1.3 billion building-and-renovation program, funded through bond issues approved by voters as well as matching funds from the Ohio School Facilities Commission.

Overseeing the land acquisition, educational programming, budgeting, design, phasing and construction of 114 buildings creates the possibility for a frightening degree of delay, cost overrun and general mishap. But, under Olshavsky's direction, the project has remained on time and on budget.

It also has produced some notable results, including earning LEED Gold certification for two elementary buildings, for meeting strict green-building standards, and preserving and restoring historically and architecturally significant buildings such as East High School and Ohio Avenue Elementary.

Before coming to the school district in 2003, Olshavsky served as deputy director of the Ohio Division of Public Works and as State Architect, during which she oversaw the commissioning of award-winning projects around the state, including the Wexner Center for the Arts and the Moritz College of Law at Ohio State University.

The public was fortunate to have her in each position, and *The Dispatch* wishes her well upon her retirement in June.

NEW MEMBERS

**Mark
Macy**

Spouse's name: Tonda Macy

Occupation: Owner/Head Janitor
Macy's Garage, Ltd.

Triumph he owns: 1955 TR2, 1957 TR3 (2), 1961 TR4 (2),
and enough parts to build at least 3-4 more cars!

Other classic or interesting vehicles he owns: 1957 Chevy Sedan Delivery
1933 Ford Vicky

Any automotive talents or skills to let our members know about? I used to pilot airliners and corporate jets, but all of that has taken a back seat to running "America's Best Triumph Shop".

Other interests or hobbies? I have a list a mile long of things I'm interested in or want to do, but there just aren't enough hours in the day!

What sparked his interest in Triumphs or British cars? Playboy magazine, December 1963. Photo of Donna Michelle washing her TR3A/B made quite an impression on this 11 year old boy, and I've been a Triumph junkie ever since!

What are you looking forward to the most from Buckeye Triumphs? Forcing myself to take some time off and participate in some of the club activities.

Other interesting bits of information: Some things are better left unsaid!



Pete Philips

Occupation: Insurance agent

Triumph he owns: Presently I do not own a Triumph though I have been "keeping" a TR-6 for friends overseas for 3 years. I have had a '62 Sport Six, a '65 TR-4A and a '62 Herald 1200.

Any automotive talents or skills to let our members know about?

Hapless free spending on cars that were not much good in the first place. It's a gift.

Other interests or hobbies?

Wooden boat restoration and radio collecting.

What sparked his interest in Triumphs or British cars?

When I was about eight the boy next door, a naval aviator, bought a new MGA. He gave me a ride. What a ride it was!

What are you looking forward to the most from Buckeye Triumphs?

My joining was a case of virtue rewarded. I have long read your technical stuff with interest and appreciation. It is clear you have not lost sight of the fact that yours is a car club. I simply want to support that effort.



ARTICLES

As Bruce mentioned in his President's Corner article, club member Chuck Davis recently passed away. Chuck's friend, Charles Runyan of the Roadster Factory, had this to say shortly thereafter:

I had received some very sad news a week or so back. My friend Chuck Davis of Columbus, Ohio had contracted a terrible brain disease which had him in hospice care, and it was not possible to visit him or even to reach him by phone. Then, I learned today that he had passed away. Chuck's illness and subsequent death make a great loss to all of us on the Triumph side of the British car hobby. He was active in Buckeye Triumphs and Central Ohio Chapter of TRA. He was a Spitfire owner, and one of the most enthusiastic participants each year at the TRF Summer Party. He participated in every Summer Party theme. He was a soldier entertainer at Summer Party 1995 when we celebrated the 50th anniversary of the end of WWII in Europe. He dressed in safari outfits, bib overalls, frat man costumes, and many more. He always did everything to the hilt. He was a member of TRF Car Club and The Coventry Motoring & Aviation Society. He was a talented singer and entertainer, and he enjoyed theatre and any kind of zany dress up, especially "The Rocky Horror Picture Show." In short Chuck Davis was someone who participates in life, who joins in, enjoys a laugh, and makes things happen. I shall miss him very much, and I hardly know how to continue with Summer Party when I know that he will never attend again except in spirit. I guess that is how I will continue, because I feel sure that he will always be here in spirit.

I spent a couple of hours this evening going through a shoebox full of my favourite photographs. In the end, I found the one I was looking for, Chuck Davis in a military uniform is singing with a dance orchestra that we had set up on a stage in front of The Coventry Inn for a street dance that year. This photo was taken on film, but I am going to ask Karen Border to scan it to be our "Photo of the Week." In addition, I am going to ask her to photograph the fraternity paddle that hangs on the wall in the office where I work at TRF. Chuck Davis made this replica paddle as a part of his participation in Summer Party 2012 when the theme was "Frat Man." The paddle is dated 1962 for big brother, "Otter," from

little brother, "Flounder," members of Delta Tau Chi, the "Delta House" of the film, "Animal House." This paddle shows the lengths to which Chuck Davis would go to participate in the events of life which caught his fancy. We at TRF are proud to have known this man, and we will miss him forever. No doubt, he will soon be donning an angel costume and taking on the role of entertaining the hosts of heaven.

Our Trip to Stowe

By: Charlie Arp

Early last winter my wife said she wanted to visit her aunt and uncle who live in western Connecticut. I said fine and we chatted about car related activities in New England we could do with them. Thus was born the plan to attend the British Invasion at Stowe Vermont, the largest all British car show in the U.S. When time for the trip came the distance to Connecticut was judged too long to do in one day in the TR6, so I rented a truck and trailer to tow the Triumph to Connecticut. Getting the TR6 on the trailer proved to be the first hurdle of the trip.

My wife is a lovely woman, but she does not deal well with me getting excited and yelling. She also fears doing anything that will hurt the car given that according to her, the car is my first love. Add my poor explanation of my expectation of her to the mix and you get the makings of a real problem. When I drove the car up the trailer ramp I heard loud screeching noises so I naturally yelled loudly, "WHAT THE F%\$# IS GOING ON!" I couldn't tell if I was ripping the oil pan out of the car and loud questions and demands from me only made things worse. In the end I gunned the car up the ramp and hoped all was well.

I learned three things from this incident. First my wife will never help me get a car on a trailer again. Second, she thinks I need help with my anger management issues. Third, I now know that the exhaust tips welded on the Borla mufflers drag when getting the car on and off trailers. So after the initial anger and terror of the first experience, I didn't have any further problems with the Triumph and trailers.

After calming down we started the trip and arrived at Uncle Bill and Aunt Sally's late that afternoon. Thursday morning we started off for Stowe with me in the TR6 following my wife, Bill and Sally in a VW wagon through western Connecticut, into Massachusetts and then into

Vermont via Rt.7. The morning was clear but brisk so I had the top down wearing a leather jacket and gloves. The road was a two lane state route through heavily populated small towns/countryside so we seldom got above 35 or 40 mph, I was bored.

Around 10 am we stopped in a village just inside Vermont for coffee. I doubled clutched and grabbed second as we made the turn over a covered wooden bridge into the village. As we passed some workmen making repairs on the bridge they nodded or waved and I waved back. They liked the car and I am sure they envied me the day. Some French tourists taking pictures of the bridge turned and took a couple of shots of the Triumph and I thought to myself this is going to be a good day.

The day warmed and by lunch in Bennington I was down to a t- shirt. My wife joined me in the Triumph, we agreed to meet Bill and Sally in Stowe and we went due east of Bennington and got on Rt. 100 headed north. The day had turned into a bright blue beauty. The road had cleared, it was a bit twisty and I was starting to really enjoy myself. Lord help me, but I do love to make that car scream – and it never ran better – thanks to Sam Halkias working his magic on it.



The day turned into one of those memories that you return to time and time again during the winter. One of the memories that make all the time, money and effort spent on the car worth it. One of the memories that make you look forward to spending more money on the car – so it will be ready for the next day like that day.

My wife claims I flirt with disaster most every time I drive the car - that I hunt for one story of foolishness to tell every year. With that in mind... a tractor trailer in front of us had slowed to a walk as a hay wagon in front of him turned right off the road into a field. I was in first and peeked to the left of the trailer, saw 150 yards of open

road before the next turn and hammered it. I snatched second as I shot by his rear axle and hit third as I pulled in front of the truck with 100 yards before the next curve crackling like a buffoon. I saw my wife give me a look and shake her head. I am sure she was lamenting being married to a 59 year old man that acts like a 16 year old boy way too damn often.

As we went further north along the Green Mountains the road cleared even more and I started to get stupid, going through curves at an alarming rate. The first time we saw a “Beware of Moose” sign I told my wife, “there aint any damn moose here, that’s just hype for the tourists” and drove on boldly. When I parked on the show field Saturday I was next to an immaculate green TR6 that looked better than new - except for a series of brand new scrapes down the entire passenger side and a stuffed moose sitting on the front fender. I asked the owner what happened, “we drove up Rt. 100 yesterday, came around a corner and I had to either kiss the guard rail or hit a moose so I chose the guard rail”. I didn’t tell my wife about this until we got back home.

We pulled into Stowe late Thursday afternoon, met Bill and Sally and got our rooms at the Green Mountain Inn which is right on the main drag. Every morning at breakfast I watched all the pretty British cars going to and fro as I consumed maple sausage, eggs and Vermont white cheddar cheese and I thought - it don’t get much better than this.



