



MAY 2007
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British Cars at Cruise-Fund Raiser

**It's that time of year again!
DUE\$ are due.**



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Please send comments/suggestions to:
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or to the P. O. Box. Cutoff date for next
month's Marque is the 20th.

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. Membership is \$20 yearly and is usually paid in May. Non-renewing members are deleted from the mailing list. 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.

The President's Comments, **May, 2007**

May is here and Bruce has put together the Spring Tour, and we'll be down along the Ohio River in the central part of the state, Marietta, OH and probably Portsmouth. It is an Over-nighter so if you haven't booked into the motel of choice, you need to move out on that. We've not toured this area in about five years.

March and April have taken their toll, with cold and blustery days, but the weather now appears to be moderating. We have a rolling events coming up, and now's a good time to dust off the LBC, change the oil, check the tire pressures, unfreeze the radiator, scare the mice out of the muffler, and do all the things you need to do to get the cars road worth for another fun-packed summer of driving.

The TR3 is up on jack-stands, getting new disk brake rotors, pads, rebuilt master and slave cylinders and a new steering box, which will hopefully take all the play out of the steering wheel. A strange thing happened on the rotor disks, I won a new set of pads from TRF at the '06 TRA meet. John had bought TR3 pads, but mine had pins in them so we realized I needed TR4 pads. At the TRF Summer Weekend, I traded, and also got new disk rotors, TR3's! Well, as I was working on the first front wheel, I measured the disk coming off, and the disk going on, and they were different diameters. That's how I learned that the TR4 disks are a quarter inch smaller in diameter than the TR3 disks. What a surprise! I'd have never gotten the caliper back on if I'd hadn't checked the disk diameter. Probably not all TR3B's

have TR4 brakes, so it pays to check things as you work on this model car.

Another Key Event in 2007 is the TRA National event in the Finger lake region of New York. The team setting that up has offered the TRA a chance to rent the Watkins Glenn track, a chance for all to go "racing" for a couple hours. But we had to have at least 65 applicants for this event and at this writing, I don't think we made minimum for that.

The second meeting to organize BCD was held with the MG Car Club on the 19th of April. The minutes of that meeting are also published in this issue. We now have six entrants signed up at this point.

The quality of MVT name badges for the club members has dropped dead. We are going to look for a new supplier. The cost will be whatever it takes for replacement badges, but we will continue to adhere to \$5.00 for newly joining members.

I will not be at the May 2nd Meeting, being gone on business the first three days in May. The stalwart Randy will be in charge.

Thanks for listening, Stan Seto

The Vice President's Report

Stalwart? Isn't that a truck? Never mind. 242 Squadron is posted to stand by. A first sortie has been ordered. And what is more, you will never guess who went as co-pilot! Read on.

April was good to us. Cold yes, but there are stirrings of good things to come. BCD is on the plan again and Bruce has held the first tech session. Cruise in crowds are giddy as the weather breaks and everyone is eager to show their new rides. Kate and I ran over to Indy to see how the 500 is shaping up. See the article in this Marque.

Off I went to see what Bruce was up to. The Tech sessions always draw the mechanically curious. I love to hang out in any ones hanger. At least until I get hungry. No chance of that Saturday as Bruce had quite a box of donuts handy. Bruce and Ellis pointed the wheels of Bruce's Stag. After a few careful adjustments, the toe-in should be right on.



Bruce used a long aluminum beam that was attached to a scale and angle guiding levers. The scale works well, but remember that you change the toe whilst raising and lowering a car with a jack. A less facile man would go around in circles a bit with that one. But Bruce slid his trim shape under the front of the car

and secured the fasteners. Well done Bruce.



I brought some bits from my collection of mud covered rusty auto parts and we reconditioned them with a multi-step process that left the parts looking like new old stock. That is the idea, right?

The parts received a brisk wire brushing and then I applied some material called "The Good Stuff". The mild acid weakens the rust from the surface and leaves reddish brown surfaces looking rather black. It seems to hold paint afterward as well. After about twenty minutes, Bruce applied a coat of a name brand primer paint he termed obscenely expensive. Then the parts were hung on a Bellbrook style (rustic) paint rack.



Another happy Triumph owner!

VP Continues.

