



July 2009

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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 Restaurant on Dorothy Ln. in Kettering OH, 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, August Marque, 2009

August is staring us in the face. When you read this BCD 2009, our Twenty-fifth Anniversary meeting looms in front of us. It will be over before we hold the August meeting at Tumbleweeds. We are hoping for a large turnout in spite of the economic times. As I write this column we have 163 pre-registered cars with two weeks to go for the event. Applications are coming in at ten a day. Lorna got the shirts done and they look great. **One thing MVT needs is volunteers for registration, parking, stuffing bags (Friday Night), food service/cooking and to work on scoring the votes**, a job that last year finally got done in time for 3 O'clock awards. **Also – Everyone bring Ice and preferably in an insulated chest...!!!**

MVT had very good attendance at the Cincinnati BCD show on the 12th of July. Total attendance was around 210 cars, there should be an article on it in this issue, and pictures. Our Dayton show might break the record we set in 2007, of well over 300. That would be nice, but it all depends on the weather.

The Triumph Tour to raise money for Post Stress Syndrome seems to be going well. We'll have some flyers to pass out at BCD and a collection point.

Jimmy Carter is not improving. We had a card for signing at the Pool Party. Take some time to send Marlene a message of encouragement, (mm1218@aol.com).

Have you renewed your **Membership??**

Also history is the Pool Party at the Ball's, and there should be pictures and an article on that blast in this month's Marque or next

month's. It did rain, but the turn out was good, and really should have been a lot better. Lorna and Ellis work pretty hard to make this a stand-up time, and Bruce's pre-party tour is beginning to take on the feel of an annual event.

Got a phone call this morning, sounded just like my insurance agent, asking about our show. I thought he was going to offer some circulars for the bags, until he asked me if I knew of any British Hearse's in the US. I mentioned our visit to the museum of Hearse's in West Union, OH, of several years ago and told him to call the chamber of commerce out there. He thanked me and told me he was in Florida near Daytona and was looking for several vehicles to buy, a British Hearse being one. I briefly wondered about how he got my name. Why doesn't someone screen these calls??

I have to apologize to the club for missing my column last month. Events just overtook me.

Thanks for listening, Stan Seto

EVENTS

JULY

10-12 July Good-Guys in Columbus. Walking and 6000 cars.



i Kool Kustoms at Columbus

Rain soaked us at 1100 hrs. We dodged around in the buildings hoping that it would stop. It rained 5 straight hours. Then the show had gone. Rats.

12 July- Cincinnati BCD: by Stan **Cincinnati BCD in Fairfield....(Stan Seto)**

The Cincinnati BCD was held at William Harbin Park, the south side of Fairfield, on Sunday 12 July. I was attending after an absence of about eight years.



This park is about twenty miles away from home, west on I-275 to Hamilton Avenue exit and north two miles. North of 275 the road is called Pleasant Avenue, and I caught up with an MGB with two elderly gents in it who were gabbling away as they drove. We got to Hunter Road and they were going to drive right by, but I hit my turn signal and honked at the same time and they swerved over into the left turn lane, and waved. Good deed for the day....The park was a mile further on. At the entrance I paid my fifteen dollars and motored past all the parked Triumphs, turning in at the MG entrance and coming back down. The White's were already there, Mike Scarpa with his immaculate White TR3, one month restored, The Allison's were parked and seated, Ted's brother and wife had come along to cheer him on, and as I returned from registration, I saw Paul Corcoran and Bruce and Duncan.



Parked next to me was the dark blue TR3 of Glenn and Melba Bjornson, a couple we've not seen in a while. Later I saw the Bigler's who had driven their Morgan in, and Jay Kolb, with his E-Jag, another car not seen in a while. Further on in the day, Pete Stroble was in evidence and I think he mentioned that he'd brought the MGB GT that was being auctioned by the Museum. The turn-out from our club was excellent.



Awards were won, Ted Allison took a Best of Show with his Stag as did Chuck and Chris White who won for TR4's, Mike Scarpa (not a member, but lives in Loveland) took Best of Show for TR3's and Awards of Excellence were won by Paul Corcoran and Glenn Bjornson. The rest of us got shut out.



