



The Marquee

"All the news that's fit to soak up oil"



Red Barchetta



Optional Fog Machine....

September 2017

MVT Club Info

Miami Valley Triumphs is a non-profit club founded to preserve and enjoy Triumph and Standard automobiles. You do not have to own a Triumph or Standard to be in the club, just be interested in the preservation of the marque. For more info on joining the club and dues please contact the MVT Membership Chair (contact info below).

President: Stan Seto, 513-683-7974

Vice President: Dan Stinson, 937-259-8242

Secretary: Patti Clifford, 937-836-0286

Treasurer: Harry Mague, 937- 426-3802

Membership: Valerie Relue, 937-667-5227

Events & Newsletter Editor: Bruce Clough,
937-376-9946, portabezi@hotmail.com

Club Address – MVT, P.O. Box 144, Bellbrook, OH 45305.

Club Website:

<https://www.miamivalleytriumphs.org/>

We are also on **Facebook** at

<https://www.facebook.com/groups/1654893204751113/> - this is a closed group so you will need to request joining.

Please send comments/suggestions to: miamivalleytriumphs@gmail.com or to the PO Box.

Cutoff date for next month's Marquee is the 22nd of the month.

MVT is a Chapter of the Vintage Triumph Register (<http://vintagetriumphregister.org/>) and Center of the Triumph Register of America (<http://triumphregister.com/>). We actively participate in activities of these clubs and their

endeavors to preserve the marque. In addition to the above national clubs you also might want to check out 6-Pack (TR6/TR-250) <http://www.6-pack.org/j15/> and the North American Spitfire Squadron for Triumph Spitfire and GT6 owners <http://www.nasshq.org/>.

MVT Monthly Meeting

MVT Monthly Meetings are held on the first Wednesday of each month at Archers Tavern Kettering, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015. We are in the meeting room off the bar at the front of the tavern. We have dinner and socializing at 6:30PM and the president usually ruins our fun by starting a meeting at 7:30PM.

<http://archerstavern.com/archerstavern/>

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. We also don't vouch for spelling or grammar – the editor is an engineer...

Miami Valley Triumphs is a registered chapter of the Vintage Triumph Register and a local center of the Triumph Register of America. Membership is \$20 yearly and is usually paid in May. Non-renewing members are deleted from the mailing list.

Meetings are held the first Wednesday of the month at a location as published on the MVT website or in "the Marque", and/or by Email. General membership meetings are at 7:30 pm with informal dinner starting at 6:30 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.

This month's contents:

- **Officer's Reports**
- **Gobs O'Events**
- **A Tech Article or Two**
- **Roger Larson**
- **MVT Classifieds in there somewhere...**

Officer's Reports

President's Report

Hope to see you at Archer's Restaurant on the 6th of September. I encourage anyone who knows club members who are not regularly attending, to give them a call of invitation.

New member, Jackson Galloway, was at the august meeting.

Mike McKitrick came up for BCD Day with a companion, Linda, and said he'd be back for future events. It was good to welcome them back.

BCD went very well and there is an article further along in the Marque. They say don't mention any names unless you can mention everyone who was there, for fear of hurting feelings. I don't subscribe to that notion. We turned out as a club, everyone there worked and for that I am thankful because it's what makes the show such a success. There are some, however, who get more into it than others, and we don't give out prizes for that effort, but it should be recognized. I would like to give special recognition to the efforts put out by Harry Mague who did yeoman work writing up the entries as they crossed the table and kept the numbering sequence straight. Alice Clough and Ellis Ball who ran the ballot counting and follow-up to get all the award winners recognized, and the two "Away Teams" out at the entry road directing traffic to spectator parking or to the registration area, Jim Sipos and Nicholson Savarimuthu, an India Boarder at my house who is learning about America and our customs, which team worked

early and again later, and the team of Curtis Hayes and Bridgette (Hollywood) Clough, who filled in mid-morning. To the Miami Valley People who worked, Thanks, another very good job was done.

Just prior to BCD, John Clifford and Chris Yanity put together a day tour to eastern Indiana and the collage town of Richmond. It turned out to be a great day and some hours of good driving. Nicholson commented to me as we rolled past fields of corn and soy beans, "This is something I only see in the movies." That gave me a pause, because how often do we know a country just from the television travel programs we watch or the movies we see? In this case, he was seeing the reality.

VTR National meet is coming up as I write this and the FrankenStag is going, and I wish I was going, am now saving all my money for the engine re-build that is sitting in the garage. Have fun, Bruce.

We need a volunteer to handle Memorabilia, as Pete Stroble is no longer in a position to provide that support. Anyone interested? We still have events to go and the Holiday Soirée and brown bag auction sit out in the future, so everyone pay attention to the September and October events..

Best regards, Stan Seto

Vice President's Report



VP Sighting!

You know, it's tough being VP, I mean, herding all those loose pumpkins this time of year. They just don't want to become lattes or cookies...not to mention pies, but you gotta get them in the trucks. It's tough, tough, but maybe not as tough as skinning cats. Now, I know we don't do that anymore, and I never did (but maybe a few 'possums – Ted tells me they're good eatin...) but it seems like it'd be teeth, claws, and fur. Well, time for me to head to quantum mechanic class – we are talkin' about proton wrenches and cyclotron tune-ups tonight. Look out bosons, I'm coming for you!

Flame on – your VP

Treasurer's Report

As of 1 August 2017, the club account had a balance of \$2686.14. For the month of August, the club income from 50/50 was \$11.00, membership renewals for \$20.00 and \$100.00 from 2016 tee shirt sales at BCD. Total income for August was \$131.00. The club had the following expense: mailing of the marque and British Flag for \$74.40 and \$90.00 for the PO Box yearly renewal. Total expenses for August were \$164.40. The account balance as of 1 September 2017 is \$2652.74.

Membership Chair Report

Our current MVT membership stands at 43 with one membership renewal still outstanding as of 8/28. Several visitors to our BCD booth expressed interest in the club and picked up membership applications but no new members as yet.

Valerie

Marque Editor's Report

Long Marque this month, and what a month it was. Dayton BCD, Indy BCD, Bitters Run, Put-In-Bay races and VTR 2017. Just a warm up for September and October that have the best LBC weather of the year – cool mornings, sunny days, and changing leaves. Did I mention Pumpkins? Our VP likes them.

We also have a few more classified ads this month – I keep in the things that folks don't tell me sell and add a few. So far we've received a bit under 127,345 request for the Complete Tales of the FrankenStag – okay, a wee bit under that, but we still have an infinite number of copies available, so get yours before the supply runs out!

I had an interesting time at VTR – the highlight for me was the trip to the Simeone Foundation in Philly – one heck of a museum.

<http://www.simeonemuseum.org/>

I usually don't go to car museums since looking at stationary cars is boredom – they are not really cars, but art. I've been through Crawford several times, Indy once, and a bunch of others, but Simeone is different - each car there has a significant sports car history behind it. Take the red car I put at the front of the Marque. A "barchetta" is Italian for a small swift boat, but it was co-opted in sports car circles as slang for a sports car. "Red Barchetta" is a Rush song about a boy's dream of driving a sleek sports car in a future where they are banned. The Red Barchetta pictured is a 1938 Alfa Romeo 8C2900B MM Roadster, one of five built for the 1938 Mille Miglia – it is so rare it's actual worth is unknown and is considered one of the handful of top cars in the world. Not quite as rare is this car:



A 1935 Triumph Gloria Southern Cross that was in the host hotel's lobby. Oh well, I'll just have to drive one of our not quite as rare Triumphs...

MVT Events

Past Month's Events

March

Jay Kolb from the "Late but better than never" file:

I know reporting on an event that I attended in March is a long time but being semi-retired is very time consuming. The Amelia Island Concours in Florida is a wonderful show that attracts cars from all over the world. There is never a shortage of British cars but this year there was only 2 Triumphs. But what Triumphs they were.

First was a 1935 Southern Cross owned by Dennis Mamchur from New Jersey. (*The same Gloria that was at the VTR 2017 and shown at left – Ed*) The Southern Cross was designed by Donald Healey and was successful in many rally events. This car has been displayed at the Ford Museum and The Simeone Museum as well in the Triumph exhibit at The Canadian International Auto Show in Toronto. The owner believes there are 3 Southern Crosses in North America.



Triumph Mascot from the Gloria SC

The second Triumph was a 1966 TR4A IRS owned by Fred and Jody Schmidt from Florida.

