

Events



SEPTEMBER

Sept. 14

Concours d'Elegance—A Concours d'Elegance to benefit the Dayton Museum of Discovery will be held from 11 a.m. to 4 p.m. September 14 at the DeWeese Park Museum. More than 100 vehicles are expected to participate in the event, which will feature automotive art, social activities and a concession area that features refreshments and automotive accessories. To enter an automobile or get additional information about the event, contact the Dayton Museum of Natural History at (937) 275-7431, Extension 10.

Sept. 26-28

Indy British Motor Days. September 26 - 28, 1997—The Indianapolis Motor Speedway. Register by September 15.

By-Laws Change—

At a recent meeting of the Board on 8-20-97, an amendment to the MVT By-Laws was proposed:

Current

Section 4.2 "Board Meetings" reads as follows:

The Board shall meet once a month at a location and time printed in The Marque. The meeting shall be two weeks after the monthly membership meeting. Additional meetings may be set as the Board deems necessary.

Proposed

Section 4.2 "Board Meetings" to read as follows:

The Board shall meet at a location and time printed in The Marque. Additional meetings may be set as the Board deems necessary.

Absentee ballots voting for or against the proposed change to Section 4.2 can be sent to:

The Marque, 1754 Lindenhall Drive, Loveland, OH 45140

Per Section 10 "Amendments to By-Laws: *The By-Laws may be amended at any regular membership meeting of the MVT provided the notice of change is printed in the prior issue of The Marque along with the specific meeting information and a statement stating that absentee ballots will be accepted as long as they arrive prior to the close of voting. A concurring vote of 2/3 of the members at the monthly meeting shall constitute acceptance of the amendment.*

September 1997

Marque
1754 LINDENHALL DR
LOVELAND OH 45140
Miami Valley Triumphs

Welcome New Members!

Duane Cramer, Dan Crone, Channing Posson

The Marque

The **Marque** is the official publication of the **Miami Valley Triumphs** Car and Dinner 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 Ellis Ball (513) 746-5189	Treasurer Mary Stinson (937) 254-5955
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Events
Kent Southard
(937) 855-2017

Membership
Mary and Ray Bolich
(513) 677-0605

Historian
Dan Stinson
(937) 254-5955

Committee Chairs

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/MVtriumph.html>

From the Pres...

September brings us no events. The board is looking for some help with an event. The date is September 20. If there are no takers we will set up an event to go to Metamora or a location to be announced. Phone calls will be made.

The board of directors would like to amend our by-laws to allow the board meeting to be held prior to the regular membership meeting. This will require a vote of the membership to amend the by-laws. This will be brought up as new business and voted on at the September meeting.

There has been some talk about making our membership meeting non-smoking. This will be discussed at the next meeting.

Frank is looking into club jackets with the club funding some part of the cost. In the meantime, the board is considering a logo change for the club. We are looking to the membership to make suggestions in the way of sketches or drawings and making this a contest. Winnings have not yet been determined. This contest will affect the cost of club jackets, but should not be a large deal.

The covered bridge tour was a wet trip for a while and the dried out with sunshine and tops down. Thanks to the Stinsons for hosting this event. Thanks to those who participated and to those who prayed for no rain.

The board is also considering a new location for our membership meeting. If any of you have any suggestions bring them to the meeting or drop me a message about your suggestion. Food and drinks may or may not be a necessity. This should be your suggestion.

Phil

Tech Tips—Oil Screens

Virtually every TR2-TR4A I take apart has a hole in the bottom of the oil screen where it is soldered to the bottom of the pick-up pipe. The down side to such a hole is that a piece of hard debris can be picked up through the hole and go into the pump either breaking the outer rotor or jamming the pump.

The reason so many are broken is the internal vibration of the engine tends to break the individual wires of the screen where they enter the solder.

As a temporary fix is better than no fix at all, we have found that with a piece of .025" half hard copper wire about two feet long, it is possible to make a satisfactory repair.

