



The Marque



JULY 2004

July 7th membership meeting will be held at Fuddrucker's on Kingsridge Drive behind the Dayton Mall at 7:30 PM

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MVT Officers

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Articles & Tech Tips [July Articles](#) [Tech Tips](#)

Please send comments/suggestions to:
news@miamivalleytriumphs.org
or to the P. O. Box

[Early TR Man July 2004](#)

Cutoff date for next month's Marque is the 20th.

Events July 31st; [Das Vroom](#) brewery District Car Show in Columbus, Ohio
[July 2004 Events](#)
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Note: Due to formatting limitations, some items appearing in this newsletter may not be in the printable version mailed to members.

TRA 2004 Info (Members Only)

If you don't wish to view the Marque as an Adobe file, just follow the underlined links on this page to see everything that is incorporated in the "Adobe" version.

"Members Only" TRA info available only on-line.

View this month & previous months' Marques in printable format:



["pdf" info](#)

[June 2004](#), [May 2004](#), [April 2004](#), [March 2004](#), [February 2004](#), [January 2004](#),

[December 2003](#), [November 2003](#), [October 2003](#),
[September 2003](#), [August 2003](#), [July 2003](#)

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. 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.



Membership Meeting Minutes

JUNE '04

Here's where we document what went on during the last membership meeting.
If anything is missing or incorrect...you know who to blame or comment to.

Lois Bigler bigday@erinet.com 937-253-1580

[View Previous Month's Minutes here](#)

MAY MVT MEMBERSHIP MEETING MINUTES 06-02-04

Meeting called to order at 7:35 pm

Members and Guests:

New Members Ted Allison and James Mague

- PRESIDENT: Kentucky Scottish Weekend was great event. (Specially since Stan took a 2nd Place Trophy). By-laws will be run in July "Marque". Changes have been incorporated. Hope to have finalized by September. Stan also related his horror story of a "No Brakes" episode recently with his TR3. How about a Fall Trip to Branson, Missouri?
- VICE PRESIDENT: VP report presented by the "President" of the Macy household, Tonda Macy. The Macys attended the Columbus/Easton event with one of Tonda's TR4's. They also attended the car show at the Second Street Market and took home a First Place for TR3. TRA flyers were passed out at these events.
- Membership: 56 paid members including the two members today. Please see Carol Rutledge to pay dues.
- Treasurer: Updated treasury amounts. Club is still in the black.
- SECRETARY: Lois couldn't make the meeting.
- Marque Editor/Website: Web site re-hosted with minimal down time.
- EVENTS
- 29- July2, Mini East meets West Rockford,IL
- JULY 18 Cincinnati British Car Day
- 31, Brits By The Bay

- AUGUST 1 Meadowbrook Concours Detroit Mi
- 7, Dayton British Car Day
- 3rd week August-Pool Party at the Ball's. *Bring water!*
- SEPTEMBER 19, Dayton Concours @ Boonshoft Museum
More listed on [MVT Events Pages](#)
- PLEASE SEND EVENT INFORMATION TO
ELLIS ballpad@aol.com

REVIEW MARQUE AND/OR WEBSITE FOR PARTICULARS ON EVENTS

Old Business: TRA!!!! 22 Days and counting.
VOLUNTEERS STILL NEEDED IN ALL AREAS.
See Carol/Tonda to let them know when available to help.

- BCD Planning progressing on schedule, awards, current project. Minimum of 6 cars for awards in class.
- Revision of Bylaws will be printed in the Marque [July]
- Jimmy Carter has name badges. If replacement needed, see Jimmy!
- New Business: Make a Wish Foundation discussion. Decided to keep any donations local.
- 50/50 winner? Missed that one...blame it on Chris.

Next meeting on July 7, 2004 at Fuddruckers

PLEASE REMEMBER YOUR NAME
BADGE!!!!!!!

