

# Events, 1998



June 27	Rolling Event to Ripley, Ohio (See Inside)
July 4	Americana Festival, Centerville, Ohio (See Inside)
July 10 - 11	Len Immke Classic Auto Show and Cruise-In (See inside)
July 12	British Car Days—Cincinnati, Edgewater Sports Park near Miamitown
July 18	Pool Party at the Ball's. Rain Date - July 25
August 1	British Car Days - MVT/MG Car Club, Eastwood Metro Park Harshman Road, Dayton, OH
Every Fri. Nite	Kettering Jaycee's Cruise-in, See Bulletin in Marquee!
December 5	MVT Christmas Soiree
Date TBA	Covered Bridge Tour Farewell to Summer Picnic Fall Foliage Tour (2 days to Northern Ohio, Sandusky/Kelly Island)

## Out-of-town Events

July 18-19	London to Brighton Run, Begins in London, IN, Call (317) 887-3867
August 7-9	TRF Summer Party - Armegh, PA

## Prize Winners/Events

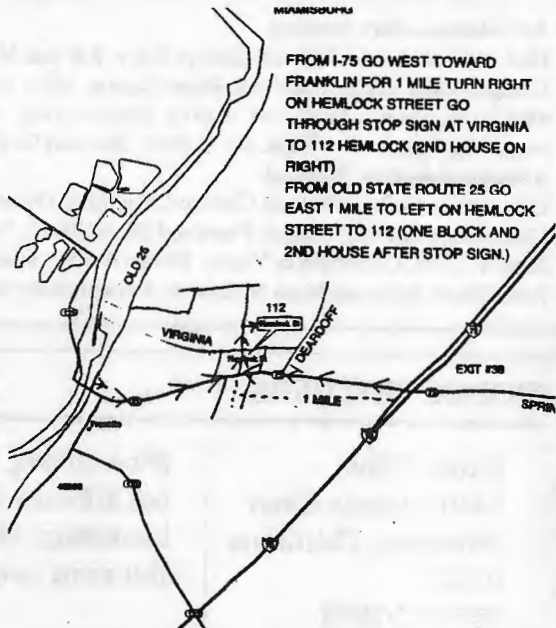
Mike McKittrick TR6 @ British Car Show at Scottish Weekend in Carrollton, KY  
 Ron Wynne, John Clark, Carillon Park, Austin Healey Club, British Show  
 John Clark, Columbus British Car and Bike Show.

## Ball's Pool Party

Date: **Saturday, July 18th**  
 Time: **2 pm til...**  
 Raindate: **Sat., July 25th**  
 Location: **Ellis & Lorna's**  
 home, 112 Hemlock St.,  
 Franklin, OH 45005

Come and join us for a great day. The club will be buying steaks for everyone (to be grilled by master chef, Ellis Ball). The club will also be furnishing refreshments and beer. Everyone bring a covered dish and their swim suits, if they so desire.

Looking forward to seeing all of you there!



**Special Notice**  
 June 27th,  
 Rolling Event to Ripley

July 1998

**Marquee**  
 1754 LINDENHALL DR  
 LOVELAND OH 45140  
 Miami Valley Triumphs

## The Marque

The **Marque** is the official publication of the **Miami Valley Triumphs Car Club**, P.O. Box 292824, Kettering, Ohio 45429. 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**. Meetings are held the first Wednesday of the month at Poelking Lanes, Kingridge Drive, behind the Dayton Mall. Drinks, dinner triumph talk at 7:00 pm, general membership meeting at 8:00 pm. Anyone interested in Triumphs is most heartily invited.

### Officers

<b>President</b> Phil Daye (513) 423-8175	<b>Vice-President</b> Dan Stinson (937) 254-5955	<b>Secretary</b> Lorna Matteson- Ball (513) 746-5189	<b>Treasurer</b> Mary Stinson (937) 254-5955
<b>Events</b> Kent Southard (937) 855-2017	<b>Membership</b> Mary and Ray Bolich (513) 677-0605	<b>Historian</b> Dan Stinson (937) 254-5955	

### Committee Chairs

<b>Technical Committee</b> Dan Stinson (937) 254-5955	<b>Spares Committee</b> Ron Wynne (937) 837-6067	<b>Newsletter Editor</b> Norma & Stan Seto (513) 683-7974 (Phone or FAX)
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### Miami Valley Triumph Web Site:

<http://www.celtic-gifts.com/MVtriumphs.html>

## From the Pres...

I talked with Mr. McCleskey of the Bureau of Motor Vehicles after he received our gift of books. He stated that the Bureau was somewhat confused at the end of 97 and the start of 98 about collector cars. All Triumphs are considered collector cars and thus are legal for collector plates. I did not ask about emission testing but he will be very helpful in answering your questions. He said that all British cars, not currently manufactured today, are considered collector cars. If you are having problems getting these plates for your Triumph or MG or other foreign makes approved, call him at his office. His name is Harvey McCleskey and can be reached at 614-752-7587. Like many others, he had a Triumph during his college days. Feel free to call him with your questions.

Car shows are listed in this **Marque** somewhere. There is always a need for help at BCD, contact Ron to volunteer. There will be a good number of people going to Edgewater for Cincy BCD. We can convoy from Middletown as in previous years. I will lead this if I get a couple of fixes on my Spit. I hope to see you all at the next membership meeting.