This car was purchased new from the Triumph dealer is Daytona Beach and raced in the 1967 Daytona 24-hour Continental where it finished 1st in the over 2-liter GT Class.



March is always a good time to go the Florida and The Amelia Island Concours is a very special event.

MVT Monthly Meeting – 2 August 2017

The meeting was called to order by President Stan Seto at 7:31 PM with a hail to the Queen. There were 19 members in attendance.

Marque Minutes Changes & Addition –no changes or additions

Guests and/or new members – Welcome to our newest member, Jackson Galloway. Jackson is restoring a 1977 TR7 for a friend.

Officer Reports

President –Stan Seto says he has a lot of spare parts for the taking. They would make good artwork or to use as a prize. His car needs engine work and will have to take it apart and put it back together again. He will advise if / when he needs a tech session.

Vice President – Dan Stinson said he was glad to be here and enjoyed the Clifford / Yanity tour last weekend.

Treasurer – Harry Mague was absent. Last report was in the Marque.

Secretary – Patti Clifford said the minutes were in the Marque and asked for additions or corrections. No corrections. Patti asked for motion to accept the minutes, motion made by Lois Bigler, seconded by John Clifford. Motion carried.

Membership Chair –Val Relue reported that we have 44 members. There are 3 members who have not yet paid dues, they have until British Car Days on Aug. 5 to renew.

Events Chair

- Review of July Events
 - *First annual pool(less) pool party at Lorna & Ellis Ball's was a great success. Thank you Lorna and Ellis!
 - *Cincinnati British Car Days had a beautiful day, good attendance with over 150 cars. Fliers were handed out for the Dayton BCD. Tim Moore, Harry Mague and Bruce Clough all received awards.
 - *Yanity / Clifford Mystery had a great day for driving. Roads were best summed up by a voice over the walkie-talkie "Let's do it again!"
- AUGUST Events
 - Aug 5 – British Car Day at Eastwood Park.
 - Aug 16 – 19 – VTR National Conference in Princeton, NJ. Bruce Clough and John Clifford plan to attend.
 - Aug 26 – Bitters Run to Indian Creek Distillery. We will meet at Brandenberry Winery, drive to the Distillery and then a mystery location as a final stop. More info as soon as Bruce Clough has it.
 - Aug 27 – 30 – Put in Bay Road Race Reunion. For more information:

<http://www.pibroaddrace.com/>
Registration is now closed.

- **SEPTEMBER Events**
 - Sept 16 -The Dayton Concours d'Elegance at Carillon Park.
 - Sept 16 - Mothman Festival in Point Pleasant, WV.
 - Sept 23 – Farm Stand Tour – More information later
 - Sept 30 – Yanity Run – planned by Bruce Clough (will be an Oregonia Tour) – More information later.

Committee Reports

- **Regalia** – Pete Stroble was absent. Chuck White will ask Pete to look into purchasing the large, round magnetic decals for us. Bruce warned against putting them on the cars and leaving them for long periods of time, as it will affect the paint.
- **Technical** –Spare Parts John Clifford had 2 LED screw in lights up for grabs. AS soon as it was mentioned they would fit a TR3, Stan Seto took them. Jackson Galloway would like to have a Tech session scheduled towards the end of August, when his parts are in. He will let Bruce know when he is ready. Stan Seto warned against buying LED replacement lights at Walmart, as the 2 packages he bought had different sizes in them.
- **Marque** - If you have articles or pictures for the Marque, email Bruce at cloughowenclough@outlook.com. Please let him know if you find errors on the webpage. Our new club email is: miamivalleytriumphs@gmail.com

British Car Days - Stan Seto says we have 156 cars registered. We usually get about 150 the day of the show, so hopefully we will have about 300 cars. We will pack the bags on Friday, Aug. 4 at 6 pm in the park shelter. We will meet on Saturday at 7:30 (and hope the ranger shows up

then!) After BCD, the wrap up party will be at Tim and Marty Moore's house.

Old Business – British Flags were ordered for the back drop of the T shirt tent. Cost was approximately \$70.00.

New Business - no new business.

Split the Pot – Stan Seto was the winner (as usual!) of \$11.00.

Our next meeting will be September 6, 2017.

A motion was made by Tim Moore to adjourn the meeting, seconded by Chuck White. Meeting was adjourned at 8:11 PM.

Submitted by Patti Clifford, Secretary

August 2017

3-5 TRF SUMMER PARTY 2017—As far as I know no MVT members went due to BCD.



5 - Umpteenth-Annual Dayton British Car Day
By Stan Seto



Just a few cars at BCD...

At last, a day of the meet which was not going to be preceded by rain, nor were scorching temperatures predicted.... And that is exactly how it all turned out.



A 4 Liter Lexus engine will fit in a TR7!

We arrived at Eastwood Metro Park before 7:30 so coasted past down Harshman road to McDonald's to get coffee. The gates had just been opened as we arrived back.

It was a cool morning, long pants and sweatshirt weather for the hour trip up from Loveland. The ice was dropped off and we returned to the Registration pavilion to organize that effort. As we erected the signage and outlined the driving path from the entry road to the pavilion, incoming traffic was starting to pick-up.



I wasn't quite sure what to say to the owner, so I kept my mouth shut...

By 8:30, Registration was in full swing, and cars were coming in to pickup their bags or to sign-in. Also, we were now wearing tee shirts and shorts. The count of pre-registered cars was 157, but there are always those who register in February and March and then do it again in June or July. We had at least three of those, but caught two of them. Then there were those who filled out the form and emailed it to the Dayton BCD email address, and I think we had three of those mistakes. Of course when that happens, we do not always get the notification and it is not clear where the PayPal charge goes. Things to correct for next year.



Gobs of TR3's...

In spite of these problems, we were at 250 registered by 11 AM and 300 looked distinctly possible. Registrations began to wane at 11:30 AM. By 12:00 PM we were at 277, and there were no large clouds of dust approaching from the entry road. On the other hand, we had a large number of spectators still arriving and the soccer field was filled with their cars. Sales of food and shirts and split-the-pot were in full swing, and the

Graeter's Ice Cream vendor sales were increasing. We also had about 12 Miata's parked at the front of the field, and I'm starting to think we should ask them to join the soon to be created Pacific Rim Open category.



Daddy – can I have one?

I walked out to the entry road just before 12 to pull in the “away” team. Sitting by the side of the road was an MG-TD with a very dapper driver. There were also two other fellows there. I asked if there was a problem. The driver said the car just stopped running at the point where it was parked. I pressed him a little about “the car just stopped” and he answered that passers-by said it was a vapor lock and that it would run again as soon as it cooled down. That got my attention. It just was not hot enough for vapor lock, but he turned the ignition on and the engine turned but did not fire. I asked if we could look under the hood. The driver assented so we lifted the windshield up-right and I opened the left hand part of the engine cover. I was guessing ignition, so I popped off the distributor top and pulled out the rotor. It was corroded and showed signs local burning. I took my knife and cleaned the “brush surface” to a clean brass look, and put it back in. “Try it now”. Still no soap, but as the engine turned, I suddenly realized the fan belt was shredded. The generator was not working. We convinced the driver to walk into the meet to where the other TD's were and see if any one had a fan belt. Off he walked. We closed the hood and told the guys to go back into the park and get lunch.



Stag Class – It was a tough win!

As we slowly walked back in, here came the MG driver with a belt. I turned around and went with him back to the car. Also along was one of the guys who had been standing with the car when I arrived. We talked and it turned out he was also a Triumph guy. At the TD, the driver opened up the tool case (on the firewall behind the engine). In it was a complete set of tools that came with the car originally. One of the tools was a wrench that fit the generator bolt nut. Loosened, we pushed the generator in. got the replacement belt on and I retightened the generator bolt nut while the other guy pulled the generator out to get the belt tight. Engine started right up. The driver thanked us, and drove off to the show. We just laughed and walked back into the park. Harry Mague let the late car in without charging him. One of three late cars he let in.



TR7 Fog Machine!

Now the historical back story is this: The driver used to ride in this self-same car to school, when he and his best friend were in high school. The best friend's father hung on to the car, and gave it to the best friend before the father died. Later, the best friend died, but his son did not want to own the MG-TD, so the driver bought it from him. The driver is up in years and has the car under the care of a mechanic. I told him, he needs to have a heart-to-heart talk with that guy, the belt should have been replaced a while ago, as should the rotor have also been replaced. I just hope he got home OK (13 miles away).



T-Shirt and MVT Booth – not pictured was our new flag – bravo!

