



# May 2006

1st edition

- **MVT Officers**

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937-376-9946

- **President's Corner**
- **Vice Presidents Report**

- **Meeting Minutes**  
April 2006

**British Car Day Planning**  
**Model Box**  
**Pool Party Planned**

**Spring Checklist**

**MVTRallye Game Pt 5**

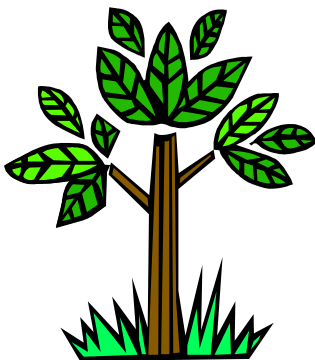
Please send comments/suggestions to:

[news@miamivalleytriumphs.org](mailto:news@miamivalleytriumphs.org)  
or to the P. O. Box.

Cutoff date for next month's Marque is the 20th.

Obligatory Disclaimer

"The Marque" is the official publication of the Miami Valley Triumphs Car Club, P. O. Box 144, Bellbrook, OH 45305. Views stated in the "Marque" are not necessarily those of the officers or members of the club. Technical data is provided for information only and no liability is assumed for suitability, applicability, or safety. Miami Valley Triumphs is a registered chapter of the Vintage Triumph Register and a local center of the Triumph Register of America. Meetings are held the first Wednesday of the month at Fuddrucker's Restaurant on Kingsbridge Drive, behind the Dayton Mall, unless otherwise noted in the "Marque". General membership meetings are at 8:00 pm with informal dinner starting at 6:00 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.



## The President's Comments, May, '06

It's getting to be Late April, and we go out on Spring Tour tomorrow. I hope we will have a good turn-out, the weather is suppose to be sunny, but cool.

Got the TR3 out on the road about three weeks ago. Just missed getting to take it to the April meeting. It will be ready for tomorrow, however. I'm thinking the run up to Wilmington will be brisk. The gas station where I use to get Turbo-Blue now carries CAM2, they are advertising 110 octane (R+M/2), but I've been to the CAM2 web site and the only over the road fuel permitted is 100 Octane. All the rest are racing fuels. The car seems to run OK on stuff, no matter what it is.

I will not be at the May meeting, and am further training VP Randy by letting him take it. I am going out to Alexandria, VA on business. The following week it is off to Lisbon, Portugal for an IATA meeting. I get back from that on Scottish weekend, and am sorry that I will miss that trip, because I kind'a liked it when we went there two years ago.

The TRA committee met at Burr Oak in mid-March. Drive out was along Rte. 32. I encountered hail, snow, rain, strong winds and sunshine in the course of the three hour run. We stayed out there for 24 hours, went up to Connellsville for breakfast, Sunday morning to test the restaurant to be used for one of the Breakfast Run's, and it will do nicely. Meandered up Rte 60 to I-70 on the return to Cincinnati, it runs along the Muskingum River, up to Zanesville. Flat, curvy road, stopped and looked a barge lock about half way up and kept my speed to 45 mph, while watching for the occasional pick-up truck (lots of Ford 150's) screaming up behind, late to church, no doubt. Car computer told me the gas mileage was about 32 mpg in fifth gear, slightly higher in sixth gear. Just the reverse at 55 mph.

We've also had the second BCD Meeting, reported elsewhere in the Marque.

Texas Triumph Register lost a great member when Wayne Switzer died of cancer last week. Wayne was a great trip planner for that club and a good friend of Norma and mine. Please say a prayer for the surviving family, wife Jackie and three children (grown).

Thanks for listening,      Stan Seto

### **The Vice-President's Comments**

The year is opening promise to happy MVT ers ! I am thrilled to realize a life long dream. The new hanger has taken shape quickly. How rewarding it is to awaken each morning to the new view out my kitchen window. Have I gone on about this already. OK. I will stop. (But Yippee). May is a busy month for yours truly. Key family birthdays and anniversaries including mine. I was smart though. I got married on my sisters

birthday and then set all my passwords at work to that number. That's not smart if the KGB still has interest in me but it makes the date unforgettable.

As soon as the workmen clear off, my trusty TR6 gets the once over to see if the rebuilt engine will really work. I can not wait to hear that old burble from the exhaust again. The trusty Spit will receive new wires, plugs and a carb adjustment to ensure peppy starts. My son and I are going to be a very content pair of gearheads hiding away in our big ol' nest. If you lose track of us or wonder where we went, try the hanger out back. There will be no phone there, just hammers and spanners. Rev-guards R.L.



