

Miami Valley Triumphs 1998 Happy Holidays Soiree

When: Saturday, December 5
Time: 5:30 pm - ?
Where: Ray and Mary Bolich
7201 Striker Road
Maineville, OH 45039
Phone: 513-677-0605



Bring: Please bring a covered dish, appetizer or a dessert (to serve 6-10)

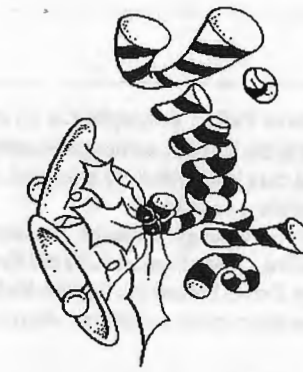
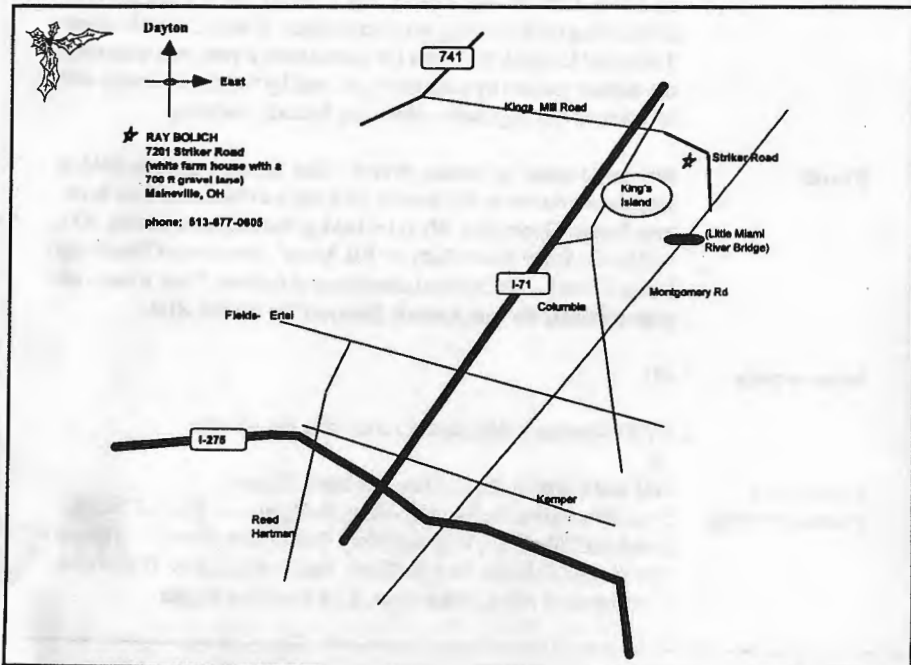
Please also bring a brown paper bag (grocery variety) filled with hidden treasures from the garage, pantry, closets for the infamous auction (silent bids are welcome, noisy bids are a given!). This is the auction where you bid on a bag sight unseen and the highest bidder gets the first peek. *You can bring more than one bag, but all we ask is that you leave our home with something...*

Bring your favorite holiday music, Frank and Ellis will bring their guitars and the piano will be in tune (please no jokes about Ray's singing...)

Club Provides: Ham, Turkey, rolls, condiments, wine, paper products, baby sitting service.

Prizes: There will be a 1st, 2nd and 3rd place prize for covered dishes and this year we'll also award in the dessert category (the most popular part of the event... or maybe second to the brown bag auction?)... and the winners get their name and recipes published in the Marque!

*Hope to see you there!
Ray and Mary*



December 1998
Christmas Soiree at
The Bolich's
Bring brown bag
and a dish

1754 LINDENHALL DR
LOVELAND OH 45140
Marque
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

President Phil Daye (513) 423-8175	Vice-President Dan Stinson (937) 254-5955	Secretary Lorna Matteson- Ball (513) 746-5189	Treasurer Mary Stinson (937) 254-5955
Events Kent Southard (937) 855-2017	Membership Mary and Ray Bolich (513) 677-0605	Historian Dan Stinson (937) 254-5955	
Technical Committee Dan Stinson (937) 254-5955	Spares Committee Ron Wynne (937) 837-6067	Newsletter Editor Norma & Stan Seto (513) 683-7974 (Phone or FAX)	

Miami Valley Triumph Web Site:

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

From the Pres...

