



July 2007

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June 2007 BCD Report

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Please send comments/suggestions to:
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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, **July, 2007**

June was fun, TRA in the Finger Lakes was the main attraction and lived up to it's billing for as long as I was there (Friday morning left for Loveland due to a business commitment). The TR3 work was completed on the 9th of June, and I ran the car about 100 miles to bed in the brakes, and check the clutch actions, the hydraulic systems of both having been overhauled. I did not get around to changing out the steering box, a June-July tech session. I had some local activities on Monday, but was on the road before 7 AM, Tuesday for Geneva, NY. Ran top down in sunny but cool temperatures until early afternoon, when I stopped for lunch off I-90 just across the NY State border. Up to that point, road construction had not slowed me very much and I had been averaging a steady 60 miles every hour on the odometer. Getting onto I-86 changed that big time. There were lots of construction and slow vehicles. About 120 miles later, Bath, NY, I went north on route 54 up the east side of Keuka Lake, to rte. 14 on the west side of Seneca Lake. A mile later a car ahead of me hit a deer. Two of us stopped with the damaged car. We were about 100 yards north of the deer strike, which was lying in the south bound lanes, an eighteen wheeler followed closely by a tour bus went by south. The truck carefully straddled the deer, but the tour bus mashed it. At that point I was pretty sure it was dead. Damage to the car was limited to the right front fender, which had not been driven into the wheel, so they were mobile. The man driving was OK and went down to the carcass with an

arriving state trooper. His wife was upset, but calmed down after a short period. Things seemed under control, so I left and some twenty minutes later was in Geneva and finally found the hotel. There were a number of cars there, including the Clough's and the Bolich's. The hotel was on the lake edge, and restaurants in town were within walking distance. Tuesday morning there was a short breakfast run of eight miles down to Hall, NY and the Hall Diner. We swamped'em. The locals came in looked around and walked out. The food was good and inexpensive. The trip back was on your own and I saw the first candidate for the Chicken award, at the restaurant when an exhaust extension fell off a guy's car. We got that fixed so he could get back to the hotel for a better repair. Near the hotel was the second chicken candidate, a TR3 with the hood up and three other cars stopped, so I went on to get gas. All cars got back to the hotel OK and the White's had arrived. At 10 AM, thirty six cars took off for Watkin's Glen and the race track. We all got there and lined up at Gate 2. At about Noon, they let us onto the track and we got to drive three full laps on the long course. What fun! The lead car set a brisk pace and the rest of us just hung-on. We didn't get over seventy (I don't think) but we'd have been safe in the high 70's or so, as the track was very wide and the line was for cars going very much faster than we were. After, we had lunch at the track, and visited the gift shop. Then we were on our own. Some went to the Watkins Glen Track Museum and Research Center. I went to the State Park, in town, and toured the "Gorge" which is similar to the gorge near Yellow Springs, OH, but much wider. Most toured the

wineries that abound the region, on their return to Geneva.

Thursday morning we did the car show. We had beautiful weather for the event. In the afternoon, the Clough's lead some twenty cars south again on the official winery tour, some ninety miles in length along the west side of Keuka Lake and ending at the Bully Hill (lots to see and to taste) and the Heron Hills Wineries (lots to taste). On the return, my group dropped down to Hammondsport and came up the east side of Keuka. Bruce took his group on roads less traveled on the west side of Keuka. Everyone made it back. Friday, I left for home and missed two days of activities, including the awards banquet. I had one problem on the return when, at a rest stop, the car was dead as a doornail, upon restarting. Eventually, and with the help of a NY State Maintenance worker, we traced the problem to a loose battery cable. It's always the simple stuff, first echelon maintenance, not being done. Averaged about 24.5 mpg for the trip and traveled about 1800 miles, not bad for the first drive of 2007 for the '3.

Missed the fourth meeting to organize BCD which was held with the MG Car Club on the 20th of June. I hope someone took minutes and is publishing them. We now have about fifty entrants signed up at this point.

Remember the MVT meeting in July is the 5th (Thursday) and not on Wednesday the 4th.

I will be at the July 5th Meeting, so the stalwart Randy can concentrate on the Marque.

Events in July include the Pool Party at the Ball's...!!!

Thanks for listening, Stan Seto

The Vice President's Report

The Brown wire chase is still on. The TR-6 remains still and silent more than a year after the engine rebuild. The culprit is yet unearthed. Somehow, a voltage is getting to the coil contact without permission from the ignition switch. Every wire I remember touching will be double checked. A quick call to Steve Miller yields the same result. He usually just encourages me to do it myself saying you are smart enough to do it. He may be partly right, but when I get emotionally tired of a project, it is difficult to press on. So on we go determined but not convinced. See the article Fourteen Patterns for Fourteen Headaches elsewhere in this Marque. The boot and interior bits have been removed from storage in my attic and are now all around the garage floor and being examined. The carpet was rotten in many places and will be replaced. I have one rotten bit of tinworm to eradicate. The rear valance! Another welding job, and the body is ready for paint prep.