The Miami Valley Triumph Club Officers

| | | | |
|-------------------------------|------------------------|--------------|--|
| President | Stan Seto | 513-683-7974 | stans@fuse.net |
| Vice President | Mark Macy | 937-849-1320 | pmmacy@att.net |
| Secretary | Lois Bigler | 937-253-1580 | BigDay@erinet.com |
| Treasurer | Carolyn Day | 937-423-8157 | pdaye@cinci.rr.com |
| Events | Ellis Ball | 937-746-5189 | ballpad@aol.com |
| Membership | Carol Rutledge | 937-399-1003 | iilikedmalts@prodigy.net |
| | --Non-Elected-- | | |
| Historian | Dan Stinson | 937-254-5955 | d.l.stinson@earthlink.net |
| Marque Editor/ Web Manager | Mike McKitrick | 513-897-1566 | kmmckit@sbcglobal.net |

President's Corner July 2004 Stan Seto

The By-Laws – Should be in this issue of the Marque. Please look them over and give us your comments. We would like to ratify them at the September meeting.

TRA will be over by the time you read this issue. Pre-Registration was at about 60 cars at the time I wrote this. Hopefully we drew over a hundred at the event and we can be congratulating the organizers for a job well done.

The July Events include Cincinnati BCD's on a Sunday, and VTR in Richmond, VA. Let's hope the weather has settled down to the usual hot, humid and dry of summer, which should make the pool party, no matter when and where we have it, a big success.

Here's an Idea! -What would you think about inviting guest speakers to our monthly meetings?? Have someone from another club come in and speak about their club, their events, their technical interests, and perhaps event affiliations with our club.

Here's another Idea! – How about doing one of the summer monthly meetings in some member's backyard who has a pool? Come a little early, swim, do hot dogs, a salad and drinks, do the meeting and then stay and hobnob or head home?

Membership – As part of the campaign to recruit volunteers for TRA, I spent a couple of nights this week phoning those members of the club who were not signed up as volunteers, or whose names didn't register with me as attending meetings. I started about 8:30 each night and worked it about a half an hour. Those who did not answer the first night were at the top of the list on the second night. Interestingly, they weren't home the second night either. Of those that I actually talked to, most were not coming to TRA. Further, two of them told me they were dropping out of the club, for lack of interest (theirs, I assumed). It got me to thinking how busy our lives are, and how many people are just into too many activities. I had started to plan a more active campaign to contact seldom seen members back in March. I think it's time to get busy with it. More on this later.

Thanks for your attention.....Stan



Phil & Carolyn's TR6

MVT Calendar of Events

| | | | July 2004 | | | |
|-----------|-----|-----|-----------|-----|----------|-----------|
| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
| | | | - | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | <u>17</u> |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| | | | | | | |

| | | | | | |
|-------------------------|--------------------------|---------------------------|-------------------------|--------------------------|--------------------------|
| January | February | March | April | May | June |
| July | August | September | October | November | December |

Event Details:

7th. Monthly Membership Meeting

10 11th; Mad Dogs and Englishmen Annual British Car Faire, Gilmore Car Museum, Kalamazoo, Michigan

9 - 10th; The Len Immke show in Columbus, July 9-10. The article in Old Cars newspaper said there is a Triumph class. <http://www.arthritisautoshow.com/>

18th; Cincinnati British Car Day at Edgewater Park [More Info](#)

31st; Brits By the Bay **British Car Show on Saturday, July 31 from 9:30 AM – till ? - at Down's Park in Pasadena, MD** [More Info](#)



Articles of Interest

We hope so.....

JULY '04

This is the place for general articles of interest (even whimsy and such) for the members of the Miami Valley Triumph Club. We'll try and keep the technical tips in "Tech Tips".

If you have articles of interest you deem worthy of the membership, Please email the article to: news@miamivalleytriumphs.org

or

mail to: MVT News, P. O. 144, Bellbrook, OH 45305

The Latest in the saga of *Early TR Man!*

[July 2004 New!](#)

[June 2004](#)

[All, to date](#)

Late TR Guy!

