



# May 2008

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- They're havin' too much
- Spring Tour

## First Edition



**Figure 1** What? Bruce stumped? Surely not.  
CE White photo

## MVT Officers

President: Stan Seto, 513-683-7974

Vice President: Randy Wakefield,  
937-367-4993

Secretary: Phil Daye, 513-360-7262

Treasurer: Carolyn Daye,  
513-360-7262

Membership: Mike McKittrick 937-  
429-5331

Events: Bruce Clough,  
937-376-9946

Please send comments/suggestions to:  
[news@miamivalleytriumphs.org](mailto: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,



May is away. We've had the Awards Banquet, and are running up to The Spring Tour, this Friday, and about seven cars will participate in this three day, two overnight tour into Ohio's Amish country side.

But before we get to that, I'd like to say **Congratulations** to the MVT award winners for 2007.



The **Marque of Distinction** was Charles (Chuck) White.

The winner of **Press On Regardless** was Phil Daye.

The winner of **Most Improved** was Mike McKitrick.

The winner of **Keep It on The Road** was Paul Corcoran.

If and when you see them, offer a hand or a hug.

As most of you know, the club is interested in gathering a donation for the Trans-America Triumph Charity Drive, 2009. We discussed this again at the April meeting and the plan is to provide a chance for donations at BCD '08, and ask for donations when we mail out the fliers for BCD '09 along with asking for further donations at that meet.

April is the month we do the Spring Tour, the event starts on Friday the 25<sup>th</sup> at 11 AM and we go to Coshocton and to Dover, Ohio, modeling it each night and completing on Sunday afternoon. The turn-out looks to be seven cars, about 14 club members. By the time you read this, it will be over, as will the Pennsylvania Primary.

I got my carburetors back, but not in time to get the '3 running for the Spring Tour, too much to do to the engine before they get remounted. Gas line from the pump to the carbs has to be rerun, vacuum line has to be rerun, I got a heat baffle for the carbs that has to be fitted (some linkage clearance cuts need to be taken) and a fuel filter installed somewhere up front. They look so clean I don't want to put them back on.

We almost did a tech. session at Scott Stout's garage outside of Corwin on 19 April. Interesting place; after he gets the cam bearings installed, he's inviting us back to help him assemble the TR3 engine. Thing is how many people can you crowd around the block before it gets to be too many??

Thanks for listening, Stan Seto

## **Vice President's report**

The month of May is upon us! I have no end of birthdays, prom details, graduation and anniversaries to attend to. Sheesh. I can ill afford to pursue any of them. The car work in the hanger will start in earnest now. I have looked forward to this for some time.

The TR6 has gotten several attempts at wiring repair. It seems that yet another part has taken its turn at failing. I almost admire the way that the little car has arranged to be in the safe warm garage for ten years now. Still, I have become more than emotionally frustrated with it. It will likely get the boot unless it succumbs to my mechanical talent soon. Its burble or bust time. Other projects beckon. The new ignition switch has failed to supply a proper spark to the starter. So it sits.



**Figure 2 Without bonnet, work to engine bay is easier on the back. No sign of gremlins, just eerie quiet.**

The Mini is in line for some door hinge repair. A good machine shop will be sought for the job of pinning and sleeving the external door hinge assemblies. This is common practice for the repair of Mk 1 Mini doors. 1959-196x early were all mounted to the outside of the car. The weight of the door wears them into an oval and so my doors nearly hit the ground dropping as I open the door! Stockists have kits on hand for under \$5 each. This may be an inexpensive repair.

The Spit is getting a carb refit for 2008. Thanks to Forrest Gwynn for the carb he supplied. I freaked out at the fuel spilling all over the hanger floor at first and then realized that this intrepid wrench wrangler had overlooked the band clamp attaching the fuel line to the feeder pipe. Revs to follow. Rj hopes to talk me out of the car. He has become more somber about restoring his GT6. The car is rare and old but this is little merit to a teen who has no income. Now that the things that are minimal cost are done, he has realized the cost and chosen reluctantly to make a new plan. The car up for sale at a paltry \$500. The engine which is in working order is worth that.

