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Figure 1 Does it always go "bzzzzit-phooosh"?

August 2010

MVT Officers

President: Phil Daye, 513-360-7262

Vice President: Don Bigler,
937-253-1580

Secretary: Stan Seto, 513-683-7974

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.

Jay's Funnies



Creative Military Heroes. Dukes of Fallujah.



Talented concrete painter creates 3-d illusions in artistic fashion. This sidewalk is actually flat.



Dukes of Abingdon.



I suppose the urge to pose with the art is overwhelming for some.



Dastardly Dukes of Bagdad. Note rocket launcher tubes.

Events !!

30-31 Roadster Factory
SummerParty Armaugh PA
August
4-Monthly Meeting
7-BCD 21rst Yearly Gathering
of the Best of British..

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

Fall Tech session
25th -Hi,

Mike Browne here from Positive Earth Drivers Club in NJ. We would like to list our annual British car show on your website.
Below are the details:

SHOW NAME: BRITS ON THE BEACH 2010: 13th Annual British Car Day at Ocean Grove, NJ

Sponsored by: Positive Earth Drivers Club

Date: Saturday, September 25th RAIN OR SHINE

OPEN TO ALL BRITISH CARS

Place: Main Ave. Business district in historic Ocean Grove

Time: Registration opens at 10am till noon Awards at 3:30

Fee(s) \$12 before 9/15, \$15 day of show

More information can be obtained by going to our website www.pedc.org and downloading flyer and registration form or emailing Wayne Simpson at PEDC@comcast.net or calling (732)477-3878.

Description: Judging by participants choice. Dash plaques for the first 120 cars. Awards by class determined by pre-registration.

Walk the Ocean boardwalk just 2 blocks from the show field. Have lunch at one of Ocean Groves many cafes or restaurants. Strooll the Main Ave Business district and check out the antique shops, gift shops, and clothing stores. Tour the area and see the historic Great Hall and quaint Tent City and many Victorian Hotels and Inns. This is the one car show your wife will want to come to!! DJ music provided by Tim Ewing.

Space is limited so register early! Last year we had to turn cars away

October

6-Monthly Meeting

9 Oct- Nashville BCD
see flyer.

Fall Farm Tour-TBA

November
3-Monthly Meeting

December
Holiday Soiree'

The December meeting is usually brief
and a part of the soiree'.



Blast from the past! Fritz Baker on
course in 1982. The event was the Solo
in the City. It was sponsored by Tim
Allen of White-Allen Chevrolet.

A Gathering of Triumph! and defeat. RW

Ted invited the gang to his garage for a Tech Session Saturday, May 22. This was an a day this author will not forget. Coffee and donuts on the counter top and wrenches arrayed on the cabinetry, the crew set their attention on curing Ted's Stag from some windshield wiper issues. It seems that Ted's column mounted switch turned on the wipers, but then they would not go quiet when the switch was placed in the off position. Ted sent off for a new column from a source that we won't mention by name. will see later why). Of course Ted might be quick to tell you how much it cost and where it came from if you ask him. Lying on the floor with a partially disassembled column, the wires to the switch were exposed.



The thing is , the switch did not activate the wiper motor until told to do so. So then why would it refuse to turn off the motor when placed back into the off position. Logic (switch logic that is) soon told us that a switch is either making contact or it is not. The off position is a dead position energy wise so why does the motor continue. Ted was not amused. Using a volt-

Ohm meter at the motor, we all soon discovered that indeed current was applied when switched to the proper position. In fact, the same test showed that Ted's bone yard column had a defective switch assembly mounted to it. This soon put off the idea of trading the whole column. So wherein lies the problem? Read on. A wiper motor like Ted's is as common as plain looking Hondas. All of the similar wipers work about the same way. You supply an on command with current. The motor churns away dutifully moving the wiper blades until the switch is placed in the off position and then.... when the wiper arm gets close to the off position a cam has depressed a button that sits upon a switch. Call it a small or micro switch. When this button is down and the wiper motor in its rest position it parks!.

