

# Marque

1754 LINDENHALL DR  
LOVELAND OH 45140

Miami Valley Triumphs



October 1998

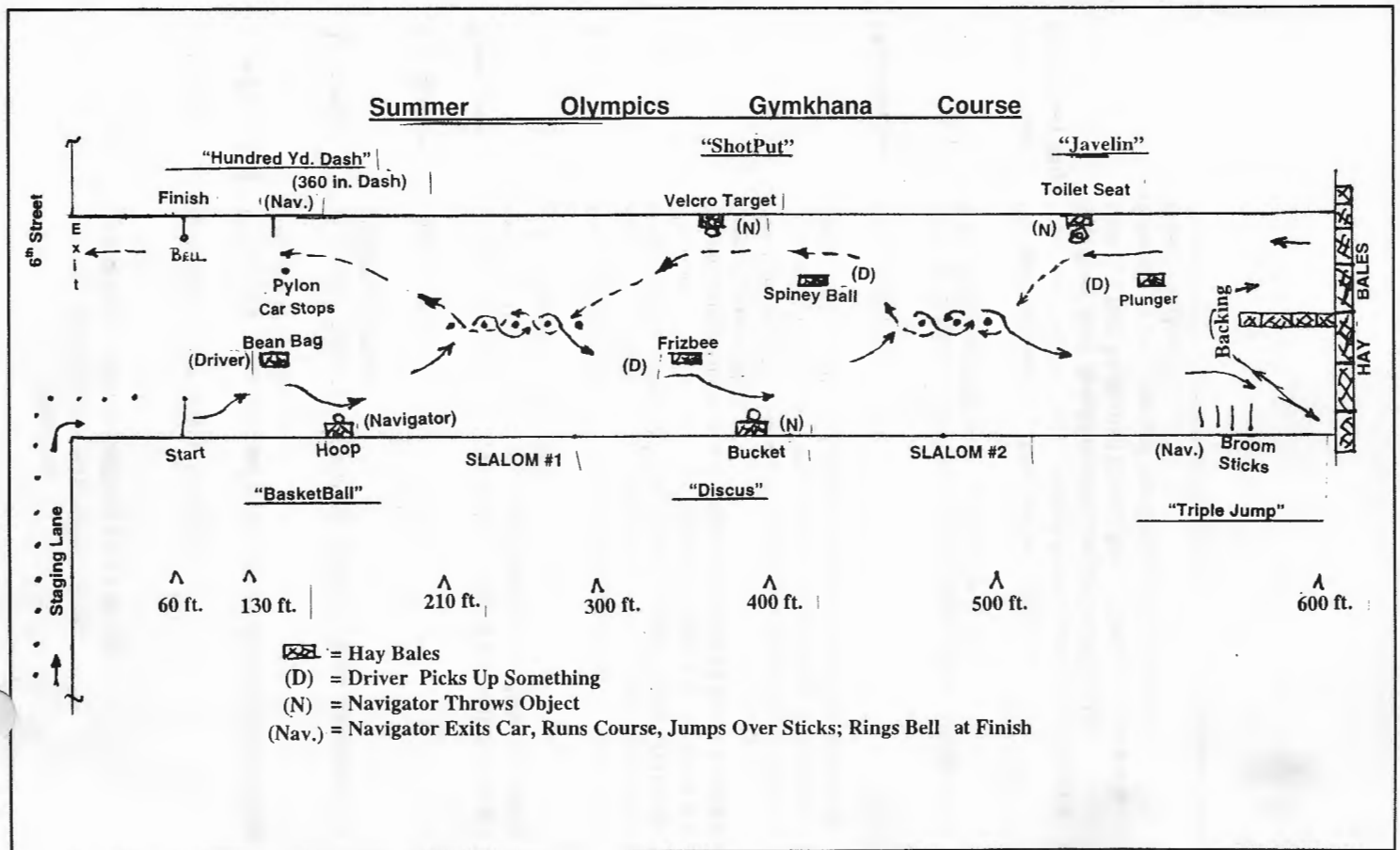


Fall Foliage Tour

Sandusky/Kelly Island  
Saturday/Sunday

Farewell to Summer Picnic

Eastwood Metro Park



# 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
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<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
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## 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...

Check out this issue for events! The October event is an overnighter to the northern part of Ohio. This should be a fun trip. Remember that a Triumph or British car is not a necessity, any auto will do. Please try to join some of your fellow members on this tour.

