



- **Presidents Column**
- **Jays Funnies**
- **Events**
- **Treasury Statement**
- **Harry Sends Part7**



**Winter fades, Motor cars
Happy!**

March 2009

MVT Officers

President: Stan Seto, 513-683-7974

Vice President: Don Bigler,
937-253-1580

Secretary: Phil Daye, 513-360-7262

Treasurer: Carolyn Daye,
513-360-7262

Membership: Eden Allison 937-475-3885

Events: Randy Wakefield,
937-367-4993

Please send comments/suggestions to:
news@miamivalleytriumphs.org
or to the P. O. Box.

Cutoff date for next month's Marque is the 20th.

Obligatory Disclaimer

"The Marque" is the official publication of the Miami Valley Triumphs Car Club, P. O. Box 144, Bellbrook, OH 45305. Views stated in the "Marque" are not necessarily those of the officers or members of the club. Technical data is provided for information only and no liability is assumed for suitability, applicability, or safety. Miami Valley Triumphs is a registered chapter of the Vintage Triumph Register and a local center of the Triumph Register of America. Membership is \$20 yearly and is usually paid in May. Non-renewing members are deleted from the mailing list. Meetings are held the first Wednesday of the month at Tumbleweed Steak House in Kettering, 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, March Marque, 2010

We will probably remember March as the winter thaw month. February has put itself into the record books with over 23 inches of snow. At one point last week I measured 19 inches in my back yard. The pain was the 4 – 6 inches of ice on the gutters that backed water into my ceiling space as the low temperatures relented, and getting the kitchen as wet as the backyard. Three buckets were employed for three days that the deluge continued. It all finally stopped and now the ceiling is drying out and I've engaged a handy man (who really needs the work), to come in and do some repairs and paint. Last time this happened was back in '95 or so, but I just may consider getting the roof's redone this summer.

Banquet's on the thirteenth of March and at the Beaver Creek Country Club. A reminder that Lois needs checks, cash or money order's prior the event. For the club, \$10.00 a person and I think kids eat free. We will also announce the award winner's but the rewards will have to be at the April meeting, as too little time exists between the club meeting and the banquet. Electronic ballots are available on the website. Get your votes in.

We had another good turnout at Tumbleweed's in February, and I hope a good crowd turns out for the March meeting on the third. We will have the second reading of the article for the bylaws concerning limits on contributions for weddings or funerals and other occasions. Remember that we will have paper ballots at the meeting , in the event someone did not

get their electronic ballot filed; but no ballot box stuffing....!!

2010 will bring a list of great driving events, and there are a number of cars and MVT members who could not come on these events last year, who can come in 2010. We'd certainly appreciate your attendance as well as the attendance of the stalwarts who typically attend.

Thanks for listening, Stan Seto



Cardinal by Stan



February snow from Stan. We have seen enough Stan. But Thanks.

Jays Funnies

Yes, Jay is sending some really funny stuff to the Marque office from his travels on the web. Unfortunately, I can not post videos in the paper copy of the Marque. Maybe we should open a segment of our meeting for preparedness (in lieu of tedium).



If you have not seen this one yet, Oh Boy!



From Friends of Irony.



Hedge trimmers the Red Green way!



Snow blower Tim Allen style.



Take the tour at the National Museum of the Air Force and see the F-106 that landed itself. Imagine getting a call from a Sheriff's Depute asking for shut down directions approaching this slow idling beast as it crept across the snowy field!



Her a truck hangs over a bridge. The rear tire is the grip that pretty much saved the truck from its fall.



Events 2010 now being planned.

Be sure to attend the meeting in March as we elect new officers.. What adventure awaits?

Here is the beginning of our plans.