First bend a 4-inch length into a fairly tight semi-circle without cutting it off the long piece and the, about 1/2" closer to the pump than the solder, work it through the oil screen, over the top of the pipe and back out through the oil screen near the bottom. Next, do the same thing through the next hole in the oil screen and duplicate the first pass. Now you can cut off the extra wire, but allow enough slack to wind the ends together. Another pair of wire passes should be done on the other side of the solder to firmly press the oil screen to the bottom of the pickup tube.

This whole procedure is not particularly easy to do and it does require a degree of manual dexterity, but it is a good fix.

Ken Gillanders, Technical Talk, Volume 90, November 1990

Miami Valley Triumphs Presents: Fall Tour/Rally 97

Spend a day cruising some of the best roads in the Miami Valley. The rally portion is challenging, but easy enough for Frank and Diane to finish. Believe it or not, prizes will be awarded to the top five finishers. Plan to spend the day driving and the night celebrating. Heck, we're having an awards banquet! Visit parks, monuments, and even a winery or two along the way.

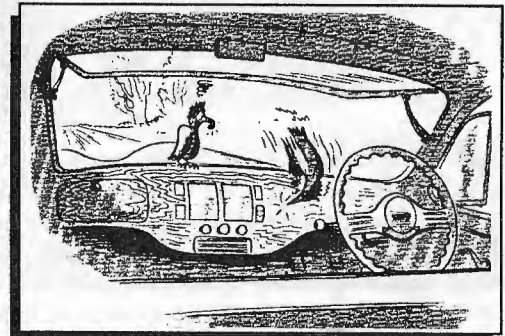
We'll be meeting at the Silver Spur parking lot, SE corner of OH 73 and OH 48 at 11 AM, October 4th. Driver's meeting at 11:15, first car out at 11:30 rain or shine.

Triumph driving is not mandatory, but encouraged.

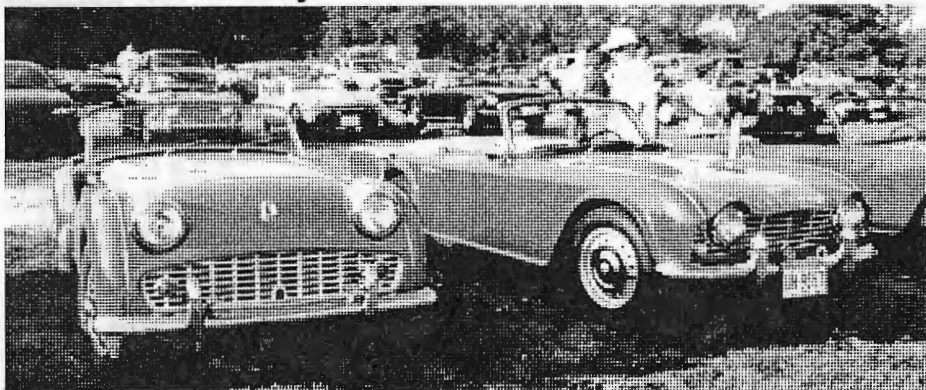
Please RSVP to Bruce by October 1 at 937-3769946
More info will be in the October Marque!

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Summer Party—



The dice were cast in February, when I sent in my registration; but I couldn't help wondering if they hadn't come up "snake-eyes" as Vern's powerless TR4 rolled onto the verge of I-71, north of King's Island...

The Roadster Factory Summer Party has been getting to be an annual event for the Seto brothers. Russ comes up from Houston, we go to Armagh on the Friday, and return on Sunday. For the past several years, we've been doing it in a Subaru station wagon, as neither of us has had a working TR, but this year was different. My TR3B is running, and Russ's neighbor, Vern Burnett, went out and bought a nearly restored TR4.