**Minutes for April meeting:** Members present 20 Meeting called to order @7:30 FYI: Forest is having surgery Marlene Carter is home and recuperating No additions to agenda published by the pres TR Tails--- Stan"s TR3 brakes are repaired, but the brake lights are not working properly (hello Lucas) World's Fastest Indian-- Motorcycle film @ Neon Movie (over by this time) In Dayron Air conditioner condenser for a Stag info required for a local repair shop or mfg requested. (Air for a TR???) pres report: awards banquet went wonderfully- fun by all. awards were presented but the "new" sec doesn't remember all winners. Ask at next meeting or send email. Treasurer: mucho bucks Membership: 411 members, dues due in May. Chairman will publish current list in this Marque. Vice Pres. (will be chairing next meeting) Trusses for new building are in the driveway, will need help w/ erecting building, contact him (Katie will prod I'm sure) Spit is blocked in due to location of trusses Events: April 22 MVT spring tour. Ray And Mary leading. More info in the April Marque. BCD: 11 per reg. Next meeting April @0 (too Late) info at May meeting Old Business; none. New Business: Stan has ideas about altering voting procedures, info maybe next meeting, by-laws change probably required (we are a club) Split the pot< first in ten years Mike Mc See you at the May meeting if not before.

## **BCD Planning Meeting –**

The BCD committee met at Poelking Lanes, Thursday night, 20 April at 7:30 PM. Attending for MVT were Lorna and Ellis Ball, Carolyn and Phil Daye and Granddaughter, Mike McKitrick, Lois and Don Bigler and Mike Ross for MVT and NASS. The MG Club had Skip Peterson, Mary Wolf, David Gribler, Bill Hammond and several others, with whom I'm not well acquainted.

So far pre-registered is at fifteen, about five of them are NASS. I've sent out entry forms to about a half dozen people in the past two weeks, so interest is starting to swell.

Topics for discussion were as follows:

Have to firm up all the Spitfire classes and organize their parking. Mike R. wants enough space for a tent, for this group. They will provide their own tent.

NASS balloting will be just for their cars, but all NASS cars are eligible for BCD awards, too. NASS Awards will be announced prior to the BCD awards, and they will have winner's parade, and any of their cars receiving BCD top honors will parade again in the BCD Winner's parade.

BCD Ballot this year will be a single sheet of paper, with the car classes grouped in each of the page's four quadrants. Scoring will be done by six teams of two people each, and hopefully, in time to announce winner's at 3 PM (hydro-electric Dam Straight). The BCD ballots will be a different color than the NASS ballot in an effort to avoid confusion.

2006 Awards will be similar to last year's awards. Cost appears to be slightly lower for this year's awards.

400 bags are on order for registrants. Flyers were also made available at the meeting, and handfuls of them were grabbed for distribution.

The PA system was discussed and we are going to try to get four speakers and locate them at the extremes of the field so everyone can hear what's going on (door prizes) from the parking lot back to "Diamond in the rough" and over to the bathrooms.

We have been warned that the local EPA thinks there is Carbon Tetrachloride poisoning of the Eastwood Metro grounds, local areas, and there is some slight chance that digging will be going on, to clean that ground out.

Food seems to be under control, we think we have locked up the weekend with the Park and most of the licenses are being processed.

Tee Shirts...we are going with a "natural colored" tee shirt, cheaper than the "sand" color but same great shirt quality. There will be a small BCD logo on the front of the shirt and a larger one on the back (full width) which features the Spitfire and the MG Midget. It looks really cool. Pre-register, or get there early and buy one, we think these will sell out!!

Next meeting will be 08 June, same place and time.

## Summer Party 2006

**When:** Saturday, July 1, 2006  
**Time:** 3PM  
**Where:** Ellis and Lorna's  
112 Hemlock Street  
Franklin OH 45005

The Club will again supply the steaks on the grill with Chef Ellis creating his magic. Everyone will bring a covered dish. Lorna and Ellis will supply the soft drinks and the desserts. Let Lorna know what you will be bringing. We'll eat around 5:30 or 6. Bring your swimsuits. Bring your musical instruments. There will be horseshoes, corn hole, swimming, great conversation, music, great food and good friends! We will have a rain date of July 8<sup>th</sup>. RSVP Lorna and Ellis no later than June 27<sup>th</sup> so we can get the steaks ordered! Hope you can join us!!!!!!