February

25-28-Cincy Auto Expo
hartproductions.com

March

3-Monthly Meeting
 13-Awards Banquet

The annual MVT awards dinner is scheduled for Saturday, March 13, 2010 at the Beavercreek Golf Club[same location as last two years] at 2800 New Germany-Treibein Rd. We will meet at 6:30 for social and buffet dinner at 7:00. As decided in January, all attending will pay \$10.00 each and MVT will pay the additional cost of our meal. Please respond to LOIS BIGLER at 937 253 1580[home], 937 603 4194[cell] or email Bigday@zoomtown.com by

Monday, March 8 so correct numbers can be given to the Golf Club. Take North Fairfield Exit from I-675[same exit as Fairfield Mall], go south to New Germany-Trebein Rd, go east for one mile to Beavercreek Golf Club, turn left, follow the driveway to clubhouse on right about 1/2 mile.

Any questions, give me a call at 937 253 1580, answering machine is always on or 937 603 4194. Hope to hear from all of you to attend a fun evening of food and friends.

Thanks

Lois

18:30 hrs
 17-19- ALMS Sebring

April

7-Monthly Meeting
 Spring Tech session
 10-Spring Tour @Indian Hill
 30 Historic Sports Cars
 Brasilton GA

May

1-Gearhead Run
 Blufton IN
 5-Monthly Meeting
 8-Scottish Weekend
 15-2nd St Market Show
 Cols. BCD

June

2-Monthly Meeting
 4-5-Thunder Rd Show
 Lima OH
 11-13-GoodGuys Natl
 Natl.Trail IN
 17-19- TRA Wooster
 26-Cruise the Burg

June 27, 2010 - St. Mary's College, Notre Dame, IN - Michiana Brits Annual British Car Show – contact Larry Palguta (574) 288-3923 - the Michiana Brits British car enthusiasts club invites you to join them at their Michiana Brits 23rd Annual British Car Show. This highly popular, expanded-class, all-marque show

is on the beautiful campus of St. Mary's College on the north side of South Bend, IN, across the street from the University of Notre Dame. The featured marque is the Triumph TR6. Judging will be by popular vote, with awards given for each class and Best in Show. The entry fee is \$20 per vehicle, for Michiana Brits members who are also NAMGBR members the fee is \$10 per vehicle. The cars may arrive after 8:30 AM, judging from 11 AM - 2 PM, awards at 3 PM. Goody bags and collector show pins for the first 100 cars. Expanded food sales on site by St. Mary's College. Open to the general public 10 AM - 3 PM, free admission, restrooms. A portion of the proceeds will be donated to the Food Bank of Northern Indiana. Entrants may register at the show or pre-register at the Michiana Brits website, www.michianabrits.com, by clicking on EVENTS/Our Annual British Car Show/Register now.

July

1-4- Mini-Meet 10
Dayton, OH
7-Monthly Meeting
9-11 GoodGuys Natl
Ohio St. Fairground
Cincy BCD
Pool Party

17 July - London to Brighton Rally

Our always popular all-day Road Rally across Indiana will once again hit the trails this summer. The Indiana Triumph Club will be the Rallymasters and your hosts. (Locations for starting and ending will be announced as soon as the snow is gone so we can see the road again.)

www.ibcu.org

July 25, 2010 - Howe, IN, 18th Annual Tea at the Vicarage - contact Larry Palguta (574) 288-3923 - the Michiana Brits British car enthusiasts club invites you to join their ever-popular Tea at the Vicarage road rally and picnic. The road rally takes you through small towns, past lakes and Amish farms in picturesque, rural LaGrange County of northeastern Indiana. You will be answering questions and gathering odds and ends along the way. True to tradition, the run starts at the historic Howe Military Academy in Howe, IN. At the conclusion of the rally, participants can enjoy a "Bring Your Own" picnic lunch on the school grounds while scores are

being tabulated. Howe Military Academy is located just South of Exit 121 on the Indiana Toll Road as well as just North of the intersection of S.R. 120 and S.R. 9. The entry fee for the fun day is only \$10.00 per vehicle. A driver's meeting will be held at 11:00 AM, with the rally starting immediately afterwards. Registration can be upon arrival or you can pre-register at the Michiana Brits website, www.michianabrits.com, by clicking on EVENTS/Car Runs, and Tea at the Vicarage.

30-31 Roadster Factory SummerParty Armaugh PA

August

4-Monthly Meeting
7-BCD 21rst Ann.