The Cincinnati club had 215 cars at the show. Six were DeLorean's !! How come we don't get any Deloreans at our show?? The Morgan's turned out like there was no tomorrow, there had to be 12 – 15 of them. There was also, down at the entrance to the park, a European Division with a '48 VW, some Mercedes-Benz sedans, some BMW's, a couple of Cobra's and I think some Miata's were in evidence. In their early division they had a couple of very nice 1930's two door Miller coupes, again, cars we do not get at our show. However Bruce and Duncan and the White's did bring and pass out some of our flyers, so hopefully we will snag some of these other cars. Over in the Early MG section I ran into Dale Livingston and his wife, Carolyn. Dale was the person who sold me my car. He has some infirmities, physically, but in spite of failing knee joints, hips and arthritic hands, he managed to put together a gorgeous TC that took Best of Show at Dayton four years ago. He is also restoring an older Corvette, which we discussed for a while Sunday Afternoon.

The Cincinnati show does differ from ours in one little detail, they charge the walk-in's five bucks a head, less for kids. Somehow I never expect us to do that...



This is a pretty good show, they have a really nice park to stage it, and though the cars are a little spread out, it helps put more cars in the shade. Their voting scheme must work OK because they did the awards pretty much on time, and the weather cooperated this Sunday, as it was sunny and warm, but not oppressive. I'll probably try to get back next year.

Prologue – That evening the phone rang. A gentleman asked me, “Did I win an award at the show today, I have an XK-150, Black?” I thought why is he calling me(?), and asked him. “Well your name is on the flyer!” Oops! I had the Cincinnati show flyer in front of me and suggested he call one or two of the names on it. The light dawned slowly on the other end, but dawn it did..... “Ohhh”, he said, “sorry”. I just hope he got his answer..... and, he's coming to our show.

18 July- Pool Party -

18 July- ALMS at Lime Rock DeFerran wins. Most Struggle.

19 July-British Transportation Museum- Four make the journey. Thanks to Chuck for the invite.

1 August – BCD 2009 !

There will be a traditional wind down gathering at the Ball's.

Triumph Across America Report

Sent 07/08/09 4:53 AM

From: John Macartney

[<macartney.john@yahoo.co.uk>](mailto:macartney.john@yahoo.co.uk)

Hi, Everyone

It seems lots more people have signed up to the TTACD mail list since we got this event on the road - and that's great!!

Thanks for your interest and support.

I'm planning on copying this message to other email lists, so apologies in advance if you get it more than once. Over the next few days, I'm going to be in the Charlotte NC and Washington DC areas. As you may know if you've been reading the website, I've been having a few problems with my laptop since we set out and I'd be truly grateful if someone could step forward to

help resolve the problems with which I'm faced. I'm a bit challenged when it comes to computer troubleshooting and these probs are making life very tedious. They are as follows:

1. The laptop is a Compaq, about 6 years old and doesn't have wireless capability. That said, I bought a new dongle in Florida, the software is loaded and it seems the computer is willing to talk to the net but can't connect when there is WiFi within 3 feet of it!
2. The memory stick on my Sony digicamera is full. Thought I'd bought my download cables with me from UK - but hadn't. Bought one from Walmart that fits camera and USB port but computer says it doesn't recognize the cable (or something like that) so I'm stuffed again.
3. Finally, I bought a Sony HDD camcorder

for the trip - and those cables got left behind in the UK as well!! While I've probably got at least another 24 hours recording space on the hard disk, there's about 20 minutes of in-car footage from yesterday on The Tail of the Dragon that I know several people are most anxious to watch at an early opportunity.

So, Duffer John would greatly appreciate the assistance of a technophobe in the resolution of these problems. If you think you can help, please call me on my cellphone 567 208 9894

Cheers, John Macartney and uncle jack

TRA at Charles Town, WV **By stan seto**

It's been almost a month since this event happened, but it is still fresh in my mind. Bruce did a good job outlining the tour out, the stay and the events. From my perspective, the hotel elevators were a little slow, so I always used the stairs to get to my third floor room. The room itself was very comfortable and Maid service was good. I was overlooking the parking lot so it was easy to pop out of bed in the morning and

look down to see if it was raining or not. Most mornings it was.

Although the breakfast bar was adequate, the lack of real on site restaurants was balanced by the



Mountain View Restaurant just across the street, with its large menu and fairly quick service. In the near vicinity (say within a quarter mile of the hotel) there were about a half dozen restaurants and quick food businesses.



At the start of the meet, it was just plain soggy. The guided tour of Harper's Ferry National Park was an endurance contest with the wind and the rain, unfortunate because the guide was knowledgeable and long winded. We learned the history but it took concentration. That evening's welcoming picnic was in a very pleasant park, but under the threat of rain at the outset. It was very cool, and I wished (more than once) that I had brought a sweatshirt.