So if the button depends on a sliding cam bar to be pressed and... if said cam bar has jumped off the track and away from its guiding mechanism, no cam action and no parking. Ted was unable to turn off the wipers without pulling a fuse or a wire end.



By re-assembling the motor with the can bar in its correct position, the repair was made. Testing later proved to be rewarding as the Triumphant Wrench Wranglers celebrated victory.



Miami Valley Triumphs Monthly Meeting, 07 July, 2010

Meeting was held at Tumble Weeds restaurant on Dorothy Lane.

President Phil Daye convened the meeting at 0731. There were twenty-four club members and three guests (the kids) in attendance.

There were no changes or additions to the agenda.

Officer's reports –

President – Gave a toast: “Hail to The Queen” to open the meeting. Commented to the weather “Hot” and discoursed on the fact that in Ohio it has been legislated that no tubes can be put into radial tires. He has a wire wheel for his Stag that needs to be assembled, and no one he contacted would do it. Asked for and got several suggested tire companies who might help him.

Vice President, Don Bigler – Past weekend was good for car shows. Mini Meet East in Columbus had over 100 cars, and there was a Classic Chrysler show that also had a good turn out.

Treasurer, Carolyn Daye – Starting balance was \$3534.44 and income of 200 (memberships), 30 for club badges and 14 from Split the Pot.

Expenses were 70 to buy new checks. Closing Balance was \$3708.44.

Membership Chairman, Eden Allison – 26 Paid up members for the 2010-2011 year. Twelve have not yet re-upped. (one did last week, as reported to Secretary by Eden.)

Events Chairman, Randy Wakefield – Recovering from surgery, but in attendance, Covered events for July and for August. Key comments: Next BCD coordination meeting is set for 22 July to wrap-up loose ends.

MVT Pool Party is scheduled for 17 July at the Ball's house, starts at 3:30 PM and RSVP's requested so that Steaks can be ordered. Bruce Clough commented to his pre-pool party driving tour, starts at 12:15 from a new restaurant in Bellbrook.

Cincinnati BCD is the next day at Harbin Park in Fairfield, OH.

Roadster Factory summer party is scheduled for weekend of 30 – 31 July. In August we have Joint BCD with MG Club of Southwest Ohio, on the 7th of the month.

Committee Reports – BCD Committee met on 24 June. Stan Seto reported that registrations were up about 100, and well down from end of June 2009. The MG club plans to bring generators, and will work to have a Port-a-potty on site for the old and infirmed, saving them a cross country trip. Awards are on order and should be available in ten days. Shirts are paid for and we will have 264 of them in assorted sizes. Randy Wakefield brought an example to the meeting and to the MVT meeting. Almost everyone likes them. Bags and stuff to go in them has not been settled yet. Skip Peterson will call

Autoweek to ask about bags and pencils. Labels for bags was discussed. Those fall into Randy Wakefield's capable hands.

Door prize strategy was discussed. Four top quality door prizes will be special auctioned every half hour at and after 12:30. Special coupons will be put in bags and containers will be available to the public for each drawing. Must be present to win. Name and car no. to be put on back of coupon.

Tickets for Split-The-Pot to be furnished by MG Club.

Traffic cones for registration will be obtained from SCCA Group.

Everyone coming is asked to bring a bag of ice in a cooler.

Next meeting will be on 22 July at Poelking Lanes (Knightsbridge Street, I think) behind the Dayton Mall.

Old Business – There was no Old Business..

New Business – Per Mr. Clough, the Fall Tour will be in October, an overnighter (by meeting voice vote) and will be to the Southeast.

There will be a Farm Tour in September, details to be expected. (Pig Farms may be in the offering).

There was an informal report on the (TR) auction in Mechanicsville. Seemed to be "Much ado about Nothing".

Chuck White had the following to report: British Museum of Transportation is issuing 1000 raffle tickets at \$100.00 each. Proceeds go toward a new building so that the cars so far collected can be under one roof and not scattered around Ohio and

surrounding states. The raffle itself is for a 2011 Mini Cooper S. Winner has choice of styles within a maximum price range.

