



DECEMBER 2007

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- **Late Summer Trip**

(on web as a separate file)

First Edition



MVT Officers

President: Stan Seto, 513-683-7974

Vice President: Randy Wakefield,
937-367-4993

Secretary: Phil Daye, 937-423-8157

Treasurer: Carolyn Daye,
937-423-8157

Membership: Mike McKittrick 937-429-5331

Events: Bruce Clough,
937-376-9946

Please send comments/suggestions to:
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. 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 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,

. The President's Comments, December Marque, 2007

November continues to be a quiet month. There was a Tech session at Phil Daye's that I wasn't able to attend. Word is the engine got taken out of the Stag, and now Phil has all winter to work on it. I finally buckled down and got to work on the Triumph. Changed out the bad water hose, and changed both the trunk lid hinges which turned out to be more tricky than I thought. This is a job for which there really are no instructions. I think what I learned was the hinges gets attached to the lid before the lid gets back on the body. That you don't crank down on the nuts, but turn then down snug and use a Loctite liquid to hold them in place (cranking down on them bends the sheet metal and cracks the paint job, in addition it warps the lid and you may not be able to close it.) Now I'm in the process of removing the carbs to get them rebuilt and refurbished.

Speaking of refurbishing, I spent about an hour talking to Bob Sarama, a guy who lives about a half mile away from me and who has a business rebushing and retiming distributors. My brother Russ has used him a couple of times and is really pleased with his work. Mr. Sarama wears a number of hats, being a chief innovative chemist for one company and a sales manager for Sunny Delight, a teacher at a local technical college, and the distributor work. Currently he's not teaching or doing over-the-road work for Sunny Delight, so he's home nights and very available. In the short time I had with him, he convinced me that distributors should be looked at regularly. He also convinced me that going from points and condenser to electronic timing may not result in the most reliable ignition system you could have, and that on-the-road failures with units like Petronics, (what I have) and with no warning, can happen very easily. So, while the carbs are out, I'm also going to let him retune my distributor. Everyone in the club who has a car with an original distributor or an after market unit should think seriously about getting this service.

The December meeting is normally at the Christmas Party, I'm going to ask the Vice President, who will be chairing the short meeting we have at this event, to open nomination for candidates for the President, Treasurer and Secretary, which are the positions for club officers for 2008 – 2009, and awards once again. I have to be out of town on business that week. I leave on Saturday because these meetings start on Sunday, 02 Dec. I was happy to see we have candidates for the club awards, keep thinking about more candidates. The classes are - Marque of Distinction, Keeping it on the Road, Press on Regardless and Most Improved Car of the year.

You will remember the big blast of news in the spring about oil manufacturers reducing useful additives (DZZP) from some of the oil grades and the results of high wear in lifter cam engines such as the early Triumphs, MG's, etc. Well there is a racing oil that has all the "right stuff" and it is sold in southwestern Ohio by AeroOil at 4289 Creek Road in Blue Ash, OH, just north of the Blue Ash Airport. It is not (yet) sold in the Dayton Area. The brand name is Brad-Penn Racing oil (The Green Oil) and the 20W-50 sells for 28 bucks for 12

bottles. The home company is Kendall, I believe. This place is about five minutes from where I work, so if any one wants some, come talk to me.

Thanks for listening, Stan Seto



Wonder where Stan has been? Miss his column last month? Check the web again. A column was posted late in the second edition. And then see the other December file for part two of the Marque to get the straight dope on his where abouts. RW

The Vice President's Report

Happy Holidays Everyone. May the peace of the Lord be with you and your family as well! It's time for the annual Christmas Soiree'. The brown bags are being stuffed with worthless treasures of triumphant Yule time titillation. Officer candidates are being nominated. And its bring your own beverage. I hope you can make it. The celebration is about the Holy birth, but also a union of friends bound by the same interest.