In the meantime drive those Triumphs safely.

Phil

## Minutes

### MVT MEMBERSHIP MEETING

June, 1998 —Poelking Lanes South

<b>Secretary</b>	Read minutes for June Meeting
<b>Vice President</b>	Stated he was glad to be here and talked about the scheduled BCD meeting and the Austin Healy Show
<b>Treasurer</b>	Gave new balance and shared information on incoming and outgoing expenses.
<b>Membership</b>	30 paid members to date
<b>Old Business</b>	Phil advised the membership that the letter was sent to the State of Ohio Bureau of Motor Vehicles
<b>New Business</b>	A warm welcome to our newest member Larry McCartt. He owns a 1953 Mayflower
<b>Events</b>	Discussed the fact that there was no June event scheduled. Dan Stinson and Phil will look into the matter and advise the membership if anything is going to be scheduled. Discussed Centerville-Washington Township Americana being held July 4th. Also, the Cincinnati Car Show July 12th.

50/50 drawing won by Dan Stinson, \$13.00

**May meeting attendance list was in error, last month. Actually it was in the May issue and repeated in June. The correct list is shown below. The Editor regrets the mistake and any problems it may have caused.**

### Attendance—May Meeting

Ellis and Lorna Ball, Phil and Carolyn Daye, Ray and Mary Bolich, Jim Hardesty, Bruce Clough, Stand and Norma Seto, Roger Larson, Mary and Dan Stinson, Mike and Mara McKitrick, Forest Gwinn and Audrey Johnson, Lois and Dan Byler, Kent Southard, Mohamed Hijazi, John Clark, Jay S. Kolb, Barb and Dick Wood.

### Attendance—June Meeting

Ellis and Lorna Ball, Phil and Carolyn Daye, Alice Owen-Clough, Bruce Clough, Bridgett Clough, Ray and Mary Bolich, Frank and Diane Ciboch, Dan and Mary Stinson, Don Bigler, John E. Clark, Christophyer Yanity, Forrest Gwinn, Audrey Johnson, Stan Seto, Dick and Barb Wood, Mike and Mara McKitrick, Jim and Jodie Hardesty, Jay S. Kolb

## MODEL BUILDERS

**Exoto Tifosi**  
5440 Atlantis Court  
Moorpark, California  
03021  
**800-872-2088**

Nice catalog, they carry mostly 1/43, but 1/24 and 1/18 selections are increasing. Mostly die cast, few kits. But some interesting brand names.

INTERVILLE WASHINGTON TOWNSHIP  
**AMERICANA**  
 4TH OF JULY FESTIVAL  
**AUTO SHOW**  
 ANTIQUES, CLASSICS, CUSTOM CARS & TRUCKS

Saturday, July 4th 1998

Centerville, Ohio

Trophies • Special Awards • Door Prizes

Categories

(Two trophies each category)

- |                  |              |                      |                          |
|------------------|--------------|----------------------|--------------------------|
| 1. Early to 1930 | 4. 1951-1960 | 7. 1980 to Present   | 10. Street Machines      |
| 2. 1931 to 1940  | 5. 1961-1970 | 8. Trucks            | 11. Classics             |
| 3. 1941 to 1950  | 6. 1971-1980 | 9. Special Int. 1974 | 12. Special Int. to 1973 |

13. Two & Three Wheel Cycles

Mayor's Choice • Trustee's Choice

**Best of Show**

Each entrant will be given a packet which includes a T-shirt, Dash Plate, Food/Beverage Ticket and much more!

Prepaid registration is recommended but entrants may register on the 4th of July. Those who wish to participate in the PARADE as well as the car show must arrive prior to 9:00 am and enter Centerville via Clys Road at East Franklin Street. Those who wish ONLY to be in the CAR SHOW have until 10:30 am to register and must enter Centerville via North Main Street (State Route 48). **Car show participants may not move their cars until after 5:00 pm.**

All prepaid entrants will receive written notification of registration by mail, along with parking passes, etc. For additional information please call Fred Schwieterman at (937) 435-2600 or (937) 885-3621. You may also contact the Festival office at (937) 433-5898.

**Schedule of Festival Activities**

10 am	Parade—Beginning at S. Johanna, East to West on Franklin St., ending at Virginia Ave
11 am to 5 pm	Street Fair, Auto Show, Craft Show, Food, Live Entertainment all day.
4:30 pm	Car Show Awards Ceremony
10 pm	Fireworks a spectacular display visible in the area of the Centerville H.S. Stadium

**ENTRY APPLICATION — 1998 AMERICAN FESTIVAL CAR SHOW**

NAME: \_\_\_\_\_ PHONE ( ) \_\_\_\_\_

ADDRESS: \_\_\_\_\_ CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

VEHICLE MAKE: \_\_\_\_\_ YEAR: \_\_\_\_\_ BODY STYLE: \_\_\_\_\_ ORIGINAL? \_\_\_\_\_ CUSTOM? \_\_\_\_\_

REGISTRATION FEE - \$10.00 DESIRE TO PARTICIPATE IN THE PARADE? YES \_\_\_\_\_ NO \_\_\_\_\_

SHIRT SIZE: M \_\_\_\_\_ L \_\_\_\_\_ XL \_\_\_\_\_ XXL \_\_\_\_\_ EXTRA SHIRT: \$8.00 M \_\_\_\_\_ L \_\_\_\_\_ XL \_\_\_\_\_ XXL \_\_\_\_\_

PLEASE MAKE CHECKS PAYABLE TO AMERICANA FESTIVAL, INC.

