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August 2006

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MVTRallye Game Pt 9



September 2006

1st edition

- **MVT Officers**

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Please send comments/suggestions
to:

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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.

The President's Comments, **September, '06**

The weather was with us again at British Car Days, not quite as spectacular as two years ago, but days like that show up only once in a score of years. The turnout was phenomenal, we registered 351 cars, six vendors and had about twenty Miatas and BMW's visit. We had only 12 no-shows from Pre-registered cars so about 339 cars on the field. Did everyone get around to see the 1935 Alvis Speed 20(big Blue convertible) or the 1947 Siddley-Armstrong Hurricane (a Black sedan) or the 1951 Singer (a brown sedan)?? Shoots, we even registered three Morgans, as many as we've ever had at one of our shows. I think we sold most of the food, and although we were breaking in a new scoring system for the awards, we still have a couple of slowness we have to eliminate. We could have been a little quicker with the names of the class winners, but we did shave time off last year's results announcements, and now that we know how the system works, we should be able to hit 3:00 PM in 2007. Next year Stags deserve a class, and hopefully we can coax some of the more reluctant Morgan owners to bring their cars. I think most of the vendors will be back next year, Certainly Jeff Zorn of Little British Car gave us a resounding boost in his article of the show.

The club went to a barbecue restaurant on Brown Street for dinner. It was packed and took a while, I had the ribs and they were very much like Montgomery Inn ribs, which is to say very good. For desert, I stopped at Graeters in Centerville on the way home, and was promptly befriended by an

Obvious Brit, who couldn't get over seeing the TR3 here in America!! I pointed out another '3 at the restaurant across the street, a red and black car that had been at our show. We had about a half hour's conversation as we finished our ice cream, and as I walked back to the car someone pointed out to me that the right front tire was flat!! It took about fifteen minutes to change, then I had to find a gas station to fill the spare from 15 psi to 30 psi, and that was just down the street at a Shell station. Not a good sign for reasons I'll explain in a minute. Got home at about ten in the evening, an empty house as Norma had gone to South Carolina to visit our daughters for the week.

Sunday was quiet, as I repacked the Triumph to go off to TRF Summer Party. Monday morning I played softball (first round in the season ending tournament, my team of seventy year-olds won the first game, ousting the third place club (we were the seventh place club), but part-way through the second game, first place club, their right fielder collapsed (well it was 94 and high humidity) and we postponed the rest of the game until the next Monday.

I went home showered, packed a lunch and cranked up the TR3 to head for Gatlinburg, Tennessee. The car felt good on the road and traffic headed south was light. I ate lunch on I-75 north of Lexington, fought my way through heavy rain storms south of Berea and to the Tennessee border, where the rain tapered off to light showers which stuck with me until Knoxville. I then took Rte. 66 into Sevierville and on to Gatlinburg. Boy, has that area grown in the past

fifteen years since last there. Cut across the Smoky Mountain National Park, got onto the Blue Ridge Parkway and got off at Maggie Valley and hence to Waynesville, NC, and a Best Western, where I linked with the Texas Bunch (Brother Russ, TR3, Vern Burnett, TR250, and Doug Trapp, TR6). It was still raining, lightly.

Next morning we decamped for the Blue Ridge and drove north toward Virginia. We covered 377 miles that day at about 45 or 50 mph. We did several stops at scenic attractions and for lunch, and at just about seven in the evening left the highway for Buchanan, Virginia. To get to the motel, you drive (hurtle) down a four mile stretch of road (7% grade), a miniature Tail of the Dragon, except for the constant going down, hairpins, switchbacks, very poor road surface, traffic coming up and the constant smell of hot brakes. Well, we didn't kill ourselves this time.....In the morning, we got back onto the interstate system with the idea of getting to TRF by mid-afternoon. I-81 north to Hagerstown, and found the rain, again, crossing our path from west to east, then we turned west on I-66 to Cumberland, and we were now through the front and the sun was shining. Eventually we got to Rte. 56 and traversed Johnstown, PA, and into Armagh we went.

I drove up to Brush Valley and dropped the flat tire there for repair. The guys there buy about fifteen tubes on this weekend and fix flats for everyone. Two cars had been there ahead of me, already.