The second day was better weather-wise, with the breakfast run being done in the dry, and

except that there was one occasion for a terrible accident (which was, in fact just barely avoided...but if that gravel truck had been loaded, people would have gotten killed). The trip to Summit Point Race track was great fun, coupled with the fact that as the laps unreel, and very near the end I heard some sharp noises which seemed to be coming from the car. I stopped on the straightaway to look, and Bruce was there almost instantly. There did not seem to be anything falling off the car so I hopped in and we went another round, and coming into that part of the track where the noise had started, I suddenly realized the noise had been gun fire from a nearby police range, lunch being just over for them, one or two had started to fire again, and that was the noise I had heard the last time around, now, there were about a dozen shooters so the shots were numerous and identifiable.



That aside, the run around the race track was a good deal of fun. This is the third track I've had the car on and you always want to go just a little faster, until you hit that "Chicken point" where you know just a little bit more and you're boonie-bound...after dinner we did the Harper's Ferry Ghost run. Down just at dusk, a slight hint of rain in the air, and we were met by a Ghost story teller who did a good job, and half way through he was joined by a young lady who was even better....Home before Midnight.

Friday was the car show and it was cloudy but clearing and the show was done in a big

field ringed with trees. It went off very well, thank you. By the time the show was over the sun was out with a vengeance for the run to the Antietam Battlefield, then a return for the auction.

Saturday Morning it rained but we went on the gimmick tour anyhow. This was basically a photo rally. There were photos of Confederate battle field markers and all you had to do was run the course, find them and write down the number inscribed on them. They are fairly large and most were easy to spot, but somehow my navigator, Mike Scarpa, and I missed four of about 21 and were out of the running. We did however find two that were not on the rally route. No Extra Credit!! We also managed to get off course enough times that we drove about 24 extra miles. We were both experienced in this sort of thing, so I'm a little annoyed we didn't do better.



A TR3 in rainy weather is not ideal. If both side curtains are on it is close, humid and hot. Sometimes you have to run the defroster because the windshield is so close just your body heat steams it up. This particular rally would have been better run in a late model Mercury Marque!! The winner was in fact Bill Piggott of Triumph book fame, and his wife, who found all the markers and this was the first time for them in this part of the country. Piggott's Workshop was actually a review of Triumph car history for all the TR models, an excellently spent hour and a half.

We then did the Mountain and River Run, again under sunny skies and that was a very good driving experience. We were out for two

hours. I kept the top up and took the side curtains off, but from a cloudy beginning it just turned out grandly and the roads for a Triumph driver, were delicious. Only problem were the other TR's blocking the route forward.

The Banquet followed that evening and is amply reported in Bruce's article. I found it amazing that all our club members trophied and got door prizes.....



Tried to be a little early to bed, I did laundry because I was going to be out another week, so it ended up being a midnight lights out.

Breakfast early, and a map recon suggested that I not take the interstates from Charles Town to Norfolk, VA (460 miles), instead I drew a straight line from C.T. to Richmond, VA, which is where you turn toward the coast, and discovered that if I dropped straight south about twenty miles I hit Rte 17 which would get me where I wanted to go. Got on the road at about eight. Cruised at local speeds south and west on Rte. 9 and 340 to Rte 17 and 50, got on 17 and just followed the signs. A cup of joe at McDonald's, at stop at a Shell station to get rid of the joe, and onto Interstate 95 to Richmond, and where, oh where did all the traffic come from?? Three lanes wide packed shoulder to shoulder and at 65 mph. Hey, isn't this the South? Why aren't you all in Church??? 95 to interstate 64 and east I went.



At 12:30, I pulled into the Sheridan Hotel in Norfolk, 240 miles from Charles Town. I checked in, parked the '3 in their Parking garage and went back to work, Aviation fuels and diesel. Sunday through Thursday, 8 in the morning to 6 or 7 at night, dinner out, in bed by 12 and at it again the next day.

Friday Morning at ten to 5 AM, tossed my bags into the '3, started up and cruised out of Norfolk on 64. Breakfast at 7 at a Cracker Barrel north of Richmond, Lunch at a McD's west of Charleston, WV, crossed the Ohio at Maysville and came up 68 to 32, home at 4:30 having covered 625 miles in ten and a half hour of driving. The nicest thing was with a distributor that was actually working, and rebuilt carburetors, I logged 28 to 29 mpg on the interstate system, speeds that hovered right at 70 or a little more.