AMERICANA FESTIVAL, INC. • P.O. BOX 41794 • CENTERVILLE, OHIO 45441-0794 • PHONE/FAX (937) 433-5898

# Tech Talk

## Summer Approaches!

### ...or more routine maintenance

*Technical Talk, Triumph Register of Southern California, Volume 2*

As summer approaches it is probably a good idea to go over a good general maintenance schedule to avoid as much trouble as is possible. These are general service ideas, but by no means are they the only satisfactory schedule for service. I will list them to help you, but change any mileage or time period to suit your schedule or the car.

- Oil and filter change, and chassis lube.** You shouldn't exceed 3000 miles, and be sure to use good quality oil. 20/50 weight seems to give the best service and can be used year round. Be sure to change the filter gasket every time. The oil should be changed with the engine at operating temperatures. This will prevent sediment from settling out. Don't over grease the chassis lube fittings and be sure to wipe off the fittings before lubing.
- Visual check of the chassis.** This should be done when lubing. Look over the condition of the upper control arm bushings. Check for looseness in the rod ends and ball joints, and the fit of the silent blocs.
- Check engine compartment.** When changing oil and filter also check the fluid levels for the brakes, clutch, steering ox, coolant, and the battery (if not sealed), and the oil in the dash pots of the carbs.
- Coolant.** About every 6000 miles or every 18 months consider changing the coolant. The best mix is 2 parts water to 1 part anti-freeze. Check all the hoses for cracks and softness. This is a good time to grease the waterpump, if it has a nipple, but don't overfill!
- Transmission & differential.** About every 5000 miles you should consider changing the gear oil in the differential and the transmission. A good quality gear oil in the 80/90 weight range seems the best. On transmissions equipped with overdrive, you should consider a gear oil change sooner, since clutch deterioration pollutes the oil. Check for leaks, especially around the pinion seal.
- Brakes.** 10,000 miles is a good guide to inspect the bakes. Look for worn linings and pads. Check wheel cylinders for leaks, as well as around the master cylinder. Check all brake hoses.
- General oiling.** Take your oil can and lube at least once a year—more often would be better if the car is used a lot, and oil the rear brush of the generator, oil the throttle linkage, door locks and hinges, rear leaf springs, hand brake linkage, and under the distributor rotor.
- Hit the **rear wheel bearings** with grease about every 10,000 miles.

Kettering Jaycees Foundation  
**1998 Friday Night Cruise-In**  
Sears Store  
Kettering-Lazarus Shopping Center

Dorothy Lane and Woodman  
**Every Friday Night**  
**April 17 through October 9**  
Except May 22, July 3 and September 4  
**5:30 PM to Dusk**

Dash Plaques • Food • Refreshments • Oldies Music

Phone (937) 254-6131  
e-mail: [cruisein@usa.net](mailto:cruisein@usa.net)

Kettering Jaycees Foundation, Inc.  
PO Box 292099



## From the Editor

We are getting a good response for articles on events attended by the members of the club. I would like to see more technical input, because although most of the cars in the club run, there are still things that go wrong. For example, my radiator was grooved by a 5/16th bolt out of the fan. Inspection revealed that three of the four bolts were loose. The tabs on the tab washers were bent back. Closer inspection suggests I did not take enough care bending the tabs up so they were flat against the bolt flat from the base of the head to the top of the head—a lesson learned. The radiator shop was able to re-seal the damaged tubes without need to re-core. That saved me a “penny”. Hope to be running by July 4.

Welcome back to Frank Ciboch, by-pass surgery. He’s moving slowly, but he’s moving!

**Maintain your status—Member in good standing**  
**Pay up this month!**

## “TRIUMPH OVER TRIUMPH” The Magazine for Triumph Enthusiasts - Don't Miss It

- \* “The Jabbeke Speed Run” - Nearly a disaster, by Ken Richardson \*
- \*The Complete Development of a Racing TR6 \*
- \* Special Triumphs in the U.S.A. \* - \* New Triumph History & Unique Photos \*
- \* The 'Mugello' Racing Spitfire \* - \* Informative Technical Articles \*
- \* Side Screen TR Restoration Feature by an Engineer who worked in the Competition and Experimental Departments \*
- \* “COXY” - Profile of a Triumph Racing Mechanic \*
- \* The “MIRA” Research & Development Facility \*
- \* The “MONZA RUN” 1959 (8 world records) \* - \* 75th Anniversary Celebrations \*
- \* Unique Interviews With Staff 'Who Were There' \*

### SUBSCRIPTION DETAILS

The second set of six Triumph Over Triumph Magazines will start with the APRIL/MAY 1998 Issue. Triumph Over Triumph can only be ordered direct from P.K.J. Publishing by annual subscription only, and is not on sale in high street stores or news stands. To order your yearly subscription please return the completed order form (or photocopy), or contact our office by phone or fax at P.K.J. PUBLISHING, 22A CHURCH ST, NORTHBOROUGH, Near PETERBOROUGH, CAMBRIDGESHIRE, ENGLAND PE6 9BN. PHONE/FAX 01733 253310.

