



The Marquee

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



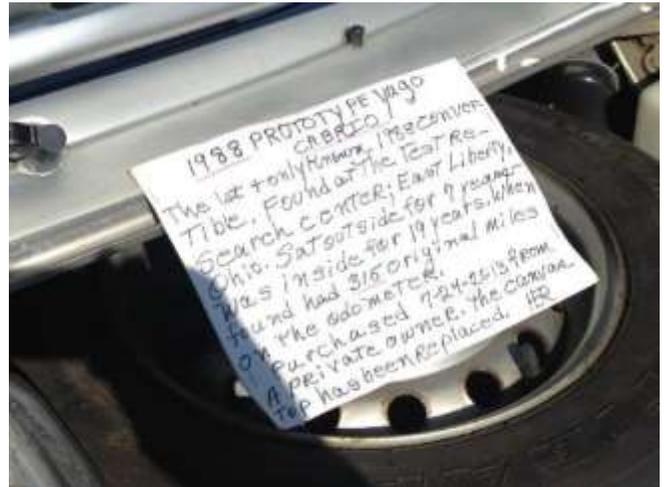
Here they come!!!!



Lorna asking Ellis if there wasn't any good wine at the place – a visit a while ago to Chateau Pomije Winery – also known as "Chateau duHurl"



Classic Photo of the Prez snoozing on a past Fall Run! Too much wine?



Yep, Yugo Cabrio (let) – More Orphan than a Triumph...



Alice and Bruce's CMAS plaque on the wall of The Coventry Inn - #324

October 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 Marque is the 22nd of the month.

MVT is a Chapter of the Vintage Triumph Register (<http://vintage triumphregister.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**
- **National Club Membership Survey**

- **Gobs O'Events**
- **Technical – Early TR Man, Late TR Guy and Crazy Jack!**
- **Webmaster Report – I want your car (write-up)**
- **Lotsa Wedge-omobilia in the back**
- **MVT Classifieds in there somewhere...**

Officer's Reports

President's Report

Hope to see you at Archer's Restaurant on the 4th of October. I encourage anyone who knows club members who are not regularly attending, to give them a call of invitation.

There's a week of September left as I write this, and the leaves on the trees around the house are falling to the ground in a profusion of brown, brown and brown. They are crinkling dry and looks like a drab Autumn awaits, even though we have had a wet summer. Also noticed that the humming bird feeder is still full after filling it ten days ago. Went onto the internet and learned that the constant draining of the bottle in early September was probably birds starting their migration toward Mexico, and I hope they don't get hung-up on one of Trump's walls along the Rio Grande (Oh, wait, those were erected by Bush and Obama, weren't they?) Well the birds are in flight, so I guess the feeding station can come down.

We're into Autumn now, but my shaded back porch thermometers are saying it is 88 F out there and hotter in the sun. In the wash I did today were two short sleeve sweatshirts, reminding me how cool it was just two weeks ago. The current warm temperatures to be with us until next weekend, and anyone's guess as to the weather in October. Is all this consistent with Global Warming?

My TR3 – Around 20 October a member of TTR is coming through Cincinnati from NYC to Houston in a pick-up. He will take the engine and transmission to Cypress, Texas for me. I have the cockpit cleaned out and am removing the transmission tunnel. The front end of the car is all unbolted and I have to remove the hood before the front valence comes off, so close to engine removal.

So far no comment from the MG Club for the wrap-up of BCD. We normally do it in October, so should be hearing something soon. In the meanwhile, the club is over running with events, both rolling and tech sessions very few rained out events, so come and join.

I took my boarder, Nickson, to "Light-up the Night" a fireworks competition amongst Portugal, Japan and Greece. Greece was declared the winner, but I thought the Japanese Shoot had a lot going for it. Each country had about 20 minutes and their own music. Greece started with the William Tell Overture (Lone Ranger Theme) which I think gave them an immediate advantage with the audience. Afterward, Nickson said he had never seen those kinds of displays, and had been awestruck by one or two of the close-outs.

We need a volunteer to handle Memorabilia, as Pete Stroble is no longer in a position to provide that support. Anyone interested?

Bruce did a survey request to see how many members of MVT are also members of the two National Clubs, TRA and VTR. I can almost predict how that came out.

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 October and November events.

Best regards, Stan Seto

Vice President's Report

Fluster the Filibuster with Philo. Repent and Swedish Fish will find you. Remember – you cannot punt a warthog. Bingo: dooms the soul but caused zits on fence posts. Lather the rock and frogs lumber harder. The mole in the wood eats

the first analog. Moon rock gather no lint after furnace. Blubber, bladder, blogger, q-words rock the poultry. Front porch goes the weasel before filing the hydraulic shoe pad. Squids make small rubber boats run uphill. Wooo, wooo, my spleen rejoices in the caverns. Canvas, udders slide blur to ketchup.

VP

Treasurer's Report

As of 1 September 2017, the club account had a balance of \$2652.74. For the month of September, the club only income was from 50/50 and was \$8.00. The club had the following expense: mailing of the marque and misc. items for hanging our new flags was \$16.18. The account balance as of 1 October 2017 is \$2644.56. As always, your humble servant Harry.

Membership Chair Report

There is nothing new to report reference membership. We currently stand at 42 members.

Valerie

Marque Editor's Report



Dang, I was skinny back then! Always made bail with TR Stealth...

The Marque will be another long on this month as well as a bit late due to late events in the month.



National Club Membership Survey

Coming back from Vintage Triumph Register I was thinking about national club membership in MVT, and thinking about the discussion in the VTR membership meeting were we talked about it. As I wrote in the polling email I sent out: "We are officially a Chapter of the Vintage Triumph Register and a Center of the Triumph Register of America so it would be insightful to understand what percentage of members are actually national club members and what, or what not, drove that decision." I asked four questions.

1. Are you a national club member?
2. If so, why?
3. If not, why not?
4. Is there anything MVT could do to encourage membership?

So here is the data I collected.



Overall Membership Response

17 out of 42 memberships responded. Of those, 11 were national club members, so I am guessing that the national club membership rate is no more than at most a third of total membership.

Why?

- We belong to TRA since the '90's because MVT members told us about it and the National meet sounded good to us that year. The people were friendly and we continued to renew.
- Support the marque, exchange information, comradery.
- To support the things national clubs can do. Communication in the form of magazine and electronic publication, general awareness of the marque, umbrella insurance to supplement local clubs, national events
- I joined TWA. Basically I needed parts for the FASD, and if I was a member I could get them. Seemed like a good idea, join and I get a wealth of knowledge and help. It's been rewarding ever since.
- I like writing checks...actually, enjoy the publications. Occasionally like the National events
- Support the hobby and get support for my car
- I belong to both National clubs, primarily because our club is cited as belonging to both national clubs, but we give more support to TRA than we do to VTR. In the beginning of my TR ownership, I tried to get to both national club annual meetings. Cost to belong to the Nationals is not a barrier, even though I'm retired.



