



January 2007

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December 2006
- **Meeting Minutes 12-06**
- **Holiday Soiree'**
- **Adventures**
- **For the Kids**

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: Sue Bell, 937-890-1969

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, January, 2007

Missed the Holiday Soiree, was out of town in Orlando, Florida (alternately hot and windy and cool and windy) at a business meeting. Sorry we missed the doin's as I know Norma likes the party.

The New Year is upon us, but as I write this we are still looking forward the Christmas, and Haunakka is just starting. And those dumb Bengals got their butts whipped by Indianapolis, and if they can get to Denver, it will probably happen again because that guy Dr. Z in Sports Illustrated picked them to win again this week.

I'm seeing more Triumphs for sale, been getting emails and they are below for your consideration. Here's the first one:

Hi, am contacting you because I have a Triumph for sale and thought one of your members might be interested.

"My triumph is a 1963 TR4 with overdrive. It is in decent condition and runs well. It has a soft top and a tonneau cover. Whenever it has needed service, I take it to MG Automotives in Kettering. I have owned it for over 20 years, but I own 2 horses and don't have enough time for it anymore.

If you know of anyone who might be interested, please contact me."

Thanks,
Ann Harris
aharris17@woh.rr.com
937-866-1392
cell 937-602-7763

And here's the second one:

"Hello, I ran across your website and hoping someone can help me... I am looking to sell a 1959 TR3 that has been in my garage for over 30 years... it is owned by my mother who finally wants to sell it... I have no idea what it's worth or where a good place to sell it is. I would like to sell it to an enthusiast that will restore it. It is solid (rocker panels is only rust on body) and pretty much complete and together. Needs things like new interior and completely gone through for a proper restoration. It has been garaged for at least the last 35+ years that I know of. I dragged it out of the garage about 20 years ago, put a battery in it, poured gas in it,

and it started and ran. The transmission was popping out of gear(1st or reverse I can't remember) so I put it back in the garage(same day) where it has remained. I am located in Beaver Creek Ohio and would be willing to show it at any time to any interested parties or anyone that may want to look at it and give me an idea of its value. I would appreciate any help you can offer. You may contact me either via email at this address or cell phone (937)572-5586."

Thanks ---George Sheets

Other topics we have to sort out are the club awards for 2006. We award four of them at the March '07 meeting. Also, continue to think about candidate nominations for the three officers we need. The awards are Marque of Distinction (a person who you think personifies the best qualities of the club), Keep It on the Road (The car owner who got his car out to events and drove it throughout the year), Press on Regardless (The car owner who overcame adversity during the driving season and completed events) and Most Improved (Car over the year).

The Officer's elections in March are for Vice President (if not Randy, who??), Membership Chairman and Treasurer are all up for election. Think about nominating candidates in the January meeting. We have nominees for most of this, but we need competition....

I have one lead for both a club historian and have to call someone who might be interested in handling club memorabilia. Historian is someone who is willing to collect and file what we do and track the publications we get from other clubs, read them and pick out items of interest for our club.

One item that has popped up in the Texas Triumph Register is motor oil, and the fact that some companies (like Castrol) are reducing metallic's levels in the lower grades of their oils (10W-30) making them less compatible with vintage cars, like ours. I normally use the grades at 40 weight and above, which are not being metal additive reduced, but I also use Valvoline, and don't know if they are on the same track as Castrol or not. Copies of the TTR newsletter will be available at the January meeting if you want to look into this.

Also in January we have the last reading of the By Law's change for electronic voting, and will ratify in the January meeting.

Thanks for listening,

Stan Seto

The Vice President's Report

Happy New Year MVT. It is 21 December and 16:41 Hours. Do you know where your club mates have gone? No e-mail has been posted to the Marque. I bet the fast pace of Christmas time has us all very busy. It seems that my mothers omen has started to come true. Don't you love it when you find out that your parents were right about it? You know, when you argued in disbelief, but they were experienced and wise. My mother tells me that the older we get, the more rapidly we experience time. Ha! I thought I would win this one. She has no science on her side this time. But alas, it is true. I did not plan much for the holiday. The kids at school were the same old stressed out teen mob. We got to the magic of last days and it was there as usual. But I left thinking about teaching right through the end of the quarter. No wonder I awakened to the impulse to go right back to school.