Registration closed and Ballot counting started. I dismantled the signage and cleaned up all the little flags and pylons we had scattered around earlier that day. By then Alice had all the 2 man teams counting and results were starting to become known. There were several ties and I went to break two of them as I had not voted. Inevitably there were cars looking like they were in the wrong categories so there were runners who went out to determine in which classes they were actually in. Spitfires with and with out rubber bumpers are always getting mixed up. Another thing to solve for next year, as is the Jaguar Sedan classes.

The team finished just before 3 and Skip got on the loudspeakers to begin the awards process. The field was clearing out by 4, as the last "Best in Class" and the Best of Show (Aston Martin DB2

Coupe) got their awards. The food was being sold off at low prices, all the ice was dumped, most of the vendors were going away happy including one guy who not only sold two old TR engines he had, but also won the Split-the-Pot prize. I think the Graeter's people were happy they came.

Club winners were:

Best in Class

- Harry Mague, TR6, '73 – '76
- Bruce Clough, Stag

Awards of Excellence

- Roy Owens, TR2- TR3
- Chris Yanity, TR2- TR3
- John & Patti Clifford, TR7 – TR8
- Roy Owens – Spitfire I-II-III

Best of Show was a 1952 Aston Martin, Maroon, Fixed Head DB2, Bill & Jeannie Jacobs.



Lining up for the Best of Class awards

Many of the MVT members repaired to Marty and Tim Moore's to unwind with the beer and the many plates of hor d'oeuvre Marty and her sister had laid out. So much, in fact that pizza was not bought.

One question always asked after BCD is, how many cars were there? The math is like this: We had 157 pre-registered, but there was one duplication, so, 156. We had 119 register on the day of the show, and three cars came in between

12:00 and 12:30 PM, but were not charged. Eight of the pre-registered cars did not show up. So we had 270 cars on the field at 12:30. To compare to past years, see the table somewhere towards the end of this Marquee.



Receiving the Best of Class for Stag – thanks folks!

respective classes. I will keep this show on our list to attend in the future, weather permitting.



Another view of the Indy 2017 Car Show field



Indy BCD Car Show Field

12 – Indy BCD – The 29th annual Indy British Motor Days was held at Lion's Park in Zionsville, just one block from downtown on 116th street. This is the report from our on-the-spot reporter John:

Tim, Marty, Patti and I drove over to the show in Zionsville on August 12th. Nice venue, small show of about 135 cars. Tim and I both took second place (award of excellence) in our

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August 2017



16-19 – Vintage Triumph Register National Convention, Princeton NJ - <http://vtr2017.org/>.

By Bruce Clough

I go to a VTR every few years The Events Chair is planning on going this year – I am the Wedge Vehicle Consultant and I need to make a showing every few years. I don't know why I picked this year, but I did. Princeton, NJ – a part of the country I don't get to often. Since it promised to be a good meet I registered. I knew that since school was starting I'd be flying solo, so no cold feet in the back in the middle of the night, and

none of Bridgett's make-up on the counters – I'd miss that.

Of course I was driving, and driving The FrankenStag. About 550 miles there and much of it on the PA Turnpike – really there isn't a much better way if you want to do it quickly, and with no huge entourage wanting to stop places it really was an I-70/I-76 tour.



FrankenStag all packed for the trip.

John Clifford decided to also come to VTR – so there were two of us going from MVT – we need to get more folks going, more on that, and the opportunity, later.

I left Dayton early on the 15th and skirted around the south side of a rush hour Columbus, meeting John at Buckeye Lake – from there we headed across I-70 to New Stanton, PA.



Aran Beige TR8 sighting @ McD's

For the record, I-70 from Wheeling to New Stanton sucks. Construction, narrow lanes, lots of trucks – bleech!

Once clear of New Stanton we headed into the Alleghenies and ducked off the PA Turnpike at Donegal to stop at the Glades Pike Winery. We needed wine...



Laurel Highlands are beautiful – MVT Triumphs at Glade Pike Winery



John and I heartily endorse Glade Pike Winery stuff

Note – the homemade air blocker for drafts coming back from the rear worked wonderfully – less breezes blowing than the TR7. I could wear my wide-brimmed Aussie hat without it blowing off.

From there we got back on the turnpike and headed for Carlisle, PA. This gave John photo-op opportunity... (is that redundant?)



I returned the favor...



That night I stayed in Carlisle while John headed towards Harrisburg. We had dinner with a friend of John's who is into Triumphs and Triumph parts at a good pub in Carlisle – yum!

Next morning it was pretty foggy, so that delayed us a little bit, but soon we got underway towards Allentown on I-78, and back in the fight with the trucks.

We went south of Allentown and cross-country – goal was to visit a distillery and then get lunch at the Triumph Brewing Co in New Hope, PA. Both were epic fails – either not open, or we couldn't find any parking, so we kept heading southeast for Princeton after crossing into NJ.

About Hopewell, NJ we decided (or I did) to find an adult beverage store since I was expecting drinks to be uber expensive - we did that, and we found an interesting place for lunch right after John commented about a bad experience at a similar interesting place for lunch. Lunch was good though!

We got into the Westin Hotel in Princeton about 2PM, just enough time to unpack, take a quick shower, register, and head to the first tech session. There were three tech session, or was that four(?) on Wednesday and gobs more on Thursday.



Registration - VTR 2017 was actually the product of two clubs, New Jersey Triumph Association and Delaware Triumphs, so there were a lot of folks in yellow staff shirts running around.

Interesting note – right after I registered at the hotel and was going back to park my car Mike Coffy, the Stag enthusiast, came up to me and informed me that his Stag died after pulling in. Turns out it was an electrical failure, but it took Mike, and folks from a Triumph shop who were at VRT 2017 as sponsors a good part of a day to understand the failure and fix. I felt a little guilty about not jumping in, but he had professionals helping him and I had other things I told folks I would do for them (plus I got the chance to fix a few other cars – got my dirty time in)



Tech Session 2(?) – lots of them...

That evening was the VTR Membership Meeting - not very many folks there compared to the number I saw walking around. Not much was discussed at the meeting.



Bruce at the VTR Membership Meeting with some Maryland/FL folks...

That night was the Welcome BBQ reception. You were supposed to dress in an outfit that was popular when your car was built. I wore a "The Ghoul" T-shirt which only folks from Cleveland area would understand, but it was period. My guess on drink costs was right – a bourbon on the rocks was \$10, and that was not fancy bourbon. Can you say "profit center"? Oh well, reconnected with a few folks I had not seen

At dusk I headed back out to the parking lot – another photo op time. Probably 80-90 Triumphs

in the parking lot at that time - made for a nice shot:



Evening on the Triumphs...

Next morning was the Funkana, but not before I got some quality time in fixing a TR3 (some things never go away...).



Nice Butt! Good thing there was no crack...

The Funkana was kind of interesting – based on the Battle of Princeton, okay, very loosely on the battle, participants were flung around a circle, dodged chickens, shot redcoats, parallel parked, and had the chance to shoot off King George III's head. Violent folks in NJ, eh?



Marty & Pat Jones of FL hit the Funkana

After watching the Funkana for a while I headed back into the convention room and looked at some of the crafts. The best was a quilt made with t-shirts. Where have I seen those before? Nice quilt.



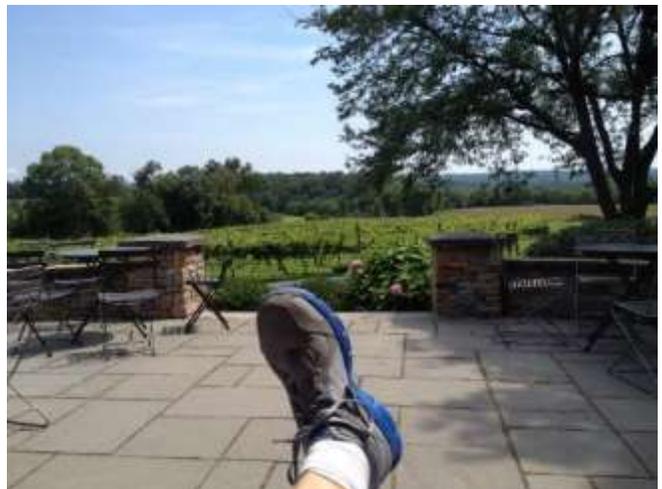
VTR 2017 – T-Shirt Quilt

That afternoon there were more tech session, except they were not “hard-core” tech sessions, more being discussions by vendors, suppliers, etc. Instead of heading to them, I talked to John Clifford and we decided to head to some wineries west of Princeton, and he invited a friend of his from DC with a TR8 – Alan. Alan is an interesting guy – he only has one arm and drives a stick-shift TR8. John tells me he rode with him with his eyes closed!

