

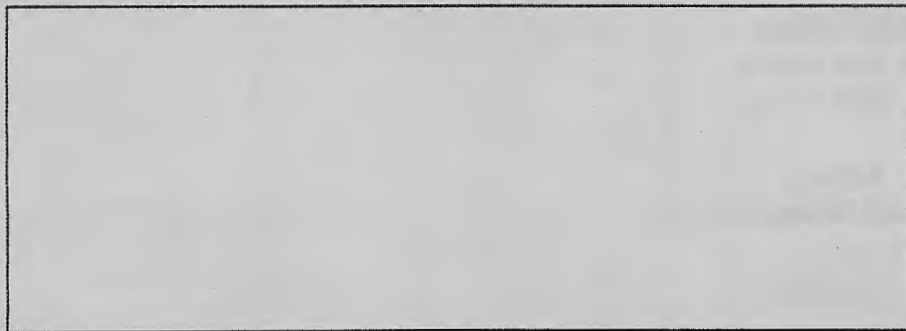
The MVT Board???

* Hoiday Soiree' is The 7th at Ray & Mary's! New Year's party the 31st at Ron & Mindi's!

The Marquee

December 1996

Miami Valley Triumphs
P.O. Box 292824
Kettering, Ohio 45429



General Information:

The Marque is the official publication of the **Miami Valley Triumphs**, P.O. Box 292824, Kettering, Ohio 45429. Views Stated in *The Marque* are not necessarily those of the Officers or Members. The Miami Valley Triumphs is a chapter of the **Triumph Register of America**. *The Marque* is published monthly and articles are due to the editor by the third Wednesday of each month.

The Miami Valley Triumphs extends an invitation to monthly meetings, held the first Wednesday of every month at the Poelking Lanes on Kingsridge Drive, behind the Dayton Mall.

Dinner before all meetings begins at 7:00 pm. Meetings begin at 8:00.

Board members of The Miami Valley Triumphs are elected Bi-annually on alternating Schedules.

President: Phil Daye
423-8175

Vice Pres: Dan Stinson
254-5955

Secretary: Ellis Ball
746-5189

Treasurer: Mary Stinson
254-5955

Events: Ron Wynne
837-5510

Membership: Mary Fox
and Ray Bolich
677-0605

Historian: Dan Stinson
254-5955

Committee Chairs:

Technical: Dan Stinson
Spares: Ron Wynne

Newsletter Editor:
Mindibeth Wynne
837-5510

**BY THE
WAYSIDE...**

**CONGRATULATIONS TO
RAY & MARY,
OFFICIALLY ENGAGED TO
BE MARRIED (FINALLY).
THE HAPPY MOMENT
TOOK PLACE IN THE
PARKING LOT OF A
GROCERY STORE. (J&J'S
MEAT MARKET, TO BE
PRECISE)**

**EVERYONE AT THE
HOLIDAY SOIREE
REMEMBER TO SAY
HAPPY BIRTHDAY TO
ELLIS!**

Our condolences also go out to Ellis and Lorna on the passing of Ellis' Sister. Our thoughts and prayers are with you.

Check Your *Marques* for upcoming schedules of the **Winsome Cup Nationals**. Anyone with an HO Scale track, please call Bruce to host a race.

**Stuff for
Sale:**

2 Each Semprit
tires and Tubes.
185 X 70 X 15.
significant
tread Depth
left.
\$15.00 each
Stan Seto
683-7974 (home)
243-2570 (work)

Many parts from
2 1975 TR6s.
Joel Lewis
439-0115

Spitfire Mk2
w/GT6 Engine.
Chassis good.
Needs Rockers
and Floor
panels.
Price negotiable
Mike Sonderman
435-9695
(Leave Mssg.)



From Your President...

MERRY CHRISTMAS AND HAPPY NEW YEAR! I HOPE EVERYONE HAD A GOOD THANKSGIVING AND YOUR FAMILY AND FRIENDS ARE DOING FINE.