There is one thing that I can yet do to reduce the hasty journey toward the end of my time. I will get out my Hot Wheels! I bet I can find a few slot cars that still work as well. Yes, that's it. I will pretend that my agenda is that of a child. I will escape to my glorious basement where legendary husbands have always pretended not to hear their wives. I will not clean, and I will not go shopping! I will know the childhood joys of my own little world again! After all, it worked for many years before I became a husband, a teacher and a father. Anyone want to play?

TR-6: The mystery of the dancing wire continues. The starter rebuilder advises me to solder on the lead that pops off during cranking. Right, you read it correctly. I advised him of the behavior and surrendered my educational position. His response was that I had correctly identified the wires and if they were crossed, he stated, the starter would not revolve. So if the starter was doing its bit, then why the snap sound and the wire jumping free of its connector? The load he stated, was the likely culprit. If we get Arthur cranking, then perhaps we can get the carbs wet and have a go at ignition. Gee, I forgot what it is like to actually drive the car. More later.

Mini: The Mini is getting the bulk of my hobby time. The sub-frames are almost unbolted and free. Almost meaning that at least three soft little British bolts will come apart at the head while disassembling any major portion of the car. The frames are held in place by two bolts at each corner. Drilling is now underway to free the holes of the unwanted threads left behind by weak bolt heads. The patch panels that were bought by previous owner Tim Bosse are being test fitted. The future is looking brighter for this little car. Without the engine running and with parts scattered elsewhere in the hanger, the Mini is giving me a hefty dose of MINI MANIA. Even though it poses disparably in its jacked and wrenched position, the little car encourages me to keep working by appearing to be a worthy restoration. Rj and I have been on the disassemble phase for a while, but the bare shell has emerged at last. By the next issue, I should have some cut and weld stories to share.

242 Sqn: Spitfire is on stand down. The carb may be replaced by an older unit. I always fancied the manual choke carb. When my parts sourcing allotted me one, I did not hesitate to swap it into the engine bay. Both carbs were taken to a NASS tech session where I showed the guys how to strip, rebuild and tune their own carbs. The manual choke carb though, just did not ever settle the Spits revs like the older unit that I ran on my 74 model. That little car started instantly in all weather before it turned the second revolution of the crank. The choke action on the thermal style unit is accomplished by running radiator fluid through an area where a bi-metal spring is coiled. Now being an old Ford man, I quickly sized up the identical actions. Since the newer carb seems to have issues, perhaps the thermal choke unit is the better choice. I would have to run a bit more water line and re-set the balance. That would, I guess, be better than pulling and pushing on a troublesome choke cable.

MINUTES FOR DEEMBER

MEETING

MEETING CALLED TO ORDER AT 7:40.
THE V.P. READ THE CHANGE FOR
ELECTRONIC BALLOTING, THIS WAS
THE FINAL READING AND WILL BE
VOTED ON AT THE JANUARY MEETING,
ADDITIONAL NOMINATIONS FOR THE
FOLLOWING:
VICE PRES, RANDY WAKEFIELD
TREASURER, CAROLYN DAYE
MEMBERSHIP, MIKE McKITIRCK
PRESS ON REGARDLESS, STAN SETO
KEEP IT ON THE ROAD, CHUCK WHITE,
BRIAN SMITH
MOST IMPROVED, VIC BELL, RANDY
WAKEFIELD
EVENTS, BRUCE CLOUGH
MARQUE OF DISTINCTION, RANDY
WAKEFIELD, STAN SETO, FOREST
QUINN, PHIL DAYE
NO OLD BUSINESS, NEW
BUSINESS. MEETING CLOSED AND ON
TO THE PARTY.

Its time for the Holiday Soiree`

The party was held at the Bergamo
Conference Center.