Wineries west of Princeton were fantastic. First stop was the Old York Winery, where the wines were great and views fantastic.



Parking at the Old York Winery



What a view at the winery!

From there to the Unionville winery.



Great view at Unionville – look hard and you can get John’s Discover number...

That was a fantastic tour, but we had to beat it back to the Westin for the Concours Judges Meeting, chaired by one Darrell Floyd.



VTR Chief Judge briefs us on what is expected for concourse and how to judge

Darrell asked me earlier to be the chief judge for TR2s and early threes. Jack Schmelyun joined me as well as Rene Valentine – Rene is one interesting person – more on that later.



VTR 2017 Charity Auction

Once the Judge's Meeting was complete there was just enough time to catch a bite to eat before the VTR 2017 Charity Auction – all the proceeds went to a autism organization, so we bit high and bid often. I got a bunch of junk for building sculptures as well as an unopened TSOA Rally Navigator Award Plate Set – fist, second, and third place pewter dishes – these are neat! That

night we raised close to \$4000 for autistic treatment!

Friday morning was the Breakfast Run. The weather was threatening, with lots of rain in the area. That didn't stop (most of) the Triumph drivers. The Wolf's even had their top down!



Lining up for the Breakfast Run

The drive to the breakfast place was interesting – it was like driving through Washington Township just south of Dayton at rush hour – suburban housing, some fields, and lots of cars, but the drive was worth it for the food!



Breakfast – and this was what was left over after we were done!!!!

Never had sooo much food served me for breakfast – family style, and out table just made a small dent in it. Burp. Drive back was a lot

quicker since I went I-295 and US 1. We did get some rain, but nothing too severe.

The rain continued lightly for the Autocross back at the hotel parking lot. I'm not a big autocross fan since all I do is collect cones, so I went around and looked at cars.



Period Bumper Sticker

That afternoon there wasn't much to do – the organizers thought everyone would be at the autocross, but with the rain there weren't so many folks running it and it ended early. I sat around and read books as well as chatted a bit with Ted Schumacher and the TRF folks.

Boredom stopped when we went to the Simeone Foundation Museum. As I wrote earlier Dr Simeone (and his father) only collects historically significant sports cars (cars that could be theoretically driven on the roads) so their collection is very unique. After a catered dinner we had a personal tour that went over the history of every car in the museum – two-some hour's worth.



How about a 1964 Cobra Daytona Coupe?

The neat thing about this collection is that the cars look just as they were raced – dirt, dings, scrapes, dents – all left alone – neat!



VTR 2017 Folks in the Museum Tour



Straight 8 1930's Alfa Romeo – Simeone has the largest collection of these unique cars in the world – lots of Red Barchettas



LeMans MG Magnette – Close to a TR as we could find



Last time you saw a Bugatti 57G?



Cunningham C-4R?



Aston Martin DBR1? I thought not...

But all good things come to an end, so back on the bus to Princeton we went – just enough time to get some sleep for Saturday...

Concours day. Got up early to make the Judges Breakfast. We went over a few last things and then we were released to set out cars up for the show before we had to start judging at 10am. I went and put The FrankenStag in the Popular Choice car show, along with 11 other Stags (two other Stags were in the Concourse for a total of 13 Stags at VTR).



11 Stags in the Popular Choice Car Show

Once I got the Stag parked I started judging. While the participant's Choice cars were in the hotel parking lot, the Concours cars were parked along the streets of a "The Greene" shopping area. We had three cars to judge and it took us several hours – that's because Jack and I gave Rene "Sidescreen TR 101". Rene is a musician, drummer, and has played with the Ramones, and Talking Heads as well as many other groups. She also is very curious and very particular, so we explained what we did and what we were looking for on each car. We invited her and her husband to TRA 2018 since they have a TR3B – we shall see.

The cars we judged were "okay" – but after judging TRA sidescreen cars for a while I can say these were as "nice", but they were not as "original". The highest-scoring sidescreen car was Marty and Pat Jones's TR3A and that's because it also was a TRA Concours car. I have

to think that if the Kressler's put their TR3 in this show they would have won Best of Show, but I get ahead of myself.



Concours Cars lining up next to the shops



Shelly Sackstein's trophy collection – he is the original owner of his TR3B....

That afternoon I did a few things – Darrell Floyd said he was selling his GT6, so I sat in it – too cramped for me! I then looked at a TR4A for sale for \$21K that looked like a good deal, but not for me. I then got The FrankenStag packed for the drive Sunday, everything in it except for my clothes for the day as well as the toiletries. Now it was time for a shower and head to the banquet.

Banquet was interesting. Food was good. I sat at a table where nobody knew anyone else. The dinner was 60 minutes, but the awards took almost three hours. I had to get up and walk

around – even went back to my room for a few. Gotta cut that length down! Best of Show went to a 1960 Italia (a GT6 was actually a bit nicer, but it had the wrong engine), lots of other awards went to lots of other people, and next year VTR will be in La Crosse, WI. Time to sleep.



I have more dash plaques in The FrankenStag, - na, na, na, na, nah!

Sunday was the drive back. About 600 miles straight with just input/output breaks. Peak temp was about 90F, and the top was down the whole way. Did the run solo since John left the night before for Harrisburg, and he left for home about the same time I cleared NJ. No pictures of this drive. Last 100 miles I was fighting the "Eclipse" crowd headed south. Left NJ about 0615, got home about 1645 – one long drive without any wineries...

So, in a post mortem:

The FrankenStag worked well. On the drive back you could tell that having a bit more radiator capacity would have been nice – never came close to overheating, but the fan worked a bit more than I liked.

They probably had a bit over 200 registrations at VTR 2017. Banquet had 28 tables that sat 8 each, but not all were filled and not all folks that went to the convention went to the banquet.

Too many runs were made south and east of Princeton headed into more built-up areas. North and west was wonderful as far as places to visit, congestion, and roads (and terrain).

I had fun – not as much fun as I would have had if the family was there, and if more MVTERS would have been there, but fun.

I needed to put The FrankenStag in a modified class – too many nice stock Stags...

Don't drink at the Westin unless you have a deep wallet.

Thanks to the VTR 2017 folks for putting this together. It was a lot of work, and their work showed.

For VTR 2018 the VTR 2018 Facebook site is up and running and you can make reservations at the Radisson, La Crosse. The date is a weekend in mid-July. If you need any more information just let me know.

MVT Group Discussion Needed

During the VTR Membership Meeting one of the topics raised was the low per capita membership of VTR Chapters. MVT is a VTR Chapter and I wonder what our % VTR membership is – my guess is that it will not be real high. There was some discussion of why isn't it mandatory for VTR Chapters to make VTR Membership mandatory also, and VTR dues is a part of the annual membership fee. The response was "That cat was let out of the bag long ago" – quite frankly it was done to sign up new chapters, or bring existing clubs into VTR easier. The thought was that most members of a local club would join the national club soon enough. That has not been the case.

So I would like to start a discussion of what it means to be a VTR Chapter? Why should we be a chapter if (and I don't know this) most of our members are not? Would it be a criminal act to make VTR Membership mandatory and either pay for the first year, or give a stipend for the dues, or not do anything?

I'll be sending around via email a questionnaire about this. Check you inbox if you already have not.

Parting Shots



I hate road construction



New Hope PA Décor



1952 Vincent Black Lightning – look the song up



In Carlisle, PA they have interesting ways of moving people between floors – I suppose the fair folk needed something to do after deposing Sauron...



26 – The Bitters Run. Landmark run – first time that I can remember that everyone coming out for the run was in a Triumph! And what a beautiful day for a drive also – blue skies, good temp, low humidity. Great day to just cruise.

And cruise we did. We started at the Starbucks in front of Wright State. I expected a few cars, but 6 Triumphs showed up – they all ran and nobody had any technical issues - strange that.



MVT'ers lined up at Starbucks

Our first stop was the Sulphur Grove Quilt Shop. Quilt shops? Yes. Not all of us have cars as hobbies!



Jodi thinking about Mac and getting some Vitamin D

From there we headed to Indian Creek Distilling Company. We visited this place earlier this year – 200 year-old stills still making whiskey, but this time we were looking for bitters, or more correctly, Alice was looking for bitters. Bitters is made with an alcohol base, and they were making it earlier, but were not ready to sell it. Now they do have it for sale.