BMT asked that members in MVT become museum members.

BMT's efforts to find a museum building caught the eye of the wife of the Mayor of Dayton. The lady set up a meeting with the mayor and the BMT delegates to discuss the situation. (Let's hope that turns out well.)

Chuck White also reported that there is some guy (not specifically identified) that would be willing to build a building for BMT. Another good omen.

Jodi Barth won Split the Pot for \$8.00.

Next Meeting is at same establishment, at 7:30 PM on 04 August.

Meeting was adjourned just after 8:31 PM.

Submitted by Secretary, Stan S.

Pool Party 2010.....(Stan S.)

Miami Valley Triumphs has traditionally held a pool party in July, and at the Ball's (cause they have a pool, you see) House on a sweltering Saturday (typically). Of recent date the party proper has been preceded by a road tour under the guidance of the world renowned RennenMeister Bruce (Achtung) Clough. So it was in 2010.

The stalwarts gathered at the BellHOP Cafe in Bellbrook, Ohio at approximately Noon. I was driving my VW R32 because my TR3 is still without wheels (about which, in an article about TRA (not yet written)). I had as my riding companion, Hero, the granddaughter. She is about the same age as Bridgett Clough, and this was an opportunity for them to get re-acquainted. Alas, it was not to be (immediately) as Bridgett was not on the tour. So Hero met Duncan (about which, more later).

The BellHOP was a new establishment, and working its way through how to serve the public rapidly and efficiently. Needless to say, it wasn't ...either!! But, what we got, and when we got it, was sufficient.

The drivers gathered at about 12:25 and we were on our way at about 12:30. Being a Big Blue Car, and easy to spot, Hero and I were last in line. I let her become the radio girl for the tour. After we'd clear a tricky part of road, it was her job to call the RennenMeister and let him know that had happened. We were using walkie-talkie's and Channel 10.0.

Bruce's job was to take us out on roads that were twisty and hilly, but shaded. And we had three hour's to drive thither and yon. We cranked out of Bellbrook east and at the edge of town turned north and headed out into Greene county. On this first leg, we seemed to loop east, north and then back west and south to return to near Bellbrook, and then it was east below Xenia, I think and another loop that eventually got us to Spring Valley, where we stopped for about fifteen minutes while Bruce figured out the next part of the shaded route.

I would mention that we had nine cars on the tour, the most we've had in a while. There was Bruce and Duncan, TR7, Mike and Mara McKitrick, TR7, Carol and Roger Rutledge, her TR6, Harry Mague, his TR6, Chuck and Chris White, their TR4A, Phil, Carolyn and Cheyenne Daye and a friend of Cheyenne's in their Stag, Forrest Gwinn and Audrey in a Forrest Miata, with Forrest's daughter, Brenda and her husband, Bruce in another Forrest Miata and Hero and me in someone's VW.



We headed out of Spring Valley, east, I think toward Washington Court House, but then looped off on a number of

winding and shady lanes, and Bruce was moving along, as I hit 65 on a number of occasions to keep closed up to the Miata's who were just ahead of me. Then we suddenly slowed for a "Stop" sign and a left turn and we were crawling. At the Stop sign, a standard size van had gotten in front of me and I couldn't see beyond it. Hero, listening to Bruce on the radio, said we were behind a hearse, and some cars. Then I heard Bruce say there was another slow moving vehicle ahead of the hearse. We started around a long curve and I saw a procession that started with a lumber stork (four wheels on long stems, cab way up in the air, with more than enough room to go through between the wheel stems) followed by a pickup with a flashing yellow light, another pick-up, hearse, six or seven cars then Bruce. Another Stop sign and a left turn onto a main road. All the cars on that road let us all make the turn (they thought all of us, including the two or three cars behind me were all part of the funeral.) Up the road we went for about a half mile, and suddenly the funeral procession was turning off. That included the van in front of me. We broke free with only the Stork and the two pickups and a small SUV blocking us. The stork driven by generator motors could only go about 25 miles an hour. We finally hit a passing zone and the pick-up and SUV got past, as did Bruce who promptly radioed that there was no on-coming traffic and it was pedal to the metal time. Our string of cars blew by the Stork and we were cruising again. Hero commented she really liked going fast.....!