Thank you Bruce and Alice for hosting the event on Saturday November 14. I am sure that Jay is happy to have his carbs rebuilt. Frank is no doubt happy to have the TR7 in condition to run smoothly while backing up uphill. Stan will now have a project to get the correct needles for his SU carbs for his TR3. This might improve his gas mileage. Ellis might even find the necessary part to repair his steering problem. As you can tell this tech session was a successful event. We didn't work on a Plymouth and I felt that some very helpful information was given at this event. I know that the ladies worked on some of their projects also.

The next event is our Christmas party and brown bag auction at the Bolich's. The first Saturday in December. Information is in this Marque.

There has been a change in the location of the superbowl party. It will be hosted by Carolyn and me in Middletown. A map will be provided.

Nominations will be taken for awards and new officers at the December event. Presentations will be made at the awards banquet in March. I believe that this will be at the Manchester Inn in Middletown again in March. More information will follow.

This year has been a successful year for MVT. Our major event, BCD, was a success and we have also seen some new members and the return of some previous members. I would like to thank all of you for making 98 a successful year.

Hope to see all of you at the Christmas party. Don't forget to bring your favorite dish, to eat, and some of those strange fish in your brown bags to auction off.

Phil

Minutes

MVT MEMBERSHIP MEETING

November 4, 1998 —Poelking Lanes South

Secretary	Read minutes for October Meeting.
Vice President	No report.
Treasurer	Gave new balance and shared information on incoming and outgoing expenses.
Old Business	Discussed BCD profits. Also discussed some changes for the 1999 BCD. Carolyn Daye and Lorna Ball will be working with Matt Schneider regarding the ordering and distribution of the T-shirts. The balloting issue will be addressed by Frank Ciboch—to streamline the procedure. Dan and Mary will again handle registration. Chris Yanity will be in charge of door prizes. Skip Peterson will be the chairperson with Dan Stinson being the contact person for our Club. We agreed that 100% of the monies raised from the 50/50 raffle will go to the parks horse patrol. Mike McKitrick of 'British Isles Gifts' in Waynesville, OH, announced that he will be a sponsor for the 1999 BCD. The MG Car Club will handle the food booth, parking and awards.
New Business	The offices that will be open for nominations for the upcoming term will be Vice President, Membership Director and Events Coordinator. New member, Mike Ross from Spring Valley, was introduced. He has a '68 Spitfire. Welcome... A motion was made by Frank Ciboch and 2nd by Jay Kolb to modify the by-laws eliminating the following two committees: Spares Committee and Technical Committee. After the discussion, a vote was taken and the motion passed by a majority. A vote by the membership will be taken at our regularly scheduled January meeting.
Events	Reviewed some upcoming events—like the tech session held at Bridgette's house on November 14th and we discussed the Christmas Soiree-December 5th to be held at the Bolichs. Janary 30th will be the Super Bowl Party at 'BB Acres', new ome of Frank and Diane Ciboch... details and directions to follow. Place a mark on your calendar for our Awards Banquet for March 21st.
Membership	47! 50/50 drawing held/Diane Ciboch was the winner!
Attendance November Mtg.	Phil and Carolyn Daye, Dan and Mary Stinson, Stan Seto, Mike McKitrick, Alice, Bridgett and Bruce Clough, Lorna and Ellis Ball, Ray and Mary Fox Bolich, Frank and Diane Ciboch, Jay S. Kolb, John E. Clark, Randy and Kattie Wakefield, Christopher Yanity, Mike Ross, Lois and Don Bigler

automobile and maintained for use in exhibitions, antique automobile club activities, parades and other functions of public interest. The primary use of the automobile may not be the transportation of passengers." Both definitions are courtesy of the Auto-Owners Insurance Company. Other company's definitions may be more or less restrictive, but the reader should by now have a grasp of the concept.

If an auto is added as either classic or antique, the companies strongly suggest, and in some cases insist, that an appraisal be presented. Establishing the value of a vehicle before a claim occurs is extremely important. By accepting an appraisal, the company will receive premium for the actual exposure presented, will recognize the special value of your car and will eliminate disagreement about its value. As you have no doubt perceived, an appraisal is essential.