- I currently belong to 6 Pack and VTR. I'm going to let my VTR run out. 6 Pack has a very active forum and there is more information and wealth of knowledge for

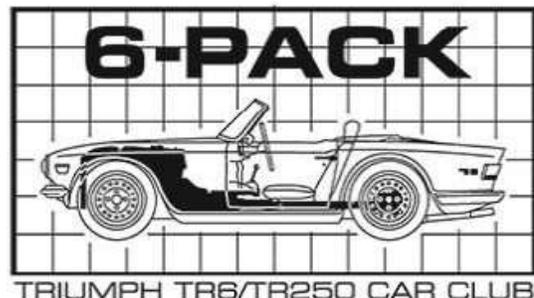
my car there than any place on earth. Other than the magazine I receive no direct benefit from VTR. That's also how I feel about TRA.



- Not that many Stag owners. Nice to have a resource for questions/parts /vendors etc.
- Because VTR recognizes the cars I have. And they are about driving your cars.
- Yes / North American Spitfire Squadron (NASS) - we were members on TRA (in fact my Spitfire was the national champ @ TVR 1988 / Dallas - 1st Concur / 1st peoples choice) but at the time they didn't really support the Spitfire owners and we never felt welcome. It was like being the red headed step child of the Triumph family. NASS provides lots of support for Spitfire/GT6 owners (known as "other" Triumph(s) by the "big Triumph" car club(s)).

Why not?

- Nobody talks up the VTR so we don't get interested or know much about it. Both of those groups need to promote themselves to the various clubs in order to further their membership



- We are not opposed to joining but have not previously considered or researched it.
- I used to belong to VTR. If I get my TR's back in the road as I approach full retirement this year, I hope to become a more active MVT member and may again join VTR.
- I belong to too many clubs.
- Thought the club was registered. Didn't know if members were registered or should be registered.
- I was a member of TRA but I only received two issues of the magazine and no other contact with TRA. I did not even get a reminder to pay the next years dues.
- I have been thinking of trying VTR but feel more at ease with TRA probably because we have been to a couple TRA nationals.
- The VTR meeting in Red Wing Minnesota (Treasure Island) was such a disaster, I chose to only go to the TRA meetings thereafter. One other thing swayed me, at that show Russ's car was being judged in Concours, and scored down a bit because several things on his car were not point getter's because the judges didn't know they were part of being an original car, such as the color on the inside of his top.

What can MVT do to help?

- My membership? No. Help non-members become members? Yes; be a stronger advocate for the national organizations, include information about membership with our local club registration form, pass out membership information at Dayton BCD and other local British car shows, etc.



- A good question, especially for those who don't belong. We have low local dues which is a help in getting local members. I think charging more and then supporting national clubs might be counterproductive. Don't have any good ideas but will think about it.
- Yes - Pay my dues :)
- Probably not much.
- Need more information on membership and what it entails.
- Maybe we should have a report from TRA & VTR at our monthly meetings- at least occasionally.
- Pay for it?
- Not bad mouth one over the other?
- The majority of the MVT members have a long history being involved with the organizations. So far I am not sure I agree but I have only seen part of one TRA and 3 VTR national meets.
- Not sure what the club can do, but it would be interesting to know what percent of VTR & TRA members only own a Spitfire / GT6. That information may disprove my thoughts.

Wrap Up and Way Forward

My guess would be that most of the club members do not belong to a national club...and that's fine. There is nothing to force a person be a club member, nor should we. That said; however, there are some benefits to club membership.

The first is fun at the conventions. If you have never been to a national club convention you ought to try one. They are fun. The larger clubs really feel like a convention, with folks coming from all over the place and meeting new faces, the smaller ones are like family. Having attended both VTR and TRA this year you notice the differences, but have fun at each.

Second is a source of information – from who to contact when you breakdown to parts supplies and beyond. For a while I was TRA Technical Advisor and I still am the VTR Wedge Consultant – it's my job to try and help you if you have a technical question. I don't know it all, but I try to know others that do, and I can pass the contacts along. The newsletters and magazines also contain a lot of info about cars, and folks that have experienced life with cars, be that a breakdown or preparing them for Concours. Now clubs file information in their web sites, some with extensive web archives that you can search for answers to your questions.

So what should the MVT role be? I like a lot of the suggestions made, including more updates on what is going on with the national clubs and even MVT offsetting a bit of the dues (maybe paying up to half the cost of dues?). You notice I do put in the national meeting information when I get it – if anyone has 6-Pack or NASS info for next year that would be great getting it to me. VTR just sent me membership marketing tri-folds that I will bring to the October MVT Meeting – I think we found new business.

MVT Events

Past Month's Events

September 2017

6- MVT Monthly Meeting

The meeting was called to order by President Stan Seto at 7:29PM with a hail to the Queen. There were 20 members in attendance.

Agenda

Changes & Addition – Added Curtis Hayes to new business.

Guests and/or new members –No new members or guests.

Officer Reports

President –President Stan Seto says the car repair is going good. He is almost ready to take the body off. He will take the engine out and take it to Texas to have it redone. He hopes to have it back this winter. Stan has talked to the Texas Triumphs and most of them are OK, no damage from the hurricane. His older brother had to evacuate, he has water in his garage but the house is ok.

Vice President – absent

Treasurer – Harry Mague reported we have \$2652.74 in the account. We are waiting for the check from BCD.

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

Membership Chair –Val Relue reported that we have 43 members. Randy Wakefield has not responded and will be taken off the roster. She will send an updated member list.

Events Chair – Review of August Events

- British Car Day – great day, 277 cars on the field – best since 2009. Ice cream was well received. Greg said Graeter's will be there again next year, but would like a better spot. Stan requested closer to the registration booth. Stan would like to hang one of the British Flags we purchased at the registration booth. Some classes of cars will be changed for next year. More discussion will be held on that at a later date. We are also thinking of adding a Pacific Rim section for Miatas.

