



December 2006

President's Corner

- **Vice Presidents Report**
- **Meeting Minutes**
November 2006
- **Holiday Soiree`**
- **Turning Wrenches`**
- **GT6 adoption**
- **BOOM !**



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 Fuddruckers 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, **December, '06**

October ended with the Ted Schumacher Tour and the Vic Bell Tech session. November started with the Ted Allison Tech session and then not much more in the month. The Ted Schumacher Tour started at 8 AM at the Studebaker's Restaurant in New Carlisle, OH. Clearly the place to go for breakfast if the crowd was any indication. The traveling gang consisted of the male Clough's, Jay Kolb, The Ball's and The Bigler's, Pete Stroble, Ellis Ball, the Rutledge's and the author. Breakfast was satisfying and we gathered outside in the brisk, cloudy weather for driving instructions. It was simple, right out of the parking lot and follow your nose for umpteen miles or until someone hollered "Pit Stop!" It was Rte. 235 north and we cruised at just under the legal limit and with more traffic south bound than north bound.

Someone hollered stop near Indian Lake, so we hopped off onto Rte. 366 and followed around to a McDonalds' cause they have the hottest coffee (I guess). Back on the track again, Bruce took us out into the Ohio wilderness, on Rte. 196 and roads north and west. It was very interesting driving and brought us up to the west of Pandora, Ohio on Rte. 696. Into town, two right turns and we were at Schumacher's Garage (TSI Automotive). He welcomed us with open arms and we proceeded to browse with wild abandon, while Ted gave us the history of the building (it has been home to several business' and his father owned it for a while) and his plans to continue the renovation and upkeep. Ted has the first TR8 built, and an un-restored TR3 that he drives occasionally. Mike Ross's Spitfire was there, too. Ted sold something to just about every member of the club. A number of us bought alarm clocks that started with the sound of a car going up thru the gears, and when you punched it off, screamed to a stop with a hardy "Good Morning!" I later saw the same clock in a well known auto catalog and for a steeper cost. While there, Brian and Julie Smith showed up. But when we left, they did not join the tour. And leave we did, out through a sleet and rain storm, up Rte. 12 and into Findley to visit Doris Schumacher's Gift shop (Doranne's) on Main Street. More shopping ensued. It was getting on to early afternoon, so the conscience decision was made to eat a late lunch and skip dinner. So, on recommendation, we repaired to the

Woodland's Restaurant a few doors up the street and blessed them with our presence (and Duncan).

The trip home was pretty straight, going south on Rte. 68 to I-70 and splitting apart there. The sun was shining by then and except for being cool, it was an interesting drive. Thanks, Bruce.

The Vic Bell tech session was a veritable success. Those who attended got his carburetor's straightened out, the brakes working and the car out on the road under it's own power. I couldn't be there, but wished I could have been, just for the carburetor work, a repair I've heard about but not actually been involved in, correct throttle plate positioning. Now we have to teach Vic how to set the airflow and fuel jets and our job is done.

Haven't heard how the Allison Stag engine removal went. It was on Veteran's Day, and I was high in the sky on my way to Frisco, the first step of a trip to Malaysia. Just got back, and my body is still searching for what time of day it is.

Keep thinking about 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 officer's 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 (Sue Bell has told me she'd like to be replaced in this position) and Treasurer are all up for election. Think about nominating candidates in the December meeting. We have nominees for most of this, but we need competition....

I have one lead for both a club historian and someone to handle 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. Dan Stinson was the last one to have this job. Secondly, we have some club memorabilia, and we need someone to volunteer to take on the job of acquainting new members with it and reminding old members about it. Most of what we have is currently held by the Daye's. Chuck White will be moving

forward on a proposal for new windshield club stickers.

December 2nd is the night of the Holiday Soiree. The place is picked, and be sure to let Lois Bigler know you are coming, so she can order the right amount of food, and let you know what dish you can bring. **DON'T FORGET YOUR BROWN BAGS, FOR AUCTION.** Vice

President Randy will be holding a short business meeting to collect any new candidates and to read the By Law's change for electronic voting, which the club will ratify in the January meeting.

See you at the January meeting.....

Thanks for listening, Stan Seto



Above Left: Ted Schumachers place in Pandora, Ohio.

Above Right: Don't know why, cryin' all the time, STORMY WEATHER.

Right: Karen, David Couch, then Ted, Bruce, Don & Lois, unknown gent, Lorna & Ellis, Carol & Roger, and Ace Rallye Man Jay! Front row alone Mr Clough.