Meanwhile, others call. I found a short bed Ford pick-up truck that offers a valid project potential. It is hard to resist when I am trying to shift my trailer at the same business. The owner made me quite an offer already. (Resist...resist...) Then there is the ever haunting 62 Galaxie. I still have dreams about going to the Rebel Run and barking out fire from the throaty 390 and her long chrome pipes. That one is suffering from buffoons who are slowly parting out a real Crown Victoria. Idiots! That's like me parting out my TR6. My goodness, it's a factory wire wheel and overdrive car. Pete used to warn me about the Mini Police. I think the other car clubs need some regulatory force as well.

VP Continues. The great thing about teaching school is that a person needs a big change of venue and peace to be ready to start again in the fall. So I have great justification to heal in the hanger. Without insulation in the rafters, it gets hot, but what a great re-charge I am getting.

LeMans, a great race. The tension of a memorable finish built steadily. The Aston team lead the race confidently throughout. Then in the twenty first hour, the Corvette began to close! Aston #009 increased the pace to match while 008 and 007 remained at a safe pace to ensure a finish. Then the rains came. Wow. At speed in the rain. The Corvette driven by road race champion Ron Fellows began to close at over thirty seconds per lap. The Aston pit cried out for a safety car. They were concerned that the Corvette would surely catch them. They were right! In the last hour a safety car seemed to ensure the Aston-Martin win. I was in mixed emotion favoring the British team in a Ford owned car and yet pulling for good old red-white and blue Corvette. Then, at eleven minutes to go, the crazy Frenchmen quietly and suddenly showed the field a green flag. Fights on! The announcers were taken excitedly by surprise. Well, the Aston won its class. They finally beat the Corvette. Ford has sold Aston-Martin and the future holds the promise of many more rivals and races for both teams. Pictures and more are on the official web site.

The Mini. Rear floors are in and paint has been applied via my new paint gun. I have not painted a car in years. What fun. The underside and engine bay are finished. After conferring with my best bud Pete, I decided against making

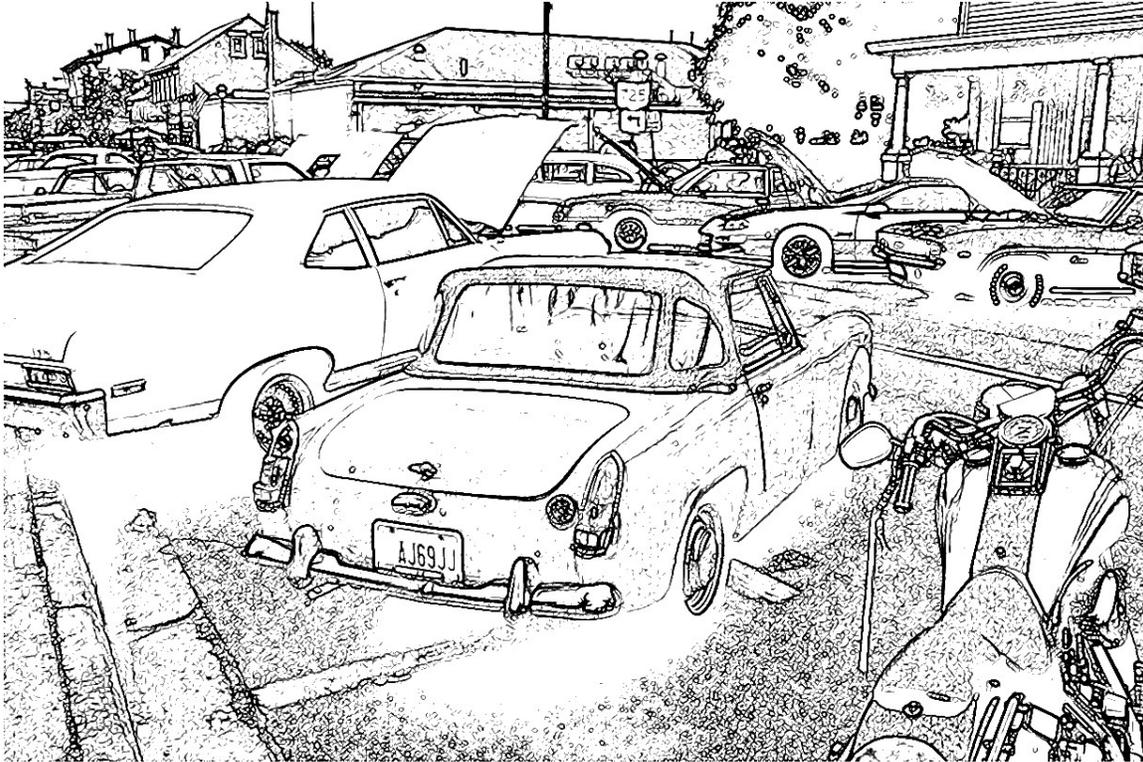
the car a righty. Assembly work will begin as time allows.