Adequately insuring your collectible auto is not difficult. The information in these two articles should help clear up some of the mystery and make it easier to talk with our agent about insuring your car. Don't be shy about asking questions, the insurance carriers really do not want to make one's life difficult. Most claims' problems could be eliminated if areas of uncertainty are discussed and details revealed when an application for coverage is completed. So be prepared to respond to questions and be ready to ask for clarification. We, the insurance industry, do want to help. That's why we are in business.

FOR LAUGHS—

There was an engineer who had an exceptional gift for fixing all things mechanical. After serving his company loyally for over 30 years, he happily retired. Several years later the company contacted him regarding a seemingly impossible problem they were having with one of their multi-million dollar machines.

They had tried everything and everyone else to get the machine to work but to no avail. In desperation, they called on the retired engineer who had solved so many of their problems in the past.

The engineer reluctantly took the challenge. He spent a day studying the huge machine. At the end of the day, he marked a small "x" in chalk on a particular component of the machine and stated, "This is where your problem is".

The part was replaced and the machine worked perfectly again.

The company received a bill for \$50,000 from the engineer for his service. They demanded an itemized accounting of his charges.

The engineer responded briefly:

One chalk mark, \$1

Knowing where to put it, \$49,999.

...

Q: What is the difference between Mechanical Engineers and Civil Engineers?

A: Mechanical Engineers build weapons, Civil Engineers build targets.

About the Club— By-Laws Amendment

By Stan Seto

In the November meeting, a motion was made, and seconded, to abolish the standing committees for spares and for technical. These two committees were established in the By Laws, Section 6 and paragraphs 6.3.1 and 6.3.2, at a time when there was a need to provide technical oversight for members working on their cars and who were seeking specific assistance in the doing; and a need for finding parts necessary to do said repairs. As time has progressed, there has been less and less for the technical committee head to do. The vehicles of the club got worked on, got repaired and got on the road. Now few tech sessions are held. In like manner, as The Roadster Factory, Moss Motors and Victoria Parts matured and began assembling comprehensive lists of parts, the need for a parts committee declined significantly. So the argument advanced was, if the club membership is no longer using these committees, why not abolish them until a real and continuous need occurs? It is noted in the minutes that the motion passed. The topic becomes the matter of a membership vote.

Per Article 10 of the By-Laws, to vote an amendment eliminating these two standing committees requires a 2/3 vote of the members at a monthly meeting, following a printed notice in the Marque advising the membership of the anticipated change, and the providing of ballots to the membership for voting in absentia. To be accepted the absentee ballots must be received by the club secretary prior to the meeting for the membership vote.

The December meeting will be held in conjunction with the Christmas Soiree, and will be brief. The vote to amend the By-Laws will be taken in the January 6 meeting. There is an absentee ballot elsewhere in the Marque. Mail it to the club secretary to reach her prior the January 6.

On another subject, the Awards Banquet will be held the third Saturday in March (20th) at the Manchester Inn in Middletown. Mary has reserved the Garden Room again, just off the main lobby. Cost will be \$30 a person, so start planning ahead. We had a good showing in 1998, let's do better in '99. Nominations for the club awards will be open soon, so start thinking about how members performed in 1998. As a reminder, the awards are:

Marque of Distinction
Press on Regardless
Keep it on the Road

Best all around club member for the year.

Die-Hard Events Runner

"Most Tenacious, don't give a hoot about the weather"-car owner in the club.

Most Improved

Car that is, who's put the most money or elbow grease into their car this year.

By the same token, officer positions up for election this year are Vice President, Membership Director and Events Coordinator. Those elected serve a two-year term. Nominations open at the December meeting, close at the February meeting and voting occurs in the March meeting. Election is by simple majority. Ballots will be supplied in the Marque. Installation occurs at the Awards Banquet.

New Member: Welcome Mike Ross to the club. Mike recently became the proud owner of a Triumph Spitfire, and discovered that driving it home was both exhilarating and heart warming, as he suffered an electrical fire on the way from Cleveland to Spring Valley, Ohio and home.

Mike had his car, a '68 Mark II, at the tech session on the 14th. It's a work in progress and he's a good candidate for "Most Improved" next year.

Volunteers Needed: BCD, 1999, will have greater participation from MVT. Event will be first Saturday in August. Currently volunteers are needed to help committee chairs. Registration will be run by Mary Stinson, T-shirts will be handled by Lorna Matteson-Ball and Door Prizes will be the work of Chris Yanity. Let's pitch in to help them out.