In the mean time, Rj and I go to our first cruise-in of the season. We had a great time. We saw Mr. Proctor and his Tigers. We did not see our friends the Biglers this time, but looked for them. We saw Mr. Healey and his charming wife with their Jaguar sedan. There were other notables of course that bear mention in other venues. The whole of the evening went splendidly until we rounded the corner by the

open hanger door at home again. I mis-judged the line up and found no correction possible as the hill was a mire of mud covered by a thin sod disguise. Crap! Or near it. The back of the car is now mud soiled and will require extensive cleaning. I am looking into future drainage issues. I wish I had found the perfect house on a level lot! There is a lesson in this for those of you



**Figure 3 Two Sunbeams join other British makes at the local cruise-in at The Greene**

who will be buying a home in future. Get a level lot so that you do not incur the extra cost of building on a hill. And so that water run off will not erode your additions at the foundation. I guess I will be adding top soil and clay to the yard for some time. I wonder how much my little Ranger will haul?

The Cincinnati Challenge occurred on 18 April. It was at the West Chester Convention Center just off the path of North Cincinnati's urban industrial sprawl. After tire and shock torture, I found this little building inhabited by scale auto nuts. (most of which I am well acquainted with.) I found one Triumph of note. Someone had modeled a period correct TR3b and displayed it with a figure that came in another kit. I quickly recognized the character as that of Ettore Bugatti. The Monogram kit of the Bugatti 35 came with this figure. The TR3 was the old Gunze-Sangyo release of the 90's. I picked up an old Hubley version of this kit this month. See the article elsewhere; "They're Having Too Much Fun"

Okay May. Lets roll! See you at the monthly meeting on the 6<sup>th</sup>. Rev-guards, R.L.

**May 17th - British Car Meet  
at the Market**

Just got a info on the 2nd  
Street Market show in  
the mail (thanks  
Pete/Dick).

Date: May 17, 2008, Rain or  
Shine

Location: 2nd Street Public  
Market, Dayton, Ohio  
600 East 2nd Street (Corner  
of 2nd & Webster)

Time: 8:00 am to 3:00 pm,  
Registration: 8:00 am  
to 11:00 am

Dash plaques to all  
entrants. Popular vote car  
show. Quality food  
available  
from 2nd Street Public  
Market vendors. No  
spectator fees.

Registration: \$15 advance  
(by May 5th.)  
Late and/or Day of show  
Registration: \$18  
NOTE: Current and/or new  
Museum Membership, \$25  
single, results in instant  
discount of \$5 on  
registration fee.

Classes: Austin-Healey 100,  
Austin Healey 3000,  
Jaguar XK, Jaguar E-type,  
Jaguar XJ Sedans, Lotus,  
MGT, MGA, MGB/C, chrome,  
MGB rubber bumper,

Midget/Sprite, Mini,  
Sunbeam, Morgan, TR2-3, TR4  
&  
250, TR6, TR7-8,  
Spitfire/GT6, Open class  
through 1960, and Open  
class 1961 & later.

Trophies: First in Class  
and Special Award: Best  
of Show

For more information:  
Dick Smith, 937-434-1750,  
britcarmuseum@aol.com  
or  
Pete Stroble 937-429-0871,  
Minimtrhead@aol.com

You can also go to the  
website  
[http://www.members.aol.com/  
britcarmuseum/index.html](http://www.members.aol.com/britcarmuseum/index.html)  
and download a  
registration form.  
Register early and often -  
it's a great time!

TRA 08  
Still 11-15 Jun 08, still  
no updates at the  
website  
[http://www.triumphregister.  
com/TRA2008.html](http://www.triumphregister.com/TRA2008.html)



## April Meeting Minutes:

Meeting called to order at 7:40 p.m.

Officer reports: President glad to be here. The awards banquet went off with out a hitch. Thanks to Lois for setting this up. Food was excellent, We had the facility to ourselves. Marque of Distinction went to Chuck White, Keep It On The Road went to Paul Corcoran, Most Improved went to Mike McKitrick, Press on regardless went to Phil Daye. Congratulations to all. This is the start to the driving season and Stan has instructions for a rally date t.b.d.

Vice President: Happy to be here, is happy working in his hanger, he is very frustrated with the TR6.