Friday morning I took Bill with me and the girls followed us in the VW as we went past Burlington and took a ferry over Lake Champlain into New York for a ride. Bill used to drive an older Mercedes sports car which he described as a boulevard cruiser. I think he thought the TR6 was such a car or perhaps a charming relic of a time gone by until I took the entrance ramp onto the freeway with vigor. When I hit 5th as I merged with traffic Bill said something like, “This is not like my Mercedes”. Later we drove by a black late 50s 2 door convertible Lincoln that

BUCKEYE TRIUMPHS NEWSLETTER

had been hot rodded up including flames coming out of the tailpipes – it was one of the coolest cars I have ever seen. We had a lovely lunch of chili dogs and ice cream sitting outside in a small town in NY, took another ferry across the lake and headed back to Stowe late that afternoon.



Friday night they closed the main drag and select cars were parked on the street, a band played British invasion tunes from the 60s and the public got a chance to look at the cars for free. It was a really nice night – lots of people, wonderful cars, and great weather. My favorite car was a beautiful silver XK140 that looked like it seldom saw the road. The other car I really liked was a Lotus Elite – it looks so fragile and so fast. In some ways this was the nicest part of the car show – no prizes, no worries – just people enjoying the cars.



Saturday morning I drove my TR6 onto the show field and we took the VW into Burlington to the Shelburne Museum – a collection of buildings filled with folk and circus art, French impressionist paintings and all kinds of beautiful stuff. The weather vanes, carved wooden cigar store figures and carousel horses were my favorites. I take my wife to car shows and NASCAR, she takes me to art museums - it works. We made it back to the car show in Stowe just as the awards were being announced.



Rather than talk about the awards I wanted to mention a few cars that I enjoyed. First was a 1960 Morgan Plus Four that was modified so an older gentleman with various disabilities could still enjoy it. It was a stunning car – cream and red with an actual trunk as part of the boot. The Rileys were really cool and I see them so seldom. I saw a cherry red AC Ace with an in-line 6 in it that was just stunning. I saw a lot of cars so pristine they couldn't possibly been driven much (the Morgan and the Ace are pictured in an article on the British Invasion in the Feb 2014 Hemming's Sports and Exotic Cars).



I talked the owner of a TR6 with a BMW M class in-line 6 in it. It looked awesome and the owner said it very quick with the engine putting out over 200 horses. It seems the aluminum BMW engine weighs less than the Triumph mill so the handling of the car wasn't affected by the engine change. He said he wasn't sure if many of the other British car owners were in favor of his modifications. I said who cares but his comments made me ask myself - what kind of car guy am I?



I certainly favor modifications that make the car more drivable and more reliable. I think of myself more of a driver than anything else, I am certainly not a mechanic although I do what I can. I like to go to car shows to see what everyone else is doing but I don't care if I win anything. I like it when people say "nice car" but I don't have the car to be seen in it - I have the car to drive it. I didn't think twice about putting a 5 speed or a limited slip differential in it. But there are limits, I don't think I would put a V8 in my TR6 or even a BMW engine as that would make it more of a hot rod than a British car. At the same time I am seriously - but I might put a supercharger in it! So what kind of car guy am I? I don't know and don't care - I am just trying to have fun with the car I wanted when I was a kid.

One of the few regrets I have about the trip is that I didn't get a chance to tell Bob Danielson how much I appreciated and relied on his web-site for advice. I did see his car and Rick Patton's supercharged TR6 which was so well done and fast looking it was scary. I think I saw Bob and Rick sitting with a bunch of folks but I didn't want to intrude. If you Google "Rick Patton's TR6" you get a You-tube taken by Bob Danielson at Stowe - the sounds coming out of Patton's car are incredible.

Sunday the weather turned to rain and while we stayed in Stowe for a day of doing absolutely nothing Bill and Sally went home. Monday we drove back to Connecticut via the freeways in the rain and Tuesday we loaded the car on the trailer and drove home. It was a great trip, some of the most fun I have had with the car. I don't know if I will return to the British Invasion of Stowe but I sure would like the opportunity to drive through Vermont again!

Sin of Omission

By: Peter Philips

Seldom, if ever do I read about hammers. "Must-have Tool" write ups give scant attention to this toolbox staple. I think I know why. Time spent talking about the hammer is a tacit admission in the minds of many that their skills are underdeveloped, that they have a low frustration tolerance and are generally a mechanical version of a framing carpenter.... perish the thought.

When this came to mind I went to the hammer drawer in my rolling tool-chest and counted. The drawer held twelve hammers; another three were on the tool-board for quick access. Gee, imagine how many I might have if I had ever been told it was a must-have?

Now if you have claw hammer in your everyday mechanical toolbox that's OK, as long as there's a ball pein (peen) or two in there as well. Last Saturday I was changing u-joints using three ball peins for various steps along the way. My little Craftsman was great for gentle persuasion. I use it a lot. My mid-size one can exert some force. The big one is a brute. All are good quality. When it comes to forceful metal-to-metal whacking flying chunks of hammer head can be hazardous to your eyesight and complexion. These will last a lifetime. Spend the money; it is not a reoccurring expense. (OK, the big one is on its second handle.)



Let's get something clear. There's no such thing as a "sludge hammer". It's sledge, from the Anglo Saxon *slaegan*, "to strike violently". (The other evening a nasal voiced, haughty talking-head on PBS lamented the brutal assault upon a hapless soul. The weapon was said to be a "sludge hammer". Yikes)

My "sledge" hammer is a 3 pound unit. I use it mostly for backing up that being struck with another hammer. (When I clinched hundreds of nails holding cedar strips to oak ribs on an old runabout I backed the nail with the sledge and hammered the fastener with a body hammer. I found the body hammer was less prone to dimple the soft cedar. But back to cars)

HF sells a dandy plastic covered dead-blow hammer, great for knock-offs and easier on them than the factory supplied copper-head hammer. Cheap is OK here since the head is not prone to fracturing. Ditto HF's copper hammers. I have a set of three. There "body set" is a bargain too.

Now back to the ubiquitous claw hammer. Spend money. Size it to your forearm and have a small one for brads and tacks. I guess if you have a Chrysler Town and Country or a Morgan a claw hammer has a place in your tool roll in the trunk; otherwise its dead weight. (Perhaps dead weight is why my oh, so thrifty older brother carries a cheapie, forged on a hibachi in a third world country, which is missing one claw.)



December 2013 Bruce Clough
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Remember kids, don't try this at home

Thanks!

To all those who came over on 2 Nov to the Tech Session I sponsored to get the Grey Ghost's trannie apart. Thing was, I had it apart since I woke up early that day. That darn dog, all she thinks about is food, poop, and food. In, out, in, out...where ever you go! Anyway, we had a big time with coffee and donuts and talked a lot of Triumphs stuff in general.

A big tip-of-the-hat goes to Harry Mague, not just because he ate donuts, but also since he let me use some of his trannie bits stash which cut down the latest buy heading towards TRF and Moss.



Some of the issues

Out came out Mr Discover (need the points) and ordered parts (Damn the budget). Out also came the phone and called Harry about parts – he had a few from some TR6 gearboxes he took apart. It took about four days to assemble all the parts needed, and then back together is went.

But not without a fight.

Manuals

Okay, let me ask you, is it too much to have a car workshop manual actually let you know what you need to do? I thought that was the point of the manual, to dispense knowledge you don't have. .Arrgh! So much for workshop manuals actually helping you do work! Why do manuals forget important information? Frustration! And so many opportunities to get I right – just a few examples here.

State's Exhibit A: So, is it sooo hard to put in all the steps for something? While taking out the mainshaft the manual just said to rotate up the gear train and withdraw the mainshaft and gears. Right. What they failed to tell you is that if you do not keep the gear pack tightly together the aft gear can slip off its bush and cause the whole shaft and gear train to jam in the case, and slipping the gear back on the bush can be a female dog, nor that you will waste 20 minutes – 20 minutes of saying words that would make a sailor blush. So, would it be sooo hard to say "before thou rotateth thine mainshaft skyward, thous shouldst secure thine gear train in a pack using suitable binding equipment" (King James Version) or "hey bonehead, get some rope/ties/duct tape and make sure the gears stay together while you are rotating the shaft out or the neighbors will hear your cussing". We are talking about a sentence here. Really...



One TR3B Trannie spread out on the bench

After tearing down the transmission we found these issues:

- Input shaft to main shaft bearing a bit loose (or our imagination).
- Bottom shaft bearings worn to shot.
- Lower shaft spacers shot
- All oil seals need replacing
- Reverse and lower shaft locator plate broken

But besides those, which are mostly wear parts anyway, the guts looked good.

State's Exhibit B: This also goes for putting the mainshaft back in. At one point you are told you need to turn the box on its front face, hold the main shaft from falling down and tap the rear bearing into place in the box casing and main shaft at the same time using wood blocks for keeping everything in place.

1. Sure would be nice if they would tell you how big those blocks are and where to place them, or maybe even show a good picture of this.
2. They mention one block pushing back against the mainshaft, but they don't bother to tell the minor detail that you that you need to hold the third gear synchro on the shaft - but trust me, you will find this out soon enough.

State's Exhibit C: Oh, my favorite was the short paragraph that tells you how to put the overdrive unit back on the trannie case. They say just point the OD to the sky and slip the trannie on down into it making sure to pull back the pump plunger with a wire so it would get in the way. Besides the fact that you need one helluva vise to hold the OD still while dropping down the trannie, they overlooked that you need to hold the pump cam in place on the mainshaft or it will slip off, jam between splines and OD pump, and you'll never get the OD in right. To hold that in place the best way is to chuck the original instructions into the abyss and lay the OD and the trannie horizontally using heavy grease (Vaseline) to keep the cam in place while you slide everything together. Remarkable how well that works...