Bruce is trying to set up a tech session for later in the year. I understand that this could be any topic. Probably not body work or major overhauls. My Spitfire can be used for some mechanical and electrical work. I have a heater blower motor that does not work. This is probably a simple fix and needs to be working for some colder weather driving. It is funny how we can burn up in the summer but not have enough warmth in the colder weather. Maybe we can go over some tips for winter time storage in this session also.

A picture was passed around at the last membership meeting showing to what extent some people will go to enjoy one of our driving events. Maybe there will be room in the trunk of Bruce's 440 to accept a wheelchair on the October event, if not it will fit on the luggage rack of our Spitfire. With any luck we will not require this mode of transportation.

If you have the resources to use the Internet, check out the MVT web page. There are a lot of cars for sale listed. Maybe Stan and Norma will be able to list these in this or forthcoming issues.

See you at the next event, if not then at the next membership meeting!

Phil

## Minutes

### MVT MEMBERSHIP MEETING

September 2, 1998 —Poelking Lanes South

<b>Secretary</b>	Read minutes for August Meeting.
<b>Vice President</b>	He was glad to be here and gave membership the details on the covered bridge tour.
<b>Treasurer</b>	Gave new balance and shared information on incoming and outgoing expenses.
<b>Old Business</b>	None
<b>New Business</b>	Randy Wakefield announced that he and Katie will be married October 10th. We extend our heartiest congratulations to them and wish them the very best.
<b>Events</b>	Discussed the Clark County three-day car show at Fairgrounds (dates: September 11-13). Also discussed the Fall Foliage Tour to meet 6:30am October 17th at Bob Evans at 675 and Col. Glenn Highway. The Farewell-to-Summer Picnic will be held the second Sunday of October at Hills and Dales Park (noon til 4pm). Bring a covered dish... <i>Note: The Indy Car Show is September 27th and there will be a caravan headed over. Meet at 7am for breakfast at Bob Evans (I think that is our official Club House!) at I-70 and State Route 48!</i>
<b>Membership</b>	No report given.  Oh My Gawd...No 50/50 drawing (Mary forgot the tickets!) Sorry Frank, no third time in a row for you!
<b>Attendance</b>	Phil and Carolyn Daye, Dan and Mary Stinson,
<b>September Mtg.</b>	Diane and Frank Ciboch, Audrey Johnson and Forrest Gwinn, Stan Seto, Kent Southard, Mara and Mike McKitrick, John E. Clark, Mohamed Hijazi, Bruce Clough, Jay S. Kolb, Wendell Terrill, Lois and Don Begler, Ellis Ball, R. L Wakefield (Randy)

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  
Kettering, OH 45429-2099



Members of MTV go to any length to make rolling events!

## 1998 TRF Summer Party— The Rest of the Story

Vern's TR4 was stuck in first gear...! Vern Burnett and Russ Seto (TR-3A) had driven to Cincinnati from Houston, Texas, to represent the Texas Triumph Register at TRF's Summer Party in Armagh, PA. This is an annual sojourn and for the past five years they have been stopping here in Loveland to pick me up. For the first time, each of us had a Triumph to drive to this shindig. It was Friday morning at 6:45am, Armagh lay six and a half hours to the East, but Vern's car was stuck in first gear on our 35° inclined driveway, after parking there all night. We caucused. "Leave him here!", "Just take two cars, he can ride shotgun.", "See if we can unstick the slide!" Off came the shifting boot, the stuck slide could just be seen. A sharp rap on the back by a large screwdriver popped it back into the shifting tray. Roll the -4 onto the level street. It shifts fine. Spend ten minutes reinstalling the shifting boot! We are off! The shifter gives Vern a problem at a gas station in West Virginia, but except for that works well the rest of the trip.

We roll into the drag strip outside New Alexandria at 1:45 pm, looking for John Swauger, as Russ had some seats to deliver for re-covering and he wanted to make sure John had them in the TRF que. We find John and trade lies for several minutes, transact the business and stay to watch the cars hurtle themselves down the track at about 3-minute intervals. There were a couple of really fast cars here including a Ford powered TVR that goes like stink and a similarly engined TR8. They are clearly the class of the field. We leave, eventually, and go on to Armagh, to register, pick up tickets for the evening's catered dinner, shop for parts and meet friends, like Forrest and Audrey, and the Cloughs.

Friday evening, we bask in the ambience of a catered dinner on the grounds next to the Runyan House. The cost was \$12.00 each and if you were early enough, you got appetizers, dips and drinks followed by roast suckling pig, corn on the cob, cole slaw and beans. Desert was ice cream and blueberry pie. If you weren't, you didn't. TRF asked the guests for critique, as they are training up the Coventry Inn crew to do catering jobs around Indiana. They need to train harder!