- Indianapolis Car Show in Zionsville was a good show, nice venue. They had about 125 cars.
- VTR National Conference in Princeton, NJ. Bruce Clough and John Clifford attended. There were lots of activities and sessions. Bruce thought they tried to do too much, John thought it was good. John won 2nd place with his Aron Beige TR8. Bruce was impressed that there were 13 Stags there.
- Bitters Run to Indian Creek Distillery. We had a good time, really nice weather. Started at Star Bucks in Fairborn, went to quilt shop in Huber Heights. Several of us looked at material, while some snoozed in the car. Then it was on to the distillery. Some took the tour and tasting, while others walked around the grounds. We ended up at Brandenberry Winery. Everyone was driving a Triumph and nobody broke down. GOOD DAY!

SEPTEMBER

- Sept. 9 – Tech session at Roger Rutledge’s house in Springfield. 9AM for coffee and donuts.
- Sept 16 -The Dayton Concours d’Elegance at Carillon Park. Featured cars will be Camaro and Firebird, Asian sports cars and the Wright Brothers cars.
- Sept 23 – Farm Stand Tour – We will start at the Orphan Car Show in Yellow Springs across from Young’s Dairy. Then tour farms for pumpkins and festive fall items. We will end up somewhere at a winery. (No surprise there!)
- Sept. 23 – Coney Island will host 3 countries (Portugal, Japan and Greece) at the Fire up the Night event. For more information
<http://coneyislandpark.com/event/fire-up-the-night/>

- Sept 30 – Fabled Yanity Run – We will meet in Bellbrook, drive to Oregonia, Oh. (Getting tattoos are optional.)

OCTOBER

Bruce could use some help planning activities! Please consider hosting a tour.

- Oct. 21 – Fall foliage tour – Will end up at Valley Vineyards for dinner.

Committee Reports

Regalia – Pete Stroble was absent. If you are interested in taking over for Pete, let Stan Seto know.

Technical –Spare Parts Bruce has “art” parts. We see brown bags coming!

Marque – Current issue was a monster issue! Tim Moore wanted to thank Bruce for 35 pages of enjoyable reading! 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 club email is: miamivalleytriumphs@gmail.com

Old Business – no old business

New Business – Curtis Hayes reminded us of the Undercroft Players upcoming play. “It’s a Wonderful Life” – a radio play, will be November 16 – 19. Since we are sponsors of the Undercroft Players, we get a full page ad in the program. He is looking for ideas. What type of message do we want to convey? There are also commercials in the play and we get to have one of those also. All ideas welcome.

Split the Pot – Surprise! Chris Yanity won the \$8.00 pot.

Our next meeting will be October 4, 2017, at Archer’s.

A motion was made by Tim Moore to adjourn the meeting, seconded by Bruce Clough. Meeting was adjourned at 8:13 PM.

9 September Tech Session

Yep, we had a tech session.



Working hard, as always!

The goal of the tech session was to eat all of Roger and Carol's donuts. Along the way we played with a TR6 electrical system as well as watching Harry contort and try to injure himself.



Roger steals one of his doors while Danny keeps a lookout and Sage Harry incants a spell



Working on cars is such a learning experience. Here Bruce is wondering how they ever drive this car with hit wired as it was – don't ponder, just wonder...

It seems that the Rutledges have been fighting electrical issues since they bought the TR6 eons ago. They have finally become so sick of it they bought a new wiring harness, then lured the club members to their place using donuts. One hooked, the MVT members had nothing better to do than work on the TR6. Very sneaky folks those Rutledges!



Nice, Harry found a keeper – DPO modified starter switch!

To be brutally honest, the DPO (Dreaded Prior Owner) really did a few interesting mods to the car. Cobbled front marker light wires, mysterious starter solenoid connections, badly soldered on new connections to the starter switch and an

instrument light rheostat with a exploding back.
Nice!



There, that fixes it! Exploding Rheostat fixed with nylon wire tie...Red Green approved...

After a lot more effort that you'd think we got the old wiring harness out and started to thread back in the new harness. We got partially complete when it was time to go home. Never fear, Harry said he'd get back with them to complete the install.



The old wiring harness ready to be turned into art at the artist's feet....



Dayton Concours d'Elegance at Carillon Park

16/17 September – did not get an event report – from watching Facebook posts it seemed to be going well.



Bill Blake's TR8

As far as I've been told only one Triumph was there – Bill Blake's TR8. Bill is from Columbus area and the TR8 was sold to him by Murry Mercier, an old pal of ours also from Columbus area.

23 September – Orphan Car Show and Farm Stand Tour – A Story In Pictures



Orphans all! Yep, if it's a Triumph it's eligible for the show. Pontiacs to Packards, Studebakers to Scions, they are all eligible for this. Sorry, Ford and Chevy not so much...



A true survivor TR3A – it is about as original, and a scary, as it gets. Never really did have a good chat with this buy. Gets the “in the rough” award...



Corn Farm Market south of Springfield on OH72 – we were only at the Orphan Car Show a couple of hours, and once the heat started to build we were on the road.



A line up of notables in front of Caesars Creek Winery. We had an excellent showing this day – sadly by the time we made it to the winery, the end, about half the folks were gone. From the Corn Farm Market we went to the Bulk Food store in Cedarville, and then to Jackson Farm Market south of Xenia on US68. All the roads (sans one that was freshly chip sealed which we detoured around) were great and there was not a cloud in the sky!



Another shot of the TRs in front of CCW

29 Sept – More stories in pictures - The Fabled Yanity Run (or maybe not so fabled...)



Willie the walnut came to visit me – he just dropped in unannounced! Do not drive on New Jasper-Painterville Road without looking up this time of year. Ouch.



The tour gang ready to head out at the Bellhop Café in Bellbrook – lotsa Triumphs!



Yep, it's that time of year...



First stop, The Secret Garden on OH 73 just west of Waynesville. Owners (who the Whites know well – we think they get a fleet discount) parked us around the back on the grass, and then we got a lot of lookers!



If you ever get a chance to stop by The Secret Garden, do. Lots of neat stuff to look at even if you do not buy.



John Coutant brought a friend Frank along, and he is an AVID photographer, that took this shot as we headed along the Little Miami River for Oregonia. The Little River Café is in Oregonia. The café is a fabled hang out for folks driving by, bicyclists on the Little Miami River trail, and motorcyclists of all kinds, and the last is what we ran into at the café. I had checked to make sure there wasn't any special bikers event that weekend and also picked times away from lunch or dinner. Wrong. The place was packed when we got there and another 200 bikers arrived while we were sitting in the packed parking lot discussing the situation.



Parking lot mayhem while we figure out what to do at The Little River Café which was packed with people. Chis, being a good sport said Waynesville was fine with him and Tim made reservations at the Stone House Tavern, which, BTW, was the site of Mike and Mara's first store in Waynesville. On the road again...