The hanger was busier in November as my son and I went to work on his rocker panels. Rj hand cut some inner rocker pieces as needed and we (I should say he) welded them together. I remember his laughter when I found myself dancing the welders "sock on fire" dance. It was his turn! After the first few welds came back apart, I encouraged a bit more time on the melting. When he held the fire on it longer, the painted outer rocker gave off sparks. Sure enough, one or two lit on his pant leg near the knee and I had my time to laugh. His skills are increasing. We may see his car on the street in 2008.

The Mini roof was sanded and we taped up the rear window. If we get another one of those Christmas heat waves, I may paint the interior of the car. The outer panels are not yet where I need them to be so I will put off painting the outside until

I can make the surfaces right. It is too cold to paint now anyway. The little space heater I own will not generate enough heat to warm the hanger to the temperature required for painting.

ROAD TEST

Kate and I rented a 2008 Chevy Impala. We took a jaunt with it to Buffalo and Niagara Falls. After driving it, I can safely say that America's sweetheart is alive and well. The car was a joy to drive. Handling was on par with 4 door sedans. We loaded three adults and luggage. V8 and V6 models keep the performance level when loaded over lesser city cars. Gas mileage was good too. The car will run the freeway six hours on a tank. Door openings were better than many counterparts in the Toyota and Honda line with respect to entry and exit of the vehicle. I like a car that allows me to relax without brushing against my co-pilot. I meant to check and see what kind of rubber we were on. My fathers Cadillac is more stable in cross winds and far smoother. The Chevy gave some warning of change to direction when side loaded. Other flat sided cars are far worse at cross wind stability. I never drove one of the ugly little Prius pukers (never want to) but I bet it's a mess at hi-way speed in wind. The Impala is still hard to beat for all uses car. The price is at, or lower than its competition (other 4 door sedans. That includes a lot of professed luxury cars that are as ugly and generic as they are over priced). I may never buy anything but sports cars and pick up trucks, but Chevrolet has impressed me. The Impala joins my neighbor's Buick Lucerne, Miami Twp Police Department's Ford Crown Victorias and my fathers Cadillac Deville on the list of good solid automobiles that I would consider were I ever to invest in a sedan.

MVT November Meeting Minutes

Call to order: VP

No revisions to agenda as printed by Pres.

President absent. Sent apologies and salutations

Vice Pres. Opens with toast to Melonie Brown who is the British representative on the dance competition "Dancing with the Stars.

TR 6 wiring diagrams fail to assist in gremlin removal, looking for better help.

Spit chassis under cleaning effort.

Treas. Not present (due to home moving?). No report or split the pot. Hold receipts until next meeting.

Sec. Not present minutes taken by VP.

Membership. Still at 43 paid members.

Fudge Chair: No Fudge.

Events Chairman:

Possible Tech Session 10 Nov at Dayes if move complete.

17 Nov. Cancel date due to commitments

1 Dec. Holiday Soiree' At Mt St. John's as last year. Social at 6, eat at 7 p.m.

Club buys Turkey & Ham, members bring favorite dishes. BYO

Contact lois Bigler by 26 November.

Jan meeting: rough out the yearly calendar.

Old Business: Brian / badges, had one to show.

New badge is \$13. Some distributed.

No action on grill badge yet.

British Trans. Museum, Pete Stroble: No acquisitions, still looking for building, MG raffle now in black. Raffle continues into 2008.

New Business: Nominations for Officers.

Pres. Stan Seto

Treas. Carolyn Daye

Secretary Phil Daye

(A lot of grinning)

Award Nominations

Most Improved Mike McKitrick by Forrest

Keep it on the Road Chuck and Kris White by Bruce

Stan Seto by Forrest

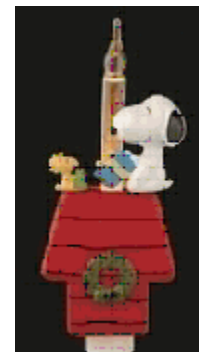
Press on Regardless Phil Daye by Bruce

Also nominated were Forrest Gwinn and Ray Bolich

Marque of Distinction Stan Seto by Forrest

Phil Daye by Bruce

A motion was seconded to adjourn



**The Holiday Soiree'
Is at Bergamo Center !
Or as it is now known**

**Mt St John's
Socialize at 1800 Hrs
Dining at 1900 Hrs**

**Bring a dish.
Phil's Stag: Engine Extraction**

Saturday, November 10th, 9:00 am. Three stout hearted MVT folks (rubber chicken Remote Aid Wrench Enthusiasts (RAWWE) journeyed to Phil & Carolyn's new house for a major operation; assist Phil in extracting the V-8 from the Stag.