West Carrollton, Ohio: The High School hosted a great little fundraiser. I can think of no reason that an ill mannered Spitfire would fail in a half-mile journey so I posted an entry and we went. The lot was filled with 50-80 cars of all kinds. The Spitfire was one of three British cars on the grounds.



I toured the grounds and enjoyed music from the band, Art from a temporary art gallery, and of course conversation with other classic owners. I ran across Dan Wade, of the Ohio Mini Owners. We chatted for a while.



We were both impressed at the appearance of this 1908 Buick. What a lovely car! It was gracefully, humbly opulent as it sat upon its trailer. I like the home spun atmosphere of non-judged events. I would then wouldn't I. Me and my crazy home restored bombs. A full day! And I am glad to have the

Spit out for several runs. Kattie came home with her mother from the mall and they peered into the cockpit of the little Spitfire. Later, after her mom went home, she actually asked me if I wanted to take up to UD in the Spitfire. Are you serious? I strapped her in and took her for her first Spitfire ride. I never thought she would go for it. Has the moon turned a different shade or what?

Enough of my day, go work on that shine. Your car is more important than my drivel.

Which leaves us with this. I hope to see you on the meeting night. Bring the Triumph.

April 07 minutes

Meeting called to order @7:40. Some other group was using our usual spot so, we gathered in a different area. It was very crowded since we had one of our largest gatherings in a long time, there were 33 present. No changes to the agenda issued by Stan.

President report: A good time at the awards banquet. A very special thanks to Lois and Don for their hard work getting this event together! Announced the winners and officers.

Vice President: na

Treasurer: money in the pot.

Membership: (Mike McKitrtck) 44 members. May is dues month.

Events: May 5/6 Spring tour. Meet @ McDs at I71 and 68 @ 8:00a.m.

May 12 Carrollton Ky Scottish Weekend. Meet at I75 and 42 at the shell station around 9:00a.m. we will caravan down to the park going past the locks along the Ohio River. See Phil and Carolyn.

May 19 2nd street

market show in Dayton

May20 Columbus BCD in Dublin Ohio.

Old Business: Electronic balloting will improve for the next voting. Only 7 members voted this time.

Split the pot winner: Ellis Ball winnings were donated to the club.

MVT Treasurer's Report, 2006

British Car Days – Meeting Report – 19 April 2007

Skip Peterson, David Gribler of the MG Car Club, and Stan Seto, Ellis and Lorna Ball, Phil, Carolyn and Cheyanne Daye, Don and Lois Bigler of Miami Valley Triumphs met at Poelking Lanes at 7:30 PM to discuss BCD 2007.

Flyers were printed and we had 500 folded and 1000 for casual distribution at up-coming events. The folded copies will be mailed to last year's registrants. Stan to supply address labels.

A Metropolitan Car club was astounded that we decided to make them featured Marque, and several members called Skip Peterson to confirm that announcement.

With the addition of four new classes this year (TR6 Chrome Bumper, TR6 Rubber Bumper, Stag and Metropolitan), we now will be awarding a total of 35 top awards, plus the Ranger Choice and

the RAF Best pick, to go along with the sixty Awards of Excellence. In addition Skip Peterson will look into having a "Most Unique Car at the Show Award". We will be ordering 350 dash plaques. Last year we spent \$1587.00 for awards, and think we will be around \$1700.00 for 2007.

Tee shirts were discussed. Carolyn and Lorna were not considering yellow or gold for this year's color as reported in the April report. They would like to go with a shade of blue, not powder blue, but maybe something darker, like delft. They decided to buy some different color shirts and bring them to the June meeting and do some color comparisons. All these samples would then become Ellis's property (Lucky Guy!!) This way we can get an idea of what colors clash or go well with the red and blue art work. We are closing in on the idea of Stags and MGB GT's on the back of the shirt and BCD logo and (maybe) a little Metropolitan on the front. Still depends on what art work is available. We plan to order about 300 Tee shirts based on how well we did last year.

Phil Daye has agreed to be the Door Prize Chairman, now that Linda Wolf has resigned the position. Phil will need some volunteers to help him gather the prizes, nearer the show time. The activity for door prizes is to take the list of sponsors, mail letters to them, verify their willingness to donate, and then collect the prizes just before the show.