Good trip, but glad to be back.

Foot Note: Just prior to this trip, I had changed the heater core and replaced the radiator in the car. Reassembled, the front turn signals were not working correctly, so I did this whole trip (1600 miles) using hand signals. On more that one occasion after a TRA driving trip, people from the car behind me came up and commented on how that had helped them with the driving trip. What do we make of that?? At home after the trip, I pulled the grill, checked the wiring and WD40ed everything in sight. Put it all back together again and the turn signals worked as if nothing was wrong. Another head scratcher.



Triumph Tech Tip #3659713.65: Brake Lights

I don't like to get rear ended (no jokes please). We had that happen to us one time in our old Dodge Shadow ES – punted right through an intersection – Ouch! I don't want this to happen to our TRs – like this one (from theashbys.com)



Yikes! One bashed Wedge!

One of the few safety items that have been mandated for our cars that I actually like is the third-brake light. You actually can see that. I want to do that for our wedges, but how to do that. Sure, I can buy a third light (plastic) from J.C. Whitney and figure out how to mount it high enough on the back panel to clear the luggage rack, or attach it to the luggage rack. That, however, will be butt-ugly. So.... I decided to mount one under the bumper. Three reasons:

- I have the room to make holes that will not be seen from the outside
- It mimics the location and look of an European rear fog light
- I've done this to the Stag already, so I kinda know what I'm doing!

When we got the Stag it came with a red light in the pile of parts I got for it, so I mounted that under the rear bumper and connected it to the brake light circuit. I've been told it really helps!



Stag Third Brake Light

Well, I want to do the same for the wedges, but I couldn't find another one of those red brake lights on this side of the pond, including eBay, until I saw this in a Moss catalog:



Rear fog light – Moss# 162-843

\$50 each. Bought two (forgo dinner at Flemmings...like we go there a lot...). Now for installation like on the Stag.

Which can be interesting. They come designed so that you drill a hole, push a captured bolt up through, and secure it with a nut. Only problem is you have to mount it on essentially a box member with a thick lip (the rear bumper). Mount it on the lip and it's way back. Mount it farther back under the bumper and you can't get to the top to put the nut on. Hmmm.

Solution: loosen one of the bolts under the bumper that hold the skin on and use that hole.

Wow, I just happen to have a couple of metric bolts the right length!
Almost too easy. Took the light apart and replaced the carriage bolt with the metric bolt (you have to tighten it while the light is out to get access to the bolt, and you'll need a small flat washer on the bolt to spread the load on the light housing), attached it to the bumper, put the light in and then ran the wires up through the trunk floor, using a 3/16 hole I drilled in the floor under the lights. Covered the wiring with some cable protector secured to a bumper bracket bolt.



Wiring for the light – protected wire run

Connection to the car wiring was easy. I just cut the wire to the stop light and spliced it in. Easy.

Okay, not that easy – I noted that I had not run a stop light for the trailer lights, so I added a wire for that. Let's call it almost easy!

Remember to build for quality and ruggedness. All wire connections soldered, all bare positive wires covered with shrink wrap, all spade connectors coated with conducting grease before connection. Double check connections and wiring before applying power.
It worked the first try!



Wire coming through floor and connections to light harness



Now we have even more stuff below the bumper on Inca!

Easy! Did both TR7's!



Yikes – What's this? Don't ask – later folks!

Restoration of My TR6

Continued abbreviated text from last month's issue.

When I bought my 1974 TR6 in 1975, little did I know that 39 years later I would still have it and will have spent so much time and effort to keep it running. My first exposure to Triumphs occurred in the summer of 1968. For \$400.00 I bought a 1963 Triumph Herald 1200 Salon.



In

1969 I bought a 1963 TR4, solid axle. After joining the Air Force, Harry could not keep this one and regrets selling it.

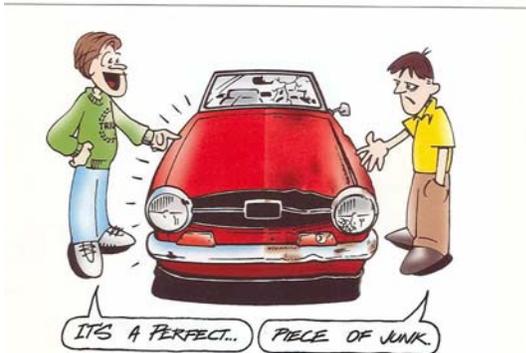


My (next) opportunity to get my hands on a TR6 occurred in 1976 while at pilot training

in Arizona. My family (with 2 very young daughters) needed a second car and one of my fellow pilot training students was expecting an addition to his family and needed a family car. So, in the summer of 1976 I bought my 74 TR6. It had 45,000 miles in one year.