The new project. I could not resist this one. I found a clean 31 Ford frame. I am destined to follow fellow MVT member Dick Woods. I think I will need a street rod. The likelihood of collecting the other bits at a price that I can afford is dismal. Oh well, made a start!

Rj celebrated his eighteenth birthday. We attended the famous Cruisin' the Burg show on the 23rd. A picture is below. The feature singer was an Elvis like performer who sang most of the favorites of his day.



At home with Rj, I snuck a peek at his GT6. Its been worked on. Yay! He has the bonnet in primer black and is attending to the lights. There was a straightening issue that seems to have been taken care of. He has a list of parts that he would like. At the top of the list are sheet metal, and a Monza exhaust. (Chip off the old block, eh?) Most of the bits that I offer him from my spares are turning out to be wrong or worse for his little car. Is there hope? Stay tuned for more.



For our younger members. A nice lady's LBC found at Cruis' the Burg.

Minutes for June meeting

Meeting called to order @ 7:30 by the President.

Officer reports:

Pres: Nothing to say, BCD registration is at 40. Featured Marque is Metropolitan. May spring tour was a good trip.

Vice Pres: Glad to be here. School has worn him out and he is glad summer is here.

Still working on the Mini, Spit is running well, Tr6 still is in the throws of a Lucas problem.

Treasurer: money in the pot.

Secretary: Minutes in the Marque approved.

Events: **July meeting has been changed to July 5 which is Thursday**

July 6-7 Is the arthritis show in dublin show is Saturday

July 14 is MVT pool party at the Ball's a tour will start at Fudruckers @ 1 pm

July 15 is Cincy BCD

July 22 is VTR

Chuck White presented awards from the 2nd street market show, these winners left early.

Open Class-----Bruce Clough Stag

TR7-8 class-----Alice Clough TR7

Congradulation winners!!!!!!!

BCD will need your help as usual, please participate and help out for a while. Next BCD meeting is July 20.

split the pot Maara McKitric.



Fourteen Patterns for Fourteen Headaches.

Everyone loves a good wiring challenge, right? I received an e-mail from a gentleman recently and it detailed a certain overdrive problem that was causing a bit of angst. I recently delved into the topic myself. I found the Moss catalog of replacement parts helpful. According to the Moss products guide, there were fourteen different arrangements to the area of the transmission at its top cover. Three variations apply to the A type overdrive units and four of them apply to the J type unit. Seven patterns pertain to non-overdrive units. Those patterns use switches that operate the reverse lamp. The overdrive cars used additional switches to prevent the use of overdrive while in reverse as well as in some models where the first two gears were also locked out of overdrive use. After a study, it became clear which of them I own. The Victoria British Catalog shows

clear exploded views of both types. I was able to distinguish my overdrive as a J type. The smooth circular flat spots you may see on the top cover are places where engineers have seen fit to place simple on/ off switches to activate reverse lights or overdrive functions. As they changed their mind, a polished plug took the place of the switch that was mounted on previous models. My car is a 1973. That was the year that A type changed to J type. The photo above shows my wires attached as a first guess as to correct position. The left side switch is always the reverse lamp switch. A VOM test contacting the wire at the reverse lamp verifies this. The top and perhaps the right hand side are the question. The British Leyland manual shows two switches in parallel. Ahah! That's wrong to assume that it meant that the switch on the right side went to the overdrive when in fact, all references to anything mounted on the right side of other gearboxes pertain to a seat belt

interlock circuit. There will be two unconnected wires any way we choose it. There is also this mystery blue wire hanging from the dash. Can I just jump over the intended switch? Common electrical sense leads us to believe that all "hot wires should be taped or switched from "ground". In other words, the flow of current will go as fast as possible toward the negative terminal on the battery which is ground. The body is also grounded to this terminal. Hot wires that have bare ends will spark and draw current if they touch bare metal or any wire that has no resistance to a path to ground. In fact, it will flow fast enough to glow hot and perhaps even start a fire! That's why all circuits are fused. To protect the cars wiring from wire taping goobers and faulty devices. Since the symptom of the error was that we have a hot line to the coil and distributor, either a pathway is feeding through ground wires or the contacts are closed in the distributor. Test logic says to isolate the coil for now and check for flow elsewhere. With the coil taken out of the loop, there is no spark when the battery is connected. Tests for Voltage regulator, and ignition switch will follow to ensure their correct operation. Corrosion may have a hand in this. When I lost my patience with the car in 1998, I wheeled her out into the snow. It has been a haven for hornets since. None of my other car projects have so tested my patience.