Membership: we have dues due May at \$20 let's see if we can find some new members this year.

Events: May 10 Scottish weekend in Carrollton, Ky. see Ray and Mary Bolich about driving to the event. Other events are posted in Marque.

Next BCD meeting is May 15.

Car badges are still a work in progress there should be a questionnaire in the Marque.

Split the pot won by Forest. Meeting closed at 8:25.

## V.P. & Marque editor Commits Error.

Below is the President's comments with minor revision to delete time sensitive text. My apologies to the group for accidentally omitting it from last month's Marque. The president's remarks are the first text inserted as I publish the Marque in a top-down fashion. I Can not believe I missed them. Then again, I also twist bolts into two and use too uch acid on rust.

The President's Comments, April Marque, 2008

April is upon us as I write these comments. We've been on daylight saving time for two weeks, and had a blizzard and generally cold wet weather since. Spring has just started and there was an ice skim on the birdbath this morning, and here we are at April.

I can tell you that the officer positions for the next two years are set, as Carolyn Daye continues as Treasurer, Phil Daye as Secretary and I remain the MVT President. What I can't tell you except to offer my congratulations, are the club award winners, and that due to the fact that you'd read it here before the banquet. The award recipients represent what's good about the club, and I hope they all come to the banquet. I was looking at the list of the award winners from the past four years. There are very few repeats on the list, as the club has seen fit to scatter these awards around the club membership. I say that's neat, everyone has a chance to win.

As most of you know, the club is interested in gathering a donation for the Trans-America Triumph Charity Drive, 2009. We discussed this at the March meeting and are developing a plan for that charity drive. Several good ideas have been advanced, so we'll start working on those for next year.

April is the month we do the Spring Tour, an event that will start on a Friday and complete on Sunday. Bruce Clough put the details into his Email of the Ides of March. I'm hoping we'll have a good turn out. I'm waiting with bated breath to see if I get my Carbs back in time to take the '3 on this trip. It's looking a little grim right now, as they had to go to the TRF to get re-bushed and TRF is out of critical supplies at present.

Thanks for listening, Stan Seto



**Figure 4 Tell everyone. The next meeting of the Miami Valley triumph's is 7 May at Fudruckers. See you at 7:00 p.m.**

# REGISTRATION FOR NASS 2008 CENTRAL SPIT TOGETHER JULY 11-13

**British Car Day British Car Club of Greater Cincinnati**

Cincinnati, OH [bccgc.com](http://bccgc.com)

**British Car Day registration must be submitted separately.**

[www.bccgc.com](http://www.bccgc.com)

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_  
 State \_\_\_\_\_  
 Phone \_\_\_\_\_ Cell \_\_\_\_\_  
 Email \_\_\_\_\_

**Host Hotel:** Fairfield Inn and Suites  
 4521 Eastgate Blvd  
 Cincinnati, Ohio 45245  
[www.fairfieldinn.com](http://www.fairfieldinn.com) \$75.00 per night  
 Phone: 513-947-9402

**Ask for North American Spitfire Squadron  
 Rate By June 7<sup>th</sup>, 2008**

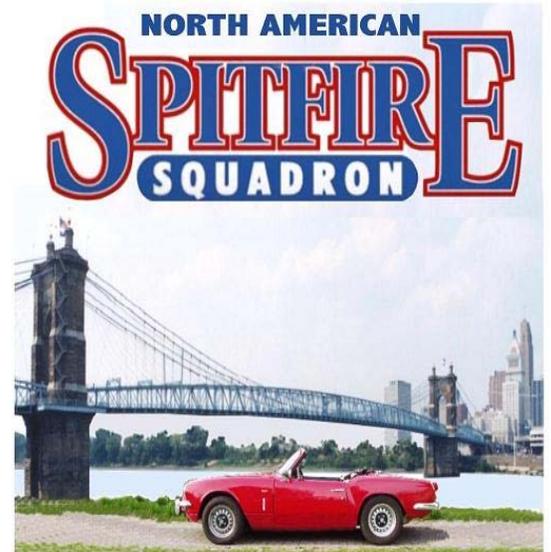
Registrations received by June 7th  
 will receive **1 Dash Plaque & 1 Event T-Shirt per car and 1 Hat Pin.**