FLASHBACK: April, 1997, Russ and Vern, and Vern's '4 come thru Loveland on their way to the National near Cleveland. They picked up a section of quarter inch rubber hose from me, as Vern had suffered a fuel line stoppage in Tennessee, which they had trouble clearing, after breaking the line to the tank at the pump. The hose section gave them a better connection to blow through.

On Thursday, 7 August, and at 4 p.m., Russ and Vern show up at the house in the '4. But why don't they park it and come in?? "Hey guys, turn it off and come on in." "Whatdayamean the starter's burned out?" "Yeah, I got the Roadster Factory number." A mad scramble ensues. Russ verifies TRF has a starter they can get when we get to Armagh. I call around to the Miami members nearby and eventually find out that Ray Bolich has a rebuilt starter he wouldn't mind loaning. Mary did the meticulous rebuild, and Ray's curious to see if it'll work. We caucus! Let's get the starter is the decision! It gets installed. It works!! (For the mechanics out there, the burned up starter was quick checked, but no apparent reason was obvious.)

6 a.m. on Friday, we head up the street! At 6:15, we get onto I-71! At 6:20:33:75, Vern's '4 quits!! I reverse back to him! "No, gas", is the comment. The drill is well rehearsed. Up goes the hood, off comes the gas line, out comes the rubber hose section, a puff of breath and Viola, gas flows again!! Mary's starter works again and off we go. Columbus flits by, Zanesville, we stop in a rest area. Vern doesn't have O/D, so he's down more on fuel. He leads off, to stop when he needs to. We are 10 miles west of Wheeling, and going up a long hill, when Vern pulls off to the side of the road again!! Strange(?), the last time they blew the fuel line it lasted for over 1000 miles, he must be out of gas!! But, no, his line is plugged again! And this time, blow as we can, it won't unplug!! We work it for 10 minutes, 15 minutes, have a muttered discussion, try again,

and at 20 minutes, get a slight gas flow. Then Russ has an idea. "If we can get it to a gas station with a high pressure air supply, we can really clear it out!!" The line gets reconnected, and off we go again. Vern is able to stay with traffic. Through the tunnel, and off the interstate to an Exxon station. The decision is made to fill the tank and let it settle before we blow the line. That way we do not stir up whatever* is plugging the line after we've gotten it clear. The plan is executed!! The cars are filled. We pull away from the pumps. I busy myself with checking under the hood. Vern pulls the '4 partially into the center bay and a high pressure hose appears. Russ works at connecting the rubber hose to the air nozzle and then he and Vern work on the gas line. With the full tank they have to hustle once the line's broken!! I hear a **Shout!!!**

There's **GAS** everywhere!! It's running off the back deck of the TR, there's a huge puddle under the car, Vern is working to clear out the trunk, Russ still has his head under the hood (reconnecting the line, I guess.) I grab my roll of shop towels, stop to tell a lounging teenager to (carefully) douse his cigarette, go to help Vern. It's a hot day. I start at the top of the car, sopping up gas from the cockpit cap and from along the top deck. I found you can soak a shop towel, lay it on the hot apron, soak another, lay it out and the first one will be dry by then! I also found out gas dissolves the pretty red paint on the car, **so don't rub, dab it up!** The luggage was soaked, plastic handles on the umbrellas and dusting mops were melting, the trunk lid rubber was loosening up, the station manager was dumping kitty litter everywhere to sop up the gas and Vern was muttering to himself. We pushed the car away from the spill. Someone mentioned calling the EPA, someone else said, "In West Virginia??!!" The mechanics all hid. Eventually things calmed down. The plastic dried and re-hardened, the rubber cement renewed its grip on life, the luggage still smelled but only if you were downwind of it. Vern commented, "Good thing the cap was closed, we'da had gas all over Wheeling." Post mortum: Apparently, when Russ had the connection made, he was still holding the nozzle trigger in. When the mechanic popped opened the valve from the compressor, we got full air flow at 150 psi, instead of a dribble of air at about 20 psi. At 150 psi, you can push a lot of air through an eighth inch line!!! I popped the gas cap and estimated Vern only lost about a gallon of gas, but, boy did we spread it over a large area.