The Indiana British Car Union

29 Aug - Indy British Motor Days

We have moved our 22nd annual IBMD show ahead 3 weeks to avoid some scheduling conflicts with other British events, and to try to locate some better weather. We will once again be at the Carmel, Indiana American Legion Post, where a hot breakfast, and a delicious brats and burgers lunch, will be available.

This year we honor the Austin Healey (including the 100, 3000, and the Sprite) as our featured marque. About 23 other classes will be on the show field. A flyer will be available on our web site shortly.

September

1-Monthly Meeting
Farm tour
Fall Tech session

October

6-Monthly Meeting
Fall foliage tour

November

3-Monthly Meeting

December

Holiday Sioree'
This will be our monthly meeting in the month of December.

February meeting minutes.

Meeting called to order by Stan. Jimmy Carter seems to be getting worse with his memory problems (Alzheimer's). Keep them in your thoughts!

President report: Russ Seto has some TR3 parts he is looking to get rid of, Stan will make the contact if anyone is interested.

Vice President not present.

Treasurer reports a balance of 4604.54.

Secretary has nothing to report.

Membership reports no change in membership numbers.

Events are somewhere in this marque.

Awards banquet will be March 13 at Bevercreek golf course, ten bucks per person. Lois says pay me now or pay me later.

New Business: Motion to amend by laws regarding donations was made by Stan a second was made by Bruce. Section 7.5 sub section 7.7 as amended will read (Stan provided all present with amended change).

This was the first reading and needs two more readings prior to an official vote to change or not to change.

Old Business: nominees for officers for the next two years

President no one

Secretary: Stan Seto

Treasurer: Carolyn Daye

Nominees for Awards

Keep it on the road: Ted Allison, Jeff Barth, Mike McKitrick

Most Improved: Bruce Clough, Phil Daye

Press on Regardless: Stan Seto. Ted Allison/Chuck White

Marque of Distinction: Stan Seto, Ellis Ball

Write in candidates are welcome, electronic ballots will be available on line, paper ballots will be available at the March meeting.

Split the pot won by Lois. Meeting adjourned.



This composite assembly of pictures that I took at last years BCD has been one of my efforts at making a T-shirt. The water colour version is minus Mr Emmerson and has an E-type below and in front of the Morgan. More to come.

Treasurer's Report January 1 2009	3975.00
Income: Membership	735.00
BCD	2200.00
50/50 sales	73.50
Bsequet	260.00
Brown bag auction	154.10
Memorabilia sales & misc	455.00
Total income	3877.60
Expenses: Holiday soiree	152.52
Club banquet	914.69
Insurance	181.00
Badges	748.00
Donation	250.00
Marque newsletter	202.17
P.O.Box	60.00
Awards	576.03
Pool Party	155.25
Total expenses	3239.66
Ending balance December 31, 2009	4612.94

Restoration of My TR6

Part 7

The End is in Sight!!!! Maybe???

A quick recap as to how I got to this point. In the winter/spring of 1997 I began the frame off restoration of My 1974 TR6. Dismantling was completed in March of 1998. Frame repair was done during the summer of 1998 and during the winter of 1998/99, the suspension, drive train, engine, and transmission were repaired or renewed. A new manufactured body was obtained thru the Roadster Factory and was delivered to my home in Rome, New York in the spring of 1999. In the summer, the body was painted, mated to the frame and interior work was begun. In the fall of 1999, Chris and I moved to Beavercreek (Part 6 was in error. We moved to Ohio in the fall of 1999, not the spring of 2000). The car sat in the garage with moving boxes surrounding it for the winter and it wasn't until the spring of 2000 that the final tasks were begun to complete the car.



The Dash is complete but the rest of the interior is undone.

An interior panel kit was obtained from the Roadster Factory in the original Chestnut color. Seat kits including the foam, rubber bottom and leather in

the Chestnut color were also obtained from the Roadster Factory. While installing the interior kit, I took the seats to Stone's in south Dayton. They did an outstanding job refitting the seat kits.