Next, I tried to see if the diagrams match the setup. I tested the yellow/green side of each lead and guess where it goes? It goes to ground. All of the green leads test a path to ground. Since the yellow/green wire and its corresponding yellow /brown mate act in parallel, its OK to leave one of

them unconnected. The manual shows a double switch arrangement but may only require one to safety the reverse gear operation. Now the question is does that switch on the right side go to the 3/4rth gear On switch? If so then there is no seat belt circuit. But all references to a switch on the right side of this cover relate to the use of seat belt interlock circuit. I slowly look below me for the now missing seat belts. I wonder where they went? Another chase begins. Isn't the car hobby fun then lads? RW

By The Banks Of The Little Miami – Jul 07



Hey Maw – Look at the grape vines, and look at that lake! Hey, there are a bunch of early TRs heading toward the winery behind us – wow! We must be at...

TRA 07 – The Tour!



Well, it's over. A week and a half on the road, about 1700 miles on the Stag, maybe a bit less on the TR7, and thousands \$\$ spent. Stag still not running as cold as I'd like, and the TR7 has a shifting problem. About par for the course. We did make it back and in one piece, and we had lots of fun, and that's the important thing. I hope you can come with us next year, since it's a lot closer, but I won't let the cat out of the bag, at least not yet.

I thought on my write up I'd do it as I did TRA '06, just short vignettes rather than a continuous story. The sagas are for Setos, Clough's just flit from thought to thought...

Roads Less Traveled.

We tried to stay off the Interstates, mostly driven by the gearing of the Stag! The route we took was back roads to Granville OH the first night, back roads to North East PA the second night, Part back roads, part Interstate to Geneva, NY. Going back we took a lot of Interstates and some back roads the first day to Dover, OH, then back roads back to lovely Spring Valley, OH. Some of the best rides were on county roads traversing glacial moraines between Circleville and Granville, OH. Any Holmes County (OH) roads we took. Any roads in the Finger Lakes, including infamous Urbana Road getting to NY 14A by Keuka Lake. Coming back we took scenic PA 66 through the Allegheny National Forest, as well as great roads across glacial end moraines near Minerva, OH. Moral of Story – if you want great roads, drive with us, and ignore MapQuest!

Frigging Cars

Clutch - A taste of what's to come happened on the road the first day out. Alice complained the car was hard to shift. I didn't find any problems at the Buxton Inn, but then again, I have longer legs. On the way to PA it began acting up again, so when we stopped by her mom's house I took advantage of the time and added a nut to the end of the clutch rod. It made it better for a while, but then got hard again. By this time Alice had figured out the technique to drive it and we made it to Geneva without problem. On the way home it started acting up again in the hotter weather, but we made it home. Inspection showed significant wear to clutch fingers and a clutch disk that looks like it isn't making consistent contact across its face. I've ordered matching

parts, gearbox seems okay. I rebuilt this clutch several years ago, and it probably has ~3000 miles on it. Rats!

Exhaust – About a month ago I tightened up the TR7 exhaust. Avid readers will remember this system was put together several years back when a Monza system I bought self-destructed. I used the residual parts along with another cherry bomb muffler to build the new system. Well, I also noticed that the car was getting louder on the road Monday, so when I was under the car working on the clutch I rapped the exhaust and it fell off. Fascinating. I got out the electric fence wire I always bring along and wired it back together. Back home after TRA I took that off, dropped the exhaust system, and am making the appropriate changes so it stays in place next time. Am also repainting the system black instead of grey, goes with the yellow paint better...

Filtering – about the time I was pulling in the in-law's house I noticed that one air cleaner element had fallen off the Holley High-Tech air cleaner we have (otherwise known as Princess Leia) on the Stag. It's done this before when the bolt that holds on the end plate cam loose. No such luck this time, the compliant filter element combined with the weight of the end piece and engine vibration to fatigue the stud holding it on back at the base of the filter. Snapped off somewhere south of Conneaut (OH) on OH7. I still had the end plate and hardware, but the filter was gone. Alice was wondering about that "shoe" she ran over... Fortunately Conneaut, Ohio has an Auto Zone, so I bought a cheap air filter unit for the drive, called Summit Racing & Holley Carbs and ordered some parts to have shipped to the Geneva hotel. The parts arrived in time for the car show, so I could show the car with the big filter on it, but I think the days of driving around with it on are over since it will just break again due to the design.

Heat – This was the longest and farthest I've driven the car since I rebuilt the cooling system after the Branson debacle. Going to NY it looked now that the limit to my speed was going to be the transmission and rear end ratios, not cooling, but on the drive back in hotter weather it still can't reject heat as well as I need. On top of that the automatic temperature controlled switch started acting up, so I found myself manually switching the fan on and off as well as running the heater. Since the engine is designed to run hotter than a TR engine anyway it wasn't a problem, but it bugs me. The fix is literally adding to radiator frontal area – going deeper

doesn't help much, it's airflow through area, so I gotta make both more. Time to get more radical – good thing I'm not a concourse guy, I'd have to commit ritual suicide.