The major part of the process had already been accomplished with removal of the heads, radiator and sundry components.

So, after the starter came off we thought all we had to do was unbolt the transmission from its mounts, attach the engine hoist and presto, no engine....wrong. Well actually in warmer weather or with another six feet of ceiling clearance we probably would have pulled the tranny with the engine (the manual shows true vertical of engine/tranny being removed) but it wasn't warm and we didn't have a high ceiling so we unbolted the tranny from the engine, attached the lift and presto...the engine was out. There isn't much forward clearance between the oil pan and front cross member.

Results pictured.



BYOB

**Contact Lois Bigler if you have not already done
so.
Engine Out.**



Mission Accomplished.

**Nary a spill on the freshly finished garage floor!
Thanks to Phil, Bruce, Ellis and Mike for not
tracking any grease into the new house!**



2008 North American Triumph Challenge

Version update - 10/11/07

Vintage British Triumph sports cars from all over North America will converge on Ypsilanti, Michigan, on August 4 – 8, 2008, for the national convention of the Vintage Triumph Register, also known as the North American Triumph Challenge. The event, hosted by the Detroit Triumph Sports Car Club, will feature driving activities throughout the week, musical entertainment, technical sessions, a guest speaker and a 48-hour rebuild of a Triumph Spitfire.

The site of the event will be the Ypsilanti, Marriott located at 1275 S. Huron Street in Ypsilanti.

“We anticipate about 400 Triumphs and their owners to attend this event,” said Blake Discher, president of the Vintage Triumph Register. “Triumph owners look forward to these annual gatherings to reacquaint with friends and to make new friends. The entire event is focused on Triumph automobiles which include a variety of coupes, sedans and sports cars. All are welcome.”

Discher noted that VTR honors a different Triumph model each year when its members hold their convention. During 2008 VTR will honor two Triumph models. The year 2008 marks the 40th anniversary of the introduction of the Triumph TR250 sports car, and the 60th anniversary of the introduction of the Triumph 2000 roadster. The TR250 was built for only one year – 1968. Only 2,000 Triumph 2000s were produced in 1948 and 1949.

Discher explained, while the event is mainly for Triumph enthusiasts, the public is welcome to watch the timed autocross competition scheduled for Thursday, August 7. The public is also welcome to return on Friday, August 8, from 10 a.m. to 3 p.m. to admire the cars on display at the concours car show to be held in the Riverside Park in downtown Ypsilanti.

“Each year the Vintage Triumph Register is held in a different city,” explained Discher. “For 2008 it seemed appropriate to hold the event near Detroit and have it hosted by the Detroit Triumph Sports Car Club, a club that was founded in 1959 making it one of the oldest in the country. It is also one of the most active Triumph owners’ clubs.”

An unique activity incorporated into the 2008 North American Triumph Challenge is a complete rebuild of a Triumph Spitfire sports car. “During the event we will conduct a rebuild of a Triumph Spitfire,” said Discher. “The car belongs to a fellow member of the Vintage Triumph Register and he is loaning us the car. In 48 hours we will completely disassemble it and rebuild it on site and then participate in some of the driving competition toward the end of the program.” He added that anyone registered for the event is welcome to participate in the rebuild.

The keynote speaker for the awards banquet on Friday, August 8, will be author, columnist and enthusiast Burt Levy. “Burt has driven and raced Triumphs for many, many years,” explained Discher. “He has a unique and frequently amusing perspective on these cars.”

Anyone wishing additional information may check www.natc2008.com. Anyone interested in more information regarding the Detroit Triumph Sports Car Club may contact the club at www.detroittriumph.org.