...through the Nixon Bridge, and on to Waynesville for dinner, err lunch, err linner. I noticed that Waynesville Road was open to the left of the bridge – that has been closed for well over 15 years due to Warren County not wanting to rebuild a bridge – I guess with the rise in home values and all the estate homes going up in the area it was time to open the road again. This bodes well for tours!



Lunch at the tavern. Food was good but it took a while.



Stan, Jay, and Frank only paid half their bill, so they only got half the sun shade!



Ying and Yang – Wedge and Sidescreen – great day for a run. We will attempt the revisit

to Little River Café later in the fall – keep watch for a date! Thanks to all who came out!

This Month's Events

As I wrote last month we need some MVT'ers to step up and host an event or two in October – since we had no takers October will be a pick-up game. It's probably too late to organize a drive for the 7th, so expect a "MV Flash Mod" alert. The drive on the 21st will have to be placed on the shoulder of another so I can attend my 40th High School Reunion – need others to step-up also.



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!!! If we don't find a host we will have a Flash-Mob, which usually involves rural Greene County roads and wine.

21 or 22 – Help!!!!!!!!!! – Your Events Tsar was going to organize a tour for one of the days this weekend, but found out that the evening of the 21st was his 40th HS Reunion, so he will not be able to organize a tour - according to all authorities it should be peak colors, so we need someone to step up and organize a tour.

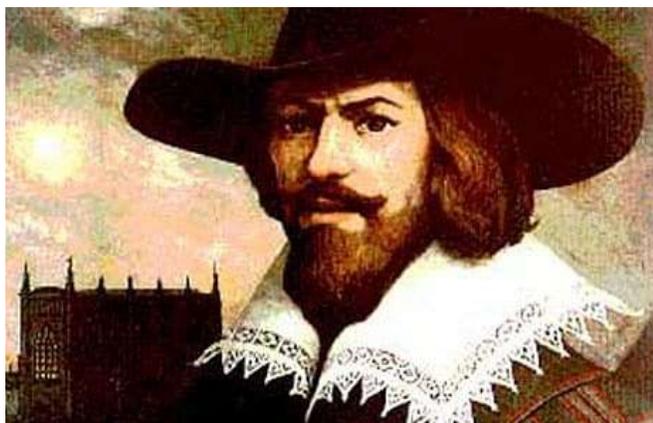
28 – British Transportation Museum Chili Cook-Off and Cruise-In Saturday October 28 from 4pm to 7pm at the British Transportation

Museum, 321 Hopeland St. Dayton. Prizes for Best Overall Chili and People's Choice. Enter your favorite chili or come enjoy the talents of others. Tickets are \$8.00. For tickets, more info, or to enter the cook-off contact Amanda Hawker at BTMkids1@gmail.com or 937.238.8451. Proceeds to benefit the British Transportation Museum.

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 try the Little Miami Café one more time. 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. ***

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! As of now Lois is saying they will provide turkey and ham, everyone else will bring side dishes. Lois normally coordinates these so we do not end up with 45 green-bean casseroles. You are saving things up for your brown-bags, right?



17 – MVT Christmas Dinner – Location TBD but maybe around Austin Landing – getting a lot of head-nods for that. 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



Technical

Early TR Man



Let's talk about oil pans!

For those of you who have not been paying attention to The Marque over the last several years everytime I drove The Grey Ghost I would leave a small puddle of oil on the ground if the car was parked there for more than about an hour, any less no puddle, any more a puddle. Since this is a fresh engine with fresh gaskets and fresh gasket sealer it was a bit annoying, and a little messy after a while.

I took the oil pan off a couple of times, cleaned up joining surfaces and replaced gaskets and it still leaked. More Aircraft Permatex, it still leaked. I thought it might be oil coming down from the timing chain cover, so I ensured the bolts were torqued an even built a small aluminum diverter for any dripping oil. No dice, still a tiny puddle (not to be confused with "Tiny Bubbles").

Time to try one more thing before yanking the engine back out based on a hunch – I noted the oil looked to be coming from around the . Bastuck (German performance car parts company) makes an aluminum oil pan for the TR2/3/4 engine which is a replica of the optional oil pan you could buy from the dealer when they were new. (Bastuck has a Facebook Site for English speakers - <https://www.facebook.com/BASTUCKUSA/>) The flange on the pan would be very rigid and very flat.

Turns out there is usually one for sale on ebay. You can buy them other places, but the price is the same and this way I can use PayPal easily (or PayPal credit and use their money for free for 6 months).



Sports Car Part's Bastuck TR3 Oil Pan from their ebay listing

Once on the car the pan stopped most of the leak – there is oil weeping from a few other places, but no puddle anymore. Inspection of the old pan showed several spots where the stamped flange was warped by years of being torqued to a motor with a gasket between it and the block – looked like the metal bent inward at the holes, and over time this allowed the gasket not to seal correctly, and the oil coming down from the front of the engine pooling just above the gasket managed to leak through. Nice.

One thing you have to be careful about is the bottom of the new pan. Like the original optional pan, the Bastuck one goes down below the frame, allowing both extra oil and also cooling from air going past the cooling fins on the bottom of the pan. Be careful running over logs!



New Bastuck pan - note how it goes below the front crossmember on the frame.

So what happened to the old oil pan? Art took it – I made a sculpture for Pat and Marty Jones who put us up at their beautiful hose when we visited them in Florida last winter. It is a beautiful thing!



The Oil Pan's Fate!

Late TR Guy

The Continuing Adventures Of...



By Bruce Clough

No Bruce. You are no loosing cooling fluid, stupid!

While driving around Inca tracing down the bad tire issue I smelled coolant every time I cornered hard. Inspection of the engine showed no leaks, and the overflow tank/reservoir maintained its level? What is going on? Silly Bruce is what's going on. Last year I was trying to rid engine compartment of clutter, so I routed the reservoir overflow/breather pipe into the inner fender. Well, guess where the driver's footwell vent gets its air?

Yup, same place – so when the fluid was sloshing around air was going in and out of the tube and in and out of the air going into the footwell. Moving the vent pipe solved that, but it also tells me that the radiator cap has seen better decades since it should not be that easy to pull air in and out of a pressurized cap...gives me something to do.

Which got me thinking, and that is dangerous thing, about getting an aluminum radiator.

Magical Wizard

It just so happens that I saw an ad on ebay for an aluminum radiator by Wizard Radiators, a custom manufacturer east of here. I figured they could easily take that radiator and put a fan on it, like the TR3 radiator I have from them.



