



February 2008

In the Marque

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Figure 1

Fear not, Summer will surely come.

MVT Officers

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Please send comments/suggestions to:

news@miamivalleytriumphs.org

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, February Marque, 2008

Thanks for listening, Stan Seto

A new year means new catalogs from TRF, Moss, etc. and I'm suddenly noticing new products on the market. Some of these can enhance performance and some improve the reliability of our cars, especially the older ones. Two examples: First, water hoses. British Victoria has been selling hoses with Kevlar in them and costing about 30% more than the rubber hoses. Now TRF is hawking hoses made from silicone, claiming much longer life and costs that are three times the cost of the rubber products, such as a top radiator hose for a TR3 at \$45.00 in silicone and the rubber part is \$9.95 in a Moss catalog. I can't help but wonder if that 45 bucks is really buying me nine to twelve years of use. Second, spark plugs, a new product is called "Pulstar", and features a condenser unit in the body of the plug that increases the discharge wattage from 40 – 50 watts to near 100,000 or more. The claim is higher discharge spark energy and much shorter discharge time (micro-seconds) and a claim of combustion efficiency increase of 2.7 to 3.0%. These sparky ignitors cost \$25.00 each and the claim is they last about 50,000 miles (10 to 15 years, perhaps). 25 bucks each is a lot of platinum plugs. The advertising does say these are for standard stock engines only (I might hesitate because my engine has the block shaved a tenth of an inch, and if these plugs perform as advertised the specific impulse in my cylinders could be high enough to blow out the gasket.) Go to WWW.Pulstarplug.com to find out about these dandies, and to see if they'd be right for you!! One thing they do say is that a colder plug is available, built on the same technology, called "Direct Hit" and on the market for a while.

My distributor, and cap with spark plug wires, is now in the hands of Mr. Sarama for rebuild. He will run the unit as is, rebuild it as necessary, and then tune it for the TR3. Just looking at it he has told me it needs the vacuum advance re-done, and new bearings and washers. The burn marks on the rotor armature indicate the vacuum advance is not working at all. When he's done, I should be able to write an article explaining what needed to be done and to show how the advance curve changed as a result of the rebuild. He has the specification performance for the TR3 unit as a baseline. That comparison should be interesting. The distributor has a Petronix unit in it. Mr. Sarama can measure its response to electric impulse and tell me how healthy the magnets and pick-up are, and can measure the resistance of the plug wires, to determine if they should be replaced. One thing I found illuminating, Mr. Sarama favors Crane electronic systems over the Petronix units, and especially of recent manufacture. His experience is that the Crane units are much more reliable.

February meeting should be pretty standard. We will continue to ask for officer and award nominations for the club, and get some more info on the Spring, Summer and Fall events. Continue to think about who could be deserving of the awards and who you'd like to see as officers. As a reminder, the positions that are open are the President, Treasurer and Secretary, for club officers in 2008 – 2009, and the awards are - Marque of Distinction, Keeping it on the Road, Press on Regardless and Most Improved Car of the year.

Vice President's Report

January greets us with snow and cold open skies. I visited the kind man who runs the electric shop in Beavercreek to see if he has any tips on what may be the matter with the TR6. Coils should not be hot as soon as the battery leads are placed. A tips list and report to follow. I also experienced a lift emotionally because of his encouragement. I hope we all see the value in this. When a member struggles in his efforts to own a well Triumph, we as the club members should offer at least an encouraging word. Harry and Mike have already given some bits and grins toward my effort and I appreciate them for it. I experienced the other side of the coin the night before the big car show when my son called for a hand in changing his rotors and pads. Brake jobs can get a bit messy. The main thing I always looked out for is letting in as little air as possible to the lines or bleeding well. Modern brake line techniques and equipment makes this the smart choice. Yet, a poor jobless teen, he has been trained well by me that a man can stand up strong and do his own. So we fussed at a system that refused to yield the room needed for new parts and settled for new rotors. There was much cursing so I am glad I went to help. Just being there to share makes the difference. Not to mention that I needed another new C clamp. My tingling hands and I got to bed before midnight. The alarm went off at 4:40. It was time for the Detroit Auto Show. I went up on a bus emblazoned with Buckeye. The folk in Michigan are not nearly as Neanderthal about football rivalries though, so it was not the anger target I feared. Bus trip is the way to go. I finished two books and was well rested when we hit the door.

My favorite cars from the show then were the five oldest. Am I getting to be an old fart like the ones that used to regard their 30's cars as better than my 66 Mustang? Maybe, then again, they were so right. A DeSuey J and a Packard Roadster are still more opulent and swift than my old Mustang. Yet, I can not embrace the new plastic chunk design cues so prevalent in certain autos.