Saturday turned out to be a lot of fun. Up early, we ate breakfast at the motel (Holiday Inn in Indiana). Vern stayed at the motel to clean and wax his car, Russ and I scooted to Armagh the back way, coming in through Dilltown. We signed up to do the TSD Rally, I drove, he navigated. We were given a magnetized number for the side of the car, but it managed to fall off during the initial calibration stage of the contest. The rally was being timed in 3 different segments, so the start of each segment was a new beginning. From the trip up, I was pretty sure my odometer was nearly spot on, but was not so sure about speedometer accuracy. But off we went, and somewhere, so did the car number. At the end of the calibration stage, our odometer error was -3%. Not Bad. We started on time. The car one minute ahead was right, the car two minutes ahead should have been behind us, and we never again saw the car two minutes behind us. The course was practically dead nuts the course driven in 1997 except the end was slightly different. I thought we did OK, but Russ discovered we had covered the course four minutes too fast. I still haven't found out where we finished in the field. Last year we were four minutes slow, but

knew it and were thirtieth out of sixty. This year there were over 90 contestants.

We decided to do lunch and go look at the gymkhana as opposed to going to the autocross on the town's college campus. Once there, a bold decision, let's run the gymkhana! (a note of caution to the gentle reader—if you do this with a TR-3, it would be wise to have rack and pinion steering with a liberal power boost, really skinny tires pumped up to a scillion PSI and a teenage navigator who is fearless!). The course is shown on the back page of the Marque. We were No. 26, the day was nearly cloudless and there was a light breeze... it was HOT! Last year's winner was three cars ahead of us, a neat red Italia, immaculate. The driver was slim, well muscled and had a teenage son in tow. His first run was a minute and twenty six seconds but he had two penalties (5 points each). Our car had me (40 years away from the fittest I ever was) and Russ (43 years away from...). We got off the mark OK, but Russ missed the frisbe throw and I could not believe the effort necessary to get the car steered through the first slalom. Missed the last pylon of five, had to reverse to get the car thru, ran the shorter slalom slower, got through the bean bag toss, Russ ran the broom course, I got the garage turn done, back through the short slalom and I noticed I was tired, he threw the plunger thru the toilet seat, on to the long slalom, and suddenly, I could barely turn the wheels, I was exhausted. We crept to the 100 inch dash, he did it and rang the bell. TWO MINUTES, one fault! We had a lot of room for improvement!

For the second run we decided I should drive the pylons slower and increase the through angle, no other changes, Knowing I had about a half hour, I scarfed up two or three candy bars and drank a quart of water. The Italia did his second run in about the same time but had one less fault.

Our second run was better. Got thru the slaloms without stops and at a reasonable clip, we still missed the frisbe throw, but our time was 1:42 and one fault. Wait until next year! Forrest got us on his video cam. We should be able to see it next month.

Back to the Roadster Factory we went to buy more stuff and await the mountain run.

The mountain run, a trip through the nearby hills, was routed over exactly the same roads as 1997. Well, at least we knew where we were going! I couldn't help feeling, "We're gonna do this over and over again, until we get it right!" The trip ended at the Palace Garden Drive-In Theater for an evening of cold cut sandwiches, cole slaw, beans, and beverages. There were also chips, pretzels and an intriguing taco ice cream desert. All this was followed by "Chariots of Fire", some three hours of field and track in Europe, striving to be best and sportsmanship. I stayed for most of it, but left reluctantly at the three quarter point because Vern said we were getting up at 6 to wash the cars.

And we did, and I got my electronic ignition module soaked and Russ towed me ignominiously back to the motel. After letting things dry out a bit, I pulled the electronic module off the inside of the fender, took it inside and sequestered Russ's hairdryer (now there's a not much used artifact) and proceed to cook the daylights out of that dude. Still smoking, I screwed it back onto the fender and tried it out... Nothing! Dove under the hood for another look—missed grounding the coil. Car started right up. Made a mental note to plastic bag the electronic box.

**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 \_\_\_\_\_

# Events, 1998



September 13	Covered Bridge Tour
October 10	Farewell to Summer Picnic, Eastwood Metro Park
October 17-18	Fall Foliage Tour (2 days to Northern Ohio, Sandusky/Kelly Island)
November 14	Tech Session at Clough's
December 5	MVT Christmas Soiree
January	Super Bowl Party
February (TBA)	Awards Banquet
Every Fri. Nite	Keitering Jaycee's Cruise-in, See Bulletin in Marque!