THE DECEMBER MEMBERSHIP AND BOARD MEETINGS WILL BE HELD THIS MONTH AT THE CHRISTMAS SOIREE WHICH IS BEING HOSTED BY RAY AND MARY AT THEIR ESTATE IN KINGS MILLS. DON'T FORGET THE BROWN BAG AUCTION. NEARLY ANYTHING IS PERMITTED FOR THE AUCTION. YOUR FAVORITE EATS AND TREATS SHOULD ACCOMPANY YOU TO THIS FESTIVAL EVENING. DECEMBER 7 IS THE DATE. I AM SURE INFO IS CONTAINED IN THIS ISSUE.

NOMINATIONS OPEN IN JANUARY, AND FEBRUARY FOR NEW OFFICERS AND AWARDS. THE AWARDS ARE, KEEP IT ON THE ROAD, PRESS ON REGARDLESS, MOST IMPROVED, AND MARQUE OF DISTINCTION. ELECTIONS ARE HELD AT THE MARCH MEETING. WINNERS WILL BE ANNOUNCED AT THE AWARDS BANQUET IN MARCH.

AT THE JANUARY MEETING WE WILL FINALIZE OUR CALENDAR OF EVENTS. IF YOU HAVE AN EVENT THAT YOU THINK NEEDS TO BE ADDED PLEASE COME TO THE MEETING AND ADD YOUR EVENT. 97 LOOKS TO BE A FUN FILLED YEAR SO FAR. THIS WILL BE THE YEAR THAT RAY WILL FINALLY GET HIS "CEMETERY TOUR" ANNOUNCED BY MARY AS "THE ARBORETUM TOUR". RAY HAS WANTED THIS FOR A COUPLE OF YEARS NOW, SO THE BOARD HAS ADDED THIS EVENT. THERE IS ALSO A "LADIES CHOICE EVENT" IN THE WORKS FOR 97. WATCH OUT GUYS, THIS COULD PAINFULL! I HAVEN'T BEEN ABLE TO GET EVEN A HINT OF WHAT THIS WILL BE.

MANY THANKS TO ALL MVTERS WHO SPONSORED EVENTS, WORKED ON EVENTS, AND PARTICIPATED IN EVENTS! MORE PARTICPATION WILL MAKE 97 A MUCH BETTER YERA. WE HAVE 40+ MEMBERS , REMEMBER THAT CLUB IS FOR YOU. LET'S ALL WORK TOWARDS A BETER 97.

HOPING TO SEE ALL OF YOU AT THE CHRISTMAS PARTY PHIL

Calendar of Events

DECEMBER:

7th: Annual Holiday Soiree and Brown bag Auction (And Ellis's Birthday party) at Ray B./Mary F's house. Look for a flyer and fish in upcoming *Marques*

31st: New Year's party at Ron & Mindi's

(The Following is a tentative schedule as set so far by the board and members of MVT)

January, 1997

15th - MVT Board Meeting and General Meeting at Poelking Lanes, Kingsridge Drive. Nominations for Board Officers and Awards will open at this meeting. Board Meeting Begins at 7:00, Membership Meeting begins at 8:00. Dinner schedule will continue as usual.

26th: Superbowl Party at Ellis & Lorna's. Time TBA.

28th: BCD 1997 meeting at Marion's Pizza @ Towne & Country. 7:30 pm.

February:

5th: MVT Meeting. Nominations for Board Officers and Awards will be open at this meeting. Poelking Lanes, Dinner @7, Meeting @ 8.

19th: Board meeting. Details TBA.

March

5th: MVT Membership Meeting. Electins for Officers and Awards will be held at this meeting. Poelking Lanes.

15th: Annual MVT Awards Banquet at the Manchester Inn. Details TBA.

April

2nd: MVT Membership Meeting

6th: Spring Tech Session Hosted By Mindi & Ron. Installation of Softtops on a TR6 & TR7. No Tupperware.

10th: Board Meeting

12th: St. Rita School for the Deaf Car Show. Call John Clark for early info.

26th: Ray's long-craved Cemetary Tour (really an Arbouretum Tour)

May

3rd: MVT Antique Day Tour. Sponsored by Phil & Carolyn Daye.

7th: Membership Meeting

10th: Scottish Weekend in Carrolton, KY.