Stan Seto showed the group a collapsible traffic cone he found at Tractor Supply. It stands 16 inches tall when extended and is an inch and a half high collapsed. They cost \$7.54 including tax. The suggestion is that both clubs buy fifteen, giving the group more than thirty

counting the cone we already bring to the event. Stan will check to see if a discount can be obtained for a large buy (probably 30 isn't enough, but we'll see.)

Getting bigger signs for registration, car window signs, was not discussed at this meeting.

Next Meeting is **16 May at 7:00PM (a half hour** filled up anyway.... Sorry if this causes any pain... I will have hotel/meeting info out by tonight for the update. Just a reminder to please get your TRA Registrations in if you are planning on going. Bruce **earlier**), **Wednesday**, at Poelking Lanes.

Events

Gooooood mroning happy MVT'ers - thought I'd get an events update to you since things are changing - these will, of course, be in the next Marque... Spring Tour is May 5/6. This is also easy to do since the hotels in Marietta were

INDY but COLD May has many memorable promises. Among some of my fondest memories are sunny days watching the tape delay broadcast of the famed Indianapolis 500. What a grand American Holiday! Does anyone have a great day like this in another country? We are lucky indeed to have the honor of celebrating the memory of so many patriots. I remember picnics, air shows, and trips to some grave sites where my family placed flowers upon the final resting place of our departed. We always managed to take an interest in the big race. If you pick one of thirty three then the odds are not good that you will be celebrating a victory with the chosen. We all had a wincing moment as our driver fell victim to time, talent or track spectacle. Like almost all Daytonians, I am well aware that the Indianapolis Speedway has a nice museum building right in the middle of the infield between turns one and two. I have even seen their traveling display when once it visited the Dayton Air Show. Yet, I bet that like many of my neighbors, we have yet to venture over to the nearby city and take a tour. So, let me start May off right by accounting for my recent absence at the monthly meeting. I was whisked away by my wife, who, was intent upon a small vacation. We saw Indianapolis.



The track is of course, west of the downtown area in a little city called Speedway. My first visit met with closed doors but this time I was able to take the

tour. For the reasonable sum of three dollars, I rode around on the track and gathered an eyeful of memories. We stopped upon the famed row of bricks and just took it in. I also was able to tour the museum building which contains a delightful diorama display depicting a garage stall busy during an earlier era. What a thrill it was to see the original wood facing of the old gasoline alley that housed so many famous race teams over the years.



The building also contains race cars collected over a period of about eighty years. The car that won the first race is on display. That race was run in 1911. A history of the racing and testing done before the race of 500 miles was established is also well accounted. The history is well written onto signs posted near each car.



VP Cont.

Among the wall displays are tidy little model cars depicting the colourful racers of note. There are also driving suits, helmets and goggles that were once worn by speed demons of old. An adjoining theater makes a vividly stimulating story of the history of the track's heritage. There is no additional cost for that. In fact, at three dollars for the tour and three to gain admittance to the museum building, Indianapolis remains friendly in comparison to other attractions.

My favorite display were the British connection stories of course. I still have a childhood toy that was a party gift in the early sixties. It was a race car as you probably know. I always thought it unique because of the odd bump on the body work. The name Cooper had only limited meaning to me until much later when I realized that my toy was a car that had faired well in racing at the Indianapolis Speedway. I got a chance to see and photograph the car at last.

The odd little bump on the engine cover



matches and has significance today. What a lovely car it is. To take such a small and nimble car into battle against the larger Watson roadsters was quite an undertaking indeed. Its success is a testimony to British engineering. Rather like a Spitfire against the Corvette eh?

Then there was the little Lotus. I was a lad in the day when these cars contested and won the race. I was admittedly also a big Ford fan as well. The name Jimmy Clark has a special feeling when mentioned even today. Truly, this is an example of what I learned in college about words having both cognitive and emotional meanings to we humans. I usually use the word "homework" to illustrate the difference when teaching students. The mention of Jim Clark though, for me brings passionate warmth to my spirit that seems to never leave me. There I was, standing next to the car! Graham Hill also won the big race and his car is on display as well. Sensation!