N.B. Collectors: There are limited supplies of sets of the first six magazines from the inaugural April/May 1997 issue at a special price of £28.00 sterling inc. postage. If a set is required write “include first set” on order form.

#### ORDER FORM FOR SUBSCRIBERS IN THE U.S.A.

Please send my annual subscription of Triumph Over Triumph Magazine, starting from the APRIL/MAY 1998 issue and debit my credit card below.

U.S.A. £32.00 Sterling ONLY BY CREDIT CARDS BELOW.

Tick where appropriate. VISA DELTA ACCESS MASTERCARD EUROCARD

CARD NUMBER \_\_\_\_\_ EXP. DATE \_\_\_\_\_

SIGNATURE \_\_\_\_\_

NAME (PLEASE PRINT) \_\_\_\_\_

ADDRESS \_\_\_\_\_

POST CODE \_\_\_\_\_ COUNTRY \_\_\_\_\_ TELEPHONE \_\_\_\_\_

Price includes postage and your TRIUMPH OVER TRIUMPH magazine will be posted to you direct from the publisher.

MIAMI VALLEY TRIUMPHS MEMBERSHIP APPLICATION  
\$20.00/YEAR

mail completed application to:  
MIAMI VALLEY TRIUMPHS • P.O. Box 292824 • Kettering, Ohio 45429

NAME \_\_\_\_\_ BIRTH DATE \_\_\_\_\_  
ADDRESS \_\_\_\_\_ PHONE \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

**TRIUMPH VEHICLE PROFILE**

CAR #1  
YEAR 19\_\_ MODEL \_\_\_\_\_ COMM. NUMBER \_\_\_\_\_  
COLOR: \_\_\_\_\_ BODY \_\_\_\_\_ INTERIOR \_\_\_\_\_ TOP \_\_\_\_\_  
DISTINGUISHING FEATURES \_\_\_\_\_

CAR #2  
YEAR 19\_\_ MODEL \_\_\_\_\_ COMM. NUMBER \_\_\_\_\_  
COLOR: \_\_\_\_\_ BODY \_\_\_\_\_ INTERIOR \_\_\_\_\_ TOP \_\_\_\_\_  
DISTINGUISHING FEATURES \_\_\_\_\_

APPLICATION DATE \_\_\_\_\_ DATE PAID \_\_\_\_\_

\_\_\_\_\_  
MVT REPRESENTATIVE SIGNATURE

I HAVE THE FOLLOWING EXPERIENCE/EXPERTISE THAT I AM WILLING TO SHARE WITH MVT COHORTS.  
or I HAVE THE FOLLOWING TECHNICAL QUESTION TO BE ANSWERED:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
OCCUPATION \_\_\_\_\_ EMPLOYER \_\_\_\_\_  
WORK PHONE \_\_\_\_\_

# MVT TR6's Visit Scottish Weekend in Carrollton, KY — 9 May 1998

By Mike McKitrick

A beautiful day greeted Dan and Mary Stinson and Mike and Mara McKitrick as they departed the McDonalds (had to have coffee!) on Linden Avenue in Riverside for all things Scottish in Carrollton, KY.

A leisurely drive to Waynesville and then through West Chester (whoops, what's that scraping sound, says Dan?) Turned out to be nothing that recurred so off we go again after another coffee stop (at McDonalds, a famous Scottish name, didn't you know?). We drove through Cincy in record time with little traffic, even though an errant driver decided to make a right turn to an exit from the far left lane directly in front of Dan and Mary's 6.

The rest of the outbound trip was uneventful as we pulled into the General Butler State Park, that hosts the gala event, at about 11:00 am. Probably thirty or so British cars already present as Dan and Mike parked the TR6's. Only one other TR6 and a candy apple red TR4, present in support of the Marque.

It wasn't long til we heard bagpipes and more bagpipes and even more bagpipes as bands formed up and marched their way around the grounds. What glorious music! There were the pipes, of course, singers, and Highland games. Great food, booths selling all sorts of Scottish and Celtic products and glory be! Meat pies that tasted the same as they did in Scotland and England.

The British car show was hosted by the Greater Cincinnati British Car Club. They did a smashing job. This show was a judged event with quite a few trophies to pass out. The judging ended with presentation of the trophies at about 2:00 pm. Mike and Mara's TR6 placed 2nd in Class.

After some more Scottish fare with strawberry shortcake the two TR6's headed for home. This time across the Ohio River at Madison, IN and up Route 56 toward Cincinnati; tops down! No traffic to speak of, only one wrong turn by Mike, nice weather (did I mention NO RAIN ALL DAY?) a great curvy road, one pushy pickup truck driver who thought he could stay with a pair of TR6's on a twisted road, and dinner at BIG BOY. The Big Boy dinner stop is better left untouched even though the food, when it did arrive from somewhere, was fine.