Over the next 22 years, the "6" spent 3 years in Minot, ND, 3 years in Hawaii, 8 years in Rome, NY, and around 8 years in Wilmington, Ohio as my airport car. I drove the "6" cross country twice. After the first 3 years in Rome, NY, The rust was starting to win the battle for the car. A partial restoration was undertaken in 1982 before it was shipped to Hawaii. When I left Hawaii in the summer of 1987 I had to install a new top before the car was shipped to California while I went to school in Merced, CA. After the school, the car was driven cross country again as I was stationed in Rome, NY . I retired from the Air Force and got a flying job with Airborne Express in Wilmington, Oh. The "6" became my airport car with several other pilots using the "6" when they needed a car. The funny thing is it always started. Thru the years in ND and NY, in the worst weather, my "6" always started!!!! In fact, several times in ND and NY, I would end up jump starting other guy's cars that had died during the cold weather.

TR6 restoration cont.



The years in Wilmington took the final toll on the "6". In 1998, I placed an order with the Roadster Factory for a new body because I knew the original body was toast.

My new body arrived from England in the middle of the winter of 1998. In November, over Thanksgiving, in 1998, I planned to drive the car from Ohio back to New York to begin the restoration. I tuned the car prior to the drive. It was running quite well and while driving on the back roads in Wilmington, the frame broke where the trailing arm attaches to the frame. Needless to say, I didn't drive the car, but had to have it shipped to New York. The car arrived and the dismantling and demolition began. Thus part 2 begins.

In November 1997 (In Part 1 I thought it was 1998, but this was 1997), I had my "6" shipped from Wilmington, Ohio to Rome, New York due to the broken frame. The new body shell was shipped from England in the winter of 1997. It arrived at the Roadster Factory in December 1997. The Roadster Factory stored the body until the spring of 1998. I began to assess the damage to the

frame and underlying systems. As you see from the pictures, the rust to the body was extensive and beyond repair.



Apparent is the considerable rust in the quarter panels and rocker panels. Around the tail lights, the panels where rusted thru. A closer look at the right rear wheel, you can see the frame damage.



Extensive rust just aft of the front tires on both sides and around the front side markers.

Assessing the rust, the only parts worth saving were the boot, hood, both doors and the front windscreen. Dismantling began with the removal of the lights, front and rear, and the front side markers. The hard top was and is in descent shape, although I won't be putting back on anytime soon. I next removed the hood, boot, and doors. The door glass and

mechanism was removed to be used again. The interior panels of the doors were in poor shape and would be replaced. The door shells were saved. The front and rear bumpers were next. They were in good shape, but would have to be re-chromed. The front and rear quarter panels were next and they were scraped. With the quarter panels removed, the extensive corrosion was exposed.



The rust out is obvious.
Nothing to save here!!!!

With all the exterior panels removed, I next turned to the interior. The seats were in rough shape. They came out easily and would need to be rebuilt with new seat kits from the Roadster Factory. The interior panels and rugs were trash and discarded. I turned my intention to the dash. Of all the

bad things in the car, all the gauges worked, the bezels were in fine shape, and the dash just needed to be refinished.



Dash is the one bright spot in the rust bucket!!!!!!



The dash is completely removed showing the wiring.

With the dash removed, my next decision revolved around the wiring harness. After careful examination, I still wasn't sure whether it was salvageable. I put that decision off for awhile. With all the interior rugs, panels, and seats removed, the extent of the floor rust out confirmed the decision of a new body. The interior rocker panels were gone. This one was not fixable.



Interior rocker gone!!!!



Same story for the Passenger side.

Prior to final removal of the body from the frame, I removed most of the engine exterior parts, i.e.: alternator, carbs, radiator, exhaust and intake manifold. With the help of several of my neighbors, we lifted the body shell off the frame. As we lifted, it started to bend in the rusted out rocker panel area. We got it off and set in my driveway. The next day, a junk yard came and carted the dead body away. A semi-sad day!!!!



This breakdown took 3 months. I also save the body numbers placards off the front firewall. If you look in the background, you can see that in March of 1998 when this dismantling was finished, there was still snow on the ground. Parts 3 will cover the engine, transmission, drive train, and suspension removal and the inspection of the frame.