[All, to date](#)

Subject: Registrants needed for European Motor Show - Sat. July 31st.

Please help us get the word out to the European auto enthusiasts in and around Ohio. Das Vroom: The Brewery District Motor Show, presented by Grange Insurance and The Grange Bank, promises to be a fun-filled, high-quality show. Registrants can sign up at our website: www.brewerydistrict.org, or www.dasvroom.com

Parts - Parts - Parts

MVT'ers: I'm looking for the following parts for our TR2 - Water pump Pulley - want a spare for a spare water pump - any early TR works

- Generator Pulley & Fan - need to put them on the back-up generator - any early TR works
- Side-curtain holders - early style, need a driver's rear one that has a set screw that works
- Rocker arm assembly - want a spare rocker arm assembly (all the rockers on the shaft with spacers and springs). Any early TR works.

If you can help me with any of these I'd appreciate it.

Bruce (clough@erinet.com or 937-376-9946)



Brewery District to Host European Motor Show

Grange Insurance and The Grange Bank Presenting Sponsors for *Das Vroom*

The Brewery District Association will inaugurate an annual European motor show July 31 thanks to a sponsorship agreement with the historic district's largest employer and its subsidiary. *Das Vroom: The Brewery District Motor Show presented by Grange Insurance and The Grange Bank* will celebrate the finest autos and motorcycles of Europe in a street festival atmosphere amid the 19th century buildings of the famed Brewery District.

"*Das Vroom* is an appropriate and exciting way to showcase our home, the historic Brewery District," said Dan Morris, Grange Insurance Vice President for Community and Associate Relations. "Quality cars showcased in a quality neighborhood."

Bob Mays, who serves not only as President of The Grange Bank but also as President of the Brewery District Association's Board of Trustees, echoed Morris' comments, adding, "As the only locally-owned and operated bank in the neighborhood, we think it's appropriate to sponsor programs that bring neighbors together and showcases the Brewery District for visitors from across the state."

Das Vroom welcomes all European makes and models, preferably vintage. This year the featured vehicle will be the Porsche 356, a pre-1965 German auto. In addition to the autos, there will be an array of European food, street performers and prize drawings to add to the fun. Following the event, evening concerts and dinner specials at the district's more than 30 restaurants and taverns will add to the day's entertainment.

European vehicles include, but are not limited to:

- j German – Audi, BMW, Mercedes Benz, Porsche, Volkswagen
- j British - Austin, Jaguar, Land Rover, Lotus, MG, Morgan
- j Italian – Alfa Romeo
- j French – Citroen, Peugeot
- j Swedish – Saab, Volvo

"Our intent is to have a very high-quality event befitting these fine cars and our historic district. Within a few years I believe this will become the premier motor show in Ohio," said Jim Tinker, executive director of the Brewery District Association. He said the total number of vehicles is undetermined, but added that the focus will be on quality vehicles and outstanding customer service for entrants and the public.

The event scheduled for 11 a.m. to 6 p.m. is free and open to the general public. The registration fee for vehicle entrants is only \$10 through July 15. Registrations after that date will be \$20, space permitting. All entrants will be eligible for a range of awards and prizes. Information and registration can be found at www.brewerydistrict.org or www.dasvroom.com.

-END-

CONTACT: Jim Tinker 614.737.8990; Cell: 614.209.1605



Jul 2004: By Bruce Clough (clough@erinet.com)

Well, let's see, where were we last month? Decided to fix all little smoking valve guides and ended up tearing apart the car. This is known as "Shipwrights Disease". If you don't know the story, see me. So as of right now, 31 May, it still sits in the garage waiting for a new head.



Engine Is In – Don't Let The Looks OF The Head Fool You – It's Dead Jim!