Meet Location - Excellent

By a lake, a blue lake. A blue lake with calm waves. So what if the rocks were covered with poison ivy? Paid extra for a room with a wide lake view – was never charged. Excellent restaurants and bakeries within several blocks as well as an active train track to keep Duncan busy. Can't get any better than this! Parking lot for cars just outside the door, and an active hose working all week. – perfect entertainment for kids and headache for mom & dad. Ramada did themselves proud! Did I mention the ice cream stand with great frozen yogurt?

Ray & Mary Sighting

We had an actually Ray & Mary Bolich sighting, and this time I saw them with my own eyes. Beyond all expectations, they were in a Triumph (the TR4, now Mary will be coming after me, I must hide). They came down from Canada, but tried to get the longest distance traveled by claiming they drove from Hillsboro to Canada then the Meet. Nice try.

Raising The Ghosts

The first night we stayed at the Buxton Inn in Granville, OH. Built in 1812, it is supposedly the most haunted Inn in Ohio, and I like the place – in fact, when we helped put on the 6-Pack Trials in 2002 we stayed here rather than in the host inn, the Granville Inn, across the street. To test the ghost theory out this I whipped out the mandolin and dulcimer and played some old fiddle tunes, mostly sadder waltzes. This ought to get them thinking about older times and stopping by for a listen. No dice, no ghosts, but Duncan did get sick at dinner time. Not sure there is a correlation here...

The Rubber Chicken

There is a Tradition that if you break-down at the meet (car, not people) that you have to display a rubber chicken when you drive. I did this one better - I went to Foy's in Fairborn (OH - one of those stores where you can find anything...) and found a rubber chicken necklace. Now the poor soul who has just watched his/her car die by the

side of the road has to wear a chicken to show the world that the car is a loser. Can't have more fun than that! About as soon as we got to Geneva we learned that Nino Richards lost an exhaust, so he got the necklace first (along with a real rubber chicken). From there is made the rounds finally ending up on Jeff Krupp. I am proud to say we never got it back.

Many new faces

I like going to TRA meets to see the people. Frankly, you've seen one TR3A, you've seen them all, but the combination of the cars with people makes the unique combo that keeps me coming back. This year was no different, with the location bringing in some new people.

First Time, Good Time

You might not know it, but Doug and Cindy Jack, the chairs for this meet, volunteered to do this without ever having done anything like that before. I was amazed and pleased at the same time, since it showed that dedicated folks can put on a meet at someplace different. They moved some events around, ensured we have a good slate of rolling events, and didn't let any adversity get them down. I thought they did such a good job that I awarded them the John Thomas Award for TR Spirit (really a service-before-self award, something I guess you could say I started since the Fred Greenberg Award died). They were a bit unsure at the start, but I knew they could do it! This is truly an inspiration for those thinking about hosting a meeting. Way to go guys!

Ying/Yang Auctions

For those of you around last year we had over 200 items. Auction ended at 2 in the morning. This year we vowed we would not do that, so we limited the number of items a person could bring as well as made the TRA cut 50%, plus the auction was moved to Saturday night to allow us to get a banquet hall for free on Friday (would cost big buck on Saturday). Yes, we vowed that we wouldn't do that again, but the combination of all the above meant we had about 16 items up for auction. Interesting. Anyway, we did the auction in 30-some minutes and really all had a good time, and got some great deals, and I got to bed at a decent hour, okay, after sipping some gin & tonic in the parking lot while packing the

car, maybe the hour wasn't so decent! Next year expect the auction to be back on Friday night with the amount of things on auction back up also. Not sure if the model will make it back in the auction...

Great Places To Stay

I've already talked about the Buxton Inn, and I like staying there and that atmosphere. I'd also like to recommend the Vineyards B&B outside of Erie, PA. Oh, it's a working farm that grows grapes, go figure! Great accommodations, good view, and the breakfast was fantastic. The food at the local pizza shop was great also. The Ramada at Geneva was very good for the price (\$89/night), and the Comfort Inn at Dover, OH, bent over backwards to make us feel at home.

Wines, Not Whines

I lost track on how many wineries we went to, but I do know we tasted as little as 5 wines and up to 15 at each one. After all of this we ended up having to find room for a case and a half of wine. We are slowly wading through these as I type. You know something odd, after tasting several hundred wines I didn't find one that I disliked. Sure, some I liked better than others, but hated none. Big change from Ohio wine tours of the past where I didn't find a single one I liked! Also a big change from touring Finger Lakes wineries a few years back – all the wines were good. As far as I'm concerned, California, France & Australia ought to move on over! Where's that glass of Cabernet Franc?

Cost?