More roads and interesting curves and we got to Route 48 and Hidden Valley Farm Market, our second stop. A little more to offer here than in Spring Valley. We were there for about 20 minutes and the time was closing in on 3PM, so it was off to the Ball's. Bruce tried to get us there by side roads, but was foiled by local highway construction. We ended up getting back on Route 73 and just ran west to the outskirts of Franklin and the turn north on Hemlock to the Ball's residence. We were ready for the pool. Alice and Bridgett drove up just as we were parking. We'd driven about 75 miles.

The kids got into the pool well ahead of the adults. Quick enough we were in too. It was so relaxing. Randy Wakefield and Kattie arrived and the dinner party was essentially complete.

The party itself is pretty standard. Club supplies money for the steaks. Lorna and Ellis buy the steaks at Zink's Meat market in Franklin (I've bought there, very helpful folks, good products). Everyone else brings dishes (artfully managed by Lorna so we don't have all chips and no vegetables). We did have about five vegetable/potato dishes, one fruit dish, appetizers and desserts, the Ball's laid-in beer, pop and water while others brought wine, so there's plenty, not to mention Ellis's Peanut Butter fudge. The steaks get grilled in time to start eating at about 5:30 PM and then it just has to do with how long you want to stay and kibitz.



Hero got picked up by her father for a birthday party, but I stayed until about 8. It did cloud up at about six or so, but Lorna announced we should move everything inside and the clouds moved south and around us. It just sprinkled us lightly in passing.

This is a really good social event, I'm always surprised that more club members don't join us.

Cincinnati BCD, 18 July(Stan S.)

The day after the Pool Party, and after church, I drove over to Harbin Park in Fairfield, paid my 5 dollar parking fee and went to view the Cincinnati British Car Club BCD. I was basically looking to see who was attending from our club and how things were going at this time of the year (sort of wondering if what I saw could be a harbinger of our up-coming meet.)



Started in the Triumph area and walked up and around the vendor/MG area and over toward Premier section. Took pictures of the cars as I walked. Jeff Barth was there with his Spitfire (and new steering linkages), Jay Kolb's TR6 was there, interestingly this is the first time I've seen Jay's TR. Harry Mague's TR6 was there, and over in Premier were the White's and their always immaculate TR4A. I actually met all these folks on my second turn around the grounds after I had some lunch.



Some things noted – Chris Yanity was there as a vendor. He had cleaned out his garage and told me had sold a lot of the stuff he had before I met him.



(Jay Kolb TR-6)

There were not as many cars at this show as last year. Maybe about 170 versus over 235 last year. One example were the MG's. This year basically one row right along the parking lot edge and about a half row behind. Last year more than two rows, and five deep over where the TR's were parked.



Four or five DeLoren's this year, seven last year. Very few cars from out of state, especially in the MG-TC/TD ranks. There were four or five Sunbeam Tigers, but few Alpines. Little British Car was there and seemed to be doing a good business.

As I was leaving, I stopped and talked to a couple of the DeLoren owners. I invited them to our show and got a pretty positive response.... We'll see....

It's a nice show and I'm sorry I have not gotten my new wheels from the Roadster Factory, because I would have like to have driven the TR3 to this show. I've worn down three of the Michelins on my car and decide to switch out the wire wheels for "mini-lite" wheels, which my brother, Russell, can get for me cheaper because he's a TRF parts dealer. Unfortunately TRF are having their Summer Party early this year and have delayed shipping the wheels until after. So, my TR will not be coming to our BCD, either. I have the new tires, but they are for tubeless rims, which the wires are not.

More on this later.....



Harry Mague TR-6



Presents

Brits at the Parthenon

ALL BRITISH CAR SHOW

Saturday October 9th
2010

See Website for pre-
registration form

www.nashvillebritishcarclub.org

Centennial Park,
Nashville, TN

Pre-Registration:

\$30.00 (1st vehicle) \$5.00 (additional vehicles) fee includes Friday night Hospitality and Car Show for each vehicle registered. \$10 discount for motorcycles.