Back through Cincy and home... A great outing that shouldn't be missed. This was our first Scottish Weekend and hopefully not the last. Nothing like the sound of multiple Triumphs motoring down the road with the wind carrying the sweet sound of throaty exhausts across the glen... uh, sorry, got carried away there. Those bagpipes are still haunting me.

## For Sale

1972 TR-6 Interior door pieces and trim, black with white trim. Includes panels and back section. Must see to appreciate — Best offer. 1971 or 1972 TR-6 Radiator. Don't know if it leaks or not. Best offer. Call Ken Toliver • Monroe, OH (513) 539-7443.

1976 TR7. 76,000 miles, 5 speed, Runs, \$750.00, Tom Noble (937) 258-3179.

I am the proud owner of a 1968 Triumph Spitfire Mk. III. I have owned this particular vehicle for three years. I am the third owner. While in my possession, I have had the car looked over by the best mechanics that I could find (regrettably, I cannot do this myself). Thus far, the dual carbs have been balanced, the distributor replaced and the horn restored. I am pleased to say that other than a few minor adjustments (due to the vehicle being stored rather than driven), it is ready for the road! Recently I became a "Mom". It is now time for me to pass my car on to someone that has more time to devote to it. This is a great car and deserves to have someone that can take it out and show it off! I would appreciate it if you could spread the word, or keep me in mind if you hear of someone that is looking for a Terrific Triumph! I am asking \$5,000. I can be reached by calling 330-239-1182 or e-mailing: funnicello@aol.com. Thank you. Sarah Novak

## Wanted

TR8 or TR7 Conv. Must be in very good to excellent condition. Call Mike Schumpp, (513) 777-8066, 8435 Beckett Pointe Dr., West Chester, OH 45069, SEEFOLD@aol.com

**Welcome New Member**  
*Larry L. McCart*  
16 W. Elm Street  
Monroe, OH 45050

Owns 1953 Mayflower, Dark Blue Exterior, Light Blue Interior, 3 speed Column Shift  
British car owner since 1952 owns 4 MG's and a Corvair.

## Laughs



WE HOPE YOU HAD A HAPPY FATHER'S DAY!

The 12th Annual British Car and Motorcycle Show of Cincinnati will be held this year rain or shine on Sunday July 12, 1998 at Edgewater Sports Park in Southwestern Ohio.

# BRITISH CAR DAY



July 12, 1998

If you're a collector, owner, buyer, seller or just an interested spectator, this is a great opportunity to display or view the many makes of cars and motorcycles produced in England. Parts vendors will be in attendance as well as assorted British regalia.

There will be over 70 trophies presented in 24 "popularity" classes plus one premier class award, one long distance, on chairman's choice, and one best of show award. Trophies will be awarded according to the number of cars in each class. Classes may be combined depending on the number of pre-registrants. Commemorative dash plaques for the first 250 cars registered. Entry fee for pre-registration is \$6 per judged vehicle; the last day to pre-register is July 1. Entry fee on the day of the show will be \$10. Gates open at 9am with registration for judging closing at 12:00 Admission for adult spectators is \$3; children under 12 are free. Door prizes to registrants will be awarded throughout the day with trophies awarded at 4 pm. There will be additional door prizes for pre-registrants. Food, refreshments and restrooms are available with plenty of parking and tree shaded areas.

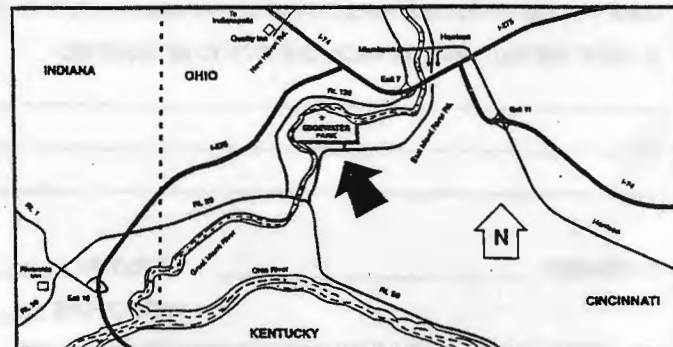
### Edgewater Park is easily accessible from all directions

- **From Indiana**, East on I-74 to exit 7, left on 128 north, right on Harrison and right on East Miami River Road to Edgewater Park.
- **From Ohio**, going westbound I-275 or I-74 to exit 7, right on Rt. 128 North, right on Harrison and right on East Miami River Road to Edgewater Park.
- **Non-Expressway Route**, Rt. 50, turn North at Cleves exit and left on East Miami River Road to Edgewater Park.

For additional information call Steve Makepeace at (513) 232-5673 or Jon Andorn (513) 856---7775.

As an extra added attraction, Edgewater drag strip will be available exclusively to all registered British cars. For an additional \$20, participants may time their vehicles individually on the track throughout the afternoon. Drivers must wear long pants, seat belts, rated safety helmets and have working coolant recovery containers on the cars.