I kept track of the cost of doing this vacation. I was morbidly curious, as well as wanting to see how bad Mr. Visa was going to be. The costs were:

Registration	\$140
Food	\$266
Gas	\$314
Wine	\$162
Stuff	\$376
Lodging	\$795
Incidentals	\$310
Total	\$2313

A small price to pay for so much fun. If you want to be correct, add another \$250 for fixing the clutch and exhaust system, we are not going to count the Stag modifications. Well worth it!

Now, where did I put that spleen I was going to sell?

Pictures And Words

The following are some of the pictures I took and the words that go along with them. Enjoy!



On The Road Again – Somewhere on US 22 East Of Washington Court House. Note both the air filter elements are on the air cleaner. This would not last long... Note the wedge in the rear view mirror, I was hoping that would last long...



Not The First Triumphs There – We pulled in the hotel in Geneva on Tuesday and there were lots of little funny British cars running around, along with Duncan – he's always running around...



Canandaigua Lake – never been there, have been now. The usual beautiful drive on great roads, and ate lunch at the Naples Hotel and drank at two wineries to boot. Life is good!



Run To Watkins Glenn – I think this was NY 14 along Seneca Lake, Great Road, Especially Since It's Lined With Wineries, not a lot of curves, but good vistas



Getting into Watkins Glenn – yes, that's Paul Corcoran in front of us... We waited here about 30 minutes before they put us in line somewhere else. We got to watch a few race teams do time trials before we were allowed on the track – one was an F1 type racer with an obnoxiously loud waste gate. Zoom!



On The Track – Well Not Quite 200 MPH, More Like 60 MPH. Still It Was Fun, and 60 was fast enough for the rest of the family – especially those back-seat drivers...



Paul's Car from the front – shot from the White's car



Finish Line – We Were Wondering Where The Flag Waver Guy Was – Probably eating our food...



Met A TR7 St One Winery – Original Owners celebrating wedding anniversary in a 30th Anniversary Edition. No, they were no part of the meet, the meeting was by chance, or by wine...



View Across Seneca Lake from Prejean Winery (One of the original ones) – Liked This One, Liked Them All.



Results Of Drive Back From Watkins Glenn – A Case Of Wine, Plus A Few Extras. Didn't Pass A Winery We Didn't Like!



Nino Working The Rubber Chicken Off – Lost his exhaust hanger, gained the chicken! He was wearing the chicken necklace at the time, but was considering how it could be used to secure the exhaust tip.



Car Show – view from the hotel, lake at right. Crowd around the Dorretti in front. Pretty car.

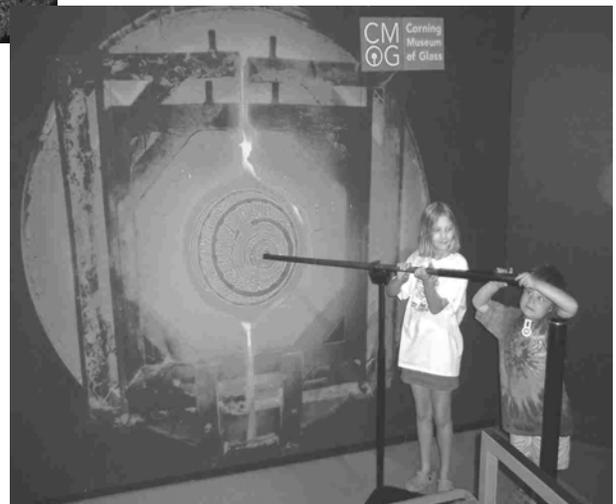


Picnic Meeting – Saw a Flag Retirement ceremony at the American Legion while we were waiting for food. I did my usual secretary function for the TRA meeting, and watched Duncan and Bridgett on the swing, and Alice enjoying the food.



Bully Hill Vineyards, Keuka Lake Overlook. This is a vineyard to visit, just northwest of Hammondsport. It sits on the side of a deep valley that the lake is at the bottom of. Great Wines, Great View. Heron Hill, just up the road, also has great wines and similar view. My pick for best of the region.

Kids Blowing Glass – Don't Try This At Home. Corning Museum – an interesting place once you got past the glass museum. I'm not one for large collections of glass – reminds me of home...



Filled Banquet Hall – I like seeing this, all enjoying the banquet. This is a shot from the podium. I MC'd.

Nobody threw tomatoes, but I did catch a few wine-soaked rolls...



Breakfast Run to the Eating House (literal translation of Essenhaus). And we did eat. The photo was taken from an old cemetery with Revolutionary War Soldiers laid to rest there.



Late Night and Gin In Parking Lot – Legal? Don't know, but it's just the thing to pack with – they watched the rest of us whackos pack cars. The conversations extended well into the night, don't know how long the gin lasted...



Weaver Farms, a nice shop run by a nice Amish family. For those into quilts it's a place to visit. It's just south of Geneva off of 14.