Original Radiator In Inca

The radiator on Inca has been rebuilt twice while we've owned it, once when going to an electrical fan, and another time about a year ago for a hole rubbed in a tube by the fan mounts. Did I want to tempt fate again? I also wanted to go with Evans Waterless Coolant and wanted to ensure I could reject plenty of heat.

I called up Wizard and for the same price as the TR3 radiator I bought for The Grey Ghost they would build me a radiator to spec for Inca. Sweet. Ordered a radiator.

Radiator took about a three weeks to get to me, and it was a work of art. Nice and shiny with a new SPAL fan. It also came with a drain petcock as well as several sensor mounting bungs.



New Wizard Radiator

Installation of the radiator itself was very straightforward – plug and play.



Old radiator out and about ready to replace the cardboard blanking plates on the side

Three issues I had to deal with were power, sealing, and blanking plates. The blanking plates (cardboard pieces on either side of the radiator to ensure air doesn't go by the radiator) were getting old and warped, so I made new ones out of aluminum sheet stock. The unused sensor bung ended up being sealed with a brass plug and some JB Weld to keep that from leaking. My biggest issue was making sure the electrical system was working right – the A/C switch in the car still manually turned the fan on and off and I didn't have to run any new wires. Well, I could still use the switch for manual operation, but I had

to add a relay and 12V power line for the sensor to work correctly, but work it did.



New Wizard fan in place in Inca

So far, so good – we’ve been driving it around all over the place and cooling is not an issue. By the way, the shimmy is gone also – running book tire pressure and alignment along with new tires did the trick.

The old radiator? Traded it to another Wedge enthusiast for a couple of bottles of bourbon – what else?

Project TRashy

Part 2

By: “Crazy Jack” Galloway

I had a funny one-liner for the opening hook to this month’s tale of woe and despair, but I seemed to have forgot it from soreness induced by recent repairs to Project TRashy-7. In last month’s episode I left off in mid/late August 2016. It is at this point the owner absconded to the comfortable confines of condo life in Florida, and I was left to deal with the heap of a “car” that is worth more in parts than whole. I immediately did what any diligent shadetree automotive technician would do....let it sit and wait while I worked on other projects. I might have let a certification for work expire, so I spent a month studying to pass the first of two tests.

Once the first test was passed, I was reinvigorated with the mechanic arts, and I

immediately began to attack the suspension and brakes again. It seems that any good brake job requires you to deal with drum brakes atleast a half-dozen times. Off with the drums, on with the drums, off with the drums, on with the new brake cylinders. On with the drums. Off with the drums, on with new emergency brake adjusters! Off with the newly discovered 4 speed brake adjusters, and off to the confines of my home office to scour the Internet for a set of 5 speed adjusters. It seems in our excitement to get the brakes on, we might have disposed of the old brake shoes. With the impossible to find 5 speed adjusters on them! Emails to S&S Preparations were hastily typed. Amazingly, a mere five days later the parts arrived! While awaiting the newly ordered parts, the owner showed up for a weekend of fun, and was able to assist in breaking down the front suspension again in preparation for replacement of the struts, and also installation of new wheel bearings! Along with Crazy Chris, and the largest adjustable wrench you have ever seen, we were able to extract the old struts from their old carriers. While reinstalling the struts, I casually asked the owner to inform me of the torque specs of the strut mounts inside the engine bay. After “consulting” the Haynes manual, he exclaimed they were to be torqued to 88 foot pounds of torque. As I had already got the bolts elbow tight, I set the half inch torque wrench to 88, and began to turn. About 2 nano seconds into that turn, I had successfully made the stud become two parts! We stared at each other for what seemed like an eternity. Western movies had shorter standoffs in them. We both waited for the other to blink first, in which whomever was the first to blink was obviously at fault. I being of sound mind, and dim wits mentioned that the brake mount arm to the shock assembly was 88 foot pounds. It seems odd that the 3/8th inch bolts were of the same torque specification. There was much cussing about the lineage of families. After consulting the almighty oracle that is the Haynes manual, it was discovered that the owner’s lineage included many people whole might not be “highly intellectual”. The specification was 22 foot pounds. More parts were ordered from England to fix this SNAFU.

That ended the monthly visit by the owner and thus began the time I like to refer to as “progress”. The brake adjusters and a new bolt for the shock mount came in. I was able to install the new wheel bearings for the front brakes, properly greased. I had heard about packing wheel bearings with grease on old mustangs, but was excited to discover this process was as awful as the automotive magazines described. Greasy and messy. Upon installation of the new brake adjusters, the emergency brake was discovered to be shot. All the bits in the cable were rotted and the bolt holding it to adjust the tension had to be cut off. The budget, a item of hilarity and tears, was once again something that seemed less like a firm item, more like a parent that constantly reminded you of how stupid you are. More delays occurred while waiting for parts. This was the conclusion of October’s work.

November brought a return of the owner, and renewed vigor of “we gotta finish before it gets cold”. Mind you it was in the fifties and we were still in t-shirts. The month of November included loads of interior work, while the random brake parts awaited shipping by the various parts suppliers. Carpet was installed, seats were recovered, and a plan for a functional radio was formed. The owner decided that the engineers at Triumph didn’t perform a quality job with design of the interior, so he would reinstall the interior without a center console or rear parcel shelf. All areas previously covered by the center console and rear parcel shelf would be covered in new carpet. This wasn’t that bad of an idea. When the random bits were installed and the new speaker boxes were installed the interior looked quite nice. Less the dash which needed removal/cleaning, and the headliner.

It is at this point the work on the TR7 began to slow to a stop. It was decided that I needed to finish part 2 of my certification for work, and also deliver on the promise of a new certification that would be appreciated by my boss. Apparently, in haste, I might have promised completion of this certification as part of a pay raise that was used to purchase a truck. I blame my boss for this project. Had he been a good employer, and gave me a

line about “times are tough” I would have not been elbow deep in bearing grease and mouse excrement.

Thus ends this month’s tale of progress and woe. I passed both certifications, cemented the permanence of my pay raise, and routinely gave an evil look at Project TRashy-7 while I walked to my truck, which was parked outside of the garage, in January. Sitting on cold leather seats while your windshield defrosts makes you reflect on your poor life choices. Stay tuned for next month’s episode. I discover new levels of stench from the car, and laugh as I spend more money the owner doesn’t have.

What’s Up With the Web

John Coutant – webmaster

A few months ago I talked the web page called Cars of MVT is a photo gallery of MVT members’ car(s). At that time, if you clicked on the thumbnail picture, you got a large picture of the car and some addition information, like whose car it is.