Most of MVT was present for the
annual year end dinner party and
brown bag auction. We all spent
money on comical and foolish things
to benefit the club and laughed at
the contents as they emerged from
their bag. A likely hi-light was Pete
Stobles new six inch stop light. I bet
everyone will see his braking points

if he races the “Yellow Blurr” with
that dandy hanging on the back! We
all liked Vic Bells new house slippers
and cannot wait until the Summer
Party to see if Ellis Ball’s new inner
tube really holds air. The “fish” made
its annual appearance but suffered
an accident in handling. Will it be the
end? A few of us snuck into the
parking lot to try out the comfort of
the Smiths new Solstice. If we have
no new Triumphs, won’t that make a
proper choice?

Happy Holidays
from MVT.



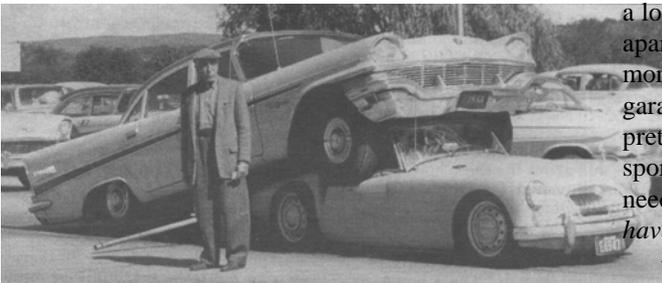


The Adventures Of Some Guy Who Has Several Triumphs He's Not Been Able To Get To In Several Months!

Bruce Clough

Sorry, Ray – I had your picture so I thought I'd use it – Folks, Ray Bolich sitting in his favorite concrete chair....

This is something new – since I've not been able to write for a few months I thought I'd just abandon the idea of separate Stag and TR7 related columns and just write "whatever – in fact, I think it will go back to be : On The Banks OF The Little Miami", reflecting the fact that the creek running through our front yard (the Crooked Creek if anyone wants to know) has only about a ½ mile run before it empties into the Little Miami. Hmm, I need a picture for this...how about:



There, that's better! Not a TR, but close enough for government work.

This month I thought I'd put the wrap on the TR8 ebay sale, discuss TRA07, events for Miami Valley Triumphs, and put a thought in peoples

minds on maybe holding a Reverse Roadster Factory Party (?!). First, catch up on the TR8 ebay sale, when we last left our intrepid here he was in the midst of selling off the car on ebay:

Ebay- What a Wonderful Place!: The Final Chapter On The TR8

Let's see, where was I...Hmm, last time we left off I had stripped the car down to little nuts and bolts and was selling it off on ebay. My goal was to cover the cost of the car then buy a wedge coupe and stick the TR8 drive train in it. I think the profit (not really a profit if you counted my time) was around \$1100. Not bad, again if you didn't count my man-hours.

Then a funny thing happened. I had a silly thought. Why am I building a TR7V87 coupe? The reason turned out to be no reason. I was headed down the road to putting together another car the family could not ride in. Okay, regroup – do I really want to do this? It would be fun to drive – but so is the TR7. It would take a lot more time and money, money that would be better off spent on paint, clothes, Alice and mandolins – that's for sure, and there's that new deck we want to build, and the Stag needs a 2500 steering rack and new seat covers & padding... Okay, scrap the coupe idea...

...and it was a good thing I did since when I tore into the motor I found out it was pretty much a case of being better off finding a new one!

This opened up the gate to sell the rest of the stuff I parted out. This I did with reckless abandon, I got rid of all the stuff through ebay sales, personal visits, or finally dumping them to Ted. For an investment of \$615 I grossed much more than that out of the car (which actually was a loss given how many man-hours it took to rip it apart, but hey, it's a hobby!). I could have done more, but I needed the remaining parts out of the garage so I can work on my next project – a pretzel warmer Alice bought for her school sports events snack bar, she got it on ebay and it needs a little rebuilding (*we did rebuild it – I have another line on my resume now...*).

Would I do it again? No. I'll leave it up to the professionals to buy these things up, rip them apart, and sell them to me for a tidy profit. Hey, they need to eat steak also! I can now say that I've parted out every TR, from a 2 to an 8 (I did a 250 rather than a 5), and this one was the

hardest to get apart.