We got back on the road again. Stopped at New Stanton for lunch, and Vern quickly re-waxed his back deck, the finish came back fine, which was his biggest worry. We rolled into TRF at about 2 p.m., and went shopping.

Having a TR makes all the difference on this weekend. True, you can't carry back many large parts, and air conditioning might be nice, but, it's so much FUN! Russ and I ran the TSD rally. We'd agreed that since neither of us had done this for decades, it would just be for fun (until we ran it).; The car behind us was a Lotus Europa. But she wasn't there at the start of the odometer check. And as we sat at the end of the check, waiting for our time to start, here she came at about 50 mph, and there she went... And we didn't see the car or driver again, until the autocross. The rally itself was pretty straight forward, except in one location where the observations were out of order. We missed a turn, and were about two minutes getting back to it. Then we hit some local traffic, which slowed us more, but we got by that and were making up time, when we ran into three "rally" cars, going about 4 mph slower than I wanted to go and no "passing zones". Then we hit a major road crossing and we were dead ducks. Four minutes late into the finish!! BILLIONS of POINTS DEDUCTED!!!! Probably no better than 30th!!

Next year we're going to ask Swauger to make the last 5 miles multi-lane highway with a CAS of 40 mph... We ate lunch, stopped to shop at TRF and took in the Gymkhana and Autocross in the afternoon. We got back to TRF about an hour before the Mountain Run, and Russ said, "Park near the entrance to the drive, so we can get near the front when they start." Vern and I complied. We went shopping in TRF. Ten minutes before M.R. starts, Vern and I are watching Dolly LaRoche, cause she's the leader. No Russ! Five minutes, Dolly hops into her car and heads out, no Russ; so I tell Vern to go on. He does. Cars go flying out the lot, No Russ, They're lined up for over a half mile. Oh, here comes Russ, who says, "Sorry, I got to talking to a vendor, and suddenly I hear all this noise, and am wondering what it is all about, then realized they had started." (Why brothers get Grey!) The Mountain Run is a combination of "go very slow, go like blazes" when you are in the middle of the pack or further back. I saw 5 mph and I saw 75 mph as we treaded our way thither and yon to finally end at the Drive-in. They filled it up. For the first time, we didn't stay for both shows. Part of that was knowing we had to clean the cars for the show on Sunday.

Sunday, up early, eat breakfast, go to the car wash, fight through the crowd to a bay, get quarters, wash the car, get quarters, rinse the car, get quarters, vacuum the car, sell spare quarters to next guy, make a dollar. On the drive into Indiana, Russ suggests that I put the car into Class Y, Works in Progress. The interior isn't in so it seems a good idea. At Registration, I ask to go into Y, from 4. Pandemonium!!, but eventually it gets straightened out and off I go to sit with the other Y'ers and Land Rovers (same class). I buffed down the car, put up the hood and trunk lid and wandered off to take pictures. When I wandered back, the land rovers were across the street. Four of them had shown up and a separate class had been set up. There was now an MGB sitting next to me. It had a badge bar, driving lights, all the body seemed to be on and the Tonneau was zipped shut. I wandered off again to judge classes. This car show is not a Concours, but rather popular opinion. Much later, polls closed, I wandered back, closed up the car and got it ready for the trip back. We awaited the judging results, as Vern was anxious to see how he would do against a larger pile of cars. At four o'clock, they start announcing class winners. I noticed that the first "first class winner" got a neat engraved pewter loving cup. And the thought occurred, "They made those up ahead of time, and they're going to give them all out!!" Suddenly I perked up! Vern, sad to say, wasn't in the running this time. A shame, as he had, clearly, the best looking, original TR4 there. In a popularity contest, good plain vanilla sometimes doesn't win. Or place, Or show. BUT, when there's only two cars in the class...! The pewter looks great on the mantle!