In this picture, you see that the museum is depicting its US Grand Prix and



NASCAR race heritage as well. And what else can one do in Indianapolis? We ate downtown at the HardRock and toured the Zoo. I found it deserted at 31 degrees outside temps. I found a Go-Cart track and went racing of course. After the thrill of the Speedway, I certainly had to do it. I have a print out that says I was thirteenth fastest on the day and within three seconds of the monthly best times. Hey, Bruce! Can we do an MVT tour there some time? We can all strap in and let her roar. Indy is a good place to visit. RW



By The Banks Of The Little Miami – May 07

Bruce Clough

Skipped March – that’s okay, I didn’t have much time to do anything anyway. Lots of snow, cold, and plenty of other events kept me away from February Bliss in the garage. I had to cancel the tech session I had wanted to have here on Feb 24th, but it was too cold and I had not made any progress on my Stag steering rack – since then I’ve gone farther – read on.

Duncan tells me that I need to change the name of my column. We live on a sloping hill that runs down to the Crooked Creek (the stream in front of our house), so I should call it “By the Banks of the Crooked Creek”. I pointed out to him that the Little Miami River is just a half mile down the road and the Crooked Creek ran into it. No dice! I’m gonna have to make sure he doesn’t see this column!

MVT Spring Tour-Update

Yep, the feelings of the group was that we needed to press on with the tour the same day even though Coshocton was booked full – oh, well, Bridgett has the chance to run in an event for her school, so, it’s now on 5/6 May. The group wanted Marietta or Portsmouth, both known for lots of antique and historical stuff. I say we go through Portsmouth on the way to Marietta, or maybe the reverse. So here’s the deal – we meet for breakfast Saturday at the McDonalds at the US68/I-71 interchange at 8 AM. We leave at 9 AM and get to Marietta later that afternoon. What will we see along the way? Trees – yep. Glacial moraines? Lots. Parks? Several. Shops? Of course.

In Marietta the shops abound as well as decent grub. We’re staying at the Comfort Inn, and please, bring your dulcimers! Next morning we’re off down the Ohio River, heading for Portsmouth and lunch at The Scioto Ribber, then heading back towards the rolling till plains we call home, but not before a few more points of interest see our tail-lights and hear the burble of the exhaust...

I sent Randy a graphic – so I’m assuming it’s in this newsletter somewhere!

Spring Fever Hits Greene County

March 12th, 55 degrees, sunny, need to start the car up.



Duncan Tries To Make A Fast Escape



Bridgett Brings Equipment For The “Sports” Car

As usual, the TR7 fired right up w/o any difficulty. Hopefully things like this will keep happening!

Tech Stuff – Folding A TR7 Top

From the web site:

<http://www.triumphtr7.com/documents/articles/tips/foldroof.asp>

comes this article on how to properly fold a roof!

Top Tips - Putting The Roof

Down

After some chatter on our TR7 forum it came to light that there's a number of Triumph TR7 DHC owners out there, who were not aware of the correct procedure of hood stowage.... in fact being a FHC owner it was about one month after picking up a Triumph TR7 DHC (now called TRickett) before we realised the error of our ways!

Folding the roof down incorrectly can crease the rear window and/or quarter lights with the potential effect of splitting those windows. At the very least the creases are likely to diminish your visibility.

Many people 'cheat' on the rear window by unzipping it and laying it down first, this certainly helps extend the lifespan and is better than introducing a crease, but it doesn't help those rear quarters.

So here we have a TriumphTR7.com's pictorial 'How To' on folding your convertible's roof...

Step 1: Detach The Hood From The Frame.

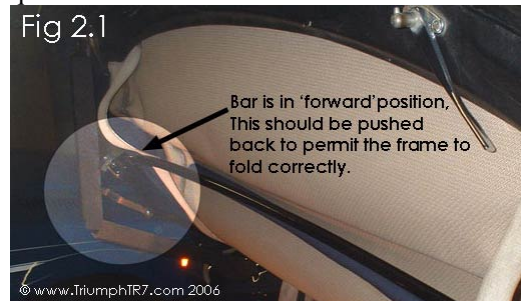
Certainly I didn't twig this to start with.... The hood is attached to the middle frame bar, but it's only via Velcro (see Fig 1.0)! Nope I didn't know this either! Thanks to Phil Hoyle from the TR Drivers Club for that nugget of information.