Size for T-Shirt: S \_\_\_ M \_\_\_ L \_\_\_ XL \_\_\_ XXL \_\_\_

Car # 1: Year ___ Make _____ Model _____	Class ___	\$25.00
Car # 2: Year ___ Make _____ Model _____	Class ___	\$10.00
		Total for Registration \$ _____
Friday Tour of Cincinnati Museum: How Many ___		\$ Free _____
Dinner will be Cincinnati style Chile		\$ Menu _____
Saturday Dinner at Slicker's: How Many ___ @ \$12.00ea		\$ _____
Kids 12 and Under _____		\$ Free _____
Saturday Lunch in Augusta KY		\$ Menu _____
Sunday Lunch provided at Car Show How Many ___		\$ Free _____
Additional Event T-Shirt(s) How Many ___ @ \$10.00		\$ _____
Size: S ___ M ___ L ___ XL ___ XXL ___		
		Total Due \$ _____

CLASSES For NASS Show Within a Show:

- |   |                                |                            |
|---|--------------------------------|----------------------------|
| <b>A:</b> Round Tail 1962-1970, MKI, MKII, MKIII<br>European Cars | <b>D:</b> All GT-6s            | <b>G:</b> Other British or |
| <b>B:</b> Early Square Tail 1971-1977, MKIV, & Early 1500         | <b>E:</b> Daily Driver         |                            |
| <b>C:</b> Late Square Tail 1978 & Later 1500                      | <b>F:</b> Diamond In the Rough |                            |



**CENTRAL SPIT-TOGETHER  
 JULY 11-13, 2008  
 CINCINNATI, OHIO**

Make Checks payable to NASS and Mail to: NASS CST 2008 c/o Ted Bush—23 High St,  
Highland Heights, Ky 41076 –  
Contacts; Ted Bush 859-781-2691 or cell 513-266-8824 e-mail: [jb4249@zoomtown.com](mailto:jb4249@zoomtown.com) &  
Don Slicker [dlslick1210@yahoo.com](mailto:dlslick1210@yahoo.com) 513-604-0372

**Panoramic Photo 12 x 36 in tube will shipped to your door for \$40.00**

**This picture can be ordered during of after the show weekend, after it is taken**

Whereas owner(s) voluntarily enters his/her vehicle in the 2008 British Car Day, Central Region Spit Together, it is agreed as follows(1)owner(s)will insure vehicle against loss, damage, and liability and will provide(if requested)proof of such insurance being in full force and effect to the 2008 British Car Day staff, NASS CST Committee. (2)Owner(s)does hereby agree to indemnify and hold harmless the 2008 British Car Day, NASS CST Committee, agents, or assigns for any act or omissions, which may result in the act, damage, or destruction or injury occurring during or as a consequence of this event, wherever located. (3) The owner(s) in attending this event does so



voluntarily and agrees and assumes the risk of any and all damage to his/her vehicle or injury to him/her self

**Owner** \_\_\_\_\_ **Co-**  
**Owner** \_\_\_\_\_ **Date:**

\_\_\_\_\_

## They're Having Too Much Fun!! R.L. Wakefield

I was attending the Cruisin' The 'Burg car outing when I happened upon a little shop. While walking the line up in Miamisburg's main downtown street, I spied a racing tire and wheel in one of the store windows. If you have ever frequented Sorrel's western wear or gone dancing in the local hall down there then you know right where this shop is located. I met the shop caretaker and began a conversation with him to see what he was all about. The visit was exciting. His main floor contains a scale quarter mile drag strip built to 1/25<sup>th</sup> scale. That is a sizable run of track. When you watch the racers launch their runs at blinding speed, you get an appreciation of just how groomed and smooth this track need be. And is. Atop a wall mount near the starting line sits a monitor displaying the reaction time, terminal speed and measured ET for each run. This is a state of the art timing device and everything needed to re-create a real life experience at drag racing.