The drive to the distillery from Sulphur Grove was short, but the roads were great. The distillery is a bit east of New Carlisle in a creek valley with excellent twisty roads leading to it from the east.



MVT arrives at Indian Creek Distillery



View of the distillery and creek valley from the gazebo in the woods

Indian Springs Distillery is on a nice plot of land, partially shaded and plenty of tables to sit outside. Those that had never been there took the tour and tasting, while the rest of us bought what we wanted and waited. It was a nice rest while we contemplated our next drive (down roads I usually do not travel).



Last stop, and in the field!

Heading out from there it was my intention to head back into New Carlisle, but while waiting to pull out on OH 571 about a gazillion bikers passed us headed toward New Carlisle, so I took a side route I didn't know about, looped back around George Rogers State park, and headed down Old Mill Road which turned out to be a fantastic road. A few twist and turns over

moraines brought us to Brandeberry Winery, or last stop for the tour.

Well, we actually had to park in the field next to the winery. Not only that night were they hosting a band and a food truck, but Brandeberry was also hosting a benefit for the families of David Waag and Connor Williams – two high school kids killed in a car crash, so we just joined in the worthy cause – buying bottles of wine that portions of the proceeds were donated, bidding on silent auction items, and buying chances on other prizes.



Party Girl Wine – a portion of the proceeds from every bottle went to the boy's families – I noticed MVT'ers bought quite a few!

About a bit after 3pm our little group broke up to go home and get on with whatever the night's festivities were. Great day – perfect roads, perfect stops, everyone was in a Triumph – wow!





27-30 – 9th Annual Put-In-Bay Road Race Reunion - Classic sports car owners recreate the post WWII road races around the island from 1952-1959 and again in 1963. As was the case last year, John Coutant attended. Just imagine his P1800 is really his TR3A...here are some words of wisdom on the races by John:

The attendance was up this year, in fact registration was closed early for street cars (52) and race cars (100). Although I took the Swedish Triumph (aka the Volvo 1800E) there were a lot of really nice Triumph street cars, especially some super TR3s. One TR3 was from Tennessee and I twisted his arm to attend TRA next year. There were also several TR4s, TR6s, and yes, even some TR7s.

Besides the street cars there were a number of Triumph race cars. In the big bore class were some TR6s dueling it out with a couple of Datsun 240Zs. Several TR3s were represented in the next class down and put on a heck of a race. Grassroots Motosports' '57 TR3 driven by Tim Suddard was there and running strong. In the second race for his group he stalled on the grid and started last but worked his way through the pack to finish 3rd behind a Volvo 122S that was really strong (yea Volvo).



Yea Volvo!

As much fun as I had in the Volvo, I plan to bring the TR3 again next year. It is just more fun in an open car to enjoy the tours and activities although I admit the Volvo was nice in the showers we had on one day.

This is a fun event and I would encourage everyone to think about going at least once. However I am sure they will sell out again next year, so if you want to go, register early!



Early morning breakfast waiting for the rest of the cars. Headed north for the Put-in-Bay Road Race Reunion.



Waiting for the ferry to Put-in-Bay at Miller Ferry to Put-in-Bay and Middle Bass Island.



Waiting to go on track for street car tour at Put-in-Bay Airport.

The Upcoming Events

September 2017

6- MVT Monthly Meeting at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.



9 – Tech Session at Rutledges. 9:00 donuts & coffee. Wiring harness on the TR6 to be installed. Address is 2200 N. Hampton Rd. New Carlisle 45344. We are half way between Donnelsville - North Hampton - Springfield & New Carlisle. N Hampton Rd runs from center of Donnelsville to center of N Hampton. We are between New Carlisle Pk & Detrick -Jordan Pk. House is on the east side of the road, the house w/ 3 car garage & tall barn are all gray. Watch your speed in the little towns. Phone 937-284-2457 if you are lost. My email is blueTR3B@yahoo.com



Dayton Concours d'Elegance at Carillon Park

16/17 – Dayton Concours -
<http://www.daytonconcours.com/>

The first generation Camaro and Firebird will highlight the 11th Dayton Concours d'Elegance at Carillon Park for 2017. Also featured will be the evolution of the MG, examples of the famed British marque from 1924 through 1995. There will also be a special class, The Cars of Orville Wright, featuring models of cars that Wright owned, and also a special class for historic Sports Cars of Japan.

The Dayton Concours d'Elegance at Carillon Park is the Midwest's premier classic & antique

automobile and motorcycle show. The invitational event brings 200 of the finest historical cars and motorcycles together inside the grounds of the 65-acre historical park.

The vehicles are either restored to original or preserved in original condition. Cars from the early 1900's are displayed along side the classics of the '50's and '60's, as well as a variety of two wheeled machines. Entries are judged and compete in a number of classes and also for special awards.

All proceeds from the Concours go to Dayton History, the parent organization that operates Carillon Historical Park and others sites around the Miami Valley.



23 – Orphan Car Show and Farm Stand Tour - get your harvest on! Cars and corn, what could be better?

For those on the eastern side of Dayton we'll start out the day with coffee and breakfast at 9am at Tim Horton's in Xenia. Leave for the Orphan Car Show at 9:45 – it's at Young's, so it won't take that long to get there. Here is the info on the show:

The Tri-State Chapter Studebaker Drivers Club and the Wright Brothers Region Packard Auto Classics will co-host the Annual Bob Pool "Orphan" vehicle show at Young's Jersey Dairy, Yellow Springs, Ohio.

The show will feature cars, trucks, buses, motorcycles and specialty vehicles from Independent Manufacturers that are no longer in

business and "Big Three Orphans" such as Edsel, DeSoto, Corvair, Oldsmobile, Plymouth, etc. Every American and Foreign make from Auburn to Yugo are welcome to attend and be displayed.

This year we are having a "Feature Car" class and have selected Corvairs for our Feature Class. So bring your "Orphan" Corvair and join us

For information, contact: Gary Grebner – 937-361-2287 or ggrebner@sbcglobal.net, or Gerry Hasen – 937-426-5969 or g.hasen@sbcglobal.net

Registration: 10am-Noon and donation per vehicle: \$5.00

<https://youngsdairy.com/bob-pool-orphan-car-show/>

We'll leave the show around noon and head out in search of good pumpkins. I have a feeling Caesar's Creek Winery will be involved as well as who knows what else. Get ready for fall!



29 – The Fabled 2017 Yanity Run – Our trip to Little Miami River Café in Oregonia for a nice late lunch and early fall tour. Chris tells me this is one of his favorite places to go, so much so we have a special run so he can get his fix. We will meet at the Bellhop Café in Bellbrook at 1 PM for some coffee and conversation, then head out by about 1:20pm for a bit of a tour. After a couple of Triumph Club photo ops at several locations around the Little Miami River Valley we will head toward the café. After the lunch we will tour back toward Dayton/Kettering area – the plan is to stop by Zemore's Bistro and Wine Bar as the end of the run. We shall see how it goes!

This one is for Chris!

October 2017

Okay – for October we need a few folks to step forward and host events – normally I'd put together a bunch of tours, but I've been a bit busy of late and I've not put ones together. So what do you want to do?



4 - MVT Monthly Meeting at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.

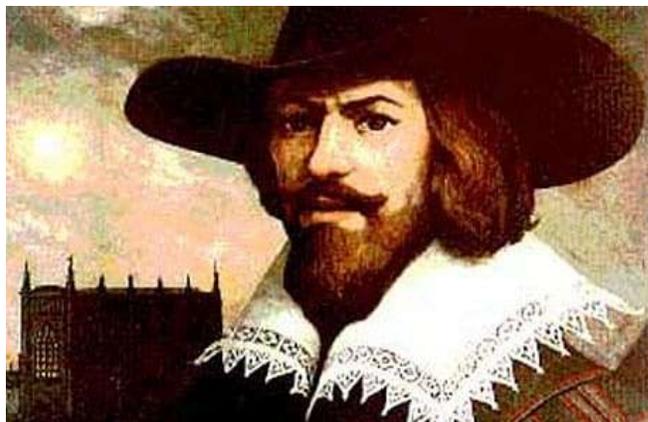
7 - Tour North, South, East, West? Need host!!!

21 Oct-22 – Fall Foliage Tour – should be peak colors – we will meet at a park (TBD) and take roads less traveled with trees and vistas. We will end up at Valley Vineyards for their dinner – so plan on that!