So what is new? Each MVT member has their own web page call “Xxxx’s Garage” where there is a currently just a larger picture of the car that is on the Cars of MVT web page. The idea of each member having their own “Garage” is to allow each member to post more information and pictures about their cars.

What does this look like? Go to Cars of MVT and click on the red TR3A of Wendell’s



Here you will find all three of Wendell's Triumphs with a nice back story on each one. I think this is a great thing to share. While many people know about the history of other member's cars, there is still a lot to share. I tried to do the same for my TR3

How about it MVTERS? I know there has to be a lot of background on cars such as the TR7 of the Clifford's, the TR250 of the Moore's and even the Gray Ghost.

As I said before, all you have to do is send (give) me the pictures, any text, and an idea of what you would like the page to look like. A little work for you but I will take care of the rest.

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".



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

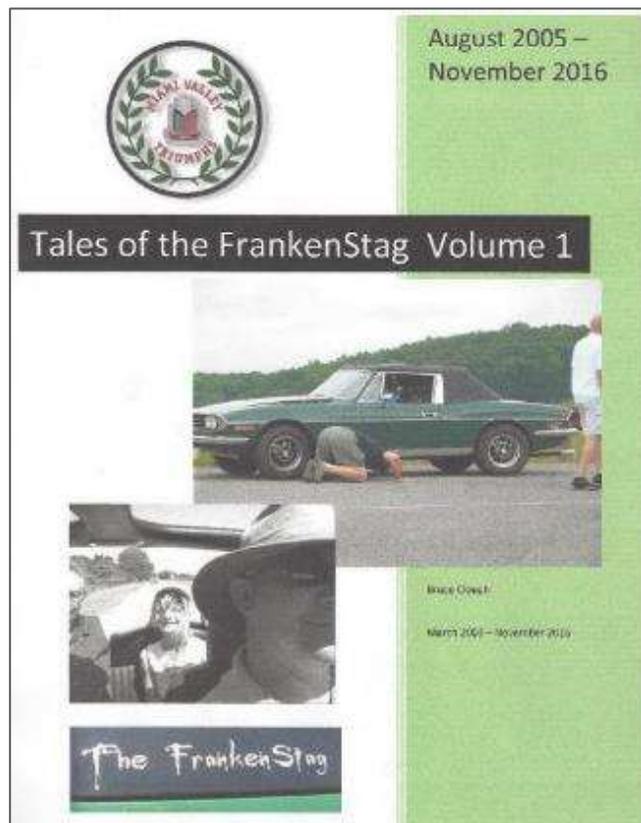
already has one (or two) and was interested a while back , but I forget his name. Can you help me on that? There is also another local guy (not a member) who is interested. My asking price is \$14,000 less money I need to spend to fix a few problems (new radiator being installed now.) This is a sad day 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



British Leyland Motors Inc.

600 Willow Tree Road, Leonia, New Jersey 07605

NEWS

Michael L. Cook (201) 461-7300 • Lyman Gaylord (The Rowland Co.) (212) 688-1200

TR7: SHOWROOM SUCCESS NOW A WINNER ON THE RACE TRACK

You've read how the TR7's shape was influenced by the most up to date racing cars--the aerodynamic wedge.

And it's not surprising that the TR7 was a winner its first time on the track--at a Sports Car Club of America national race at Charlotte Motor Speedway in North Carolina.

The enclosed photos show the Group 44 prepared TR7 at Charlotte.

What's Group 44 think of the TR7 as a racer? "Fastest thing we've ever had right out of the box," says driver Bob Tullius.

The Group 44 car is only one of two TR7s British Leyland is putting on the race track this year to prove the car's performance potential. Huffaker Engineering of San Rafael, Calif. will field the second car with Lee Mueller driving.

Here are the race schedules:

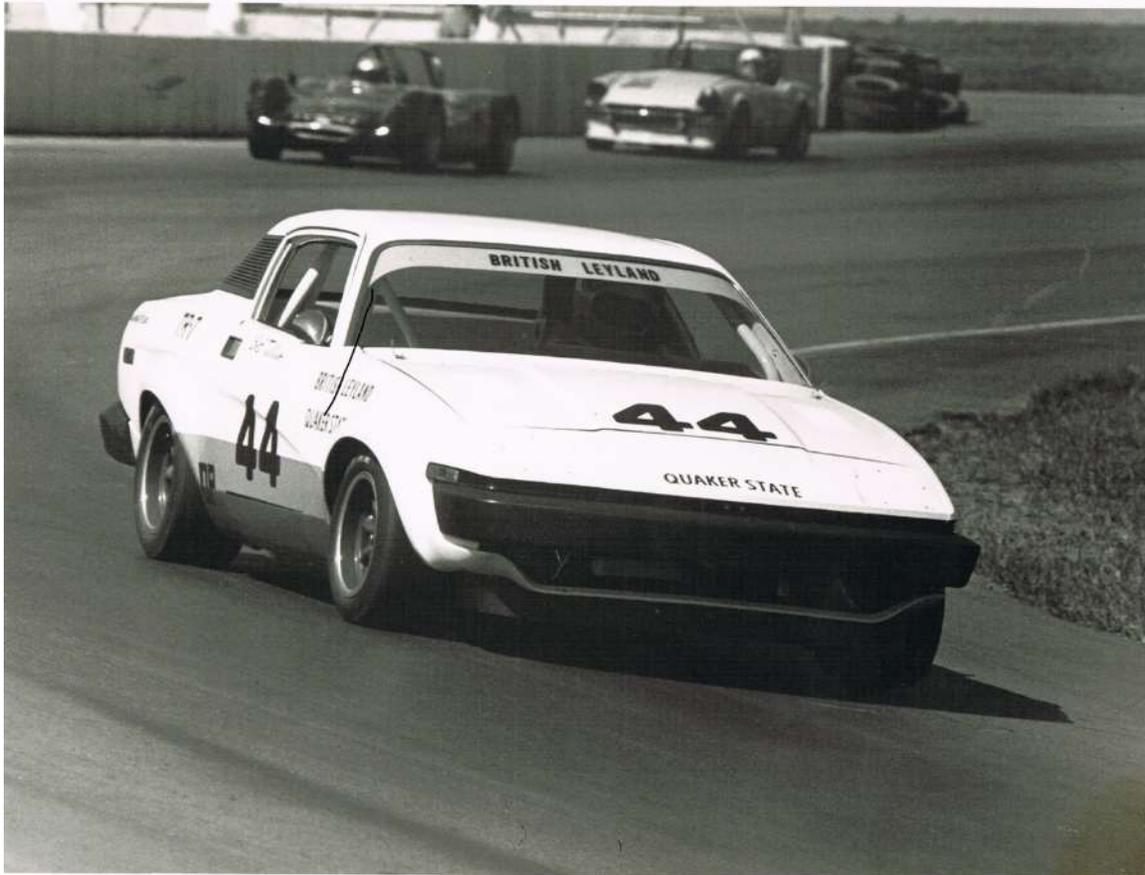
	<u>GROUP 44</u>	<u>HUFFAKER</u>
April 23-25	Lime Rock	Sears Point
May 8-9	Mid-America	Seattle Int'l.
May 29-31	-----	Riverside Int'l.
June 12-13	Nelson Ledges	Portland Int'l.
June 26-27	Summit Point	Laguna Seca
July 3-5	Lime Rock	-----
July 10-11	Brainerd Int'l.	Seattle Int'l.
July 24-25	Nelson Ledges	-----
Aug. 7-8	-----	Sears Point
Aug. 14-15	Lake Afton	-----
Aug. 28-29	-----	Portland Int'l.
Sept. 11-12	-----	Phoenix
Sept. 18-19	Indianapolis	-----