18th: Columbus, Ohio BCD '97.

21st: Board Meeting

For More Fun-Filled Listings, Check your Future Editions of *The Marques*

1996 HOLIDAY SOIREE!!!

Who: Miami Valley Triumph members and family

Where: Ray Bolich and Mary Fox residence: 7201 Striker Road (see map below),
513-677-0605 (Look for peppermint canes on the roadside fence leading down a 700
foot lane to the house)

When: Saturday, December 7, 7:00 pm until ?

What: Bring a special tantalizing dish (food that is!)
and something for the "Brown Bag Auction" (read on for more...)

For those of you who may be new to the club, *rummage through the closets, car seats, garage and put together a brown bag (grocery store varieties are the favorite) and load it with anything you think someone else would want (or NOT!!!) to get for the Holidays. You can bring more than one. There are usually "special" ones that have "worthwhile" things (not TIES!!!) such as cash and wine! We all gather around the non-denominational tree (with ornaments) and the bags are auctioned (encore performance from 1995's auctioneer - Bruce Clough??? clap, clap, whistle, yeah!!!) one by one. All who have cash (and those whom Mary Stinson knows is good for the money) can bid on any bag (no peeking, but "holding" is OK...check it out with the spouse or SO before doing this). This is truly a once a year event with more surprises than a truckload of Cracker Jack boxes. All the proceeds go to the MVT Club account for a future event.*



(Broke Down) By The Banks Of The Little Miami

Bruce Clough

You're going to have to put up with me this month. I'm experimenting, or maybe I'm finally trying to use all the computing hardware in our office. One or the other. You'll see some scanned pictures. Still learning to use this puppy, so some are not too legible. Alas, the way of the world.

Thanks to those replying to my concern about our lack of attendance at the Indy BCD. I guess I struck a nerve, but those who replied normally come to events. You're not the targets of that paragraph. The targets are those who didn't write!

Running Report

How many of you out there are readers of "Triumph World"? All of you? Fine. Then I don't have to tell you about the "Running Reports" section. This is where Triumph owners tell the rest of the world what rotten luck they're having keeping their car operational. The TRoubles and TRibulations that come with keeping a cranky piece of British machinery on the road. The magazine usually has at least five reports in every issue.

I thought The Coupe (I used to call it the Infidel until I was converted to wedge ownership - can I get a witness?) would be a fitting saga for the magazine, so I'm writing a piece on it, but I thought I'd share it with my fellow MVT'ers also. Hey, if the magazine doesn't want it at least someone might get a kick out of those wasted lunch hours...

So here's the first installment:

Running Report

1979 TR7 DHC

Owner: Bruce Clough, Alice Owen-Clough

Occupation: Aerospace Program Manager, Physical Education Instructor

Hometown: Xenia, Ohio, USA

Mileage: 553

Last Report: None



Who is this man? Why should we care?

Our Nissan Stanza died hard one day when the oil light came on as Alice (my wife and shoulder to cry on) was driving. She got the car to the side of the road and shut it down, but not before grievous damage was done. Forget rebuilding. Since the car had over 140,000 miles on it spending \$2000 (US) plus on rebuilding the engine seemed a bit excessive. Besides, I wanted a Jaguar XJ6 and I had no time to rebuild the engine anyway. This gave me the excuse to find one, but somehow it didn't turn out that way. Rather than a large, luxurious, four-door car that would suck up most of my beer money for fuel, I ended up with something completely different... a new TR7.

During a car show this summer, a fellow Triumph fanatic showed up in a new TR7 DHC. New? Yes new! Seems a dealer had put a bunch of British cars in storage years ago, but was selling the storage (at quite a good profit I should add), so the cars had to go. All the Triumphs had been sold except for a TR7 FHC, supposed asking price was \$6500. He strongly hinted that I go look at the car. I did need a car, and not only would this car be new, it was a Triumph. A thought passed through my mind: "This would be the first time I could own a TR and be the first owner - a chance to mess things up for the next owner to fix!" A truly unique experience. That night I couldn't sleep, instead of sheep jumping over the fence I saw TR7s. I was almost too nervous to call the dealer, cringing that my hopes would be dashed with "I'm sorry, but we sold that yesterday." Alice was extremely supportive through this silly behavior, almost nagging me to call the dealer. Funny, she was never that way when I dragged home a rotting TR3!