**Figure 5 Starting line and Tree. Okay, a Christmas tree its not but that is what drag racers call it because of the many coloured lights.**

Wow, the atmosphere is intoxicating. High speed and low bucks. I love it. My adrenalin is flowing with anticipation. The modelers showing up here are no slouches at painting and detailing their road rockets. They are not shy at shooting them toward danger either. This stuff is serious.

**Figure 6 Below, a row of tables await the racers with ample pit room.**



**Figure 7 The view from the finish line looking toward the front of the shop.**

As the conversation continued with Rick, the store manager, I got a sense of the value that his facility provides its clientele. For a getaway to the 60's, a person can invest just a tiny wad of money and enter a world that some of would recognize from our youth. They do it right in Miamisburg. Small town values and a sense of wholesome entertainment and fun are on here.

In April, Rick and his helpers hosted a national caliber event. Can you believe it? People who have gone gear tooth retentive to the max flew in from California to compete! I could not resist the opportunity to share this with our readership as I know all car guys (and car dolls) are stimulated with similar methods. Check out the pics.



**Figure 8 Pit box typical of all.**



**Figure 10 This is what I do to my models. I date them in the same manner. But what is this? Figure 11 Race action in progress at T/R Motorplex.**

That does it. I began to plot and scheme. I will need a Triumph model to build a racer for this fun event. I was at nearby Traffic Circle hobbies when I spied a poor lonely TR3b model. Is it a copy of the one I have at home? Yes! I buy the poor wretched thing and drag it home. It is covered with a poor match to British Racing Green. Most young modelers are not familiar with Triumphs painted any other colour. The car is heavy, but once through the de-greaser bath it will lighten up a bit.



**Figure 9 Poor little abused model. Will it be MVT's star of the scale quarter mile?**

The bottom plate was removed and the rest of the car disassembled. The decal on the hood places the original owner/builder in the late 60's. This is the period of greatest production of model cars. Alas, no headlights and a missing rear wheel. A clue that escapes my logic is painted on the bottom of the interior tub. What does it mean. Okay bright club members, think it through. More next month... R.L.



**Figure 12 Pit action fast and urgent. Rick sells food, parts and fun!**

# Spring Tour Roundup

*Bruce Clough*

Oh, made it back in one piece. Didn't go? Well, you surely missed something. The Whole Crew and I really had a good time. Never threatening – the weather bypassed, or held off, on us – well, maybe a bit of drizzle Saturday morning a couple of times, but besides that, blue skies. Hopefully Stan will write a piece on the whole experience since I have to go and do laundry. Here are a few pictures:



Typical View We Saw On Holmes County Roads. Not In Picture Are The Road Apples





The Lone Soldier – The Only TR, Or Triumph. On The Tour. Must Be Nuts...



Hands Check!!!!!!



Little Did The Bolich's Know We Visited A Cemetery! This Is Where Lorna's Dad Is On The Road To Newark.

**Spring Tour Quiz** – For those of you who didn't go, see how many of these you can answer correctly

1. What don't you want to say to Chuck White?
2. Who is the leading contender for the next "Press on Regardless" award?
3. Did we visit more wineries on the Fall 07 or Spring 08 Tour?
4. What is a "Hog Roll"?
5. Who are the "Hotel Hooligans"?
6. What did we want to beat up at 1AM in the morning?
7. How many waitresses did we have at Mrs. Yoder's Restaurant?
8. How many times did the people not at Stan & The Clough/Owen-Clough's table get bread?
9. Where did Lorna test drive the Lamborghini?
10. What did Bruce try to play "Smoke on the Water" with?
11. What was the only other Triumph we saw?
12. Where were the biggest desserts?
13. Where did we almost kiss the cows and drive through the farm field?
14. How many horsepower does Stan's VW have?
15. What did Duncan hold his nose for?

If you didn't make this tour – hold on – the Fall Tour is coming up 18/19 October and we are going down to Shawnee State Park to spend the night. This time, only 2 days, but, as usual, he's planning a good two days. He's also trying to get a family Triumph (something with more space than the Stag) to take along. Will he succeed? Tune in to find out, or better yet, call up Shawnee State Park Lodge, reserve a room (I think our block is under the National Triumph Register, or something like that – told them MVT about 5 times....). See you on roads less traveled!