Two motels convenient to the site:  
**Riverside Inn**,  
(812) 537-4441, 515 Eads Parkway East Lawrenceburg, IN 47025  
**Quality Inn**,  
(513) 367-5200, I-74 & New Haven Rd., Harrison, OH 45030





## 14th Annual Exhibition of British Automobiles

Featuring Lotus, in honor of the 50th anniversary of the marque

**Saturday, August 1, 1998 9am to 4 pm**  
**Eastwood MetroPark**  
**Harshman Rd. Dayton, Oh.**

Dash Plaques to all entrants, popular vote car show, vendors and swap meet,  
 concession stand, spectators admitted free

Registration: \$8 in advance, \$10 day of show  
 registration from 9am till Noon

### Classes:

Lotus, MGT, MGA, MGB (chrome & rubber bumper), Midget/Sprite, TR 2-3,  
 TR 4 & 250, TR 6, TR 7-8, Spitfire & GT-6, Jaguar XK, Jaguar E type, Jaguar XJ/Sedans,  
 Austin-Healey 100/3000, Mini's, Competition Cars, Open Class through 1960, Open  
 Class 1961 & later, Premier Class (97 winners) and Diamond in the Rough.

### Special Awards

Rangers Choice, Best of Show and Longest Drive

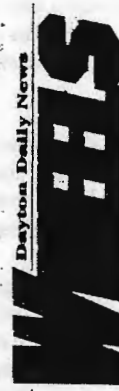
### For more information:

Ron Wynne, BCD '98 Chairman, (937) 837-5510 or randmwynne@aol.com  
 Skip Peterson, Car Show Director, (937) 293-2819 or MGBSkip@aol.com  
 Dan and Mary Stinson, BCD '98 Registration Chairs, (937) 254-5955;  
 MG Car Club Hotline (937) 434-1287 (leave message)

Eastwood MetroPark is located on Harshman Rd. From I-75, take Rte. 4 north to the Harshman Rd.  
 exit, turn right onto Harshman, park is on the right, 1/2 mile from exit.  
 From I-70, take Rte. 4 south to the Harshman Rd exit and turn left onto Harshman, park is on the right.

A word fitly spoken is like apples of gold in pictures of silver  
**Proverbs 25:11**

Name \_\_\_\_\_ Reg. # \_\_\_\_\_  
**British Car Day 1998 Registration**



Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_  
 Telephone \_\_\_\_\_ Club Affiliation \_\_\_\_\_  
 Year, Make and Model of Car \_\_\_\_\_  
 (One registration form for each car please.)

Advanced registration (Received by July 21, 1998) ..... \$ 8.00  
 Late Registration ..... \$10.00  
 Advanced T-shirt: Med. Large X-Lrg. .... \$10.00  
 XX Large ..... \$11.00  
 Day of show price \$12.00  
 Vender registration ..... \$ 15.00

Total ..... \$.....  
 Make Checks payable to the British Car Day 1998 . Mail to  
 British Car Day 98  
 P.O. Box 292824  
 Kettering, Oh. 45429.



**MG AUTOMOTIVE**

Neither I nor my heirs will hold the my Miami Valley Triumphs Club, The MG Car Club of Southwestern Ohio Centre, Five Rivers Metro-  
 parks or any other sponsors of the event liable for any personal injuries or any damages done to me or by me, my party or car, while engaged in this  
 event or while traveling to and or from this event.

Signed \_\_\_\_\_ Date \_\_\_\_\_

It is always a silly thing to give advice, but to give good advice  
 is absolutely fatal.  
**—Oscar Wilde**

# Tech Talk Routine Maintenance

Each time we perform the commonly done routine maintenance, such as changing the oil and lubing the chassis (about every 2000 to 3000 miles). There are a variety of fittings and lube points that appear to get overlooked. Unfortunately these ultimately result in wear in places that are difficult to get to and on parts that are difficult to replace. Therefore, perhaps a checklist would be in order so that you could keep track of your TR service.

In addition to the lube fittings on the front suspension and on the cross shaft of the transmission. There are, in fact, three on the hand brake at the rear of the vehicle. Two are on the pivots themselves and one is on the cable if these get overlooked for too long the hand brake will become very difficult to operate and will eventually end up with the pivots freezing solid and the cable rusting into the sheath. While the car is up in the air, it is always a good idea to take an oil can with some moderate weight oil and put a drop or two on each of the clevis pin connections in the hand brake system. Starting all the way forward at the bottom of the hand brake lever and continue back to the clevis pins and joints that are attached to the backing plate at the rear wheels.

While you are in that area take the opportunity to lube two of the most commonly overlooked lube fittings on the entire car. Those are the two that allow for the lubrication of the rear axle bearings, a couple of strokes will suffice, It is asking for trouble to overfill that cavity.

It is a good idea to top off the steering gear box at least every service, or to at least, make sure there is lubricant in the box.

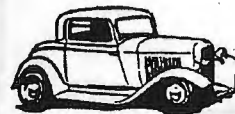
There are a number of places within the car which we routinely ignore, which in fact can come back and bite us at a later date. One of the most common is that a drop of oil should be placed under the rotor and allowed to flow around the screw that holds the distributor cam to the main shaft (approximately every 5000 to 10,000 miles). This often results in a great deal of wear between the distributor cam and the main shaft., accounting for a lot of the sloppiness we are getting in our distributors.

Another likely spot for an occasional bit of grease is the lube fitting on the water pump. A reasonable amount of caution should be used at that lube point for the cavity is quite small and overfilling can push the seal off its seat. There is a built-in overflow hole in the casing, but you can't always count on that exhausting all the excess grease.