Pre-registered entrants qualify for a separate SIGNIFICANT door prize drawing, and guaranteed polo-shirt availability....but entry must be received by SEPTEMBER 12th!!

Day of Event Registration:

\$40.00 (1st vehicle) \$5.00 (additional vehicles); \$10 discount for motorcycles.

Fee includes Car Show and Dash Plaque for each vehicle registered

Event Hotel: BAYMONT HOTEL,
5612 Lenox Avenue Nashville, TN
37209

PH: 615-353-0700 (please reference NBCC – British Car show to receive special event king rate of \$72.99 per night prior to Sept 8).

Schedule of Events:

Friday, October 8th

Reception Party (at the host hotel) pre-register 6:30 PM 'til 9:00 PM -

Food & Drink provided by your hosts – Nashville British Car Club. Your Pre-Registration packet will be available at 6:30 PM. *Open to Pre-Registrants, BUT YOU MAY REGISTER AND ATTEND THE PARTY FRIDAY EVENING!*

Saturday, October, 9th

All British Car Show – Centennial Park 222
25th Avenue North
Nashville, TN 37203

8:00 AM to 10:00 AM - Day of show registration, free coffee & donuts.

10:00 AM – 2:00 PM – Class Voting (by registered owners)

3:00 PM – Awards Presentation

Note: We suggest everyone come into the park from Charlotte Pike. There is a Vanderbilt game Saturday.

The Car Shows Begin

Greetings one and all. As the wet spring fads in our memories, and the hot days of summer take hold, I thought I would look back at the first couple of car shows in the area attended by our club members. The first show was the British Museum of Transportation at the 2nd Street Market. It was a beautiful May 15th and several club members represented MVT. The show had over 70 cars and the day was perfect. The Museum drew the winning ticket for there raffle car, a 1974 MGB GT, and a gentleman from California won. As aside, he just picked up the car the second week in July and drove the car to the left coast. MVT attendees were Chris and Chuck White, Harry Mague, Ted and Eden Allison, and the Cloughs'. Several other MVTers attended the show without there cars. The Whites' were the big winners, winning the TR4-TR250 Class.





Harry Mague received an Award of Excellence for his 74 TR6 and Ted Allison won an Award of Excellence for his TR8. Ted also brought his Stag.



Bruce bought a TR7 and Duncan got to ride in nice car toooo!!!





The beautiful day end on a small sour car problem. While driving home, Harry's TR6 decided to shed the pulley on his water pump causing a panic call to the White's and Allison's who were able to bring Ted's trailer to get Harry's car home. So much for an extra little bling under the hood in Harry's car.



After replacing the water pump with a stock pulley, we were ready for the Columbus Car show the next day, Sunday May 16th. The Whites' and Magues' met up and traveled to Columbus stopping to have our friend Vic Snively join in the caravan.



Another nice day but which started off with threaten skies. The TR4 was the mark of distinction for the Columbus Show. Again, Chuck's TR4 won his class with stiff competition. They had a nice turnout for the early TR4s.





I am not sure under what class this car goes, but it surely turned a lot of heads. Evidently, this card was made in England!!!!

The day ended with a nice easy drive back to Dayton under partly sunny skies. Our next planned trip was to the Fort Meigs car show in Perrysburg, Ohio. The Whites' and Allison's went up the day before and Harry drove the day of the show. Several days before the show, heavy thunderstorms blew through the area leaving the field upon which the show cars are parked almost a swamp and there was the possibility of storms the day of the show. As a result, the turnout for the show was down. The area with the fort in the background for the show makes the effort to attend well worth it. Again, Chuck's TR4 won for his class!!!! Three for Three!!!!



They had a represented turnout for the TRs.



The day ended again with a nice easy drive back to Dayton. We are now looking forward to a caravan to Cincinnati and of course the BCD to round out the shows in Ohio.

Hope the summer continues to allow great top down driving. Motor ON!!