I made the dreaded phone call the day after we got back from the car show. Yes, the car was still there, but "there" was 200 miles from home. It turned out that the dealer was open late that night, so I grabbed Alice when she came home from work and drove (well in excess of the posted limits) to the dealer. There it was on the

showroom floor, Brooklands Green with black and green plaid interior, green carpet, and no large puddles of fluids under it. Just over 235 miles on the odometer. A little drool came from the corners of my mouth. It was an automatic with air conditioning. Sigh, there goes the performance. A test drive showed that the tires had a set to them, the speedometer only went up to 35 mph, and the air conditioning didn't work, but besides that, all seemed functional. Parts that were missing included a battery bracket, tool kit, owner's manual, and one of the hooks that keep the bonnet from decapitating you during a front end collision. I knew I could replace those, so we negotiated a price that the dealer could live with and drove home with it that night. Quite a drive: 200 miles, at night, in a car that you had to go at least 60 mph or your teeth were shaken out by the wobbly tires, and no radio. The police never pulled me over, so my guesses at what speed I was doing must have been close.

I closely inspected it the next day and was appalled at the quality control, or lack of it. I didn't doubt our decision to buy the car, but I probably should have held out for a better price! I ended up comparing it to our '81 TR7 which is put together very well. I discovered loose bolts, thin/missing/fish-eyed paint, a loose rear muffler, and the most pathetic carpet set I've ever seen (colours didn't match, snaps in the wrong places, not cut to size,

etc...). Under the carpets was a vast selection of fasteners left over (or at least I hope they were) from production. This car must have been a temporary hardware storage bin! I spent the entire evening



Ray does a fishing luck dance around the TR6. It didn't work.

completing the job that should have been done on the production line (do I get union benefits from this?). The quality of the paint and interior carpet is sooooooo bad that I've decided to do everything in my power to preserve it. My first move was to send a \$100 order to Rimmer Bros., \$70 order to Moss' and \$50 to TS Imports (a local breaker yard) for missing parts and spares. Second move was to re-torque the head and change all fluids except the "special" break-in oil. Third move was to start removing the surface rust from sitting 17 years. We still have to rust-proof the inner body panels, but we have several months until winter set in.

We want to keep the car original as possible, or should I say "as practical"? The car came without a radio, but somebody had given me a new old stock AM/FM/8-track player. It seemed "period", so I fit it in using plenty of luck and a smattering of profanity. Now I could listen to all those Slim Whitman 8-tracks I collect. We did repaint the muffler since it had to come off anyway to replace a muffler clamp that wouldn't tighten enough. I



Kent goes looking for someone to kill, preferably Lucas...

videotaped the car for posterity, so people know what "an original" looked like. As I write this the car is driveable, but the weather is so nice that we're using the '81. That's fine, the Ohio winter will come soon enough! The

temperature never seems to be in the same place every time I drive it so I suppose the thermostat needs to be looked into. One time the air conditioning cooling fans came on, but the temperature gage showed all was normal. I cleaned the terminals on all temperature sensors and have not seen it again.

Okay, in the next few months we need to get the air conditioning working, do rustproofing, and eliminate leaks. This ought to keep us busy. The price? We ended up paying nearly \$6000 for the car, quite a deal if one considers that the car is "new" and dealer was originally asking over \$9000 in 1979 dollars. He lost money on that car. We'll see how we do!

Planning On 1997 Events? Plan On Driving!

I was really encouraged by the amount of people who showed up for the fall foliage tour, so since I'm into the masochism thing, I'll (or should I say Alice and myself - can I bribe my bride to help?) plan on hosting two long driving events next year, one in the Spring, the other in the Fall.

As one might guess, the Spring event will be a tour to Amish country,

although I'm not quite sure what the Amish think of us using them as something to gawk at. This will be late April or early May. We have to schedule around Spring



The Fall Foliage Tour Crew With Their Pants On

Carlisle and a few other events, most notable being Alice's softball schedule. The tour might be limited depending on the lodging I can arrange. More later.