TRA 07



The Triumph Register Of America Meeting 2007 will be in Geneva , NY, at the foot of Seneca Lake, June 13-17. That's right, Finger Lakes. Beautiful vistas, great wines, wonderful roads. I've been working on this as the TRA National Meeting Coordinator for a couple of years and thanks to the Jack's in Rochester we're going to Git'R Done! Head to the TRA Website to get an update, or bug me. I'm staring at the draft registration brochure now! We're running this one like last years – lots of tours and driving, no excuses for not blowing out the carbon! The hotel, the Ramada Inn at Geneva, is accepting reservations now- reserve now, that's right, get your finger off the TV remote and use it on your cell phone. ROOM RESERVATIONS may be made by calling the Ramada Inn directly at 315/789-0400 or 800/990-0907 Special Rate when you mention you are with the Triumph Register of America National Meeting. Our rates are: \$89 weeknight and \$100 weekend evening. Reserve early due to limited rooms. Those room rates for summer time in the Finger Lakes are hard to beat!

As the time gets closer to the meet I'll keep you informed, especially of the special driving tour I'm setting up getting there and back. Can you say vineyards and small inns? Like the trip to Branson only more wine and less heat, hopefully!



Miami Valley Triumph 2007 Events

Okay, you Buckeye Triumphs Folks can tune out here, but MVT members please read. I want to have a special meeting in January to work events. I want to set the dates for tours and lay in a few early tech sessions. I want to do this an hour before our normal meeting on the 3rd., so be ready to meet on this at 6:30 PM on the 3rd. Fuddruckers, Dayton Mall – see you there!

Roadster Factory Summer Party – In Reverse!

I'm guessing that Charles & Co. are burnt out on Summer Parties. Keep loosing money, too much work, etc... I had a thought, or as Huddy would put it, a brain fart – what if we held a party for them? What if we hosted some drives, took them to dinner? Roasted hot dogs for them? Thought is we would go there and do things and invite them along as the guests. They would not have to lift a finger. We might get the TR8CCA guys to help even without a drag strip. Assuming we don't have a gazillion people we could have a intimate car show at TRF, or down in Dilltown, where we award prizes for most bug splats, best seat covers, best home-made modification, worst paint job, and worst taste in attire. In other words, have fun, and make sure the TRF staff is involved. Any thoughts?

Okay, that's it for this month's – hope you survived 2006 and are ready for 2007, if not, too bad, like Christmas in Whoville, it's coming

anyway!

Bruce

A Poem, a Parady, at the request of several Members.