## Out-of-town Events

September 25-27 Indy British Motor Days, White River Park, Indianapolis, IN

## Prize Winners/Events

## Miami Valley Triumph Car Club Current Membership List

Ellis and Lorna Ball	Martin Justice
Steve Baltes	Robert Kasprzak
Dave Barrett	Gene and Betty Kelsey
Donald and Lois Bigler	Jay and Sharon Kolb
Severin and Angie Blenkush	Roger and Rebecca Larson
Ray and Mary Bolich	Larry L McCart
Scott and Carol Childers	Mike and Mara McKitrick
Frank and Diane Ciboich	Murry Mercier
John and Janet Clark	Gary Morrow
Bruce and Alice Clough	Channing Posson
Larry and Patty Combs	Stan and Norma Seto
Ian and Kathleen Cunningham	Mike Smith
Phil and Carolyn Daye	Kent and Pam Southard
Paul DeVries	Dan and Mary Stinson
Louis DiPasquale	Tom Stroup
Charlie Ehrhardt	Wendell Terrill
Wally and Claire Ellifritt	Ken and Joanne Tolliver
Bud and Cathy Graff	Tom and Maureen Tweed
Forrest Gwinn	Dick and Barb Wood
Eric Halbgewoks	Art and Norma Wood
Jim and Jodie Hardesty	Ron and Mindi Wynne
Mohamed and Maryam Hijazi	Chris and Christine Yanity
Rick Jobe	

Concours at Indiana is always fun. The day started great weather-wise and brightened after I solved my electric problem. Vern went to the 4 area, about ten cars, I went to the 3A/3B area, about 15 cars, Russ went to Works-in-Progress, one car. This is strictly a popularity contest. You set up your car, grab your judging form and set off to look at a bo-jullion sports cars, like an untold number of MGA's, 60 or 80 odd TR-8's, the featured Marque, and a handful of Stags, that all looking so good it is tough to pick the best one. I generally try to pick original, clean, overall well kept appearance and minimum after-market. Needless to say, I rarely choose the winners. There are some really slick cars there and the crowd normally chooses glitz. Once I've been through the endless categories and turned in my form, it's lunch and I wander around visiting the stores, going back over the classes more slowly, and just talking to people. Lots of interesting people at the show.

Awards were at about 4 in the afternoon. There was a brief shower, actually it rained some! Tops and side curtains got put on. Side curtains came off later, but clouds threatened the rest of the evening. Russ and Vern got trophies for longest distance, 1800 odd miles. Russ got first place in his class and Vern and I got to applaud for someone else in ours.

Then it was back to the motel for luggage and hit the road for Cincinnati. The trip back was rain-free and uneventful, if you don't count the Peterbuilt that tried to run over us east of Wheeling or the (really) old geezer in the '65 Corvair that wouldn't let me by on I-70 south of Pittsburgh (I finally went up to near ninety with him on the inside lane and trapped him up against the back of Kenilworth. Vern and Russ were behind me, so he did not have a chance to get back out. Once past he quit playing at games. There was also the MGB loafing along west of Zanesville, Vern and I ripped past and woke him up. He pulled in behind Russ and stuck with us until we broke off for gas and dinner.

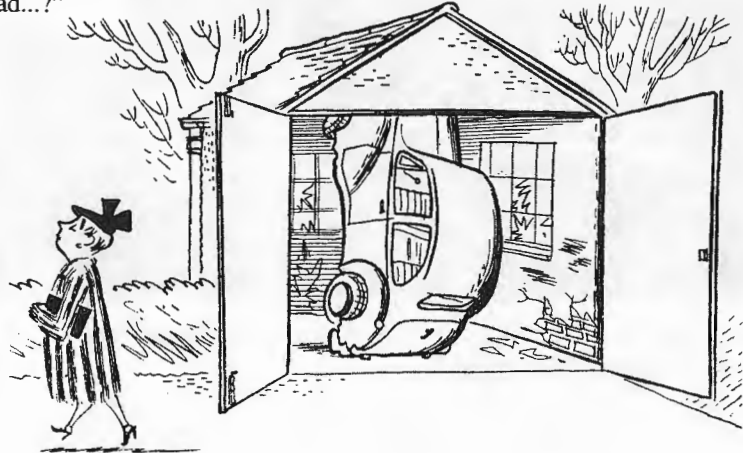
The trip back, at night was different. Three years ago we did it 3 guys in a Subaru Station Wagon, lots of yakking. Last year it was 3 guys and two cars, less yakking. This year it was three cars, little yakking. It was a good time, though.