No service of a TR should be accomplished without lubricating all the points in the throttle linkage, including where the bell crank pivots below the front carburetor. It always amazes me to find out how many Triumphs are running around with the bell crank pivot so badly worn, simply because they have never been lubricated. While you are in that particular area with an oil can in your grubby little hand, it would be an excellent time to put a drop or two of motor oil in the hole drilled in the back of the end piece of the generator that communicates with the end of the armature—it is truly remarkable how long these generators will last with an occasional drop of oil.

While these are by no means all the overlooked lubrication points on a Triumph, it will most certainly provide you with a good starting point, and in the months to come we will cover the matter in more detail!

Ken Gillanders, Volume 32, March 1985



FOOD & DRUG



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City/ST/Zip \_\_\_\_\_

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Year/Model \_\_\_\_\_ Circle Appropriate Box

# As I See It

Having spent the bulk of my working career in the "Big Band" and Television Broadcasting Industry from 1942 to 1991, I feel that I have a good working knowledge of promotions and public relations, and last but not least, marketing. On that note I would like to share some thoughts with you concerning the growth and continuous success of the Miami Valley Triumphs "As I See It".

Any organization must have a solid financial base in order to exist, whether it be of a profit or nonprofit nature. In our case the annual BCD which MVT, pioneered is our main source of income, along with our participation in VTK and TRA. Our annual dues of \$20.00 per member being another source, along with our monthly 50/50 drawings. I estimate that these two items generate around \$900.00 per year. As you well know, this money goes fast to cover the cost of postage, publication of "The Marque", post office box rental, meeting place rental, etc. Therefore, we must rely very heavily on BCD and other related events in order to do a lot of the things we do to maintain our goal of "Preservation of the Marque". On that note, I hope that the present and future MVT members would make a more concentrated effort in participating in our BCD as well as the other British Shows taking place in Ohio, Indiana, and Kentucky. Our turnout for the General Butler, Kentucky Show, the Columbus Show, and the Austin Healey Club Show was not what it should have been for the "Premier British Car Club" of this area. My personal thanks go to those of you who took the time to attend these events whether or not you showed a car. At least you were there representing MVT and having a good time as well as creating good public relations. Hopefully, you stimulated the participants to attend our BCD.

Unless I am proven wrong, one of the best ways to get new members is for the MVT to participate in more "car shows" whether they are strictly British and/or "Open" shows. We must attract more new younger members, as well as older members who can help educate the younger members as to what our respective "Marques" are all about. These events could be easily woven into our "Event Schedule", along with the other MVT events that are very important to the existence of our club also. I am sure there are members of MVT who would volunteer to be the "Wagon master" and/or "Caravan Leader" for these types of events if we showed up as a group. I think we should show up together as a "Caravan" at the local shows, with the exception of our own BCD because we are all too busy running the show along with the MG Club. Organizing "Caravans" to the out-of-town shows is very important, especially to attract more participants and for safety reasons, etc. Isn't that one of the reasons we purchased the radios? Hopefully, this subject could be discussed in greater detail and/or a committee setup to report back to the board with ideas, etc. The members thoughts and ideas on this subject would be greatly appreciated. Thanks for your valued ear.

Respectfully  
John E. Clark  
MVT Club Member

## About the Club



Wally Ellifritt has been providing articles that recount the club at the time of its inception. These historical pieces have been very interesting to those of us who have joined more recently. But as with many organizations of this nature, people who were there at the beginning, may not be here now. They may have moved, or sold their cars or just past off this mortal earth. Make no mistake, the club is about Triumph Cars (an motorcycles), but the club is also very much about people and it's the people I'd like to concentrate on right now. As noted in previous issues, I'm working to profile different members of the club. I have some pictures (both good and bad) and what I am now asking you to do is give me some information about yourself, your interests, cars, hobbies, and your focus.

These are the questions:

- Personal Details - Immediate family, pets?
- How did you come by your car(s)? - How long have you had it (them)?
- What do you like about your car?
- What would you change about your car if you could change one thing?
- Any hobbies? Besides restoring Triumphs?
- What driving (or non-driving) events do you like?
- How often do you and your family drive your car(s)?
- Do you have any favorite parts places?
- Do you have a favorite place to go, when you drive?

You can reach me by FAX (513-243-2538 or 513-683-7974,  
E-Mail Stan.Seto@ae.ge.com or you can surface mail a reply to

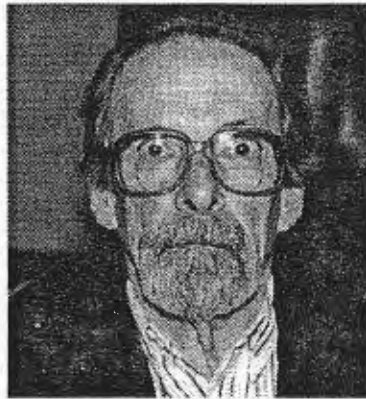
Stan Seto  
1754 Lindenhall Drive  
Loveland, Ohio 45140

Next month we put a pull-out, mail folder into the Marque. Now, there are some club members who have told me this is all doomed to failure because most members want to remain anonymous. I say that's "Poppycock!" Everyone likes to tell others what they are all about. Let's get out those pens, paper and lap-tops and prove these old fuddy-duddies wrong!