November 2017



1 - MVT Monthly Meeting at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.



4 - Guy Fawkes Tour and Party – who is Guy Fawkes? Well, let's just say that had he succeeded in his dastardly scheme the world would be a bit different!

<http://www.who2.com/bio/guy-fawkes/>

The theme will be "Great Britain", and since this was written in September it gives us a few weeks to figure out how we do this, yet run rural roads. We will end up at the Editor's place, have a fire, bury an effigy of Guy, and enjoy a hopefully-nice fall day.

16-19 It's a Wonderful Life: A Radio Play – Undercroft Players. This beloved American holiday classic comes to captivating life as a live 1940s radio broadcast. The story of idealistic George Bailey unfolds as he considers ending his life one fateful Christmas Eve. Auditions Oct. 3 & 4, 2017

***Special Note: We will have commercials for local businesses during this production. If you would like to purchase an ad for the program, you will also receive a commercial performed by the cast in our show. See the Donation/Sponsor tab for more information. ** (I think*

18 – Last MVT Tech Session of 2017. Who needs what fixed???

December 2017

No separate membership meeting due to the Soiree.



2 – MVT Holiday Soiree – Queen of Apostles Community, Bergamo Center. Lots of food, lots of brown bags for the MVT-is-the-charity Brown Bag Auction. Fun is always had by all!



17 – MVT Christmas Dinner – Location TBD but maybe around Austin Landing. Always looking for someplace quaint, but maybe not the Golden Lamb since that's where we "always" have it.

June 2018



Triumph Register of America National Meeting: Reservations are now available at Chetola Resort for Triumph Register of America's National Meeting 2018 (TRA 2018), hosted by the Triumph Club of the Carolinas (TCOC). The dates are June 18 through 21, 2018, with Concours on Wed. the 20th, Banquet on the 21st, and check out on Friday. We went with mid-week since June is a big wedding month. Individuals can check in 2 days early or stay 2 days longer at TRA price which is \$139/night for one bedroom lodge room – quite a deal for this upscale resort.

BIG note on reservations. The Lodge itself at Chetola only has 41 rooms. The majority of their accommodations are condos. They have one, two, three, and four bedroom units. They have agreed to give us the same price per room on the condos as rooms in the lodge. So a one bedroom will be \$139/night, a two bedroom will be \$278/night, etc. Please take a note of that and visit their website (below) to see where the condos are in relationship to the Lodge – all are within walking distance. We can foresee 3 couples from a club getting a 3 bedroom and then it can become "party central" for the rest of the members of their club – hint, hint, nudge, nudge. Condos also have kitchens, multiple rooms with living space and most have a pull-out couch for more sleeping space, in other words, a deal!

When registering please mention that you are registering in the "Triumph Register Block", registration phone number is: 828-295-5500. The resort website is:

<http://chetola.com/>

TCOC is planning on having a TRA2018 website up and running by October. If you need to contact anyone in that club prior to that message me and I will give you contact info.

July 2018



Roger and his Herald taking his class at a BCD in the past

Dear British Transportation Museum,

My wife thought it would be appropriate for me to write your organization this message to let you know that Roger Larson, my Dad, passed away this morning on Aug 22nd, 2017, after a long illness. He is survived by a wife of 62 years marriage, leaving also a Son, myself and a Daughter, Ramona, of Phoenix, AZ. Another Son, James, and another Daughter, Teresa, having preceded him. Roger is the gentleman pictured in the Triumph Herald seen at this link (<https://www.britishtransportationmuseum.org/1962-triumph-herald-convert>). I thought I could add a little history to the Triumph you may not know.

From 1985 to 1990 I was employed with a small company called Logistics Management Engineering in Annapolis, MD, as a junior computer technician. I was trained by an older retired Naval Aviator named Tom Blakney. He was an Academy Graduate of 1948 (<https://archive.org/stream/annualregiste19481949unse#page/n41/mode/2up/search/blakney>). He was assigned to Naples Italy as the Navy's NATO liaison at the Navy base their in Naples.

During that time he thought it would be nice to purchase this Triumph Herald which he ordered from the factory to use to drive around Italy. He brought the car along with him during the rest of his career which ended sometime in the 70's where-after he became a COBOL developer for the Hartford Insurance company in Hartford Conn. In 1984 he decided to give his beloved Herald up.



Roger Larson

I received the following email from Pete Stroble. Roger Larson has passed on. Roger moved to the Southwest after donating his Herald to the British Transportation Museum. I have no idea when Roger joined MVT, all I know is it was a long time ago. He was not extremely active in MVT, but always showed up for Dayton BCD.

I think it was a precondition for a rapprochement he desired with his wife.

I purchased the Herald from him for about \$2000 just before Christmas 1987. I was living in Laurel MD at the time and decided to give it to my Dad that Christmas when I went home that year. The drive via the PA Turn Pike Christmas Eve that year was treacherous. Rain, sleet, snow and ice all through the Alleghenies and on each and every curve the car was mercilessly buffeted by every truck's run off. Getting to the Wheeling tunnel was a relief and practically an act of deliverance. The weather abated on the other side and the last four hours to Dayton was achieved with great ease. I parked the car behind our house in Huber Heights well after Midnight and hung the signed title in an envelope in our tree. My Dad and the rest of the family were surprised the next morning by the contents of the card and never so much as when I led Dad outside to show him his present, the Herald, complete with a bow on its bonnet.

When I was sixteen years old and on one of my first drives with my new license, I wrecked my Dad's 1963 yellow convertible Karmann Ghia. He didn't kill me and for that I was very grateful. I bought the car for him ten years later as payback.



Roger and Dick Smith (believe this shot was taken when Roger donated the car to the museum)

If you have another picture of this car now, and maybe another with Roger, if available, could you send those to me? I'm looking for something with a bit more image quality than the one posted in the newsletter. I would be very grateful.

Very Sincerely Yours,

Phil Larson

Technical

Two articles this month, and both of them are sagas about TR7's. It's time to fix a few things on Inca, and new member Jackson Galloway's tendency for being a nice guy caught up to him.

Recapping Inca

By Bruce Clough

This will be a multi-month article. It's been about 15 years since we really did any serious work to Inca. At that time I switched to European carbs, yanked the AC, put on the electric fan, and went to headers. Now, about 35,000 miles later it's time to fix (recapitalize, or "recap") a few things.

First are the tires and alignment. The car shakes a bit around 50-55mph. This is common in TR7's due to the geometry (and the fact that camber is fixed) but can be heightened by tires and tire wear, and the tires we have on the car are, yep, 15 years old.

Since the selection of 13" tires is limited nowadays I was thinking about switching rims, and got a set of adapters from The Wedge Shop to convert to 4x100mm rims. Turns out that new Mini rims up to 2012 fit well as well as a lot of other cars, such as Hondas, but I wanted to take the cheap route first, so Tire Rack had a set of Kumho Solus for \$234 a set (versus \$1000-ish for rims and new tires). Tires came in two days and Jamie's in Xenia mounted them on the third.

I reduced the tire pressure from what I normally ran them, closer to the 24psi front, 28psi rear that the TR7 ROM calls for. The vibration has been reduced to almost nothing even before I check toe-in, but I can feel the tires flex when I throw the car into a turn.

Project TRashy

Part 1

By: "Crazy Jack" Galloway

The whole project actually started with the purchase of a newer vehicle. I had a 2007 VW Rabbit that had some basic suspension improvements, and it was getting to be too rough for daily driving. Stiffer springs, shocks, swaybars, bushings, and so forth will cause you to warp wheels when you run over the smallest of bumps, and when the local city "upgraded" their roads, I warped another wheel. My wife mentioned getting a truck so we could start kayaking, and I started looking!

After a few weeks, and a new truck payment I was on my way. One of my buddies kept mentioning that his uncle had a classic car that he would give to him if he wanted a project. Since my buddy is good in social engineering (read he can convince someone in the desert to buy sand) he casually mentioned that since I like working on cars it would be an easy summer project. After a few months of talking about it, I agreed that if it was a straightforward project, and the body was in decent condition I would entertain the idea of a "rusto-ration". A few weeks later I got several text messages of a car I've never even seen, let alone heard of. He swore the body was good, and it would be a "change the oil, do the brakes, swap the tires" and it would be running like a champ. The photos were of high quality (and really good angles to accentuate the positive condition), and after discussing it we decided the idea was to "get it running, get it safe, and get it out of my garage". That was the deal. This was when I was introduced to Project TRashy, a 1977 Triumph TR7.