It's done, put a fork in it! Oh wait, it has one!

New Parts

Okay, so I did have to order new parts, but being new doesn't mean better some times. I ordered new needle

bearings all around, but it turns out that although the lower shaft needle bearings needed replacement, after the bearing was replaced on the input shaft it seemed even looser – oh well, it's within spec.

Old Parts

Well, I tried. A “new” OD solenoid came with the car when we got it from Frank and Dianne. Great, this can go in instead of the old one that was on there since I put it on in 1991.

<sound of buzzer>

Wrong. Didn't fit right – Solenoid plunger was too tight in the bore once mounted. This would jam in operation with not-so-fun results. Hmm, maybe the old one was tight also? Did a check, and it was fitting correctly - it fits fine. Really looked at the new solenoid. Although it came in a green box, it is not Lucas, it was some knock-off from who knows where. Looks like Frank bought it from TRF back in 1995s. Great, a NOS Lucas knockoff that doesn't work. Seems somewhat ironic. . Old solenoid went back on and the “new” one back in the box until I can figure how much to lathe off (probably about a thou or two – all it would take!).

This actually is the second time this old solenoid has gone back on this trannie. First time was back in 1990 when the new authentic Lucas solenoid I had just brought from TRF had an internal failure that melted the OD wiring harness. Now a newer, yet old new TRF one is being replaced. Facinating. I'm going to collect old solenoids....

Clutch

Okay, I had the trannie back together. I lowered the engine to the ground so I could put on the trannie, but first I had to install the clutch. I bought a new clutch disc to replace the original (a bit worn) and I noticed that it was a little hard to push in the locator tool when I attached the pressure plate mechanism. In fact, it was cutting into the plastic tool. I was wondering if that would hinder the assembly.

It didn't hinder it, it stopped it, no wondering needed. As much as I tried I couldn't get the input shaft splines to engage. Off came the clutch disc. An examination showed the splines in the clutch disc needed fixing to get rid of a few burrs.

On a new part, really...

Oh well, I got out my small files and smoothed out the rough parts of those splines until it fit both the clutch alignment tool and the actual input shaft. It fit. Okay, so how much did I pay to have to do this work?



In the process of filing away the front (rearward) part of the clutch plate splines – checking fit with the alignment tool

Back Together

With the clutch plate finally fitting the tranny input shaft it was time to go back on the engine. For most people this ends up being a religious experience since the mating between the clutch plate and input shaft is blind and there isn't a lot of room to wiggle. Fortunately we have the tranny out of the car. I've done this for an OD tranny in a car and it is NOOOOO fun.

A little note on reattaching the transmission. You can follow the manual instructions. They will work. They are also a little difficult for one guy late at night, kinda like closing a bar, but that's a different story.



Clutch disc in place ready for fitting the pressure plate assembly – note the guide rods in place above the flywheel

The way I get around that is to both tilt the back of the engine up a bit and use several guide rods (in this case 6-7" of threaded 5/16" NC). These guide rods keep the input shaft in alignment with the clutch disc and pilot bearing as you are twiddling the output flange (did I mention I had the tranny in reverse so I could move the input shaft?).

Put the tranny back on the guide shafts and with a little twiddle the trainee went in and seated. Nice.



“On” is a great feeling

Now to drop the engine in.

Back In

I was discussing loading the engine and tranny back in with Chuck and he related that when they (Mark Macy and himself) put the engine and tranny back in the TR4A despite their best efforts they still scratched the engine compartment paint. So if two folks who know how to do it with modern equipment will still damage the paint that would make it a real challenge for one guy. Sounds like fun.

Since this veteran was home on Veteran's Day I decided to load the engine in. There also was the threat of snow that night and I wanted to park my Subaru inside – so I got to work.



Padding for the sparring....

I knew there was no way I was going to avoid hitting the engine/transaxle against the car body, so I took a cue from sword practice and covered car and engine with old towels – padding on both sides, about three layers of bath towels. Between the padding, and working slow and deliberate I managed not to damage the paint, or engine.

A note on equipment here. It is important to have two things: a lift that has a low and narrow enough front “legs” that they can fit under the frame and between the front tires. Fortunately the lift the Bigler’s “store” at the Clough Ranch fits fine. The second thing you need is a good variable angle pivot to allow you to real-time change the engine/transaxle angle. I use a unit I got from Moss Motors way-back-when that uses a socket ratchet to change angle – works real slick!



Going back in – note the increased insertion angle needed



In!

I think it took me an hour to get the engine-transaxle back in and bolted down – could have done it quicker if I had done some hardware preparation. Now came the fun part, starting to connect up the stuff that attaches to the engine, and some of that I’ve not invented yet, like the choke, accelerator linkage, and many lines.



Nice view!

Speaking of lines, I went in to try and connect the water pump to the radiator and discovered the nice new stainless steel pipe that goes between the two elbow rubber hoses was a bit long, like 4” too long! What’s up with that? Here’s what I had to cut off to get it to fit:



Excess length that came off the radiator pipe

If you ask me, that's a bit much to fix for a premium part from a major supplier, but maybe that's just me.



The power of the chicken!

Necessity is the invention of mother, or something like that.

I knew the day would come, I knew the day would come when I would have to face some of the integration issues I caused by getting rid of the normal TR3 things you find in a TR3 engine compartment, such as the choke & throttle linkages amongst others. I was pushing that off for some other day, but I've reached the point where I have to address:

- Throttle Linkage
- Choke Linkage

- Exhaust
- Overdrive Switch
- Fuel Line Re-do

All of these I "screwed up" by getting rid of the stock TR3 mechanism. All will require custom solutions by a guy who really doesn't have a shop to build these. Never stopped me before! Onward & upward...

Throttle Linkage

I got rid of the stock mechanical linkage for the same reason modern cars got rid of them - too clunky and they take up too much space. Cables are the way to go. So as I reported a few months back I stuck in a TR7 pedal and cable - now to connect it. To connect the pedal on the Stag to the TR4 carbs I pirated a TR6 throttle shaft linkage attachment and modified, but this time I didn't have any laying around. What did I have laying around? 5/16" NC rod and plenty of aluminum bar stock. Great, that is what I'll use. Cut the rod to fit between the carbs, cut a lever arm that matched the travel of the throttle cable and made it so the range of angles the throttle shafts would move was adjustable. Attached the cable to the lever using a clip I just happened to find on a UK TR7 throttle cable (never throw anything out) Great, now all I have to do is secure the carb end of the throttle cable sheath. Did that by bending and cutting some aluminum "L" stock I had - cut a notch in it to attach the cable (via the adjuster with two nuts on it) and profiled the flat section to match the bend in the carb manifold balance tube. I then glued that support to the balance tube and "wha-la!" a throttle cable is born! Left the nylon ites on the manifold for insurance. Details remained, such as securing the cables in its run, but that was easy-peasy!



Throttle cable in the middle

Choke Cable

Not so easy-peasy. In TRs up to TR7's the choke cable was a fairly direct, and short, run from the carbs through the firewall under the battery box to the center console mount. Here I need to come from under the front carb, around the engine, and in a firewall hole - probably a heater hose hole. This almost doubles the length of the run and means no early TR choke cable will come close to fitting. I need a cable that is long enough, but also has the hold-out features of the original. For \$100 plus shipping you might get an European TR7 choke cable to fit. Hmm, what cables do I have? I have bicycle cables - nope not long enough. I have another US spec TR7 throttle cable. Excellent!

The TR7 throttle cable is long, long enough to get about 6" inside the interior through the heater hose grommet, but not long enough to reach the dash - need another 18". Hmm, I know - off to Lowes!



Choke mechanism hidden somewhere on my messy worktop – can you find it?

What I had up my sleeve was to just cut a rod to the 18" length, attach the cable to the back, attach a knob on the front, and devise some sort of holder that would bolt on to the steering column. Actually it was easy to make. The front of the holder attaches to the end of the bolt securing the steering shaft to the front bracket, the back is secured with a u-bolt, and I cut some notches in the rod to act as detents, then put a steel strip pushing down on the bar to hold it in the detents when being used. One more touch was to put a cotter pin in the shaft so you don't pull it too far out. A nice satin brushed knob was put on the end, the run secured with a few nylon ties, and "wham" - we got a choke cable!



Choke mechanism mounted on the steering column

Overdrive Switch

Stock TR3 has the OD switch on the dash, while TR4-TR6 have it on the steering column while some cars, such as Spitfires, have it on the shift knob. I want it on the shift knob.

Unfortunately it's not as easy as buying a Spitfire knob and putting on the TR3 trannie, oh no, can't be that easy. The Early TRs used a thicker shift lever with finer threads. No problem. TR3 shift knobs are cheap – I'll make my own.



New shifter knob – it's alive! Chicken still happy to be there.

Cut the rubber off the top and JB Welded a toggle switch on to the top. Ran some wires down to the wires on the trannie. Use the self-annealing wrap left over from wire

loom making to secure. Works, but looks like something the FrankenStag would have on it.

Note to myself: fix in future once car is on road

Fuel Line Redo

Some might remember that I had the fuel lines coming across the top of the engine to the carbs and attached to a bracket I mounted on top the valve cover between the valve cover attachment studs. I then used a 3/8" fuel line to a splitter attached to the bracket, and 1/4" lines from there to the carbs. All lines rubber hose.