Christmas Soiree: Don't forget your **Brown Bags** for the auction.

Here's that
BROCCOLI-RICE CASSEROLE
that some of you were asking about at the Farewell-to-Summer picnic.

1 can cream of chicken soup	2 T. oil
1/4 (soup) can of milk	1 pkg. thawed chopped broccoli
1 T. minced onion	2 C. cooked rice
1 C. minced celery	1 sm. jar Cheez Whiz
1/2 t. salt	

Directions: Saute' onion and celery in oil. Mix together with soup, milk, and salt. Mix in broccoli, rice and Cheez Whiz. Put into 9 x 13 greased pan. Bake at 350° for 1 hour.

Chris Yanity

Heads-Up!

Announcing The Ohio Triumph Spring Tour II April 9-11, 1999

Join us for an early Spring weekend of quaint shops, neat parks, good restaurants, nifty roads, and Triumph talk. This is a two day event taking us into the Kentucky and Ohio Hills. Friday night we're at the Governor's Lodge in Wavery OH. Saturday finds us at the Greenbo Lake State Park in KY. Lodging is limited (Greenbo only has 38 rooms) so *make reservations soon!* Bruce will be inviting ANY Triumph enthusiast in Ohio to join!

Friday Night Lodging
Make by telling Bruce or Alice you're going.
Saturday Night
1-800-325-0083

More details will become available at the next
Miami Valley Triumph COCTRA, and MOTOR meetings, or call
Bruce Clough or Alice Owen-Clough at (937) 376-9946.

Insuring Your Car, Part II

By Kent Southard

The previous article described, in a general manner, the physical damage coverage available for your auto. Specifically, when developing the premium to be charged, we consider the cost new of the auto, its "damagibility" and as described last month a whole range of factors that your insurer considers when determining the rate you will be charged (the age of the driver, how the unit is used, the driving record of the operator, your address, etc.) As can be well imagined, an auto whose cost new is \$15,000 will be charged a lesser premium, if all other factors are equal, than an auto costing \$30,000 new. While on the subject of physical damage coverage for noncollectible vehicles we should mention an exposure that may be created when an auto is leased.

Because reduced monthly payments are available for a leased, rather than purchased auto, many people are turning to this alternative. Frequently, one is able to drive away from the dealership with little or no money being expended and with what can be a huge gap in their insurance program. As you are aware, depreciation of a vehicle begins when it is driven from the dealer's lot. An insurance company, in the event of a total loss, will pay the depreciated value of an auto. If the unit is purchased with a down payment, ordinarily its book value will be in line with the amount owed on the car. If, however, one has leased an auto with no, or a very small, down payment, a lease gap, the difference between the book value and what is owed the lease company, exists. Not to panic though, your trusty insurance agent can help. "Lease Gap" coverage is available, make sure that your agent knows your new car is leased and ask for the protection offered by this endorsement to the auto insurance contract.

We owners of collectible cars have insurance needs that are unique. Our autos are vintage (old), completely, and sometimes correctly restored, unusual, often of moderate but nonetheless inestimable worth to the owner, occasionally of great value and always a source of pride and accomplishment. So, how do we insure our pride and joy? If you are the type of driver that puts on very few miles, drives only to club events and shows, has no youthful drivers and can establish a specific value for the auto, there are companies offering policies just for you. These contracts usually limit the miles (2500), the use (no ordinary driving, just to shows and club meetings and events) and the drivers (no young drivers). In exchange for these restrictive provisions, one can obtain broad coverage at a very reasonable price. This type of policy not only fits the owner described above but also the individual that has a number of collectible vehicles and can drive none of them often. Your insurance agent can help you to obtain this type policy, if this has piqued your interest. Ask them.