As you can see, I did get the engine back in, radiator and a lot of the associated plumbing connected. I'm still waiting for Sterling Rubber to get the right crimp sleeves for the flex line coming from the fuel petcock, but that's a nit compared to the head. I had to sit the old head back on to the engine back in – used the Moss Motors engine hoisting-positioning gizmo I won at the 1999 TRA Meeting (would have rather won the car). The connection is wonderful – uses the existing head studs, but the rotating action is clumsy – uses a 1/2" ratchet. I like my older crank-handle rotator for ease of use. I put about 20 blankets in the engine compartment and managed not to scratch any paint while putting the engine-trannie combo back in. A first. I think I aligned everything so the crank will work – we'll see. Might work better now with all new mounts and correct mount hardware.

Thanks to Mark Macy I found a head (in the State of Washington..). Shipping was more than the head. Right now it's in Performance Clinic getting checked out. With any luck I'll get it on the car this week. The interior is back in I had a scare there for a moment when I found DOT 5 fluid on the driver's floor. Turns out I had filled the reservoir to the tip-top and some leaked out of the top when I jacked up the car – it wasn't a leak from the bores or fittings. Silicone won't lift paint, but it will leave stains on the original-style rubber floor mats.

During the slack-time caused by the bad head, I've managed to update the sound system. Before I had a CD player feeding a small amp driving a set of cheap 5" speakers behind the seats. Well, just didn't put out the sound needed. Hard to hear at speed and the portable CD player didn't have anywhere to sit.



Interior Back In, Along With The Chicken

The other thing about the sound system was that it had to be minimal cost. I don't want it to be enticing to thieves, and I'm already blowing quite a bit of family resources on the engine. Well, taking stock of what I had in my "used Stereo" bin in the garage I found:

- Late 1980's Radio Shack Cassette player that used to be in TR Stealth - Set up for 4 speakers. Given back to me by Chris Yanity several years ago.
- Set of Radio Shack shelf speakers, small w/cast metal box.
- Older Sony CD Player w/accessories to attach to car stereo.
- The Stereo Amp that was in the TR2 along with the cheesy-cheap speakers I was using.

Well, I had to keep tradition going, so I put the cassette unit out of Stealth back in the TR2 where the amp was. I put the box speakers on the floor behind the seats, mounted a platform for the CD player on the trannie tunnel, and put the speakers I had in the car on the kick panels in the foot wells.

Sounds okay – I’ve got the front speakers out since I’m replacing the speakers with a two-way set up for better highs. Cost? About \$60, total. What does it sound like at speed? Good question. I’ll have to find out! .

At 0 it sounds pretty good, although some might say my taste in music these days doesn’t sound good at any speed.

If we need more volume I still have the amplifier in reserve



\$60 CD sound system for a 50 year-old car. Wooo-Hooo. The Grass Will Be Blue When We Move Out. Now If I could Fit My Mandolin Case In This Puppy...



Speakers On Rear Floor – Ain’t they cute? They sound fine...

Let’s see, AM/FM cassette stereo, CD player, 12V car power outlet for three different gizmos (one the CD player and can’t forget that pesky cell phone), and a possible amp. How do I wire all of these? How do I make room for future gizmos in the electrical system? How do I keep the generator noise out of the stereo?

Good questions. Glad I was an electrical engineer in a prior life.

To add capacity, normally folks just splice in wire with in-line fuses. Crude, but workable. I wanted something a bit more elegant, yet TR. Solution – buy a new TR4 fuse box and mount it under the firewall on the passengers side. Accessible, yet hidden. To cut down the generator noise I installed a noise filter on the supply. This wasn’t as easy as it sounds since it was a three-wire filter set up for negative ground with an electrolytic capacitors in it. I had to take the filter apart and reverse its polarity also. I then epoxied it behind the fuse box on the other side of the bracket I made. The bracket was designed to use the existing blanking plate bolts – didn’t want to drill any holes in the body. It works real sweet, and you can’t see it except for the extra black wire going to the starter solenoid. No ugly crimp connectors showing, No huge amount of in-line fuses. Yeah, it’s not factory, but this is not a Concourse boy here. I did my time in silliness. Nothing but order – all is good with the world...