Greetings Ye Old Triumph Faithful ! Be of rev'nous cheer and full of warm antifreeze. Tis the end o' the year of our Lord 2006. Yea though it accelerate of pace and foreshadow of death and icy end, raise yer glass lads and toast our health. The year ends grand and our days will live on in the memories of our day in the sun. Twas a great year indeed. Take care to prepare your hearts for the wintry dark ahead. Let us gather again and keep the traditions of brown paper and kilts. Let the table overflow and the red liquid run full in our glass. We knights of the laurels, what ho! How doesth we make better such a year. Perhaps not. So savor the warm glow of this final days candle and laugh. Merry tidings to all. Sweet dreams of exhaust burbles and snicky shifts. Rest , Cover and warmth.
Ye Old V.P.

The new challenge for this old hopeless Triumph lover will be a proper club history. I have been in our closely associating with the MVT for some eleven years. I know only the short term history. 2007 then poses a great challenge for which I will require some help. I would like to bind a volume of material that documents the people as well as their cars. In my efforts, I myself have been title holder to 2 GT-6 3 Spitfire and a single TR6. I am sure that others have similar records to add to the great bound volume. If successful, we may be able to add an element of romance to the Marque that would cause the world to value and treasure our cars long after we are gone from the scene.

In the hanger, work continued on the front suspension of the Spitfire. My dad helped out cleaning the radiator shroud from the Mini. I remain emotionally detached from the TR6. One of these days, I will investigate what went wrong with the starter rebuild. The car is turning over, but then a snap is heard and the secondary line to the starter solenoid jumps clear of its terminal. I think Forrest was right when he suggested that the starter solenoid may be shorting out. Time may tell. Then again, maybe an offer will relieve me of my angst . The best relief of auto-frustrata is tradit-away ! Oh if I could only hear that engine make those sounds again. The love would return. Like old Fords,

the straight 6 has an endearing sound that captures the heart. Once heard, no Honda can ever be loved. It's the reason that the car has patiently sat waiting on my wallet for eight years. The hope of summer breezes to come.

Voting is coming up in March. Now is your next big chance to eradicate this document of my drivel. Ballots forthcoming.

I hope to see you all at the Holiday Soiree !

**Merry Christmas and
Happy
Triumphant New Year !**



On Spitfire, On Vixen, On Dolomite On !
Now rev away, rev away all !

Minutes for November meeting

TR Stories: Ted Allison is in the Stag Mag.

Pres. Report: Need to find out about the call list, How calls how when something comes up.

October saw an event per week, all were fun!

V.P. Report: Glad to be here.

Autograph is neat. Art work for TR's.

Treasure Report: All is well on the clubs financial front.

Secretary Report: No changes or mods to October minutes

Membership Report: 40 paid members

Events: All October events were great fun

One event for November, Ted Allison is pulling his Stag Engine.

Holiday Soiree to be 12/2 church hall off Shakertown road. Club will "foot the bill"

(Remember the Brown Bag Auction)

Awards banquet at Patterson Homestead 3/17.

Old Business: Window decals will be purchased. Motion to buy 100 and a second. Chuck White will see this through.

First reading for electronic voting. A volunteer has stepped forward to be the club Historian, thanks Randy.

Still would like a volunteer for "Keeper of Memorabilia"

Need art work for club badge, this would be a grill badge.

meeting adjourned at 8:40

Thought for the month:



Gasoline stored in any container will varnish. Gasoline that loses its poo will not start a car, but will start a series of ugly thoughts in the mind of the chap who lets it sit too long in his Strombergs.

After a scan of the web, I found numerous web sites that say nothing of what to do with bad or old gasoline. One site suggests that it evaporates into the well. Now that concerns me as I have watched the neighbor boys playing and they might find use for it if left unattended. The best thing to do is get it to the recycling center in your area. In the photo, I am storing it in proper container until transport. I will have to resist using it to clean with. That is dangerous as a skin contact as well as the obvious ignition dilemma. The fire department has much to say about dangers of. They like to work fast so I bet they just ignite it.

RW



Its time for the Holiday Soiree`

The party is at the Bergamo Conference Center.

The address is 4400 Shakertown road.

Social at 18:00 Hrs Meal served at 18:45.

Directions: From the south: take 675 N and exit left onto Indian Ripple Rd. Pass the Green and make a left at the (second I think) light onto County Line Rd N. After a couple miles, see the Bergamo Center at the intersection of Shakertown and County Line. Right onto Shakertown , look left and find a lit sign that says Bergamo Center.