If you want to see The Shape of Things to Come on the race track NOW, contact the track offices on the attached list.

MG

Jaguar

Triumph



Group 44 Triumph TR7



Group 44 Triumph TR7

MORE gears—with 5-speed transmission standard or optional automatic.*

MORE rubber—with wider 185 steel belted radials.

MORE stability—with a front end spoiler.

MORE interior selections—with tartan plaid or brushed solid nylon broadcloth.

MORE control—with a lower suspension.

AND STILL MORE:
2-liter overhead cam engine.
Rack and pinion steering.
Full instrumentation.
MacPherson strut front suspension.

Power-assisted front disc brakes.
A cockpit wider than a Corvette or a Z-Car's.
Triumph TR7. The shape of things to come.
Now with more.

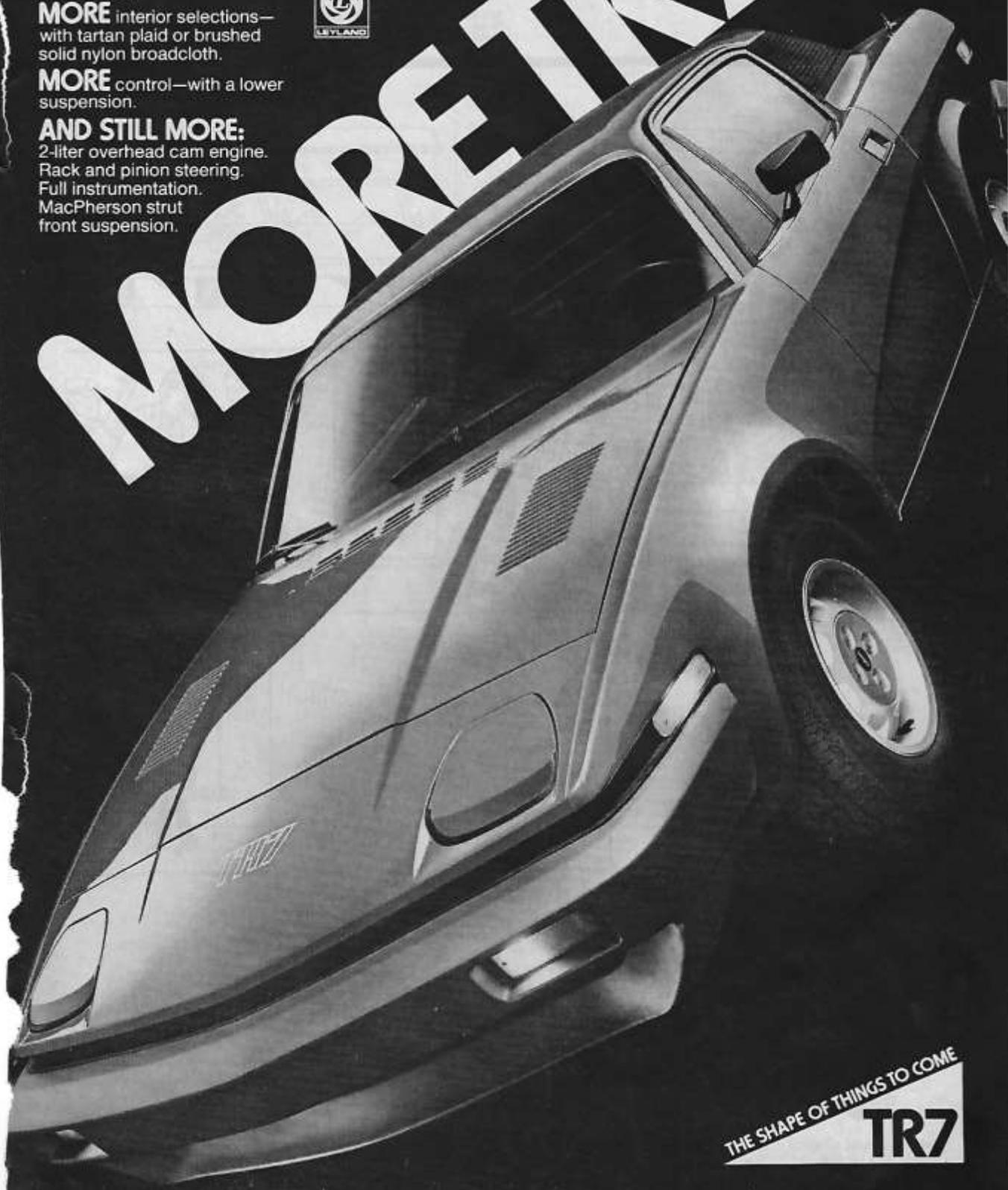


TRIUMPH

For the name of your nearest Triumph dealer call: 800-447-4700. In Illinois call: 800-322-4400. British Leyland Motors Inc., Leonia, N.J. 07605.

*Automatic transmission not available in California.

MORE TR7



THE SHAPE OF THINGS TO COME
TR7



The Marque

May 2002

Miami Valley Triumphs Officers (or who to blame...)