Looking at this I thought that although the lines are easy to get to, it just looked bad, so made up copper hard lines, routed them in front of the valve cover, and ditched the bracket. Looks a lot cleaner.



New Fuel Line Routing

Exhaust

Now for the fun part, the exhaust. I had been dreading this since with all these custom jobs you don't know what you need until you get into it. I knew what I generally wanted to do: use a stainless down pipe, connect to a pipe that goes through the frame to a single muffler in the back, maybe a Supertrap.

Okay, so that was the plan.

First I ordered the down pipe from TRF since they were the only ones that would sell me a stainless downpipe separate. I cane, a Falcon products unit that (of course) I had to file the flange holes a smidge bigger for it to fit, but, it fit.

Next I had to attach the center exhaust mount to the system before I developed a center pipe. Now in a TR3 that is a bracket that attaches between the frame rails, which is a bit clunky to deal with since it has several bolts, rubber isolators and other hard ware. On the TR4 they went to a clamp that attached to a bracket bolted to the rear trannie mounting bolts – much simpler, so I ordered one of those also. To fit the TR3 I had to notch this a little bit so it would rotate in place correctly, but not a huge mod.

The huge mod started when I went to build a center pipe. Nowadays you can't get long pipes at your local car parts stores except for flex pipe and I couldn't do that since the pipe needs to span about 5 feet without a mount, so I bought three 1.5" sections of 2" pipe and a turn-down tip (since I needed an elbow with less than 45 degrees on it) and started construction.



Evil designs underway at the workbench...

Things were going well until it came time to decide on the muffler at the end of this pipe. Turns out that the place I bought the FrankenStag's Supertrap from no longer sells that model, and the ones that do want \$200 for it. I'm already blowing my budget on this car, so I need to find a cheaper alternative (I did consider stealing the one off the FrankenStag, but since I've violated that car soo many times over the last 8 years I just let it be... ☺). So what is there? I know, I'll use the method I did for Freebie – mount a resonator tip to a glass pack. Out came the wallet.



Glasspack, check! Resonator tip, check!

But when I got everything home and was lying under the car I noted the difficulty I was going to have attaching the muffler to the body since where the attachment point was at the resonator mounting got in the way. Another issue was that even with the less-than-45-degree-angle using the exhaust tip as an elbow I still had too much angle on it and if you looked at it from the back it would not be coming straight out unless Conan The Barbarian showed up.

So, what is Plan B? What could I use that was both grayish-shiny as well as somewhat obnoxious? Wandering the custom isle at a local car chain store I found the solution – a ricebox fart muffler - yes, you know, those large stainless mufflers found on Hondas and Nissans, usually lowered to the ground and covered with primer, that allow the car to sound like it ate beans last night. Perfect and it was on sale! Double-perfect. Only issue was how to mount. These things are set for wrapping them with a band and bolting that to something. Well, I have plenty of strap aluminum to make bands, but attaching that to the frame mount seemed a bit difficult plus I wanted more stability, so I designed a bracket to be bolted to the underside of the spare tire compartment. Once complete I had an experience I have never had before – it all went together without a fight.



One Fartcan Muffler installed. Now I need the Eminem to listen to...

Well, almost. Remember that center TR4 mounting bracket? Turns out that in the configuration as I got it, it could not clamp down enough to secure the center pipe into the down pipe. Fixed that by using a body metal strip cut to sixte to “line” the inside of the bracket. That shimming worked perfect!



Can't even see that shim!

So, the exhaust is now attached. Time to add fluids and see if I can start this puppy, but not until December - and to quote Merle Haggard, “if we make it through December we’ll be alright”.



Yep, about fitting for this car...

Note on attaching pipes together – I had to make up a center pipe from shorter pipes. To avoid having a lot of muffler clamps on that made-up pipe I used this method to attach them together. First I used acetone to clean the joining surfaces of the pipes since I want the sealer to stick. Then I smoothed exhaust sealer on both joining surfaces. Then I put them together and used a muffler clamp, working it around the tube to dimple the tube all the way around, then I used stainless pop rivets in the middle of that dimple to join the pipes. I find that 8 is the minimum number of rivets needed to join this together. The dimpling together with the sealant provides the sealing for the pipes and the pop rivets hold them together.

January Update

December was a fast month – here is The Grey Ghost at the start of the month:



TGG – First week of December

Here it is as of about 22 Dec:



TGG – Mid-December

You will notice that I did have the cut-down windshield done by the start of the month. Never did document that one in this column, just be sure that it looks neat, and will cause me to get bugs in my teeth. You'll note by mid-month I had the full-sized windscreen on and had started on what I like to call a "sun-top", just covering the top part of the cockpit and leaving the sides open. Saw this done by Joe Germy from Michigan a long time ago and I wanted to duplicate – duplicate I will, but I ran into some alignment issues with web straps and top frame, so I'm going to fit new web straps and the top before completing the sun-top.

So what did I do between early and mid December? Shop? Nope, I suck at that and prefer the shoppees to be with the shopper. Reinvent the dash? Why yes I did. Those who have been with me when talking about the car know I have been unhappy with the dash I made since:

1. The idiot lights were put in somewhat haphazardly.
2. The caution buzzer for low oil pressure will wake the dead and cause you to pee your pants if you didn't know it was going to happen.
3. The dash was made from ¼" plywood to save \$\$ (plate aluminum or stainless steel is big bucks), but that made it hard to install the supports and stuff that attaches to the same studs as the dash.



Old Dash

I still wanted to use metal for the dash, but since I've already breached the \$10K budget for this thing I had to do this on the cheap. Looking around the garage I spied a piece of diamond-plate aluminum leftover from a project. Perfect.

Well, it turned out not to be long enough to go across the dash, but long enough for me to use it. What to do, what to do?

Simple – assault the paradigm that says you need a continuous dash. Once I did this I came up with a two-piece design that left a swooping gap in the middle. The driver's side held all the gauges and switches, the passenger's side the commission plate and a light that tell me the battery is connected. I replaced the round plastic switches with mini-toggles and added a guarded ignition switch. Also got rid of the big "Engine Start" switch in favor of a smaller push-button. So by the end of this the dash looked like:



New Dash



Driver's side

Okay, so it's a bit industrial, but fun industrial in a weird sort of way.



Passenger's side

However, I still had that gap in the middle where you can see the wonderful, yet woeful, heater. What can I do to cover that? I thought of a black mesh between the two halves, but in the end I decided to go modern.

I stuck a tablet computer in-between.

Last Christmas we bought Bridgett a cheap Curtis tablet from H.H.Gregg to play around with. Slow processor, not much memory, and third party vendor for software. For surfing the Internet or playing Pandora music it was fine, for games, not so much. We bought her a Samsung to replace it, but it was still sitting around the house (had I seen it earlier it would have been sold on eBay...) in December, so I grabbed it. Invented a bracket for it

(okay, more like epoxied a piece of aluminum to the back), built a power supply for it, and mounted it to the car.



Now that's a TR3 dash!

Yep. Modern car owners got nothing on me, and you can play Temple Run on this dash, albeit a bit slow! January I hope to replace that leaky oil pan gasket and try to start this puppy. Winter bliss!

Like Minded Intelligence.

Was sent this picture from Triumphest this last year:



Somebody else wanted to clean up the firewall and get rid of the ugly battery tray area. I asked the guy who took the pictures if he had any more and he sent me this close(er) up of the engine compartment:



Too bad that ugly fuse/relay block was put on there! Also note he ran his hydraulic lines inside the car – now that's over the top!

February Update

I've not been working on the railroad, or The Grey Ghost, much...

Between getting Bridgett off to Costa Rica, the cold & snow, and work I've not put much time into the Grey Ghost. Well, I had to do something, so I did replace the leaky oil pan gasket as well as replace a couple of big-end keepers that I beat up pretty well when I was putting the engine together – it's one of those things that you knew you could do better, so it finally got to me and I replaced them.

Dang, that garage floor was cold.

I also filled up the cooling system with Evan's fluid, and so far no leaks.

Next step will be to buy an Optima battery for it and get ready to start it. I'll sell tickets to that one...

March Update

Well, I decided that since the weather has not retreated from its Artic position I'll just have to suffer in the garage since I have to get some stuff done so I can get this car on the road.

The Anniversary

Feb 14 marks a years since I started back into re-doing The Grey Ghost. Wow, has it been that long? I think the family would say –“yes, you nincompoop...”, but it’s still hard to believe. I started on the 8th of February last year. One year and over \$10K later we still haven’t started the engine or made any tracks outside the garage, but I am hopeful Spring will bring good things.



The Grey Ghost when we got it

I’d like to thank all the folks over the year that have helped us move the restoration along as well as Alice Duncan, and Bridgett that have put up with Bruce banging away at odd hours!



The Grey Ghost after a year of work

...but anyway, back to work!

Battery

In order to move forward I had to put power to the car, real power, so I finally spent the money for a battery. Since the battery is going in the back of the car, and since I hate corrosion and battery acid I spent the money and bought an Optima gel-cell battery.



Optima Group 34 Battery in the Boot

These batteries are expensive (\$180), but they do not cause corrosion, and their charging and discharging characteristics are better than a lead-acid wet-cell battery. Also expensive is relative – a good wet-cell battery will run you over \$100 anyway, so going a bit more to get a gel-cell seems a no-brainer. Okay, the battery is in, let’s get back on the avionics...

