



# August 2008

## 2<sup>nd</sup> Edition

- President's Corner
- Vice Presidents Report
- Minutes, July
- Ramblings of MVTers

## First Edition

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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.



**Figure 1 I think you must know this gentleman**

## **The President's Comments,**

Since last I saw you all in a meeting, I've spent a week in Athens, Greece, a week in Warsaw, Poland, attended TRA and spent two days in Vancouver, Brit. Columbia. During the overseas trips I did get some time to sightsee, took about six hundred pictures and will bring some to the July meeting on the 2<sup>nd</sup>.

We have our third BCD Meeting on the 26<sup>th</sup> of June. Registrations are coming in at a rate of about 2 – 4 a day, but I've really not had any time to sort them out and need to get busy on that. In addition, I will be bringing Volunteer sheets for BCD to the July meeting. This will be the only chance to cajole you all into helping as the BCD date is 02 August, and the August meeting will occur after that date. So start thinking about how you're going to help the club with our **PREMIER EVENT**. The needs are:

**Parking the Cars**

**Registration**

**Scoring the Ballots**

**Helping in either Food Service or Cooking**

**Public Address Announcing**

**Distributing Tee Shirts**

**Clean-up, Clean-up, Clean-up after it is all over....**

Rumor has it that after the event, the Ball's may be opening their pool for a little get together and cooling off session to end the day.

REMEMBER.....we are going to have a Donation Pot there to help support the Triumph Trans-America Charity Drive of 2009. Please bring a buck or two to show your support!!

TRA at Huron, Ohio, in the shadow of Cedar Point Amusement Park had its

moments, but unlike the two previous years, the drives themselves were not as interesting, although the places visited were very interesting. About fifty-five cars attended, but I think the registry list was slightly larger, in the sixties. One breakfast run was for coffee and doughnuts at a very scenic lake side park, but the other run was to a fairly decent meal. Huron, itself, had a number of very nice restaurants, and the Inn where we had the event was a large and very nice facility. The rooms were large and comfortable (for what little time we spent in them), large outdoor pool, smaller indoor pool and hot tub, tennis, golf, a marina, and the halls were actually quiet at night. The Auction was an absolute riot, and I think TRA made some bucks on that event (did I mention there's beer at the back of the room?) The car show was held with the threat of rain, although it was actually completed before any significant rain fell, although plenty of rain fell later in the afternoon and evening. We had bad weather only that one day, so there was no complaint that I was aware of. There was a Photo rally, some sixty miles in length, thirty-nine photos in no particular order. I ran it with Joel Rosen, TRA Treasurer. We did not place, but were close to the top. It was a route that showed us a lot of the country to the south and west of Huron, and we had great weather for this event. I got some pictures and so did the White's.

By the way, congratulate them, as they were the only car in the club to get a plaque, placing in the TR4-4A Participant's Choice competition, Congratulations to Chuck and Chris. Others there were the Clough's, and Paul Corcoran.

I also got my carburetors back on the car, and am working to get the '3

running. Will know if the distributor housing position is close to where it should be later this week. May have it all working in time for the July meeting, which I'm attending.

Thanks for listening, Stan Seto

## The Vice President's report

The TR 6. I filled the piston bores with oil. I was determined not to damage a fresh rebuild of the engine by forcing it to rotate before it was ready to do so. Then again, it has disappointed me for ten years now. Forcing back an urge to roll it out of the hanger and into the summer rain; I set about coaxing the crank to move ever so slowly by applying the torque of a big pipe wrench. English fasteners being what they are, I knew better than to try to twist on the bolt at the front end of the crankshaft. Mind you. The shaft has an exposed neck that would be better suited for this and thus I exposed the engine by removing the radiator, fan and pulleys from the frontal area. Within a few firm grips, the engine began to rotate. Let's see. Was it clockwise or anti clockwise? I can not remember. Going clockwise so the numbers on the crank count downward (thus thinking that the crank is approaching ten degrees before top dead center) (dead indeed), I notice a familiar hiss coming from the engine. After another quarter turn, there was a firm resistance which in turn threw me off the handle as it back lashed against my effort. Durn little rebellious TRollip! What now? How can the thing make compression hiss with the spark plugs out? Sensing that my amateurish efforts were about to cost me money, I decided to check the car for things like, "it's in gear", or "starter drive is stuck". Then again, the Spitfire runs so as usual; on to other things and I will fight with it later.

After some depression goes away, I find other things to do that make me happy. Working the TR6 has long since passed into disfavor and is in no danger of being loved by its owner anymore. The Mini and the Spit are another story.

The Mini has to get some more rubbing to correct areas that this sweat soaked body man missed in sanding. The first coat went on fairly well. Once happy with the painting, I will have

to get some overtime cash and buy the hinge repairs and windshield that the little car deserves. The rear window (side) seals have deteriorated as if to show that they were just hoping to last until removed. When I went to replace them, they no longer fit and were suddenly too dry rotted for the elastic rigors of re-fit. Camry rust and bent fasteners!

The wiring issue is working well. There are few wires to confuse in a 1960 Mini. The lacing that covered the wires crumbled and flaked away in my hands as I handled the wire harness. A little lose black electrical tape will keep them bundled. This and an eye for the odd jagged edge will serve me well in trying to re-fit the wires in some sort of useful manner.