Pres: Frank Ciboch
937.748.4185

Vice Pres: Ray Bolich
937.840.0764

Secretary: Lois Bigler
937.253.1580

Treasurer: Carolyn Daye
937.423.8175

Events: Jimmy Carter
937.320.0432

Membership: Carol Rutledge
937.399.1003

Historian: Dan Stinson
937.254.5955

Inside:

- February Meeting Minutes
- Officer Reports
- Election News & Late TR Guy
- Your President Writes,
Hopefully Better Than He
Photographs!
- Superbowl Fete
- Ladies' Choice Event 2002 -
Sex! (I knew that would sell!)
- 2002 Events List

Obligatory Disclaimer

The Marque is the official publication of the Miami Valley Triumphs car club, P.O.Box 292824, Kettering, Ohio 45429. Views stated in The Marque are not necessarily those of the officers or members of the club. Technical data is provided for information only and no liability is assumed for suitability, applicability, or safety. Miami Valley Triumphs is a registered chapter of the Vintage Triumph Register and a local center of the Triumph Register of America. Meetings are held the first Wednesday of the month at Poelking Lanes, Kingsridge Drive, behind the Dayton Mall, unless otherwise noted in The Marque. We usually have dinner at a location noted on the cover page of this newsletter, starting at 6:00pm, general membership meeting at 8:00p. Anyone interested in triumphs is most heartily invited, heck, even if you're not interested, just keep the idle chatter down!

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MVT Web Site:

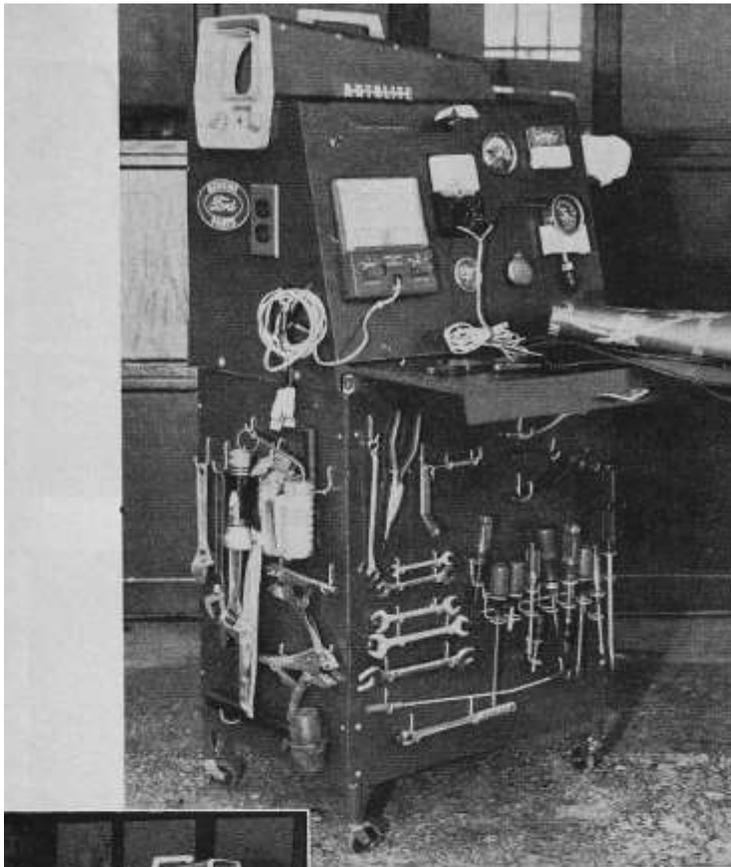
www.Miamivalleytriumphs.org
Site administrator: Mike
McKinnick

This Month's Events:

6 - MVT Meeting @ Poelking Lanes
Dinner Beforehand at Grindstone
Charley's at 6PM, Board Meeting at
7:30pm, membership meeting at 8.

23 - MVT Awards Banquet,
Manchester Inn, Middletown.

Here's a bit of trivia for you – The Marque front cover from
May 2002 – guess who was the editor?



HOW I BUILT A Home Tune-Up Center

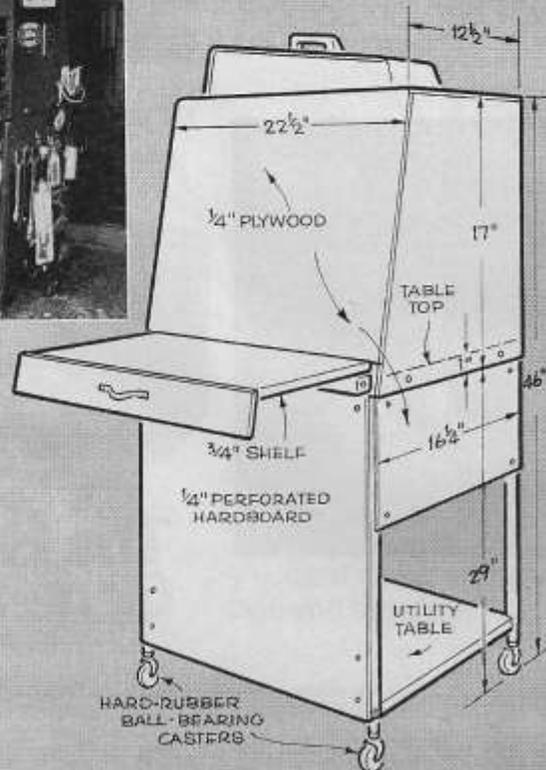
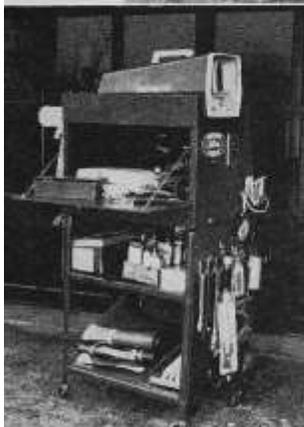
By HENRY T. GURLEY

Starting with a three-shelf utility table on casters, I built a roller cabinet that holds all my car-test gear.

The oscilloscope fits into a notch on top and can be lifted out for use elsewhere. I've mounted a tachometer-dwell meter, volt-ohmmeter, vacuum gauge, and ammeter on the front panel. Aluminum brackets hold a compression tester and a combination induction generator and starter-amperes tester. Leads from these testers are stored inside the cabinet and pulled out for use through small holes drilled in the panel.

I have work space when I want it by pulling out a leaf at the front and letting down a door on the back. A 10-foot extension cord supplies electricity to a duplex receptacle on one side and to a miniature bulb, toggle-switch operated, at the top of the front panel. I mounted a roll of paper towels on one side.

Inside, on the top shelf, there's plenty of space for a timing light, torque wrench, socket-wrench sets, remote-starter switch, PCV tester, soldering iron, butane-gas torch, and a few other small tools. On the lower shelves I keep cloth fender covers, tune-up manuals, and parts.



40 | POPULAR SCIENCE

From a 1969 Popular Science Magazine – perfect for old Triumphs...