Avionics

One of the things I could do while waiting for the weather to break is to install and check out the Avionics. “Avionics” is what airplane guys call all the electronic gadgets that don’t directly help them fly the plane (I’m separating them from instruments here) but without they’d be lost. For a car guy like me that is the music, the GPS, and the phone.

Music

For this car I am using a Curtis Klue 8” Android Tablet (cheapie I got at H.H.Gregg) as the music source, and the amp is a cheap one I picked up back in 2006 - the one I took out of FrankenStag a while back when I upgraded that audio system. That amp feeds a single,

but stereo, speaker in the back. Simple, yet high-tech enough to surely give me fits. And give me fits it did – after I put the battery in I fired up the music system to make sure that it worked and heard a horrendous amount of electronic noise, a lot more than when I was just running the car electrics on the portable charger. This perplexed me since that portable charger should make a lot more noise than a battery. Rats.

Chased this around for a while – what I noticed was the sound was only being made when the signal source – the tablet and also my iPhone (I tried that also) – was connected to charge while playing an audio file. I tried doing a ground isolation on the audio cable, but that didn't work. Okay, isolate and filter – I found the line filter I also had been using on the FrankenStag, stuck it on, and the noise decreased almost to nothing. Victory, or at least good enough. If it continues to be a problem I'll filter the power going to the amp.

GPS

On The Grey Ghost the GPS I used for more than location – it's the speedometer. Just like in the FrankenStag, Mr. Garmin tells me, and oh so much more accurately and precisely, how fast the car is going. Only thing is location, location, location. On the FrankenStag I put it on the lower driver's side of the windshield. While that works well on the FrankenStag, on The Grey Ghost that is problematic since then the suction cup that holds the GPS in place fails the GPS unit can fall off the car. They fail regularly and I hate to spend \$100 for a road-bouncing GPS. I need to put it somewhere else.

I tried in front of the driver just above the cockpit trim, but the separation between wheel and GPS wasn't enough. I tried in the windshield underneath the rear-view mirror (Under the mirror? More on that later), but that blocks too much of the view. I finally compromised and attached it to the passenger's side of the two-part dash layout so it would face me. Not optimum, but it won't fall out, won't block vision, easy to glance at, and I can beg the passenger to set any routes or location searches...



During Avionic Checkout – Klue Tablet in the middle and Mr. Garmin to the right

Phone

Okay, so it's really not a phone, but a small personal computer that happens to be a tablet that is small and has a phone app. They call them smart phones, but they really are PCs.

Okay, enough preaching. In the Subaru I have cup holders I can put the phone in while charging, in the TR3B I have nothing – the phone is not secured and can "roam" at will based on my driving habits. Not good. To solve this I decided to use the windshield arm mount I had been using on the FrankenStag. Works well on the FrankenStag where the windshield is much farther from the driver, but not so well in a TR3 since that arm puts the phone between the driver and passenger, and it blocks vision since it gets stuck to the same place I tried to stick the Garmin.

The solution I came up with was to modify the arm hardware such that it could mount to the top of the trannie tunnel aft of the shifter hole. At that mounting point it's out of the windshield, still able to talk to cell towers, and in easy reach. The only issue I was going to have was power.

I had intended on using power from a cigarette-lighter style power receptacle I put in the dash, but when the phone mount moved to between passenger and driver I had to rethink that. Using the receptacle meant that I'd have a power wire draping down across where I was shifting and where my right leg would be. Need to find another way to run the power. Which I did – I decided to repurpose a cigarette lighter style USB power supply to attach to the wiring harness

that runs to the starter near the passenger's left foot. A USB cable harness on the trannie tunnel could plug into it at that point.

First thing, find an extra USB phone cable and attach it to the trannie. Not as easy as it sounds since Apple uses proprietary connectors on their equipment, but I found a spare cable sitting around that was just long enough to have the connection after the cable cleared the front of the tunnel.

Next thing was to secure the cable. I was going to use plastic clamps, but I guessed I used them up. Second was to drill several sets of closed-spaced holes and run a nylon cable tie through them. Even better (and cheaper). Several drill holes later it was ready.



USB phone cable on trannie tunnel with phone in cradle – all in place

Now for the power to that phone cable. I only have a bout a gazillion 1 amp 5 V USB cigarette lighter power supplies sitting around – you get them free in various promotions. I took one, took it apart, soldered +/- power supply wires cut to the right length (the + wire also was given an in-line 5A fuse), and used shrink tubing to insulate it and protect the wire run.



Cheap USB power supply modified for in-line use

Yep, “if women don’t find you handsome, at least they’ll find you handy”. (Red Green) I installed the power line, attached the USB phone cable, and it all works – wunderbar!

“Go Pro”-ish Camera

I was wandering through Bed Bath & Beyond early January looking for after-Christmas deals and saw an Emerson action camera on sale for \$40. Wow, I could take movies and pictures while driving – YouTube video stuff – I’ll be all the rage at Triumph meets. Okay, so there is a little Walter Mitty in all of us.

This is a cheap “knock-off” of the Go Pro water-proof action camera line. No, it doesn’t have all the Go Pro features, no, it is not 1080p, but it also isn’t \$300. For \$40, what the heck? You get a waterproof camera, some mounts, and the ability to record a lot of 720P video. I bought one - now to attach it to the car.

For an instant I thought I could just attach it to a helmet and wear a helmet while driving. On second thought that would be just too “Bruce” – I need to hard mount it somewhere. Let’s see, it needs to in a location that is pointed forward, up somewhat high (unless I want “Krupp Shots” , and easy to get to. I decided to mount it to the top of the windshield frame in the middle. I considered double-sided tape for an instant, also thought about duct tape and marine glue. Discarded those thoughts...

Now you must realize that when I had this car in the 1908’s I already mounted something (I can’t remember what) in the middle of the windshield top, so the frame already had a couple of holes to use. Bonus! I also had a lot of aluminum bar stock, so I just bent a piece of bar stock, cut to size, and pop-riveted the bracket on it. Easy-peasy – now folks will be able to watch hours-long boring driving films....



Camera in Place

Rear-View Mirror

Let's face it, the TR3 rear view mirror is basically worthless. Not only is it fairly narrow, it's fairly far away and mounted low, so you don't see much. I want to be able to see behind me.

Need a solution...

...so I go to the place I always go when I need a car solution and I don't know – the Speedway Motors catalog. Speedway is the original "rod" shop and has a lot of stuff to customize rides.

Like inside mirrors.

They have plenty of mirrors – I picked a style that matches the gas cap cover and goes well with the aluminum dash. \$30 and a couple of days later it was at my door.

That's where the troubles started.

The TR3 mirror mounts to a couple of holes in the cowl, the new mirror attaches to a puck glued on the glass. Tried gluing the puck they gave with the mirror on the windshield. No go, it fell right off. Went out and bought a new puck and more glue. It stayed on until I tried to adjust the mirror, then it fell off.

Great.

Got another puck with adhesive attached. Used that and so far the mirror is holding. Now to get a mirror for the short windscreen.



New mirror in place – up high, bigger, and closer to the driver – now I can see behind me!

Last Minute Update

I did find a mirror for the short windscreen, so at least I can see behind me now.

Oh, and since you can never stuff too much electronics in a car, even if it's as old as you. I found a TomTom GPS in a thrift store for \$10, not a great display, or at least not as nice as the Garmin's, but it's a Bluetooth unit and I can use it with my iPhone. What's another display stuck to the dash?



Yeah, just another display stuck to the dash...

I should find a place for the Magellan GPS also – that is the most modern and has road hazard warnings as well as moving 2D and 3D maps, but I think I ran out of real estate...

Parts in Waiting

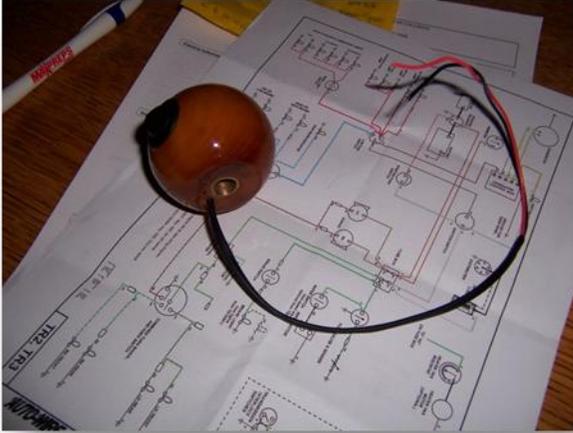
There are a few things just waiting for me to get around to attaching them:

Trunions



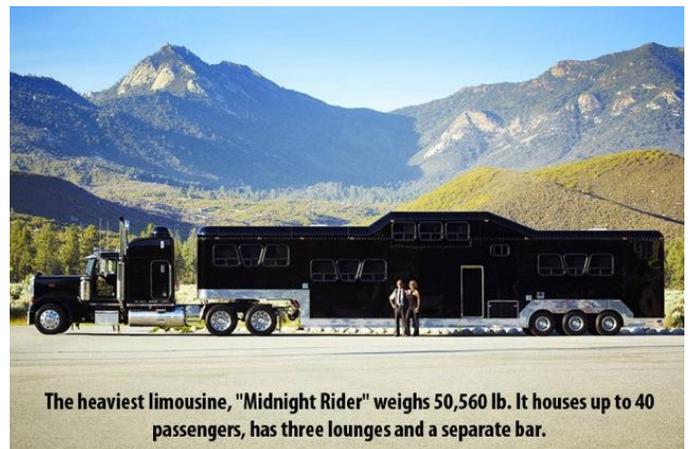
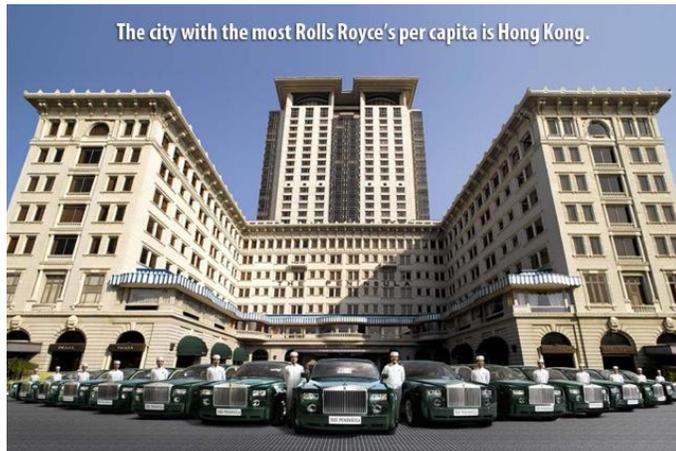
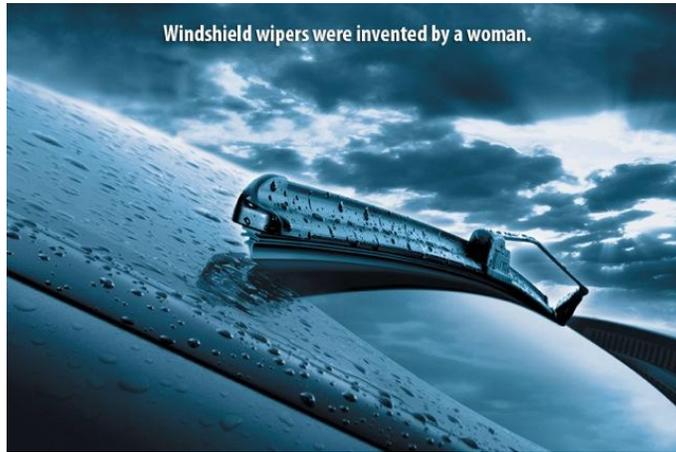
When I was putting the frame back together last summer I sent new trunions from TRF back since they didn't fit the original attachment hardware right and I didn't want to buy new hardware. I was then outbid on a set of NOS trunions. Since then I've been looking and found another set. From MG Automotive! Tech session this fall sometime...

Shifter knob



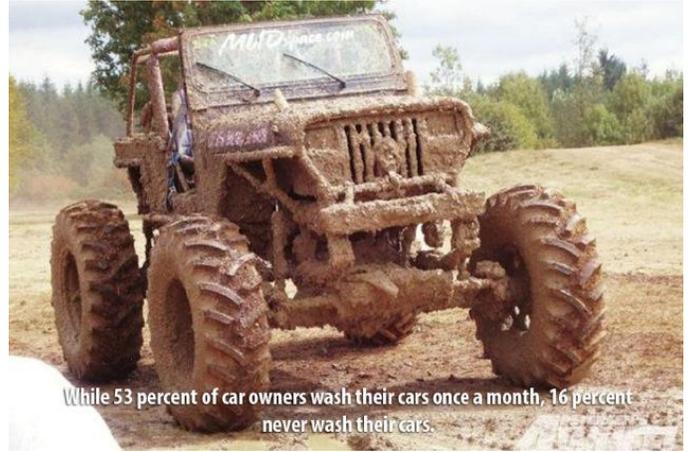
The overdrive switch is literally JB Welded into the original-style shift knob, not one of my greatest engineering feats. I was looking for a knob with a built-in switch, but all I could find were Spitfire ones that used a smaller-diameter shift lever. Then I saw a post on Triumph Experience for TR3 shift knobs with switches built in – we have one now.

DID YOU KNOW?





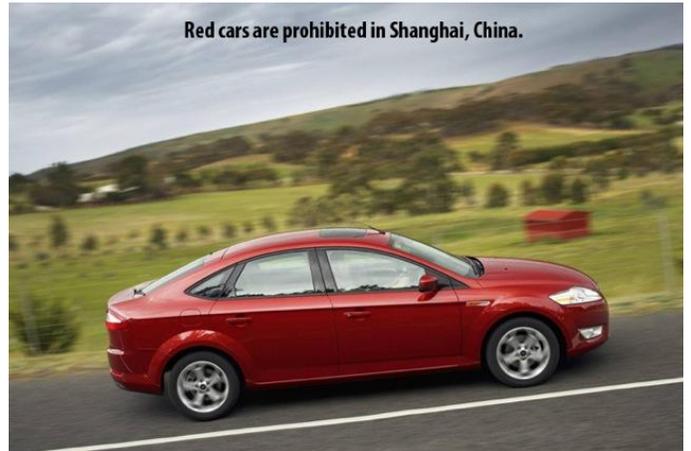
Car airbags kill 1 person to 22 lives they save.



While 53 percent of car owners wash their cars once a month, 16 percent never wash their cars.



You pay 8 times more for a gallon of Grande Latte Starbucks than for a gallon of gasoline.



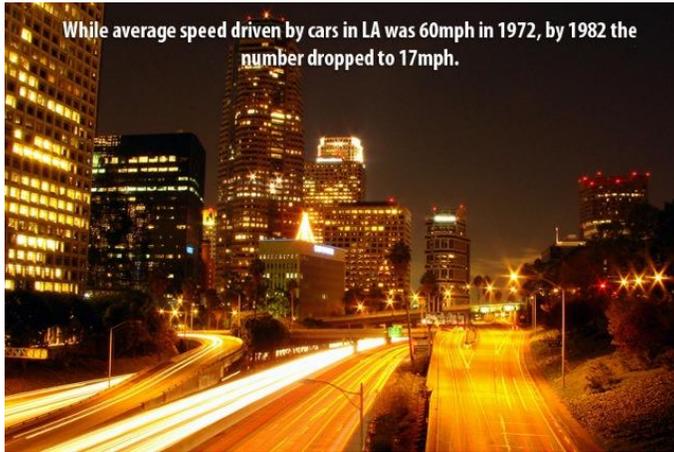
Red cars are prohibited in Shanghai, China.



It would take more than 150 years for a car to drive to the Sun.



Drivers kill more deer than hunters.



While average speed driven by cars in LA was 60mph in 1972, by 1982 the number dropped to 17mph.



The biggest amount of people stuffed in a Smart car is 19. Pakistan Crashers managed to do that at Defence Authority Creek Club in Karachi, Pakistan, on 15 December 2010.



Being used in the movie Gone in 60 Seconds, 1967 Shelby Mustang GT-500 is recognized as one of the most famous cars in the world ever.



The biggest speeding fine ever given is \$1,000,000 to a guy who was doing 180 mhp in Switzerland. The penalties are based on the speed and the salary of the driver there.

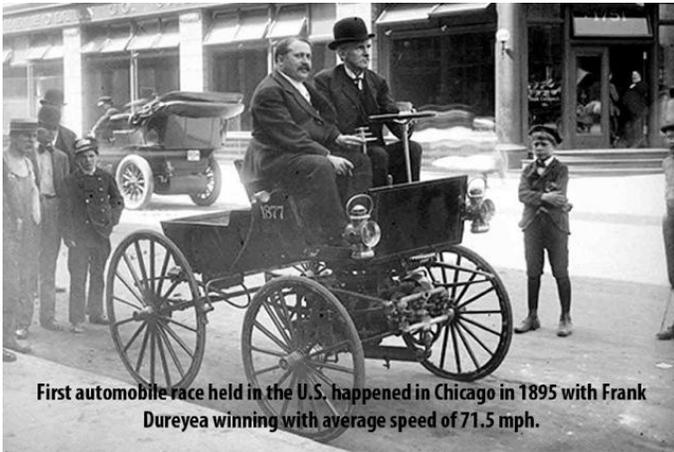


There's one car per person in the U.S. (including babies).



Every American spends approximately two weeks of his life being stopped at red lights.