Extra fuse box under the passenger’s firewall. No, it’s not up to John Ewell standards, but few are!

LATE BREAKING NEWS! THE 11 JUNE UPDATE!!!

June 11th, get a bit more time to type. We have good news of late:

June 1st – head arrived, off to shop.

June 3rd – head back from shop. It was good, very good. \$240 got it cleaned, polished up, valves ground, and ready to rock – thanks Performance Clinic!

June 4th. Engine started first engine rotation of first crank on first try. Scary. All sounds fine.

June 6th – Hat’s off to Mike McKitrick who helped me get all the body stuff (nose & hood) back on the car.

June 8th. Bled clutch and now car shifts. Goes into all gears

Still haven't driven it due to the sucky weather, ...sigh. Might try it today between the thunderstorms (12 Jun)



Look Maw – an engine together with a good head!

Always scared when it fires up the first time. I'm pretty sure that's the way it should be, especially after a significant investment of green stuff. I should expect success – driving LBCs has warped my mind, I guess.



Yes, the other side of the engine exists also!

Safety Updates

Yes, safety updates. Now I'm older, and have either Bridgett or Duncan riding with me, so I think about these things. I've already got the seat belts and fire extinguisher handy. Now I wanted to work on the lights – more specifically lights that let me be seen, not for me to see.

- Daytime driving light – Although I hate GM for making them mandatory in late 90's cars, they are a good idea. I'd like a driving light for daytime running.

- Higher-mounted brake light – Bless the Federal Government, for once, a mandated safety mod that actually works. The TR2 has a center mounted brake light/license lamp combo that really can't be seen well – I want one of them high mounted lamps!

Daytime Driving Light

The daytime driving light was an easy thing to find, just expensive to get. Moss sells real or repro Lucas driving lights and the badge bar to mount them on. It works, looks period, and is simple to install. It also sets you back about \$300 to do this with the repro light, much more with the original.

I bought the repro.

Sorry, this is costing me too much already. Besides, the repro really looks like an original Lucas unit – even says "Lucas" on it.

Fist to put on the badge bar. Not as easy as it sounds due to the bumper mounting bars being a bit out of line when they are loosened. I managed to get the badge bar mounts behind the bumper, but it wasn't as easy as it should be! Now, this badge bar gizmo is a three piece affair – end pieces attach behind the bumper on either side, then the center piece with the light mounts is kept in place by a couple of set-bolts. Only those set bolts were about a half inch (12mm) too long. Yup, cut them down so they would be flush with the bar when they clamped it tight. Worked the first try. Scared again. Arranging the electrical circuit was another matter. I had a spare fuse in the new fuse box to use, and there is a hole already in the dash for an overdrive switch that just happens to be the same as the OEM light switch I'm using. But what to use to indicate to the driver that the light is on? I hate dead batteries. I have 12V mini-lights, but I don't particularly want to drill a hole in the dash for it. Solution was to nylon tie it to a TR4 door panel fastener that just happens to push over the bottom lip of the dash. Got a light, do got a hole. Wiring was straight-forward. Did put plastic wire protection on where the wires run into the light. Then I moved my TSOA & CMAS badges to the bar.



Daytime driving lamp on badge bar – remember when I said I wouldn't do this?

Third Brake Light

Okay, so this actually would be the second brake light, and the original is also in the center. Fine – I want one up where folks can see it! Just so happens Moss sells the very thing I need – a Hella rear fog lamp modified to be a brake light – complete with rubber coated magnetic mount. Sweet. Attaches right to the existing wiring with usual Lucas push-bayonet connectors. I didn't have to pull any parts out of my stash to get it working. And it's bright!



New center brake light, which, unlike the original, can be seen!

Now to drive it – see ya later - *Bruce*