Those of us that drive our vehicles often and occasionally far, can add them to the policy already insuring the remainder of our autos. Your personal auto insurer will add your Triumph (or other makes) as a classic, antique or as any other vehicle. An accepted definition of classic is any "restored automobile with a value in excess of the value of other automobiles of a similar age..." While "an antique automobile is a motor vehicle which is 25 or more years old, or is licensed as an antique

Events, 1998



- December 5 MVT Christmas Soiree (See back page)
January 30 Super Bowl Party, at the Daye's, time to be announced.
February 11 BCD meeting with the MG Car Club Thursday, at 7:30 at Marion's Pizza located at Towne and Country Shopping Center. We need a good showing and volunteers to work the event! Please join us and help support BCD!
- February, TBA Girl's Day Out
March 20th Awards Banquet, Manchester Inn, Middletown

APT



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BALLOT TO CHANGE BY-LAWS

1. TO REMOVE PARAGRAPH 6.3.1 TECHNICAL, SECTION 6, AND RENUMBER REMAINING PARAGRAPHS ACCORDINGLY.

FOR _____

AGAINST _____

2. TO REMOVE PARAGRAPH 6.3.2, SPARES, SECTION 6 AND RENUMBER REMAINING PARAGRAPHS ACCORDINGLY.

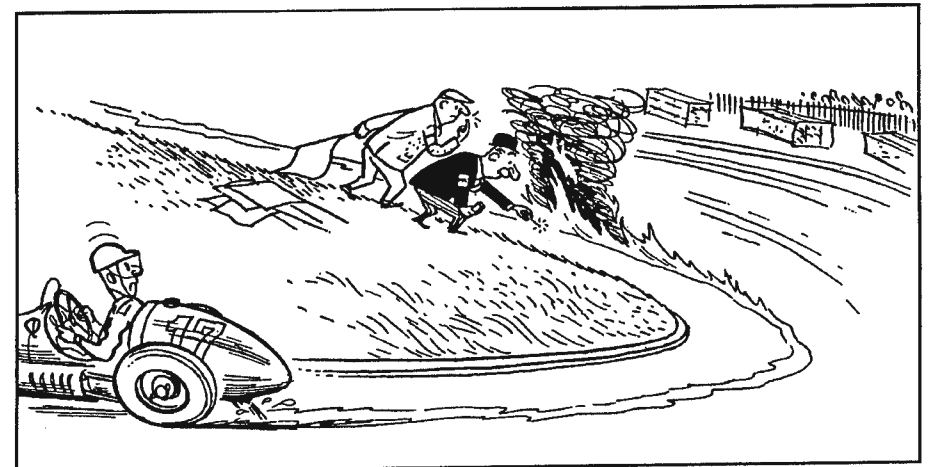
FOR _____

AGAINST _____

RETURN BALLOTS TO CLUB SECRETARY BEFORE
6 JANUARY 1999.

LORNA BALL
112 HEMLOCK STREET
FRANKLIN, OHIO 45005

FOR LAUGHS



November Tech Session

By Stan Seto

It occurred on a bright and sunny Saturday in November. Two Spitfires, three TR-7's and a TR-3 showed up at the Clough's. Attendees included the Cloughs, Dayes, Balls and Setos, Frank Ciboch, Jay Kolb, Mike Ross, and Jason Bigler. The ladies worked inside on arts, crafts and conversation under the constant supervision of Bridgett. The men worked and kibitzed in the garage and on the driveway.

Frank's TR-7 was the first to go under the wrench. His problem was engine misfiring when backing, uphill, and sudden loss of power on the highway preceded by the (electric) tach, quitting. Eventually, a loose wire to the coil was found, fixed and coated by conducting grease. That solved the problem.

Ellis Ball was trying to determine what and how many pieces would be required to hold his steering shaft where it passes through the firewall. He eventually decided that the nylon washer which positions the shaft in the firewall grommet, was shot and a replacement was needed.

Stan Seto disassembled his SU vacuum domes, and with help from Phil Daye ascertained that the needles in the carburetor pistons were RF's and not SM's. Further investigation on Stan's part, revealed that the RF needles were 20% richer than the SM's, over most of their length, 35% richer just above idle position and 27% richer just at the end of the cruise position on the needle. He also determined that there was a need for a richer mixture in his engine due to the higher compression ration (10.5 v 9.0 stock). His reference material indicated there was a 6% richer needle made for his H6 SU's, an RH needle, that might give him the richer mixture without excess gas consumption. If the RH needles are available and can be made to work, he might gain back valuable miles per gallon in fuel consumption. Currently he is getting 19 to 20 m.p.g.. With RH's he should be able to get back to 24 m.p.g.. After Stan put his carbs back together, Phil Daye installed his two "Color Tune" kits on the TR-3 engine, giving a demonstration of installation and use to those in the party who had not previously seen these tuning devices before.