Strange old vehicles...Someone really reached down into the archives to retrieve some of these pictures

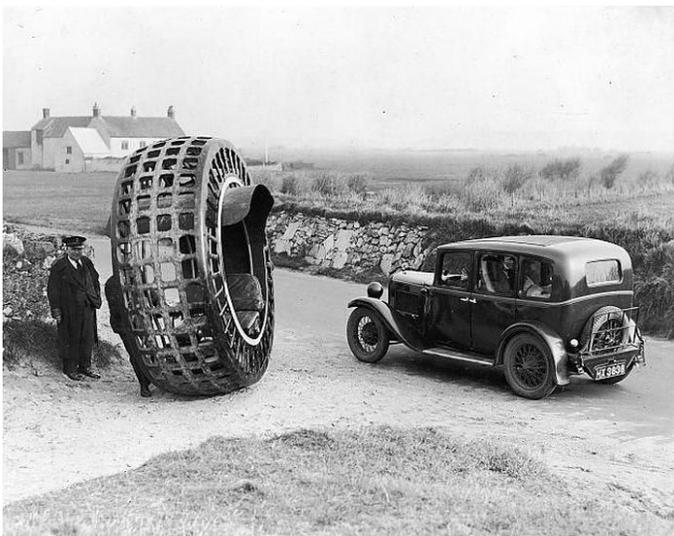


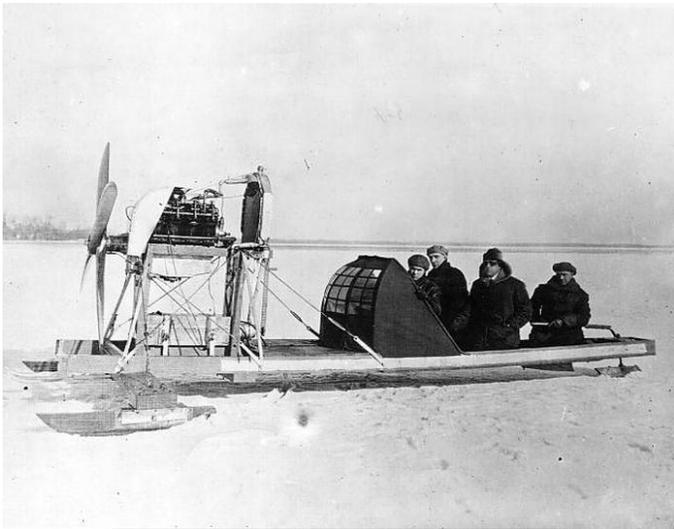
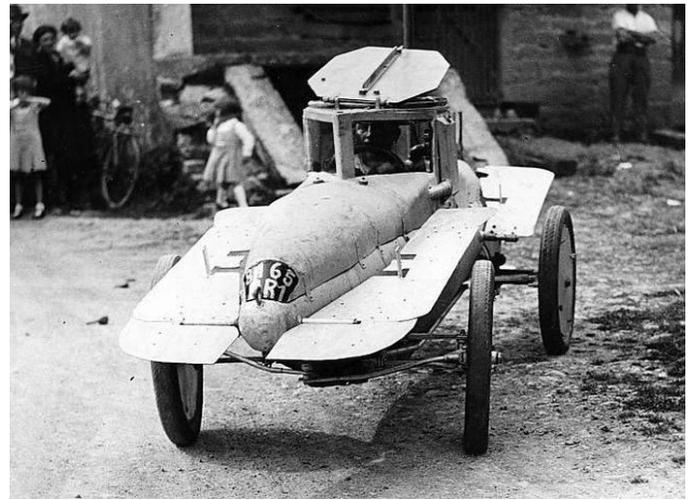
First automobile race held in the U.S. happened in Chicago in 1895 with Frank Dureyia winning with average speed of 71.5 mph.

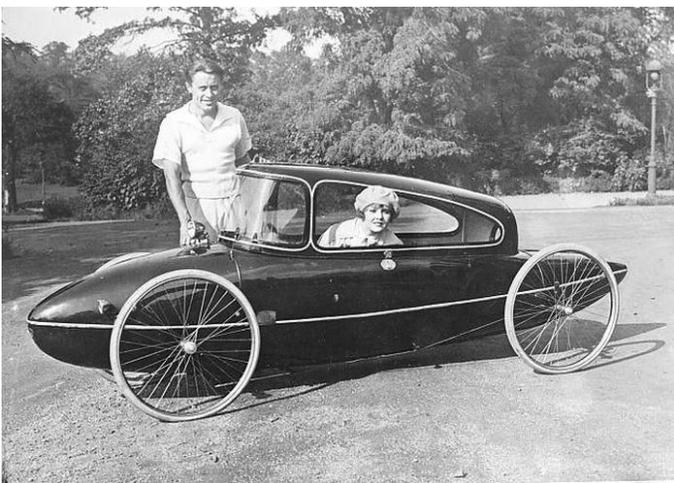


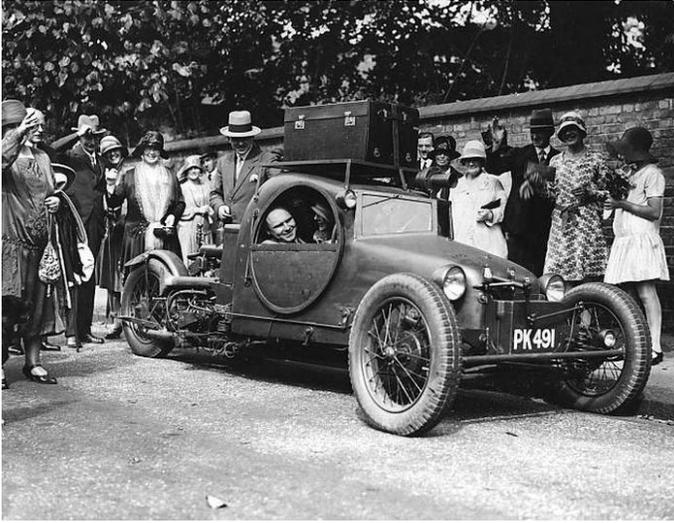












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Phone: (614) 301-3076

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BUCKEYE TRIUMPHS NEWSLETTER



T-Shirts: Gildan 100% Cotton **S** **M** **L** **XL** **2XL** **3XL** **4XL** **EACH** **ITEM TOTAL**

(Indicate Men's _____ or Women's _____ size)

Color #1 – Signal Red (#40C)	<input type="checkbox"/>	\$15.00	\$ _____						
Color #2 – Royal Blue (#78C)	<input type="checkbox"/>	\$15.00	\$ _____						
Color #3 – Valencia Blue (#264C)	<input type="checkbox"/>	\$15.00	\$ _____						
Color #4 – Sienna Brown (#255C)	<input type="checkbox"/>	\$15.00	\$ _____						
Color #5 – Pimento Red (#40C)	<input type="checkbox"/>	\$15.00	\$ _____						
Color #6 – French Blue (#109C)	<input type="checkbox"/>	\$15.00	\$ _____						
Color #7 – British Racing Green (#33C)	<input type="checkbox"/>	\$15.00	\$ _____						
Color #8 – Vermillion Red (#40C)	<input type="checkbox"/>	\$15.00	\$ _____						
Color #9 – Pageant Blue (#51C)	<input type="checkbox"/>	\$15.00	\$ _____						
Color #10 – Phantom Grey (#23C)	<input type="checkbox"/>	\$15.00	\$ _____						
Color #11 – Java Green (#269C)	<input type="checkbox"/>	\$15.00	\$ _____						
Color #12 – Leyland White (#30N)	<input type="checkbox"/>	\$15.00	\$ _____						
Color #13 – Brooklands Green (#106C)	<input type="checkbox"/>	\$15.00	\$ _____						
Color #14 – Wedgwood Blue (#69C)	<input type="checkbox"/>	\$15.00	\$ _____						
Color #15 – Damson Red (#83C)	<input type="checkbox"/>	\$15.00	\$ _____						
Color #16 – Mimosa Yellow (#98C)	<input type="checkbox"/>	\$15.00	\$ _____						
Color #17 – Maple Brown (#84C)	<input type="checkbox"/>	\$15.00	\$ _____						
Color #18 – Topaz Orange (#35C)	<input type="checkbox"/>	\$15.00	\$ _____						
Color #19 – Russet Brown (#255C)	<input type="checkbox"/>	\$15.00	\$ _____						
Color #20 – Magenta (#268C)	<input type="checkbox"/>	\$15.00	\$ _____						

Sweatshirts: Gildan Cotton Blend **S** **M** **L** **XL** **2XL** **3XL** **4XL** **EACH** **ITEM TOTAL**

(Indicate Men's _____ or Women's _____ size)

Color #1 – Sport Grey	<input type="checkbox"/>	\$22.00	\$ _____						
Color #2 – Maroon	<input type="checkbox"/>	\$22.00	\$ _____						
Color #3 – Navy Blue	<input type="checkbox"/>	\$22.00	\$ _____						
Color #4 – Forest Green	<input type="checkbox"/>	\$22.00	\$ _____						

Hoodies: Gildan Cotton Blend **S** **M** **L** **XL** **2XL** **3XL** **4XL** **EACH** **ITEM TOTAL**

(Indicate Men's _____ or Women's _____ size)

Color #1 – Charcoal Grey	<input type="checkbox"/>	\$30.00	\$ _____						
Color #2 – Carolina Blue	<input type="checkbox"/>	\$30.00	\$ _____						
Color #3 – Navy Blue	<input type="checkbox"/>	\$30.00	\$ _____						
Color #4 – Forest Green	<input type="checkbox"/>	\$30.00	\$ _____						

ORDER TOTAL \$ _____

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- Late Model TR6 engine with performance modifications. Estimated at 140 HP. Good products GP-2 camshaft and lifters. New engine seals & new valve guides. Valves reground with new valve springs. Head milled for 9.5:1 compression. Crank reground to .010/.010 with new tri-metal bearings. New .020 cast pistons and rings, new oil pump, new lifters, High performance ARP rod bolts & new timing chain. Connecting Rods reconditioned. No damper, flywheel, fuel pump, water pump or distributor. \$2,636 with core exchange. \$2,936 without core exchange.
- Two TR6 3.70 and one 4.10 rebuilt differentials for sale. \$750 for 3.70 diffs, \$950 for 4.10, both with core exchange.

Contact Sam Halkias @ atr6racer@hotmail.com or call 614-582-0232

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Club address: Buckeye Triumphs, 115 Cottswold Dr., Delaware OH 43015 **Annual Dues: \$20.00**
General email:

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

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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

COMEDY CLIPS

For the older folks, this will be funny, for the rest, well, your loss!