On May 29th, 2016 we hooked the new truck to a rented U-Haul trailer and rode off into the sunrise like two cowboys ready for an adventure.

Upon arrival the car was buried up to its axle in a field.



The owner neglected to mention that it would need to be pulled out of a field. The exact phrasing was something to the effect of "we can just push it out, easy". After arguing, and mentioning that his mother raised a liar and a cheat, we unhooked the trailer and hooked up a tow strap I so smartly thought to bring along. Did I mention I have no experience towing, or trailering anything? So, after about a half hour fussing with the trailer and figuring out where to hook the tow strap on the frame, I got to put the truck in 4-lo and pull it out of the field. Thank god I got one of the new trucks with the big V8 that has loads of torque, as not only the wheels were buried up to their lugs in the field, but every wheel was seized in place! This precipitated a ten minute cussing match in his grandfathers dirt driveway on how the car's MIGHT have been overly appraised. Needless to say, we had to lock the trailer in place, put down the largest bricks I've ever moved, and then attempt to pull the TR7 onto the U-Haul trailer. Several times this was attempted. It seems dirt is easy moved, and the bricks needed

to be larger. Eventually, with the car on the trailer, my truck hooked up to the trailer, and everything secured in place we bid adieu to the lovely fields of east Ohio and were on the road. In a rainstorm. With one broke window in Project TRashy. He exclamation of “replacing the interior is easy” was followed up with my exclamation of “you’re the interior guy, I’ll take care of the mechanicals”. (Read – I got drafted by him to help with interior work later that year).

Around 9 pm we arrived back at the house, and were ready to “easily” push the car off the trailer and into the garage at my house. I have a slight incline to the driveway, so not only did we have to push the car off the trailer, but up an incline into the garage. With four seized wheels. With two guys. The nice part about living in the suburbs is that when you are about to do stupid stuff, the entire neighborhood somehow knows to walk outside all at once to watch. After about 15 minutes of discussing the various ideas on how to move the car (one included purchasing rope and using it to “lift” the car off the trailer and just walk it into the garage) we settled on putting one man in the drivers seat covered in rat/mole/mouse/hobo mess and then having three other guys push the car. As luck (or smarts) would have it, I mentioned pumping the brakes to possibly see if the brakes were seized and not the wheels. Luck sometimes helps more than skill. Upon pumping the brakes a loud pop was heard and when we pushed the car three of the wheels started to rotate on the dry rotted tires! Huzzah! It was limped into the garage and we sat down to beam about our victory over cheap beers.

Our first task was to evaluate what was broken. This was easily done in one word....”car”. My short list of parts was all new front and rear brakes, clutch (it was deemed inop by his grandpa), tune up kit (which he included an AC recharge kit for the car for which had no AC system), new wheels and tires, exhaust system, and interior. In the meantime, I was discovering new levels of odd smells in which my garage was now inundated with. We popped the gas cap off to discover that the tank was housing some sort of fuel that seems to be entirely made of turpentine.

This was the moment when we began to start making a list of items that would need to be addressed, but were not ready to tackle. I believe the phase was “lets to the easy stuff first” was mentioned. I guessed that a flush of the tank and the fuel lines would be required, as well as a rebuild of the carburetors.

So, the car, like any good project, was put on jack stands the next day, and we began the teardown process. Off with the tires to inspect the brakes (all shot) and the interior would need to be entirely gutted. My only bright spot in the project was he would do all the interior work. Any fluid in the car would need to be changed, and any part leaking, or already leaked on my floor, would have to be replaced with a known good part. Parts were ordered. More parts were ordered. He had a budget. He spent it. In days. The budget was less of a firm thing, more of a good joke to how naive we were.

So, the car, on jack stands, sat. For a good couple of days. He and I were involved with work and could not wrench on it except for a few nights a week and weekends. This was early June 2016. He was a student at University of Florida pursuing his PHD in some sort of Political Science/Terrorism degree, and had until late July/early August to finish the project. In the meantime, if I could escape to the stench of the garage and turn a wrench on something easy (extracting seized wheels from the hubs) I would.

As parts began to arrive, we began to start working in earnest. When the clutch arrived, I conned one of my other friends to help pull the transmission and replace the clutch. One night we all arrived, and within about 3 hours were able to pull the starter, clutch slave cylinder (it was dry as a bone and had some sort of muck in it, so a new one was ordered), exhaust system, and “propeller shaft”. The Haynes manual has wonderful terminology for the various bits on the car, and as I used to live in England for a few years, I knew this was the driveshaft. The next night we extracted the transmission.



Progress! Much celebration was had by the towns folk. This followed more inspections and resurfacing of the flywheel. Since I had been successful in pulling the two drums off the car earlier, I made a trip down to a local machine shop to drop the parts off. A week later, myself (Crazy Jack), my buddy Chris (Crazy Chris) and the owner began the process to reinstall the transmission. All was going well until the phrase was muttered "where is the clutch alignment tool?" I hastily tried to make one out of an old broomstick. It did not work at all. This was discovered when an 80+ pound transmission was delicately balancing between the three of us, and it would not seat back into the new pressure plate/clutch assembly. Then by miracle (assisted by our friend Mr Visa) a new alignment tool arrived! 10 days later. Apparently the owner bought the only clutch kit without this necessary part. And Autozone/Napa/insert your local favorite local parts store here, did not have this in stock.

In the meantime, I would arrive home after work and find the owner working on the car. He was diligent about adhering to the "get it running, get it safe, get it out of my garage agreement" and decided to instead work on random patches with the most ghetto of fiberglass patch repair to random holes in the steel bodywork. I seem to not recall this being in the specification of work. I surmised that I was drugged and again conned into random things.



When the alignment tool arrived, we again congregated amongst the alter that is the dirty, stinky, rat dropping infested TR7 and began the reassembly process. There was mention of replacing the rear main oil seal. Too bad the one he ordered was wrong. Another delay, and it was closing in on mid July. The car was 6 weeks into the rebuild and almost no progress was made, less tearing out the interior, fixing random holes, ordering loads of parts, tearing out the old suspension in favor of new shocks/springs/struts, and in general aggravating my wife with the stench of the bad gas. Three days later the new oil seal arrived! It was for the wrong part. Sigh. More ordering. Eventually it arrived. It didn't fit. After two weeks of fussing, we said it didn't look bad, and we would reinstall the old one. Sometimes the car wins in a project.

Again we congregated, and with the new alignment tool the transmission was seated properly! Its odd how it can take you 3 hours to disassemble 12 bolts to the transmission bell housing and remove the transmission, but within 20 minutes of seating the new transmission the rear support and bell housing can be bolted down, less that one bolt that will take the better part of a half-hour to tighten down. But progress was made, and we were happy as the next week the owner needed to return back to Florida for class prep, leaving me with a stinky, leaking shell of an automobile to deal with. A promise of a monthly return for his Reserve Military Duty would bring renewed vigor in late august/early September.

Thus ends this month's tale of Project TRashy. Stay tuned next month for why its named Project TRashy, and more hilarity on fixing a single part multiple times.

Chasing the Eclipse (stan seto)



We started south on Sunday morning. “We” were my son, Matt and a friend of his, Greg and me. By watching the weather forecasts in several areas, it looked like the best chance for a cloudless sky would be in Eastern Tennessee. Our original goal was to be Anderson SC, where my daughter lives with her husband and one son, but late returns suggested their weather was to be stormy on Monday, 21 August.

Matt’s daughter, Hero, now in college at Austin-Pey, Nashville, had a contact with a family just outside Crossville, TN., which was right on the “Blue Line”, so that was the destination. We arrived with camping equipment, and cameras at about 6:30 PM, still good daylight to discover the family we were visiting had an out building garage, 40’ by 80’ and with a large screened in porch, so we were not going to have to hang hammocks in the woods. The family was Jerry and Teresa Graham, and their children were grown and gone. They were very cordial and worked to make our stay comfortable. He was just retired, but she was still working as a nurse. The farm was 22 acres and while crops were grown, that was not the prime purpose. There were also two English Setter dogs on the premises a 17 year old (free ranging) and a four year old tied to a dog house near the porch. The older dog had been a good hunter, but now had lots of medical problems. The younger dog had taken over the

“hunt and find” chores in season, and was full of pep and vinegar.