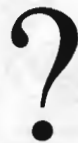
Jay Kolb was rebuilding the Stromberg carburetors for his TR-6 when last seen. He got them done except for fixing the throttle plates to their rods.

At about 1 pm, pizza showed up and the respective parties repaired the spacious kitchen for lunch and more conversation. As problems were diagnosed or solved, member participants slowly began saying "good-bye". The session was essentially over by 3 pm. Everyone appeared to have a good time and most of us learned something.

A Big Thanks to Bruce, Alice and Bridgett for making this a fun day!

Question:

What is the difference between Mechanical Engineers and Civil Engineers?



Answer:

Mechanical Engineers build weapons, Civil Engineers build targets.

Wire Wheel Strategy

Contributed by Russell Seto, Texas Triumph Register, Houston

Back when I owned my original 1959 TR3A, it was equipped with wire wheels, which I thought were neat because of their looks. Like everyone else, I soon learned what a chore it was to keep them clean and, on one occasion, learned how difficult it could be to remove a wheel that had not gotten proper maintenance. Fortunately for me, I finally got the wheel off without having to cut it off or use other extreme measures. I finally traded the "3" for an Alfa Romeo 1600, which was followed by a long line of "other" cars.

Now, almost forty years later, I, experiencing nostalgia, purchased and have done a ground up restoration on another 1959 TR3A (some people just don't learn!). As before, I also equipped this car with wire wheels, but then, got to thinking about some of the problems with the original wheels. I have come up with a couple of tricks that have all but eliminated two of the major problems experienced: grease on the spokes and water in the hub.

By coating the heads of the spokes that protrude through the outer section of the hub with a coat of silicone sealer (clear or colored) you can keep the grease, that you use in that area for lubricating the splines, from wicking down your spokes. Since the hub is larger than the splined section, in this area, you can use a fairly thick layer of silicon sealer without interfering with anything else. This will seal the grease in and keep the water out of this part of the hub. In my case, since the wire wheels were brand new from England, this area was clean and dry, so application of the sealant was easy. For wheels in service, this area will have to be degreased thoroughly before being coated.

On the coned section of the splined adapter, I used an "O" ring to seal the hub to the taper of the cone. In reality, the "O" ring merely covers the gap that exists between the hub and its adapter, and although it's not an "absolute" seal, it has worked well for me in retaining the grease and excluding the water. The "O" ring needs to be about 3 inches in OD (at least for the TR3 hub, probably smaller for smaller diameter wire wheels) and have a 1/4 inch cross section. I purchased my "O" rings at a pool supply store and tried two brands. First, there is the Haywood Perm, P/N 3237H-08, "Bulkhead 'O' Ring", which cost \$2.60 each. It has a nominal OD of 3 inches and a cross section of 0.255 inches. The second "O" ring is a PacFab P/N 3260-21, "2 inch bulkhead" and cost \$1.19 each. It has a nominal OD of 2 7/8 inches and a cross section of 0.210 inches. The Haywood Perm "O" ring has a lower durometer value (softer) than the second one, but they both seem to work. I believe both of these "O" rings are made by the same manufacturer, the application (Haywood or PacFab) being the make of pool equipment they fit. Probably any good "O" ring with the above dimensions will work.

The important thing is to grease the entire surface of the "O" ring, with the same grease you use to grease the splines, so that the hub can "push" the "O" ring up the taper of the hub adapter. If you still have trouble, try coating the adapter cone with a light smear of grease. The "O" ring not only expands as it goes up the taper, but it is rubbing on the surface of the taper to boot and will "grab" if it is not well lubricated. The lower the durometer value, the more easily the "O" ring can expand.

I just returned from a 3,300-mile trip in my TR3 from Houston to Pennsylvania and back, and other than washing the wire wheels in PA, we did not have to do any detail work to make them presentable. On the return trip, we ran through a massive rainstorm (about 60 miles worth) in western Arkansas. Although I got plenty wet INSIDE the 3, (tell me again why I wanted another one of these?), the splines on all wheels were greasy and dry upon inspection after the trip. One word of caution—these "tricks" will not take the place of proper wire wheel maintenance! They will keep your wheels looking cleaner longer and running dryer.

That's my strategy—what's yours?