The ride home as anticlimactic. Actually it was very climatic, as we got sloshed by a thunderstorm at 9:30 p.m., 25 miles east of Columbus, and probably set the world's record for stopping under an overpass, digging out the top, erecting same, drying out the inside (windshield) of the car, and getting going again. All the while, being harassed by 70 mph eighteen wheelers going by 6 feet away. The rain lasted another ten minutes, and we didn't see another drop all the rest of the way home. And Vern's car ran OK all the way, and all the way back to Houston. And so did Mary's rebuild. It was a lot of fun, and as I used the heat gun Monday night to dry out the carpet, I thought, "Wait until next year..."

*The "Whatever" seems to be a red substance, which, when dumped out of the filter bowl and left in the sun, dissolves away to nothing.

—Stan Seto

"GENESIS"

According to Wally Ellifritt

And on the seventh day God rested. In the fullness of time He created Triumphs. He looked on them and found they were good. But seeing that the Triumphs were lonely, He created "Triumph Lovers". And they begat Triumph Clubs and their seed spread throughout the land.

In the Spring of 1978 the Miami Valley was blessed with one of the seeds and at the Little York Tavern on North Dixie Drive it sprouted and grew into the Miami Valley Triumphs. Attending its birth were the midwives Art Minderman and Bill Nordyke. They were ably assisted by Rosemary Nordyke, Tanya Ellifritt and Wally Ellifritt. The Nordyke's owned a couple of TR4s, Tanya and Wally owned TR3s, and to establish the legitimacy of the breed, Art owned a Spitfire.

The membership grew not for some time. In the early summer of 1978 the first formal driving event occurred, a TSD rally. The good news having spread, a few additional Triumphs and some more mundane iron showed up. Among these were Tom Struckman in his TR3, the one that never got the paint job it was supposed to get that summer. The rally began at the Northtown Shopping Center. It toured the northern parts of Montgomery County and Miami County. Who won it is not recalled.

The next major event was a Caravan to Indianapolis to attend the annual meeting of the Milestone Car Society at the Speedway on 29 July. Triumph and MG were the featured foreign cars and Packard was the featured American car. Incidentally the TR2/3 is one of the one hundred "Certified Milestones", the cream of the Milestone Cards, those made between 1945 and 1967.

At this meeting there was something on the order of 800-900 cars, of which over a hundred were Triumphs and MGs. All of the MVT cars toured the Speedway and received a very nice brass plate attesting to that fact. Things went not without a hitch though. It turned out that only Milestone members could attend the event. So what to do now? Wally joined the Milestone Society and all the MVT'ers attended as guests!

Growth of the MVT was slow, as it is to this day. Coming aboard in the early days were Dan Stinson, Steve Baltes, Gary Goodman, Neil Stonerock, Ron Coleman and Jim Quillen. As always this group was the heart of the club with others coming and going from time to time.

Not to worry. The current situation is no different than it has always been, and in its own terms the Club is healthy. Nor is it very different than what I have observed in other clubs throughout the country.

One additional anecdote of the "early days". Some time about 1981 or 1982 an MVT car crashed the "Carl Casper Custom Car Show" which used to appear at Hara Arena every early January. Bill Nordyke had taken one of his TR4s and created a mini-panel truck, THE PROWLER. Believe it or not it was a decent looking machine. He entered it and one of his TR4s in the show. Casper did not have a class for Custom Foreign Sports cars. So he created one! Naturally, The Prowler won First Place, and Bill's box stock TR4 won Second Place! At last report The Prowler is alive and well in New Philadelphia, Ohio.

Wally is the only "Founding Member" of the MVT still active in the club. Tanya is still in Dayton. Ron's TR3 is Tanya's old car. So it is the only "Founding Car" still active in the club. Bill and Rosemary live in New Philadelphia, OH. Art Minderman is long gone, and not lamented.

So sayeth the last "Plank Owner" as to the Genesis of the Miami Valley Triumphs.