Summer Party was a pretty pale shadow of its former self. 150 cars, about 300 people. No crowds anywhere on the

property. Parts sale, 10% off, but only one other vendor on the ground. On Friday we did the Poker Run and the Mountain tour down to Ligonier, PA. On Saturday, at the airport, we set-up the gymkhana course (forty foot wide taxiway, a mile long of which we used about 300 feet). To add some spice, we brought with us a magnetic bowl and a tennis ball. This went on the hood of the car. If the ball left the bowl, it had to be retrieved before the car could continue on. Truth is only jerky driving would launch the ball, but two drivers managed to do it. The skill events were Toss the Lever Shock into the Tire, Screw the Sparkplug into the Head and stop with the front tires on a Mark. We gave each contestant three runs at the course, last two counted. Win, place and show were within ten seconds at about a minute and forty seconds. We had about twenty to twenty five cars run it and no one did it clean.

The Car Show was Saturday night, the awards ran a little late, I saw and talked to Dave Couch and his wife, Murry Mercier and Jacqie, Ron Fowler and son (but they left early), and several folks from TRA, like Don and Helen Cunningham, so it was a little like Old Home week. Doug Trapp got longest distance driven at about 2500 miles. Vern Burnett got top votes for TR250's, so we did pretty well.

We slept late on Sunday morning (6:30) and were on the road home by 9:30. Weather was hot and humid, but the cars ran well and I was back in Loveland by 3 in the afternoon. There were one or two people in the crowd, at the awards, who were cheerleading to bring the event back next year, but I think for the TRF,

this was a scratch event, and I don't expect to see them try this again for several years.

The Tire?? Flat due to a break on the tube at a fold line. The guy who repaired it said the worst mistake tire shops make is to remove the tube from the plastic bag it comes in and re-stacking it on a shelf before it gets used. The break was

as clean edged as if someone had cut it with a knife. I can't complain, as that tube had been in the tire for almost eight years.

Our Next meeting is on 6 September, You'all come.....

Thanks for listening, Stan Seto

The Vice-President's Report

350 ! O.K. It was not the 400 I had predicted but what a beautiful day the Lord made for BCD 2006. It was grand to have the NASS group together. These are special days in the car hobby for British car enthusiasts like we. There are yet many available bodies and titles for those who wish to restore. And many others in top shape are offered for sale at great price. Some cars evaporate into the rust-dust. I know of names like Yugo, Pacer or Vega that seem to have quietly disappeared. Does anyone hold a flame for them. Maybe not. The Triumph motors on as timeless as the passion that created it. Wow. I am glad to be a part of it all. Rock on BCD 2007!

NASS members had a nice day at the National Museum of the Air Force. Commander Ross and I had lunch with the flight and they all were tiring but happy to meet the adventure. The museum offers two full days of touring and it was hard to cram it down to a few hours. The day of the show, everyone seemed to fit in even though it was a show within a show. Congratulations to award winners! On the eve of BCD, Ohio Wing attended Commander Ross's wingding and enjoyed live music, prizes and commradery. The following morning, we all motored down to the airport to have our cars photographed with the Wright B flyer. Several members flew on the Wright B. This was, of course, led by Commander Ross himself. Ask Audrey how she liked it the next time you see her. All in all, I can't imagine Christmas at the Ross home, but judging by the way Mike entertains, they must be grand. He and his wife are the best. Thanks Mike for the effort you made. I know why everyone who meets Mike admires him so much.



August 2006 Membership Meeting

Triumph stories:

DOT 3 & dot 5 does not do well together, although after a few years elapsed the fluid jells. This caused a major problem at VTR for Ted Allison after someone announced that his front wheel was smoking in the parking lot (better than out behind the barn). Ted spent of his week careless as some local garage was repairing his car.

Stan and his clan replaced a TR3 water pump and belt (in record time) while on the road in Canada. There is a 48 TR 1800 that is getting updated with a TR3 motor. Looking forward to seeing this car on the road.

Officer Reports: Pres Will send around a list to sign up for working at BCD. Tr club will count MG cars and vice versa.

Vice Glad to be here

Treasurer Plenty of \$\$\$\$\$\$

Membership 32 paid members

Events BCD Saturday Aug 5

Roadster Factory Aug 10-12

Pandora show Aug 12 Aug 19 Mid-

Ohio Sept 6 Membership meeting

Sept 10 North Coast Car Show

Sept? Fall tour Oct 228 Tour to

TSI

BCD committee report: 195 pre-registered Bruce is 47 at the meeting cake was available and best to Bruce Side note at time of writing: There were a record 350 registered at BCD and there was a nice article in the Wheels section for Aug 19

MVT Living Events List

September 6th Miami Valley Triumphs Membership Meeting, Fudruckers Restaurant, Kingsridge Dr. behind Dayton Mall across from Poelking Lanes, 6:30 pm dinner, 7:30 pm meeting

September 10th Battle Of The Brits, Sterling Heights, MI. Terry Walters 734-464-8149,

botbchair@detroittriumph.org

September 16th Carl Day Cruise-In, Trotwood, OH. Registrations: 937-898-3655

September 17th Discovery Concours d'Elegance, Dayton, OH. 937-275-7431

September 22-24 Indy British Motor Days, American Legion Post 64, Indianapolis

September 28th – October 1st 6-Pack Trials 2006, Cuyahoga Falls, OH.