The Night Before Christmas

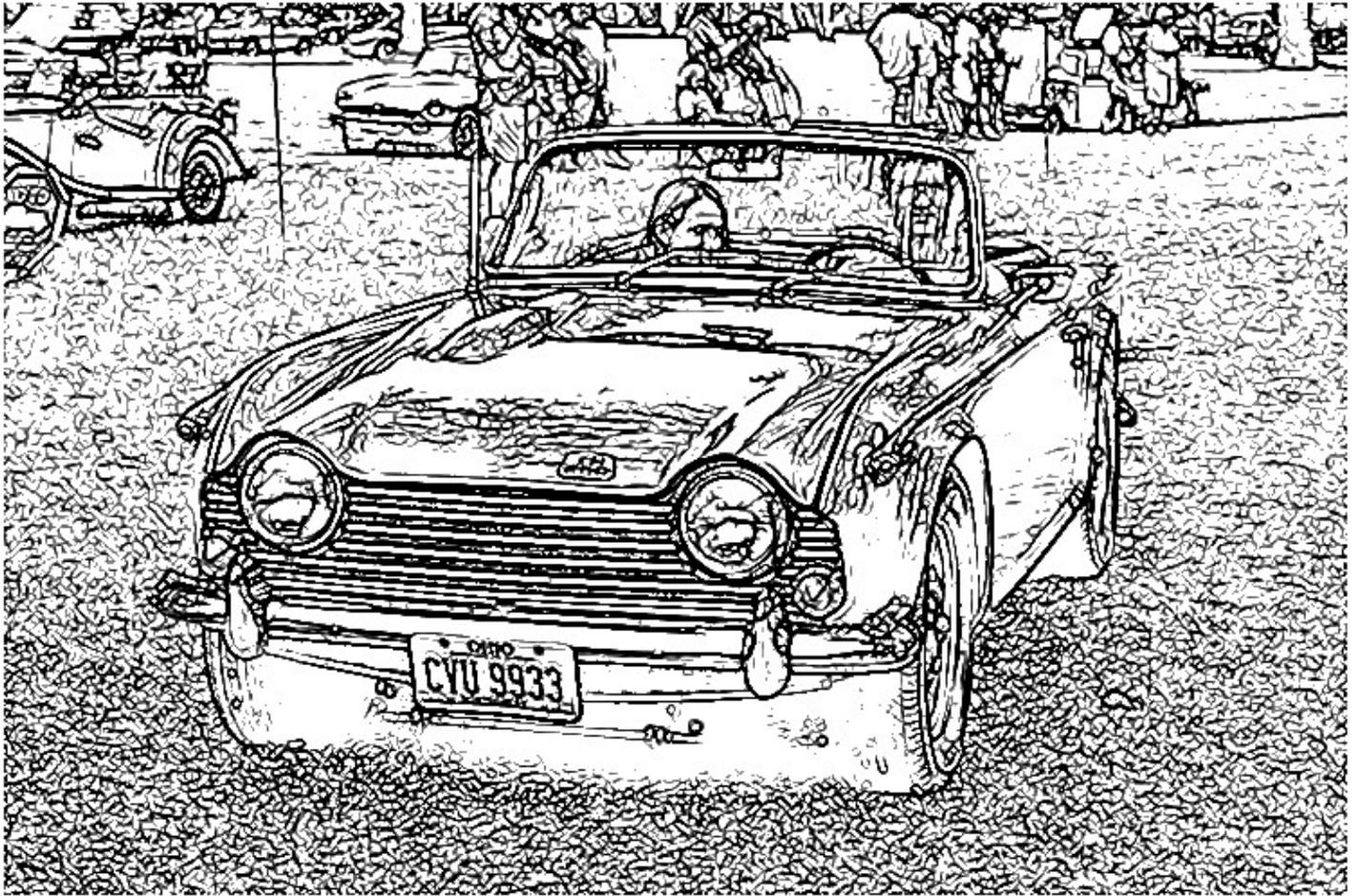
'Twas the night before Christmas and out in the shed
Sat a tired old Triumph, its battery dead.
Its fenders were rusted, the floorpan had holes
The seats and the carpets had been eaten by moles
The tires had dry-rot, the gas tank was leaking
A turn of the wheel sent tie rods a-creaking.
So I put on my coat with a weight on my heart,
And went out to the shed to get it to start.
The engine turned over--there arose such a clatter!
I knew from the sound it was timing chain chatter.
From under the dashboard there came a bright flash:
The wiring harness had just turned to ash!
"I've had it with Triumphs!" I finally swore
"Enough is too much! I can't take any more!"
When what to my red, teary eyes should appear
But a little Englishman (hey, I might need a beer!)
"Good Day," I heard, as he tapped my shoulder.
"I'm Joe Lucas" he said as the car continued to smolder.
"This one can be saved; there's no reason to grieve.
All you need is some faith--Man, you've got to believe!
"A hammer! Some duct tape! Get me more tools!
When you work on these cars, just make up the rules!
We'll get her cranked over - no way that she'll stall
(But stand over there with your back to the wall.)"



A cough and a sputter, the cacophony stunning—
I couldn't believe it! The damn thing was running!
The ghost winked at me and said, kicking a tire,
"Whatever you do, DO NOT TOUCH THIS WIRE!"
The old man then vanished amid sneezes and farts
But when the smoke cleared he had left me some parts.
So I opened the shed door and let the top down
Put pedal to metal and went out on the town.
And I thought to myself as I missed second gear
Merry Christmas to All and a Happy New Year!

Merry Christmas everyone!

(Poem adapted from one posted by Kevin Pound on Miata.net - it was originally written about a Fiat)



For the younger MVT members.