Step 2 - Remove Hood From The Frame.

With the hood no longer attached to the front bar we are able to push the bar backwards (see Figs 2.1 and 2.2) without fouling the hood itself. Note that the bar can be pushed back with the hood attached but this will introduce a fold, aside from making correct stowage impossible!



As the hood is no longer attached to the middle of the frame we can effectively lift it off the frame - see Fig 2.3 and lay it over the rear deck. This allows us to fold the frame correctly - no force is necessary for the frame to be folded quite flat.



Step 3- Fold The Quarter Lights

Pull the hood flat along the rear deck to minimise creasing. Now fold each quarter light in, onto the hood (fig 3.0).



Take care not to crease the window, those practised in Origami should not, at this point, be tempted to make a large boat as this will certainly require additional creases.

Step 4- Stow The Hood

With the frame safely stored and the quarter lights folded in you can now flip the hood over into the storage compartment - see Fig 4.0 which is viewed from the front of your Triumph TR7 convertible.



The window will be flat, avoiding any creases. The entire stored roof itself is actually more compact than had you left the hood fixed to the frame; this in turn means that the cover is easier to fit, with no unsightly lumps (see fig 4.1) to marr the terrific lines of your Triumph TR7 convertible.



One thing is blatantly obvious though.... It's much easier to open and close the large webasto's that are installed in many of the fixed head TR7's - see..... you've bought the wrong car!

Hey, what's this? Oh no, the restaurant at Watkins Glen is on fire, burning? Will this hurt the intrepid TRA 2007 folks?



Heck, no we've just started!

TRA 07 – The Tour!



TRA 07 is coming along, and so are the plans for a tour. For those who don't know me, I detest heading off to Triumph meets at warp speed on interstates. Just something not quite right about that, so what I do is plan a trip that stops at places along the way – places off the beaten track that spark my interest, Alice likes, and the kids can put up with. We take two days to go what would normally take you one, or maybe even stretch it into three if the sites to visit are good – and I think this year they are very good! We did this going to and from

Branson in 05, and coming back from Burr Oak last year. The TRadition continues this year.

Finger Lakes, wine, beautiful countryside, twisty roads – everything that great trips are made of. This year I think the theme will be “Grapes and Grape Products”, fitting, I believe. The rough itinerary will be this:

- Sunday, June 10th – We leave Dayton early in the afternoon (or late morning) for an antique-store filled trip to just on the other side of Columbus – Granville. The goal is to invite Buckeye Triumph folks to dinner that night and start our wine tasting – or as I would call it – cleanse the palette... We’re staying at the Buxton Inn, <http://www.buxtoninn.com/>. Come join us for dinner!
- Monday June 11th- We’re heading the “northern route” to NY along Lake Erie, and will pick up wineries along Lake Milton, late lunch at Ferante Winery near Ashtabula, and head to lodging in PA wine country. IF anyone wants to join us from Cleveland area we’ll pick a good winery to meet at ;-). We’re staying at a B&B in the heart of PA wine region – the Vineyard B&B (<http://www.vineyardbb.com/>) as of now they have 5 rooms, oops, make that four – we took one!
- Tuesday June 12th – Work east along the PA/NY border and head north to Geneva along the west side of Canadawiga Lake – I’ve not explored this area yet!
- Wednesday June 13th-Saturday June 16th – TRA National Meeting At Geneva, NY
- Sunday June 17th – We head back south, taking in a bit more southern route across PA, and a different set of wineries. We are going to be staying in the
- Monday, June 18th – Time to show Duncan the trains of the Warther Museum, and we can show him the trains since a good friend of Alice’s is a good friend of the Warther family, then hit a few more stops on the way home. The goal is to make

it home that night, at least for us in the Dayton Crew.

Some of the rules of the road:

1. We don’t push it. If we see something interesting, we stop.
2. We don’t try to stay at cheap chain-lodging companies – we try for B&B’s or small inns, and we also shoot to eat at family restaurants – no chains either, thank you!

Last tour update is next month – hope you can tag along with us!

**For The Younger MVT
Members**