The fall event will be another foliage tour, but we might throw in the Longaberger Factory and Roscoe Village. Since these are quite a drive to Eastern Ohio, and quite a few things to

see there, this tour will encompass an entire weekend. We mean leave on Friday and get back late Sunday! Start saving vacation.

A third option is do a tour of Ohio in June. We'd do this in conjunction with the TRA Nationals in Hudson (just north of Akron). The idea would be to leave on Monday one week, cruise Eastern and Northeastern Ohio, go to TRA, then return via Amish country. This gets around Alice's softball schedule and let's us try for the B&B's on weekdays when availability is better. This probably would be limited to 5-8 cars or so due to the size of some of the lodging.

I'm open for ideas!!

Ciao for now,



Mary trades Ray for two Bobby E's coffees. Ray was later returned by Frank after he learned Ray was not the heir to Bill Gates. Authorities continue to investigate the incident.

Wanted: 8-Track Tapes

Be on the lookout for small-squat boxes containing tape, usually some 70's group best forgot. These are wanted for Bruce's entertainment while cruising to and from work. Of special interest are Queen, ELO, ABBA, Doors, Raspberries, Todd Rundgren, and The Who. Those having Sonny & Cher, The Carpenters, and any disco hit need not apply... Please call Bruce at (937) 376-9946 if you can help...

Up Front



The EPA Is Out Of Control

I've been living in Southern California since the early '50s and will admit that there was a serious air pollution problem at that time. The smog was so bad that your eyes would water and it was hard to breathe. It was easy to see that something had to be done to clean up the air.

During that time and in the following years, several bureaus (AQMD, EPA, and CARB) were established to improve the air, and they immediately targeted backyard incinerators and automobiles. Incinerators could no longer be used to burn garbage, and all cars with open-crankcase ventilation systems had to have the crankcase tube plugged and have a smog device installed that recycled the fumes back through the engine.

When smog systems on new cars became more sophisticated in the '60s, there was a noticeable improvement in air quality. Every year the requirements became more stringent, and the automobile manufacturers complied.

During this same time period, smog testing stations were set up and every two years you had to have your car inspected before it could be registered. These stations generally had extremely long lines due to Los Angeles' quickly increasing population. People would have to take a day off from work to test their car, and if it didn't pass, the car would have to be serviced and tested all over again. This procedure was protested and eventually a new system was established where you could take your car to an authorized technician for testing and repair.

Under the current system you can make an appointment, take your car in, and be out in less than half an hour. No lines, no waiting, very effective. According to Specialty Equipment Marketing Association (SEMA) studies, air pollution in Southern California has been decreased by 98 per-

cent—even though the population has increased by over 100 percent.

California's "smog check" system was so effective it often got 100 percent of the bonus credits allowed in the Clean Air Act. Unfortunately, the Clean Air Act assigned the Environmental Protection Agency (EPA) to oversee the implementation of the smog check programs nationwide. Because California had "test and repair" in the same facility, a 50 percent penalty was imposed by the EPA. That agency wanted a central facility only for testing, which it determined was the only way to meet the requirements of the Clean Air Act. Instead of protesting this ruling because it hadn't worked before, certain California bureaucrats consented, and quietly enacted new emissions regulations without legislative approval, while making sure that citizens were kept unaware of what was going on. The regulations are scheduled to go into full effect in January 1997.

Even though the old smog stations failed miserably, that system is going back into effect again—and this time if your car doesn't pass, it will go to the crusher.

The proposed EPA Phase II Law is designed to ultimately ban all gasoline and diesel cars, trucks, and vans in California that are 10 years old and older. Also to be banned are two-stroke engines on motorcycles, outboard engines, chain saws, lawn mowers, and so on. The vehicles will be labeled "gross polluters" by the EPA, then confiscated and crushed. The EPA's objective is to remove approximately 75 percent of the vehicles now used in California during the next five years.