TR250navigator@aol.com

October 4th Miami Valley Triumphs Membership Meeting, Fudruckers Restaurant, Kingsridge Dr. behind Dayton Mall across from Poelking Lanes, 6:30 pm dinner, 7:30 pm meeting

October 7-8th Fall Tour – Plan For An Overnighter! Blue Lick State Park

October 19-22 Triumphest 2006, Santa Ynez Valley Marriott, Buellton, CA. Bob Muzio, tr_jag@yahoo.com, 818-703-1846

October 28 th Tour to Ted's (Pandora, Ohio as well as Finley)

November 1st Miami Valley Triumphs Membership Meeting, Fudruckers Restaurant, Kingsridge Dr. behind Dayton Mall across from Poelking Lanes, 6:30 pm dinner, 7:30 pm meeting.

Chuck and Chris write...

Randy,

Here are a couple shots I took at today's 2nd Annual Riley Creek Festival & Car Show in Pandora, OH. Ted Schumacher of TSI was our host for the Car & Antique Tractor show. Ted Allison along with Chris & I represented MVT. Former MVT members Mark & Tonda Macy were also there. Ted Schumacher's 52,000 mile all-original TR3A, another TR8, a Spitfire, and an MGB GT were the rest of the British cars attending.



Here is the Allison's TR-8 parked on the lawn.



Ted's TR-8 next to the Macy's Tr3a
.Right with bonnet open, Chuck and
Chris display their clean TR-4a.



BCD 2006 a record year!!

351 pre-registered and appearing automobiles. The biggest BCD ever! Let the pictures tell the story.



Early Start 7:30 AM



A parade of stars!



North American Spitfire Squadron arrives at the field.



Bonnets open, ready for inspection.



BCD Continued.



After the show, Randy gets to help roll out the Wright B for a special shot. Randy's Dad helped work on this aircraft when he worked in the Mod-Center. (Bldg 206N)
(right) A Lotus and Tiger section.



Are you kidding me? Three Morgans ! This is a welcome sight and a record number of owners displaying them at British Car Day.



A sunny display of Sunbeams. What a rare Herrington body style.



BCD Continued..



Rj checks out the list of owners and takes a few notes. One of our own.



Flares and wide wheels !



Rugged, sexy and capable.



Best of the lot. Strieby Mini.



Purrfect form.





Tales Of The FrankenStag

Bruce Clough

Ah, For Once, Working On Someone Else's Car!

Now that there is even another Stag in the club, I have more fodder to write about, and since the FrankenStag is in limbo this month, surrounded by TR8 parts on their way to ebay (but that's another story), it's time to focus on other Stag antics.

And that other Stag would be the Red Wonder, owned by the Dayes. Phil wanted to put a new top on it, so we identified Sunday, 27 Aug as a good day to try to put it on, I sent out an MVT APB and Mike McKitrick, Ellis Ball, and myself showed up at the Dayes. I got there a bit late, and by the time I got there the three MVT'ers had already taken off the old top and were fitting the new one.



The Old Top - Duct Tape and Rips - About Normal

In fact, they've already reached the opinion that they couldn't put the new top on since it was missing the side Velcro needed to attach it to the frame above the door windows. They were in the process of identifying other needs when I arrived. We figured out what was needed, then we went on to the engine.

About a week ago during a drive, Phil noticed a lot of white smoke coming from the back of the car – you guessed it, head gasket. We confirmed

that by having Phil start the car – lot of bubbles in the coolant – yep – confirmed. Phil took it very stoically since he wanted to yank the drive train out anyway to put in the automatic transmission, might as well fix the engine while he's at it.

To help this along, Phil got us to help him get the automatic tranny into his car so he could take it to the tranny shop. While we were at it we found most of the missing top parts and a few other goodies he's going to need eventually.



Trial Fitting Of The New Top To The Red Wonder – Nope, Didn't Fit

So, after that we sat around and talked about the need for an end-of-summer picnic, ordering Phil parts, what he would do next, etc. Since Phil's going to launch on getting the engine out there are sure to be more tech sessions soon!



As Usual, Ellis Supervises Mike's Work – Yes, He Gets Paid More Also