Stan

# Austin Healey Miami Valley Club Show Sunday, May 31, 1998

by John E. Clark



Sunday, May 31, 1998 the fourth Annual Austin Healey Miami Valley Club Vintage British Car Show took place from 11am to 5 pm at Carillon Park, Dayton, Ohio. These good folks are long over due for a show day with no rain. Their first three shows had bad weather. Finally they had nice weather this time—God is good!

I arrived at the show at 10:45 am and was glad to see that Dan and Mary Stinson, Eric Halbgewoks, and Ron Wynne had entered their cars in this event. Don and Lois Bigler and Mohamed Hijazi also attended the show. There were two classes for Triumphs—TR(s) and Spitfires. There were seven TR(s) present and one lonely Spitfire. Three of the TR(s) were shown by MVT members. Ron Wynne's car won an award and my Spitfire won an award.

I would estimate there were 68 to 70 cars in the show. The MG Club was well represented and they won the "Club Participation Award" Mr. & Mrs. Fred Shaneyfelt's MGB and Tim Oricko's MG Midget also won awards. The awards are very nice and can be used for paper weights as well as shelf displays, etc.

The Austin Healey classes were awesome and trying to vote for best car in each class took a lot of thought. An excellent AH from Indianapolis, Indiana won Best of Show. The "Open Class" had three nice cars consisting of a Riley, a RH Drive Rolls Royce and one of Dr. Ted Bernstein's Allards.

We circulated flyers for our show and we all enjoyed the hospitality of our good friends in the Austin Healey Club. I hope they continue to promote this event.

## Special Notice

### June Club Rolling Event

Saturday June 27, 1998, 9 am  
Meet at Town Mall, Middletown

We will be leaving for a nice little back road drive to Ripley and Aberdeen area and ending up at the home of Scott and Carol Childers in Bethel for a cookout.

We will need to bring a covered dish for the cookout and your Triumph or other auto for the tour. We will be on the road for a couple of hours, bring sunscreen.

For more information call Dan Stinson, 937-254-5955

# Columbus British Show Sunday, May 17, 1998

by John E. Clark

Sunday, May 17, 1998 four British cars met at 9 am at the K-Mart parking lot on Indian Ripple Road and County Line Road. John Zeno (MGA), Tim Oricko (MG Midget), Fred and Betty Shaneyfelt (MGB-Chrome Bumper), and John Clark (Triumph Spitfire) set out for the annual Columbus, Ohio British Car, Bike Show and Swap Meet at The Continent on Busch Blvd. and State Route 161 in Columbus.

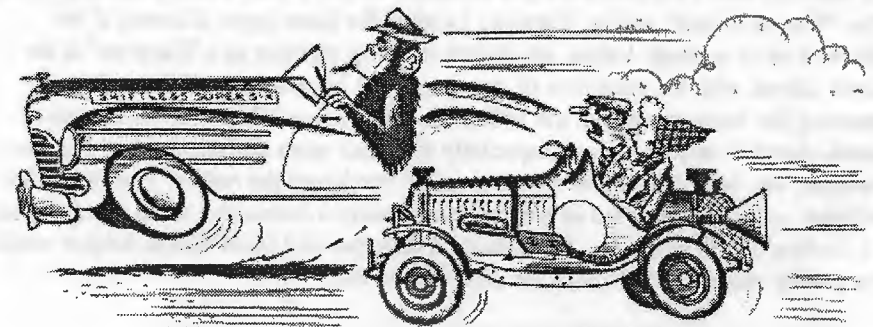
The weather was wonderful and we took the scenic route—35 east to Xenia, 42 north to State Route 161 east to our destination. We did not cross paths with any major road construction, gravel, fresh tar, etc.—Thank God!

We arrived at "The Continent" around 10:45 am and parked in our respective assigned "Classes". The show was packed when we arrived and more cars were still coming in. As usual the Triumph and MG classes were well attended with a wonderful assortment of various models. After setting up our respective cars, we proceeded to tour the show and vote for the participants in each class. The ballots had to be turned in by 2 pm and I would estimate there were two hundred or more cars and bikes registered. Also, as usual, there were a good number of vendors present.

The show was kept on schedule and the awards ceremony took place around 3 pm. The Shaneyfelt's won first place in the MGB Chrome Bumper Class—the award was in the form of a commemorative car badge and I won second place in the Triumph Spitfire/GT6 class, the award was a very nice wall plaque. The first place car in my class was a very nice fully restored 1973 GT6 from Detroit, Michigan. We were on our way home via the same route by 3:45 pm.

We did circulate flyers for our August 1st. Show in Dayton. Chris Yanity and Mohamed Hijazi also attended this event. Perhaps there were other members of MVT who were present that I am not aware of. Hopefully, the flyers we circulated at this show will stimulate attendance to our show in August.

Thanks to our good friends of the MG Club for inviting me to join their caravan to this event. They used their new radios (same as ours) and they worked very well. It was a great day.



"...Clever? He wouldn't look so ruddy clever if he had to change his own gears!"