Lat day morning - Cars On Trailers Ready For The Drive Home, morning hazy and one could guess the heat would build. First hot day we were there, just like last year – it got hot when we left.



Last Shot Of The Lake Before We go. Just as pretty as when we arrived – we heartily suggest this location for any TRavelers if they are in the area.



Say it ain't so, Joe! A TR7 Sans Trannie... Just a few days after we got back I had the thing out. Confirmed it was clutch problems eerily reminiscent of TR6s...



Proof Ray and Mary Were There – Their TR4 parked awaiting the okay to drive onto Watkins Glenn course. Yes, Mary drove the Mini...

The Cat And The Bag

Next year, ohhh yes. COCTRA is hosting it on the shores of Lake Erie. More specifically at the Sawmill Inn near Cedar Point. I will keep you posted and also will be bugging you to go. VTR is in Detroit. We'll go to that also!

Wedge/Stag Tech Tip Time

From Glenn Merrell, on the Stag Email List - a member, Doug, was asking about what to do when rebuilding an engine, specifically, what to tell am machine shop to do, and what to look for. Glen's reply is generic enough to be used by all Triumphs:

Hi Doug,

Wow, there are a long list of things a machine shop should check as a matter of standard practice. Each item should be on a standard "Master Engine Builders" job intake list.

I suppose it boils down to how much attention to detail and cleanliness the shop is dedicated to. If you can eat off the floor and work benches, don't trip over huge piles of broken parts tossed all over the floor, the shop is orderly with no tools left laying around, then that is a good start.

As we well know, Quality Control was not a strong point at British Leyland Triumph in the

1970's. So depending on whether a strike was looming, layoffs, the proverbial quitting time rush to the pub for the pint, early morning - not very motivated before lunch ... or just getting reamed out and written up by the floor walker for dropping a wrench, well you get the idea. Pile on top of that, after market rebuild manuals not being correct such as in the "Master Engine Builders Shop Manual" where original engine specifications are mistyped or incorrect; substandard parts being sold by suppliers, distributors and on Ebay, well there is a lot of room for error.

This is why you need a shop who knows engines, engine machining, and who have a thinking / reasoning / functioning brain in their head. For me many think this is overkill and wasted money, but when I go to the machine shop with a 35 year old engine, I ask for specific things to be measured after the block is cooked out and the normal measurements are taken - and get them written down and ask for the values to be written down when measured:

- CLEAN EVERYTHING!!
 - MEASURE and inspect EVERYTHING!
 - locate, clean and verify the original machining datum points
 - verify line bore in x & y axis with cylinder perpendicularity to the stroke - all 8 cylinders!
 - examine the complete block water jacket, scrape the rust and casting sand from the bottom of all 8 cylinder liners, look for casting flash in the ports of the water pump
 - use only AE pistons, or custom manufactured forged pistons machined by a major quality oriented and certified piston manufacturer
 - examine the cylinder head water jacket holes for extended thick casting flash reducing the water jacket hole sizes to where they do not match the engine block holes
 - use all new fastening hardware for the connecting rods, head studs, washers, nuts and bolts
 - hardness test ALL GEARS and SPROCKETS
 - renew the water pump with a hardness tested unit that has been professionally assembled, replacing the lower bush bearing
- magnaflux EVERYTHING!! including all the parts, crank, conn rods, cams, misc bits and valve springs
 - die test the heads, oil transfer and rear head transfer plates for cracks - that is all aluminum parts
 - torque plate the heads to check for warp at the bearing journals
 - MEASURE EVERYTHING!
 - chase all oil galleries with a gallery brush - all of them
 - heat soak and relax the crank BEFORE measurement, hardening and grind
 - shot blast the crank and rods
 - relieve the crank oil holes and bearing surfaces at edges of the crank journals
 - full race tolerance balance of all parts
 - measure the runout of the camshafts front mounting flanges
 - measure runout of the jackshaft, bearing journals, and gear hardness two places
 - do not grind all valves to the same height at the stems tops
 - if the block it is decked, supply the timing cover for decking too
 - if the heads are skimmed, supply the intake manifold for machining with the head gaskets
 - measure and inspect each spring keeper for proper thickness and machining
 - measure each tappet bucket socket for wear and ovality, and measure each tappet bucket for wear, magnaflux the tappet buckets
 - helicoil or threaded insert all the intake manifold bolt holes
 - remove the freeze plugs from the heads, run a rod from the rear of the cylinder head openings through the water jackets and oil galleries looking for old casting flash

Other machine shop "errors" are not errors of the shop per se, but of the parts supply quality. Substandard and improper application of parts is another area that a "thinking" engine builder will be able to question the suitability or quality of a part without blindly bolting it in place. This is where the final assembly is important to make sure the parts that are assembled are correct for the application and hardness, in proper alignment and adjustment.

That is my recommendation. There are a lot of people who will say a lot of this is a waste of time. But I figure if I am going to spend \$3000-\$6000 on an engine rebuild, I only want to spend it once.