Start of Mountain Run - TRF Summer Party. From the left, Vern Burnett, TTR; Stan Seto, MTV; Russell Seto, TTR.

## Contemplations

It is about 10:30pm, you're south of Columbus on I-71. The road comes at you out of the dark as three lines of paint, yellow-white striped and white. Far down the road are two sets of tail lights. Gleaming in your rear view mirror are the pale yellow orbs of a TR-4; a TR-3 sits 100 feet further back, and all around you is the absolute dark of Ohio farm country. The tach sits at 3200 rpm, 70 mph in 4th overdrive, and the beat of the exhaust has been assailing your ears since you left Indiana, PA and the TRF Summer Party some five hours ago. You've been up since 6am and you're at the point where you'd rather it was all over, even though it was fun. But it's still an hour and a half to a warm bed! The roar of the exhaust gets you to thinking about reliability... "3200 rpm, let's see, that's about fifty revolutions per second and on each revolution a spark plug has to fire, so each plug has to fire twelve, no, closer to thirteen times a second, and in 90 minute, that's 5,400 seconds, so it's about 1.3 times 5.4 which is about 7.0 times ten to the fourth, so it all has to work about 70 thousand more times and you'll be ho...!" You start sharply as those distant tail lights resolve into the back of a truck! Two trucks, about seventy feet apart... Good! The rear one isn't close enough to pass yet. You bear down on the throttle and the little red car responds eagerly. Up to 77 mph, pass quickly to minimize exposure time, glance in the fender mirror, no one closing, left turn signal, move into the passing lane, the 4 moves out there with you, the more distant -3 waits. Blink your high beams once, deliberately and move into the truck's turbulent wake. Nine seconds later you are clear of the rear truck, and your -3 is buffeting in the wake of the lead truck. Ten seconds later you arrive in the glare of his headlights. The -4 has passed the rear truck and the other -3 is moving up to pass. Four sets of lights blind you from the mirrors, but you keep moving, and slide back over into the right lane. The -4 moves in behind you as does the -3, eventually. The trucks dwindle, and as they drift back, you ease up on the accelerator, back to 3200 rpm, and night unfolds like a curtain before you. The featureless Ohio farmscape blankets your flanks again and you wish the moon were up. Your mind brings to sharp focus a similar scene, 36 years ago, a black TR-3A, bought new, Christmas leave, Fort Hood, Texas to East of Philadelphia, 2200 miles, 40 hours behind the wheel, 11 o'clock at night on the Pennsylvania Turnpike, just you and the trucks and the reliable beat of the four banger exhaust sometimes hetero-dyning with the big diesel V-8's going uphill. You smile to yourself, This is easy! And in the dark solitude of the -3's cockpit, you start to think again... "Wonder how many deer live along this road...?"



## For Sale

**Z28 Chevrolet, 1983,** Red, Auto, V8, A/C, Original Owner, All records, looks great inside and outside—No rust, \$2400/OBO. Call (513) 777-5663.



**1965 Coronet 440 Convertible.** Medium turquoise with light turquoise interior. Slant 6, three speed manual, factory AM/FM radio. Was restored back in 1986. Great shape, drive anywhere. 84,000 miles. \$4500 Bruce Clough (937) 376-9946, or [clough@erinet.com](mailto:clough@erinet.com). Pictures available on request.

**Steel Workbench, 2.5' x 6'** Good condition. Comes disassembled, easy assembly. Holds 1000 lbs, has drawer and bottom shelf. \$50, Bruce 937-376-9946.

**MG Automotive BSPP LTD, 3733 Wilmington Pike, Kettering, 294-7623.** Good source of British car parts and service. \$50,000 inventory of MG, TR and Healy parts. Special orders usually arrive in a day. We also have several good cars for sale: 1980 Collector Edition MGB, 60K original miles, \$6,500 • 1973 MBG—has been thoroughly checked over, \$3,995 • 1978 Spitfire with factory hardtop, \$2,995 • 1962 MGA in process of full restoration \$ talk to us • 1959 MGA Twin cam. good older restoration, let's discuss, Special items in stock: Engine and trans for TR-3, good shape • Restored chassis for MG-TD - Great vintage racer • Quite a few good used sheet metal and mechanical parts. Steve Miller/Bob Mason

## Errata and Corrections—

**August Issue** - not mentioned, but there at the June Road Tour to Ripley, were Don and Lois Bigler and their TR-7.

**September Issue** - Prize Winners/Events - Carolyn Daye took second place (Award of Excellence) for her Spitfire at the MTV/MG Club BCD at Eastwood.

*The editor apologizes for the omission and mistake.*