From the North: Same Indian Ripple Exit but turn right. (West)

From the West: 35 East to Woodman and go south. Left on Research Blvd. (old Patterson Rd.) Follow curves but no turns ! You will see the center on the left in about a mile.

From East: 35 west to 675 south and then follow the from North instructions.

Once on the grounds: follow the curving driveway. To a stop sign. Go left at the stop and follow to a "T". Turn left again noting the parking lot you just passed. Note Sieben Hall sign on building there. The other part of that building is Queen of Apostles Community. You found us!

Talk In Number to call is - Lois @ 937-603-4194 :at home earlier in the day 253-1580. There is no bailout map under your seat. Press on regardless.

The Turning Wrenches of Ted Allison.

There is a ticking in the Stags clockwork. Ted has committed to removing the engine from his Stag. The job is to be completed over and around the nicely painted wings of the little car. Care must be taken to carry this out. On hand for the “tech session” were Ted, Chuck, yours truly and experienced Stag engine remover Phil. The setting was Ted’s barn rental. Wow, what a volume of space it provides. Ted’s four little Stags are lined up like a dealer’s lot. He explained the history of each acquisition. There are good things coming for him in the future. His holdings include enough



material for two high quality cars and a decent third. Even though Ted was doubtful of the fourth, it looked better than my Spits and GT6 projects when they were begun.

After two casual days of box ends, the engine is out. Stay tuned for the progress updates. Great work Ted.

rw



Gt6 for adoption.

I received a phone call by referral from Dan. A gentleman named John who lives off of Smithville Rd is interested in selling a Gt6 that he says was last registered by his brother. The plate on the car is dated 1984. John goes on to say that he drove the car to his garage and ran it after a \$280 valve job. The mechanicals are good. After a glance at the parts car body we do not know what would be best here. You decide. Here are the photos of KC 11263 L. Paint code 32 Trim 11 Built 1 Jan 1968.



This car has little left of the driver side sill. It was an outdoor storage for many years. I swear that I have known this car in my past. Passenger door binds on bonnet. The engine bay is typical Gt6 and has little debris. The same can not be said for the brake fluid induced corrosion on the cowl area. Rj is thinking about this one. Should I let a 17 year old start his first car like this. Adoption uncertain. RW



BOOM !

I remember looking into the garage of an acquaintance of mine. His garage was under his bi-level home. It was really dark. I was expecting to see the usual array of tools and parts. What struck me was the flat black surfaces of the walls and ceiling. This chap had been working on Volkswagens as a hobby. Sounds familiar no? He was noting my amazement when he stopped our hobby talk and redirected me to the obvious. He was taking a fuel tank out of the VW van that he was repairing. He used the usual care. Good light to see all the bits, pinched the fuel line with vise grips, removed all obvious bolts and electrical lines.

You know its coming don't you. Read on ! I like to tease a bit. The best laid plans of any briar (Southern Ohio term for a Kentucky resident who has failed his residency test and forced to move into Southern Ohio with all the other rejects) will result in a tombstone that reads "hey y'all watch this" if one does not pay the strict attention to safety step by step.

Our fellow was removing a fuel tank full of fuel. Wrong ! I have removed some with a little in them. Not right either. The Mini tank shown below has a drain plug which rides along with the car for the sole purpose of letting dangerous liquids out of the picture should you decide to remove that tank. A little reading ahead might have saved the poor VW man some marital grief.

Anyway, here he is (our VW man) wrangling a fairly heavy object out of a jacked up car. Wrong again for passing up the opportunity to make the object lighter and the car more stable. And at some point I am sure, and just as success was tantalizing him for his buffoonus actions; POOF!

The clamp popped off the fuel line and gravity joined the merriment. As fuel gleefully ran about, it noticed a nearby droplight. Our hero joined the too with a bump and then things got lively. I must point out that there is little to be gained from disasters that happen slowly vs. the kind that go rather more dramatically. The acts of nature though usually go faster than finger dialing and speech.

I found most pitiful the poor mans account of the conversations with his wife upon her return. After all, one of a women's base needs is security. To come home and find a charcoal flavored husband must have alarmed her to her core. It was lucky for my friend. Or maybe blessed. He has a house. He can repair smoke damage. I don't think the VW is in the picture any more. And I always pray "Lord teach me the easy way please, I promise to listen and act on it."