They rebuilt the seats with the kits from the Roadster Factory. The interior panel kit was quite complete and easy to install. Additionally, a Roadster Factory carpet kit was installed without one problem. One of the parts of the original car interior, the center console support, that I modified years ago to fit an after market radio was replaced with one I found on Ebay. I obtained one of the recovering kits in black. It was real bear to recover the center console. The problem is that it fit too well and when using the contact adhesive, it became near impossible to get the cover in just the right spot, after several trials, I settled on a method. Also during this time, I had the rag top frame sand blasted and painted. This would be the third top I put on and I still put them on too tight which causes trouble putting the top up. At this point, the interior was essentially finished. It was pretty much back to original condition.

The remainder of time spent on finishing the car was under the hood. My first aim in restoring my car was to bring it up to concours condition, which I had pretty much done. Everything from the air dam being black cardboard to the original radiator, valve cover, carbs, etc. was basically original. With the car done and running really well, it was time for the first car shows. Over the next couple of years, my car had great success at the shows. It

showed well even against cars that were “original” unrestored. It was at this point that I decided to “modify” the engine and do some other cosmetic improvements.

First, I installed an oil cooler. Pretty straight forward installation with no complications. Also, I added the rocker oil feed line. After only a couple of years, the black cardboard air dam was starting to look bad so I went with an aluminum air dam. All this was done because the “6” engine tends to run a little hot when at idle for any length of time. British Leyand even tried to address this problem by adding a temperature compensator to the carbs to increase the RPMs when the car heats. The theory being more RPMs will push more air thru the radiator would stabilize the temperature. Well, my solution was to add an aluminum radiator. With these additions, my car runs at a nice even temperature. I even went back to the standard thermostat (82 degrees).

Next, I added “Goodparts” the triple carb setup. Installation was straight forward. This was probably the best and easiest increase of performance. The increase was immediately obvious. The only thing that that I didn’t like was the manual choke. When the mod was obtain, there were no mods for the choke cable, therefore you only choked two carbs when starting. This made those early minutes of the car running quite rough. Since purchasing the carb setup, Goodparts has come out with a choke cable that will attach to all three cards. That is my first task this spring. When I put the new carb setup on, I changed to the aluminum valve cover and taking the EGR valve off and plugging the port on the block and carb.



Goodparts also makes a really nice triple carb fuel line. When the engine was rebuilt, I installed the original starter motor. Last summer it started acting up so I installed a new high torque engine starter. At this point, except for the frame problems, the car was essentially complete. I have thoughts of installing roller rockers to quiet the valves. If I had to do again, I would probably install a more aggressive cam with the roller rockers, but that is for another rebuild.

One last problem area still bugs me and that is the rear end frame problems. As discussed before, the cross member that the trailing arm attaches to was not welded correctly. The left trailing arm was the worst. When the tire wheel was mounted, it actually rubbed on the body. I had steel wedges made to go between the cross member and the mounting bracket for the trailing arm of the left side. This straightened the wheel but didn't move it far enough away from the body. It was obvious that the alignment was incorrect because the shock damper link could hardly be attached to the trailing arm.



Well the best solution I could come up with was this aluminum spacer. It moved the wheel out to the proper distance when measured from the center of the car. You can still see the shock damper arm doesn't match the rubber stopper, but I had arm bent to lineup correctly with the trailing arm. Not pretty, but it has solved the problem. Over the years, I found a good spare frame that I have thoughts of changing out sometime in the future.

Final thoughts:

I have been asked by several friends why I would spend so much time and effort and so much money on a 34 year old car that I don't drive all the time. It is a fair question. I usually answer that I am a little crazy but everybody know that and it is a little more complicated. I have always loved mechanical things, working on them and trying to figure how they work. Flying airplanes all these years, I have always wanted them to be perfect mechanically. I treat my cars the same. I can't stand mechanical problems and I have to improve my car as best I can. I got my "6" while I was in pilot training and have driven it ever since. When my "6" stop becoming my daily driver, I had to restore it. I could not stand it have mechanical issues. As I retire from flying next month, I look forward to spending more time driving my car and continuing to improve it. I hope to attend many of the area car shows this summer.



Have a great and safe driving summer!!!!