Several devices have found their place on the car. It gets harder to be patient once the rebuild begins. Still, I long to see the finished car; teasing me as it does to drive it. Once you own a Mini, like the warm burbles of a Jag or TR6, the grace of a Rolls, the quickness of an Elan; you are infected and can never forget. I can not wait!

Over in the corner of the hanger sits the trusty Spitfire. The latest carb that was given to me by a kind fellow turned into a dry failure at the start. It must be fully varnished. Still, it yielded enough levers to attach a manual choke system on the water choke carb that I have run for years. The RPM is still a bit high. We are tweaking the float bowl thinking that it might be running out of fuel. Of course, just the opposite may also be the case if the choke and needle are too generous. The last outing proved that when she stalled, stopped and dripped raw gasoline onto the ground in alarming quantities. In this sequel, the car fires, goes to 2500 rpm and then weakens to a stall. If I jab the gas pedal a few times, it returns to 2500 rpm for a few seconds more before repeating the lean out once again. Can it be running out of fuel at the float bowl? Okay, more bending of the float tang. Perhaps we will know by BCD.

OK, enough for now. It is late. As I type, I see that several of my words are missing letters. I must be tired again. Zzzzzzzz.

## Meeting Minutes July

BCD is fast approaching and we need volunteers almost with everything.

Meeting called to order at 7:30.

President reports a lengthy story about a good samaritan in the club. Roger and

Carol Rutledge had a weekend full of helping a person with car trouble. Ask them when you see them.  
V.P. not here to report .Late arrival.  
Treasurer says enough money.  
Secretary had nothing to report.  
Membership says 29 paid members.  
Events says BCD. Other items are in the Marque.

Here are some photos from the Cincinnati BCD show this past weekend courteous of **Paul Corcoran**.



07 - Corcoran's TR4A



05 - White's TR4A



10 - MVT Group (clockwise from left)  
Ted Allison, Eden Allison, Chris White,  
Chuck White, Harry Mague



06 - TR4/4A/250 Class

photo credits go to Paul.

Paul and Chuck and Chris certainly make car shows look easy. The cars always show well and place in the trophy list. Perhaps its time to ask our highly successful members just what it takes to keep them getting to the show in such a gloss. How about it? Check these pages in coming Marques for tips.

**Jay Kolb** sends us this link that he found in his web travels. It is an original triumph television spot starring my hero Captain Peacock as the floor walker of a Triumph dealer. A desperate but not very bright lad tries to escape an angry Stag owner by taking a test drive. See it for yourself at the address below.

Thanks Jay.  
<http://jalopnik.com/381760/marital-infidelity-prompts-all+triumph-car-chase>

Best of all, all of the motor vehicles excepting only the background are Triumph!

I won't spoil the end for



you.

**Honey, I'm home.**



**I wish to do a test drive.**



## **Rj and his dad.**

July 12<sup>th</sup> in Columbus. We love the Good-Guys show! Rain? No! High gasoline prices? Yes! The highest of the summer gouging season. (rotten Mobil/Exon ) Even so, we saw 6500 beautiful hot rods and muscle cars. This is as close to heaven as I get here on earth. Best of all, not one ugly



Toyota.

We did see a few British cars. In addition to the thunderstorm mural on a Rolls, the show car and cruisin' crowd

has upon occasion seen a rare Triumph. Such was the case at this years Good-Guys show. Feast your eyes on an antique that has been re-born with a hefty cash inflow and ultra-modern technique.



Yes, that seems to be a big engine with a blower on top. And yes it is very fast. Most rods get rather babied than thrashed. I doubt this lovely will get stood on end any time soon. Although, it certainly has the muscle to do so.

Sumptuous interior looks as comfortable as my family room.



The bare outline of the original dash is all that is left of the original work in here. If we left you behind in objection to the mods, sorry. This car would have more likely been scrapped than restored. The value added of any restoration is considerably more than the restored to pristine value of a market car. Spitfire owners will quickly tell you this. It makes no economic sense to spend money like this. Ah ! Then you have concluded what we Spitfire fans all

know. Its about the passion for this particularly English car and its charm.

Oh, and, I made a personal invitation to join us at BCD. I hope he is treated well. The owner is a kind gentleman.



Rock on.



English Ford gets much the same treatment.

## **Chuck and Chris**

**Send a volley of unique Detroit designs that are well known but rarely seen photographed and presented this well as a group.**



**1954 LeSabre**

**Buick and Cadillac designs of the 1948-1959 era are beautifully intriguing.**



**Buick Wildcat.**



**The famous Harley J Earl Y job. Mr. Earl drove this car as his daily driver for several years. That is about as good as gets for a car designer. To actually drive the thoughts in your soul as an embodiment of your creative life force. Wow.**

**Is that why those of us who lavishly spend our paltry sums on old cars do so with such focused abandon? It could very well be the mark of the man so to speak. As in school, I could enjoy improving my own marks a bit.**



**Over in the Mopar camp, Chrysler relied rather much on the Italian flair getting some inspiration from well known body crafters. The measure of a great design is truly that which stands the test of time.**



**They would sell today. These are the kind of cars that a person would be proud to own. Taking Kattie to prom in that Wildcat would be the bomb. As Rj says, gahnst tohl!**