We were treated to a hamburger dinner and prepped to go to sleep. Sunday had been almost perfect, temperature in the eighties and low humidity. Night came at about 9:30, and by 10:30, also came the foxes and coyotes, which caused the younger dog to start barking, like every 10 minutes. No sleep for two hours, then I went out to relieve myself and after walked over to the dog, got him to sit and talked to him for about 5 minutes about our need to sleep and would he please stop barking? Got back into my sleeping bag. The dog barked twice, and then was silent until dawn.

Sun was up at 6, and we got up at about 6:30. Not a cloud in the sky. Breakfast, clean up some (now that we had a bathroom available to us) and repacked all the sleeping gear. We then spent a couple of hours driving around the area looking for a good (people-free, that is) site to watch the solar event. Through Mr. Graham, we got permission to stake out near a construction business property that was right on the “blue line”, that was as good as it was going to get! The sky, however, was no longer clear as large cumulus clouds were spilling into our sky. We’d have to live with that.

We bought lunch stuff, and at about 12, Matt’s wife and son showed up from where they were visiting her sister in Chattanooga. We were on site as the Moon took the first bite out of the sun’s disc. As the moon moved over the sun’s disc it slowly got darker, but you could not look at the sun with the naked eye as long as the least amount of the sun’s disc was uncovered right up to the second the last sliver of sun was exposed. We did have the glasses and welder’s goggles with No. 14 lenses, so we were OK.



At the very last second, it seemed to me there was about a one second pause and suddenly there was in the sky a black disk set off with the sun's corona all the way around it. We started to shoot pictures. Our local area was very dark, and it seemed to me to be in a purplish hue. Along the road the street lights were on, but the mosquitoes continued to be very active. It was just very eerie. The two minutes and a half of darkness ran out and I just got a last shot with an edge flare as the moon moved on. In about a minute, it was light again and the street lights had gone out. For us it was over.

We ate lunch, packed up all the gear and returned to the Graham's, said our "Good-bye's", and started back for Cincinnati. Back on home turf by 10:30 PM and getting ready for work on Tuesday. In Tennessee on Monday, all the schools cancelled classes. The Teachers did not want the responsibility for the children not looking at the sun with unprotected eyes. Interesting thought, that!

Classifieds

Classified ads are free to MVT members and run month to month. We do not endorse anything in here, nor do we get any compensation in fees or royalties. As with the rest of life "buyer beware".



For sale -1980 TR7 Engine - Rebuilt alternator ,head rebuilt by T. Schumacher, cam replaced also from Schumacher, spin on oil filter adapter, Wix filter, set up for an electric fan. \$ 650 O.B.O. Inquire- tryanity@gmail.com

For Sale -Triumph TR7 Headers -Good Condition -\$100 tryanity@gmail.com



1980 Triumph TR8 for Sale \$12,000 Canadian This is a very nice original owner Poseidon Green TR8 with an unusual combination of convertible, automatic transmission and optional factory Air Conditioning. The factory wheels are in excellent condition. This TR8 has always been stored indoors since day one, absolutely no rust. Any required maintenance/repair was done as needed. The car has been currently in storage for the past 11 years. Tires were replaced in 2000. Car is original except for a replaced Offenhauser Intake Manifold and American Carburetor. This was done for ease of maintenance and performance. The current owner of this TR8 is Pauline Renpenning, but her deceased husband was the original purchaser. Pauline can be

reached by e-mail at cadillac.sask@gmail.com or by phone at 306-625-8040. This car is located in Cadillac, Saskatchewan, Canada. Chris Linke, who is more knowledgeable about this car, can contact you to answer any questions you may have. Just let me know the best time of day for him to call you.

Cars For Sale from British Car Club of Cincinnati:

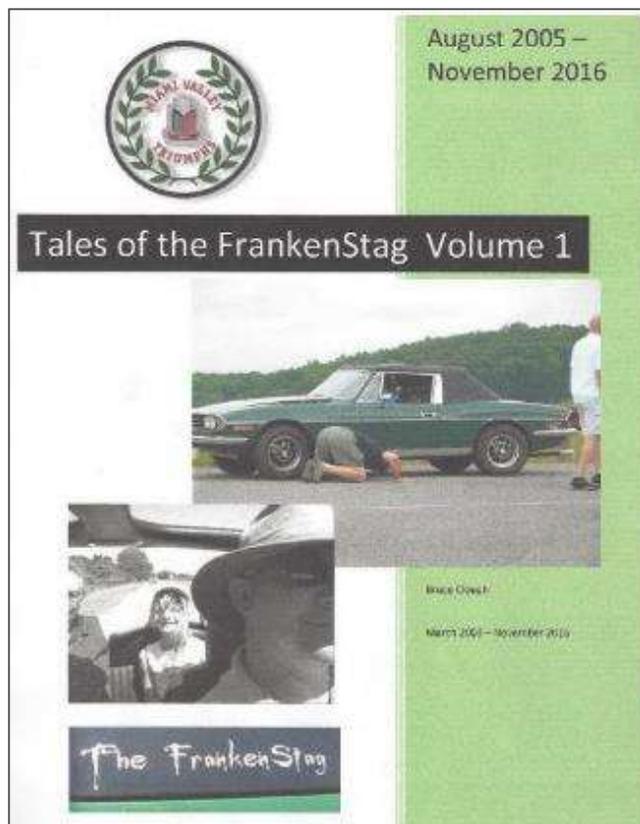
1. For Sale: 1974 Jensen - Healey 75 k miles, 4 cyl 2000 cc DOHC Lotus engine, 4 speed manual trans, Show and AutoX winner - First \$ 9,999 takes it! Dale Ballinger 859-384-1345
2. After 40 years of ownership my Triumph Stag is for sale. Could you pass the word around please? There is a member who already has one (or two) and was interested a while back , but I forget his name. Can you help me on that? There is also another local guy (not a member) who is interested. My asking price is \$14,000 less money I need to spend to fix a few problems (new radiator being installed now.) This is a sad day but my wife says that it needs to go before my 80th birthday this November, so..... Basil Madox.

FREE - USED TR6 TIRES SUITABLE FOR A SPARE - 3 MICHELIN X REDLINE 185-15 TUBE TYPE, 1 VREDESTEIN SPRINT CLASSIC 185HR15 BLACKWALL. SCOTT HUEY 937 299 9747 hueydds@who.rr.com. I CAN DELIVER TO NEXT MEETING. IF NO TAKERS THEY ARE GOING TO THE DUMP – THANKS

WANTED - TR3 Luggage Rack in as new condition (No drill , Hinge pin mounted type) Contact Chris at tryanity@gmail.com.

Now available – The Complete Incomplete Tales Of The FrankenStag!!!!

Yep, just when you thought it was safe to come out again, we have released a compendium of the first ten or so years of modified old car blues, or bliss depending on your view.



Only available in electronic .pdf format, there are no plans on moving to hard copy, so order yours today – the price is right – free! So contact the Marque Editor if interested!

Spring Garage Cleaning! FOR SALE -Triumph TR3 Engines , Fenders , Doors ,Rear Hoods ,Rear Seats , Sidecurtain Frames , Etc.,Etc. - Inquire - tryanity@gmail.com

Wanted – old unwanted Triumph parts. Starting to make art from old Triumph parts. Looking for smaller parts that you are keeping since you feel guilty about throwing them out. Especially electrical parts and smaller engine items. Contact Bruce at clough-owenclough@outlook.com

Dayton BCD Attendance in Past Years – High Water Mark in 2009

<u>Year</u>	<u>Pre-Registered</u>	<u>Total Registered</u>	<u>Vendors</u>	<u>Cars on The Field</u>	<u>Weather</u>
<u>2006</u>	195	353	6	341	Sunny & Hot
<u>2007</u>	178	310	6	300	Sunny & Hot
<u>2008 (Recess-</u>	143	295	6	266 - 288	Sunny & Hot
<u>2009 -ion)</u>	174	355	8	349	Sunny & Hot
<u>2010</u>	149	309	5	302	7 th Straight Year Sunny & Hot
<u>2011</u>	182	304	3	300 - 306	Rain Threat – Sunny, later
<u>2012</u>	143	255	5	246	RainThreat – Sunny, later
<u>2013 (Sequestrat</u>	134	205	4	184	Rain Threat – Sunny, later
<u>2014</u>	143	259	5	245	Partly cloudy and warm
<u>2015</u>	128	266 Plus 89(S/B's)	~ 6	346	Cloudy and warm
<u>2016</u>	159	260	~ 5	252	Sunny, warm, Lo Hum.
<u>2017</u>	156	275 + 3 Not Reg'd	6	270	Sunny, warm, Lo Hum.

2017 - Best Year since 2011.