Glenn Merrell

Date	Event	Location	POC	Details	Issues
5-Jul	MVT Celebrating Our Nation's Birthday!	Fudruckers		Car Shows morning (Xenia, Centerville, etc.) , Dinner 6:30, Meeting 7:30	
6-7 Jul	Arthritis Foundation Car Show	Dublin Ohio		arthritisautoshow.com - registration due 28 Jun	
14-Jul	Tour To Pool Party and Pool Party	Balls		Balls/Clough Tour leaves from Fudruckers at 1PM	
15-Jul	Cinci British Car Day	William Harbin Park, Fairfield Kolb	www.bccgc.com	513-543-1039	
13-15 Jul	TRF Summer Party	Armagh, PA		ww.theroadsterfactory.com	
17-21 Jul	VTR 2007	Valley Forge, PA	MVT POC TBD	www.vtr2007.org	
1-Aug	MVT Monthly Meeting	Fudruckers Seto		Dinner 6:30, Meeting 7:30	
3-Aug	BCD Set-Up	Eastwood Metro Park		About 6 or so?	
4-Aug	Dayton BCD	Eastwood Metro Park		Stan	
9-12 Aug	MG Summer Party	University Motors, Ada , MI		www.universitymotorsltd.com; johntwist@universitymotorsltd.com	
25-Aug	Day Drive	TBD/Maybe head northeast?		Clough	
5-Sep	MVT Monthly Meeting	Fudruckers Seto		Dinner 6:30, Meeting 7:30	
Sep/Oct?	Greene County Farm Tour	Greene Co.		Clough Will do it on a Saturday this time to get in different locations. We will avoid pig farms for Lorna...	

Happy 4rth of July.



British Car Days – Meeting Report – 28 June, 2007

Skip Peterson and Jennifer, David Gribler and Eddie Hill, of the MG Car Club, and Stan Seto, the Ball's, Phil Daye, the Mckitrick's and the Clough's of Miami Valley Triumphs met at Poelking Lanes at 7:00 PM to discuss BCD 2007.

We have seventy registrations received at the time of the meeting, Several are Metropolitan owner's, and two vendors and about seven cars from Georgia, mostly Triumphs.

Goody bags need to be nailed down, Skip to talk to Bill Hammond about Moss Motor sponsorship of these items. Lorna offered the left-over bags from 2006, but Skip declined until we know what's going to happen with Moss Motors.

Lorna Ball bought two light blue tee shirts and two yellow tee shirts for the committee inspection. These were imprinted with the 2007 logos. The lighter blue (river blue) shirt is already the selected color for 2007. Of the yellow and the gold tee shirts, the lighter yellow (banana yellow) was selected as the color for 2008, and the gold for 2009 (over Lorna's dead body). Ellis owns all these sample shirts and is expected to wear each of them on BCD Day. About 300 shirts are on hand to be printed.

Phil Daye reported as the Door Prize Chairman. He has five prizes in hand and he has sent the letter out to vendors. He plans his big push for after the 4th of July.

The Concession stand license has been issued, and Jennifer has indicated that the food situation is well in hand. We will need to bring Ice as in years past, so start talking this up with the clubs.

Skip said that the park contract has been signed, so we own the ground for that day.

Awards are starting to come in, Skip has all the wooden plaques.

The PA system has been rented, but we are struggling to come up with a better speaker system than we had last year. Skip is looking for some trumpet speakers, but the companies we rent from seemingly do not carry them. Skip will continue to work this aspect of the announcing. The audio system will cost the same as last year.

The traffic cones are being donated by the local SCCA Autocross club. They said we can use their cones for our event. They have over 100 available. We do have to pick them up and return them.

Balloting will be by single sheet again this year. The MG Ballotting team is ready, the MVT Team still needs to be pulled together.

There is still one sponsor who needs to pay in.

Parking is being handled by the MG club and Eddie Hill is working that. We plan to put the Metropolitans up front same as the Spitfires, last year.

Cash flow-wise we appear to be in good shape. We had forty registrations in June so that adds \$400 to the totals and the shirt bill has to be paid.

This subject was not commented on at the meeting - Skip would like to have a walk-in van or U Haul trailer to haul stuff to the meet (speakers, food, etc). The plan would be to ask U-Haul to sponsor a vehicle for us and let them set-up at the show and advertise. Skip and Phil Daye to investigate chances here.

Window signs – Skip will be working with a printer to get these done and for a low cost. With his retirement we lost a good source for these signs. Stan Seto asked Ellis Ball to build a couple of sign holders for Registration, so we can separate Pre-registered from Not-yet-registered.

Registration will be cut-off on 20 July.

Meeting was concluded at 7:40 PM.

Next Meeting, if we need it, will be **24 July at 7:00PM, Tuesday**, at Poelking Lanes.