The California Department of Motor Vehicles is proposing to pay owners approximately \$400 to \$700 for vehicles voluntarily turned over to the EPA centers during the first two years of the Phase II Program. During the following three years, owners will not even be monetarily compensated for vehicles, which will be confiscated with the help of local and state law enforcement officials.

Jeff Tamm

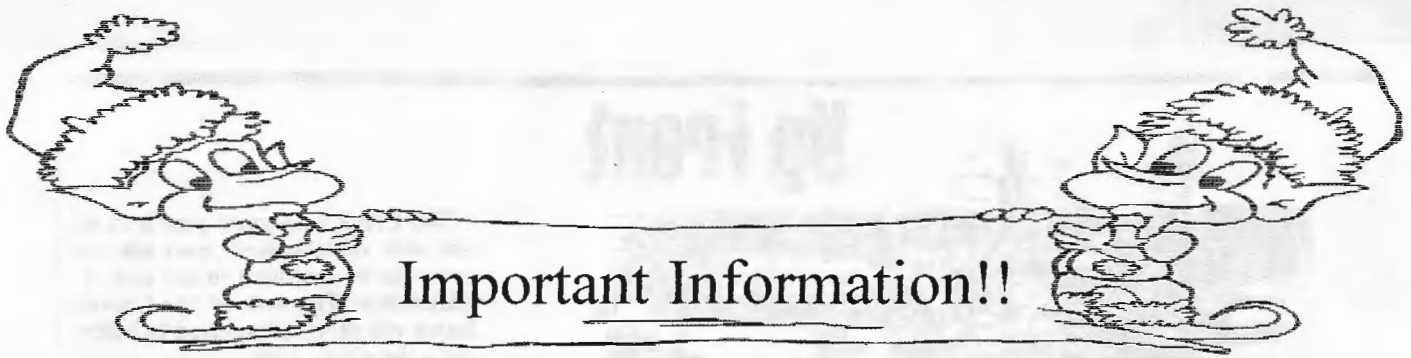
The EPA's long-range goal is to allow only vehicles four years old and newer to be operated in the state of California. The rest of the United States will then be expected to follow suit a short time later.

Four new EPA Phase II smog emissions stations have been set up at various locations in the state of California. They are run by a company named Envirotest. The company will be granted smog credits by the EPA for each vehicle it removes from the road. The smog credits can then be sold to gross polluting companies so they can keep operating at the same level. What does this solve? If this system works, Envirotest stands to make billions of dollars.

It's easy to see that this whole thing is a big-business scam that does nothing to clean up the air. If this system is allowed to go into effect, the results will be catastrophic. Car owners are not going to turn their cars over to the state without protest. People will just stop registering their cars. There will be so many non-registered cars driving in California that law enforcement won't be able to handle the problem. The monetary loss for the DMV will be staggering. Does the state really think it is going to get a classic car away from its owner without a fight? We also know that there are a lot of law enforcement people who own older cars, and they will probably protest having to enforce these new laws.

Everyone wants clean air, but there is a limit to what people will put up with. We recommend that all car enthusiasts act now before the bureaucrats try to put this law into full effect. We would like to see everyone, including non-California residents, write a letter of protest to Governor Pete Wilson (445 4633, State Capitol, First Floor, Sacramento, CA 95814). It should state: "The voters want you to use your influence to delay the signing of any contracts for EPA Phase II until the public has had a chance to learn what the impact will be. We suggest postponement of signing until after January 31, 1997, when the new legislature can analyze the consequences of the program."

If this law goes into effect in California, it might happen in your state. Write this letter as a petition, and have all of your friends—car enthusiasts or not—sign it. **RC**



The January Meeting Will present the opening of nominations for the 1997 Board positions.

Positions being opened for nomination are: Vice President, Events Coordinator, and Secretary.

Nominations will also be open for the four Awards to be given out at the Annual Banquet. These Are:

The Marque of Distinction, Most Improved Car, Keep it on the Road, Press on Regardless.

Don't Forget: This month's board meeting will be held at the Holiday Soiree. Bring your thoughts and input as well as your brown bags for the Auction. (And Beware The Fish!)

Have a great Holiday Season!