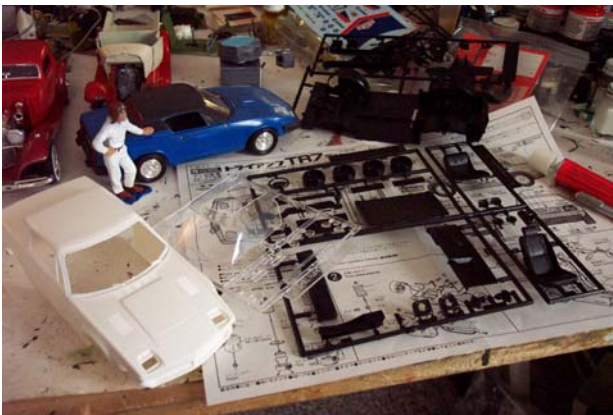


## The Model Box Part 2

In the last issue, we discussed the history of the kit and the identity of the driver that drove the car depicted. Next, we will turn our attention to the plastic and condition it for paint. A model car body is formed from extremely hot plastic. The plastic is supposed to follow pathways in a large chunk of metal called a die. When done correctly, a partially cooled piece is popped out of one side of a split mold by ejector pins. As the piece cools, it should remain in the correct shape. Model companies often sell kits with partially complete or deformed parts. I still have an Aoshima airplane with a large hole in the tops of both wings. I am displaying another airplane with a putty tail where half of the fuselage was missing! The TR7 kit was complete in terms of car parts. Many Japanese kits are designed for motorization and contain every wire, contact and switch needed except for the motor itself. Weird eh?

Next stop for the little car is the kitchen sink where a light application of my wife's dishwashing soap will remove any leftover mold releasing agent. Let it dry after a thorough rinsing.

See the photo below right, of still another kit worry, the dreaded sink mark. If you look in the shine at the end of the fin, you will see where the rigidity of the fin shape gave way to shrinkage. Sink marks must be filled with plastic filler putty. A modeller may use



the body shop equivalent, "spot" putty with fine sanding ability.

Flash is the term used for the extra amounts of plastic that web between details of the shapes of the car. Our TR7 had flash near the front bumper. See photo. The older the molds, the more flash that we see. I am still buying fourth and fifth copies of models kitted in the 50's. They have a lot of flash. This must be removed with a hobby knife.



The entire body is now ready for a light sand off with 600 grit sand paper ( or higher). The model is then placed on an inverted paper cup for paint. The first coats of primer should be light and even. Look for crazing. If the plastic shows wrinkles of reaction, stop! Automotive primers attack plastic. Doesn't everything? A sanding may be required to get primer to tack into the plastic without excessive etching reactions. The hope is to coat our car with a protective coat of primer that will accept the automotive lacquer. That lacquer would craze the body even worse than the primer. (Yes, I have done it). After drying, the primer coat should be sanded baby butt smooth with a fine grit (500 or higher) paper.

The next coat can be a light mist of colour. Second and third coats go on a little heavier. Again, we look for signs of crazing. High gloss finishes can only be achieved if each coat including the primer are sanded out smoothly. Many modellers wet sand. That is, the colour coats are sanded under running water at the sink.



I let the top coat dry well. Then a light polish was applied to get the gloss up on the painted surfaces. Another wash and then back to the mount for detail paint. The lower part of the real car body was painted flat black. To get this feature on the model, I masked off an area with tape and card. Experienced modellers know their materials. We never spray a top coat over a more tender type of paint. (ie enamel over lacquer).



The car looks pretty good so far.  
Next month, we will build up the chassis.

Let them dry !

by Randy Wakefield

## The 242 Squadron Spring De-Cooning Checklist

Per Mil-Spec Imagine100-255621, Pre Flight procedures for the removal of car-cooned cars before operational status re-certification. All items to be performed on hardstand.

1. Check battery date, cleanliness and charge as needed. Insure removal of corrosion and clean contact area.
2. Check brake master cylinders for fluid level.
3. Check brake firmness by holding firm pressure for a half minute. Pump and hold twice.
4. Inspect hoses and belts for rubber deterioration. Replace as needed. Belts must not have deep cracks of 10% of width or numerous in count. Rubber hoses must not be mushy to the squeeze. Newer reliable rubber has rigidity.
5. Check tires for out of round, odd wear patterns and dry rot checking. (Any tiny stress cracks near rim in side wall).
6. Check operation of all lights and signals. Clean and inspect lenses as well as contacts of lights.
7. Check clutch throw and ease of operation for binding.
8. Inspect oil quality by pulling stick and observing colour. Note level. Look for signs of leaks as cold weather storage invites seal shrinkage.
9. Check Glycol system (cooling) for clear colour and look for leaks.
10. After Pre-flight checks bring engine to warm operating temperature. Then inspect exhaust for moisture. When no moisture is being emitted, car is ready for low altitude check flight.
11. File form 1 for long distance op and good luck!