Makes me feel great, as a true believer, to know I lived long enough to see it.



It took about 70 years, but it finally happened . . .
Hu's on first.

COLONOSCOPY - HILARIOUS

For all my friends who have had, or will have, one...enjoy!

ABOUT THE WRITER: Dave Barry is a Pulitzer Prize-winning humor columnist for the Miami Herald.

Colonoscopy Journal: I called my friend Andy Sable, a gastroenterologist, to make an appointment for a colonoscopy.

A few days later, in his office, Andy showed me a color diagram of the colon, a lengthy organ that appears to go all over the place, at one point passing briefly through Minneapolis .

Then Andy explained the colonoscopy procedure to me in a thorough, reassuring and patient manner.

I nodded thoughtfully, but I didn't really hear anything he said, because my brain was shrieking, 'HE'S GOING TO STICK A TUBE 17,000 FEET LONG UP YOUR BEHIND!'

I left Andy's office with some written instructions, and a prescription for a product called 'MoviPrep,' which comes in a box large enough to hold a microwave oven. I will discuss MoviPrep in detail later; for now suffice it to say that we must never allow it to fall into the hands of America's enemies..

I spent the next several days productively sitting around being nervous.

Then, on the day before my colonoscopy, I began my preparation. In accordance with my instructions, I didn't eat any solid food that day; all I had was chicken broth, which is basically water, only with less flavor.

Then, in the evening, I took the MoviPrep. You mix two packets of powder together in a one-liter plastic jug, then you fill it with lukewarm water. (For those unfamiliar with the metric system, a liter is about 32 gallons). Then you have to drink the whole jug. This takes about an hour, because MoviPrep tastes - and here I am being kind - like a mixture of goat spit and toilet cleanser, with just a hint of lemon.

The instructions for MoviPrep, clearly written by somebody with a great sense of humor, state that after you drink it, 'a loose, watery bowel movement may result.'

This is kind of like saying that after you jump off your roof, you may experience contact with the ground.

MoviPrep is a nuclear laxative. I don't want to be too graphic, here, but, have you ever seen a space-shuttle launch? This is pretty much the MoviPrep experience, with you as the shuttle. There are times when you wish the commode had a seat belt. You spend several hours pretty much confined to the bathroom, spurting violently. You eliminate everything. And then, when you figure you must be totally empty, you have to drink another liter of MoviPrep, at which point, as far as I can tell, your bowels travel into the future and start eliminating food that you have not even eaten yet.

After an action-packed evening, I finally got to sleep.

The next morning my wife drove me to the clinic. I was very nervous.. Not only was I worried about the procedure, but I had been experiencing occasional return bouts of MoviPrep spurtage. I was thinking, 'What if I spurt on Andy?' How do you apologize to a friend for something like that? Flowers would not be enough.

At the clinic I had to sign many forms acknowledging that I understood and totally agreed with whatever the heck the forms said. Then they led me to a room full of other colonoscopy people, where I went inside a little curtained space and took off my clothes and put on one of those hospital garments designed by sadist perverts, the kind that, when you put it on, makes you feel even more naked than when you are actually naked..

Then a nurse named Eddie put a little needle in a vein in my left hand. Ordinarily I would have fainted, but Eddie was very good, and I was already lying down. Eddie also told me that some people put vodka in their MoviPrep.. At first I was ticked off that I hadn't thought of this, but then I pondered what would happen if you got yourself too tipsy to make it to the bathroom, so you were staggering around in full Fire Hose Mode. You would have no choice but to burn your house.

When everything was ready, Eddie wheeled me into the procedure room, where Andy was waiting with a nurse and an anesthesiologist. I did not see the 17,000-foot tube, but I knew Andy had it hidden around there somewhere. I was seriously nervous at this point..

Andy had me roll over on my left side, and the anesthesiologist began hooking something up to the needle in my hand.

There was music playing in the room, and I realized that the song was 'Dancing Queen' by ABBA. I remarked to Andy that, of all the songs that could be playing during this particular procedure, 'Dancing Queen' had to be the least appropriate.

'You want me to turn it up?' said Andy, from somewhere behind me...

'Ha ha,' I said. And then it was time, the moment I had been dreading for more than a decade. If you are squeamish, prepare yourself, because I am going to tell you, in explicit detail, exactly what it was like.

I have no idea. Really. I slept through it. One moment, ABBA was yelling 'Dancing Queen, feel the beat of the tambourine,' and the next moment, I was back in the other room, waking up in a very mellow mood.

Andy was looking down at me and asking me how I felt. I felt excellent. I felt even more excellent when Andy told me that It was all over, and that my colon had passed with flying colors. I have never been prouder of an internal organ.

On the subject of Colonoscopies...

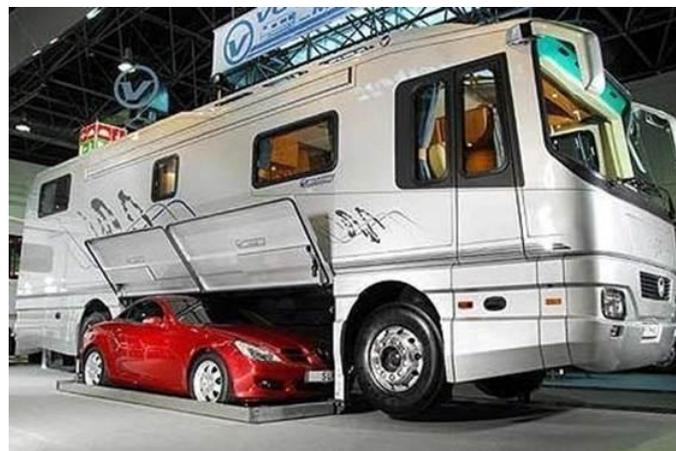
Colonoscopies are no joke, but these comments during the exam were quite humorous..... A physician claimed that the following are actual comments made by his patients (predominately male) while he was performing their colonoscopies:

1. Take it easy Doc.. You're boldly going where no man has gone before.
2. 'Find Amelia Earhart yet?'
3. 'Can you hear me NOW?'
4. 'Are we there yet? Are we there yet? Are we there yet?'
5. 'You know, in Arkansas , we're now legally married.'
6. 'Any sign of the trapped miners, Chief?'
7. 'You put your left hand in, you take your left hand out...'
8. 'Hey! Now I know how a Muppet feels!'
9. 'If your hand doesn't fit, you must quit!'
10. 'Hey Doc, let me know if you find my dignity.'
11. 'You used to be an executive at Enron, didn't you?'

And last but not least:

12. 'Could you write a note for my wife saying that my head is not up there?'

Definitely Different Toys















THIS IS PRICELESS!

For all my retired friends and those soon to retire. A few days ago my best friend from high school sent me a 'Viet Nam Veteran' cap. I never had one of these before, and I was pretty hyped about it, especially because my friend was considerate enough to take the time to send it to me.

Yesterday, I wore it when I went to Wal-Mart. There was nothing in particular that I needed at the world's largest retailer; but, since I retired, trips to Wally World to look at the Walmartians is always good for some comic relief. Besides, I always feel pretty normal after seeing some of the people that frequent the establishment. But, I digress... enough of my psychological fixations. While standing in line to check out, the guy in front of me, probably in his early thirties, asked, "Are you a Viet Nam Vet?"

"No," I replied.

"Then why are you wearing that cap?"

"Because I couldn't find the one from the War of 1812." I thought it was a snappy retort.

"The War of 1812, huh?" the Walmartian queried, "When was that?"

God forgive me, but I couldn't pass up such an opportunity. "1936," I answered as straight-faced as possible.

He pondered my response for a moment and responded, "Why do they call it the War of 1812 if it was in 1936?" "It was a Black Op. No one is supposed to know about it." This was beginning to be way fun!

"Dude! Really?" he exclaimed. "How did you get to do something that COOOOL?"

I glanced furtively around me for effect, leaned toward the guy and in a low voice said, "I'm not sure. I was the only Caucasian on the mission."

"Dude," he was really getting excited about what he was hearing, "that is seriously awesome! But, didn't you kind of stand out?"

"Not really. The other guys were wearing white camouflage."

The moron nodded knowingly.

"Listen man," I said in a very serious tone, "You can't tell

anyone about this. It's still 'top secret' and I shouldn't have said anything."

"Oh yeah?" he gave me the 'don't threaten me look.' "Like, what's gonna happen if I do?"

With a really hard look I said, "You have a family don't you? We wouldn't want anything to happen to them, would we?"

The guy gulped, left his basket where it was and fled through the door. By this time the lady behind me was about to have a heart attack she was laughing so hard. I just grinned at her.

After checking out and going to the parking lot I saw dimwit leaning in a car window talking to a young woman. Upon catching sight of me he started pointing excitedly in my direction. Giving him another 'deadly' serious look, I made the 'I see you' gesture. He turned kind of pale, jumped in the car and sped out of the parking lot.

What a great time! Tomorrow I'm going back with my Homeland Security cap.

Then the next day I will go to the license agency and wear my Border Patrol hat, and see how long it takes to empty the place.

Whoever said retirement is boring just needs the right kind of cap

See you guys at Walmart!!



Things to Do With Snow



In other news, today:



2 feet of snow fell this morning.





Good to know that while dealing with all the snow

...

people still maintain a great sense of humor!



A CLOSING SHOT



Summer of 1999. Who are these early Buckeye Triumph members?



Buckeye Triumphs
115 Cottswold Dr.
Delaware OH 43015