Number five on my favorites list is the Mach 5 driven by Speed Racer in 1965. It continues to charm us if not for ridiculous cartoon lore super powers; but for the embodiment of a sports racing car with aggressive and beautiful lines. The deep note throaty howl of inline engines is seductive. I did not get to hear the trailers yet. I am hoping Hollywood types didn't screw with the elements that make this a classic hit. I

definitely want to see the movie to recapture my teen afternoons rooting for the Go-team. Yes, I am a Speed fan mentally hearing the original theme song in Japanese of course! Machi Go GO. Machi go go gooooo.



At number four on my favorites is the 1914 Model T Ford. Being in Detroit and or Dearborn, I must have my antique FoMoCo fix. The Model T Ford is still a good base line with which to judge transportation. After all, it got us there. We did not need TV systems, refrigerators and video games to accomplish the task at hand. On the more humble side, I do get revved up shooting over Jefferson's country roads in the Blue Jet (my GT) playing a robust "Thunder Road" theme. If the automakers are trying to keep market share by pleasing us with any and everything they can think of, then Ford wins my heart and respect again with Model T simple devices for their "All American Boy" pick up trucks. There are bed extenders, hitch cameras and steps that is available from the top of the tailgate as well as at the side of the bed. They are welcome assists to a man or woman who is using their vehicle for its first intentions, to get us and our stuff somewhere.



Number three on my list is the Seagraves Hearse. Although a bit gruesome to regard, the Seagraves name is synonymous with Fire apparatus. The big brute is one of a few endeared fire engine designs that are just lovely to look at. The gentleman that represented it wore an embroidered likeness of it when it was new. He stated that the bare metal will be finished back into a classic black top and what else over all colour. This vehicle is already a veteran parade truck of many funerals where brave firemen have passed. It may someday honor heroes again in the same role.



Number two on the list defied identity. Kattie was tugging on me to see the Mach 5 and I was in sensory overload. I spied this swoopy red racer in the other direction. Alfa 8c 2900? BMW grill or no? Is it a Delahaye? The French actually get my respect for thirties auto design even if they are near useless in world peace and battle issues. What is this? It's a DUB display vehicle. If you saw the rest of their wild vehicles, you would know why they were in the basement. Some were just weird while others were strongly over stated. It's about the wheel, not the ride.

Number one continues to be the high point of fun, lovely, strong, and widely regarded as the best car built. The 1932 Ford Roadster embodies the open road, freedom, beauty of design lines, strong horsepower and ultimate cool. The example on display had a hemi by Chrysler. The car wore classic "big n' littles" with wide whites.



The paint was the classic original black. The trim was hand painted labels. It is still the car I would go to the bank for. While the big two reach into their techno design departments for people pleasing things to sell cars with, the hot rod market continues to respond with refinements to the base model that make it a better more attractive car today. 32 Ford fans willingly accept the modern running gear and underpinnings while rejecting the silicon valley's techno toys. Only recently have we witnessed an aging generation of Americans caving in to the notion of air conditioning in their rods. Yes, that 32 Ford is the closest thing to what I would have liked most to see at the show.

I hope futilely for a 2009 Triumph TR-10 roadster with no electronic toys, one with a real wood dash and big black Smith's gauges. One that burbles with a 3.5 litre straight six exhaust note. And may I put up my own (soft) top without an electric motor please.

No picture available as of yet.

Treasurer

Did not report this month.

Secretary

Did not report this month.

***Miami Valley Triumphs
Superbowl & Quilting Party
Sunday, 3 February 2008, Anytime After 5:30 PM***

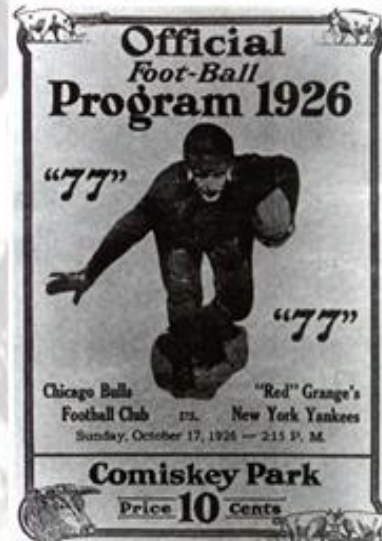


The Clough's Invite You To The 2008 MVT Superbowl Party, at which we eat, drink, cavort, chat - about everything but watch the game (although we try to catch the commercials)!

This year we've continuing the Concourse d'Food. With prizes given in the Appetizer and Dessert classes.

In addition, quilters bring your projects since you never watch the game anyway. Alice will let you play with her quilting machines. Those truly adventurous can bring your instrument and we'll all sing "Aunt Dinah's Quilting Party" (In D for the dulcimers...)

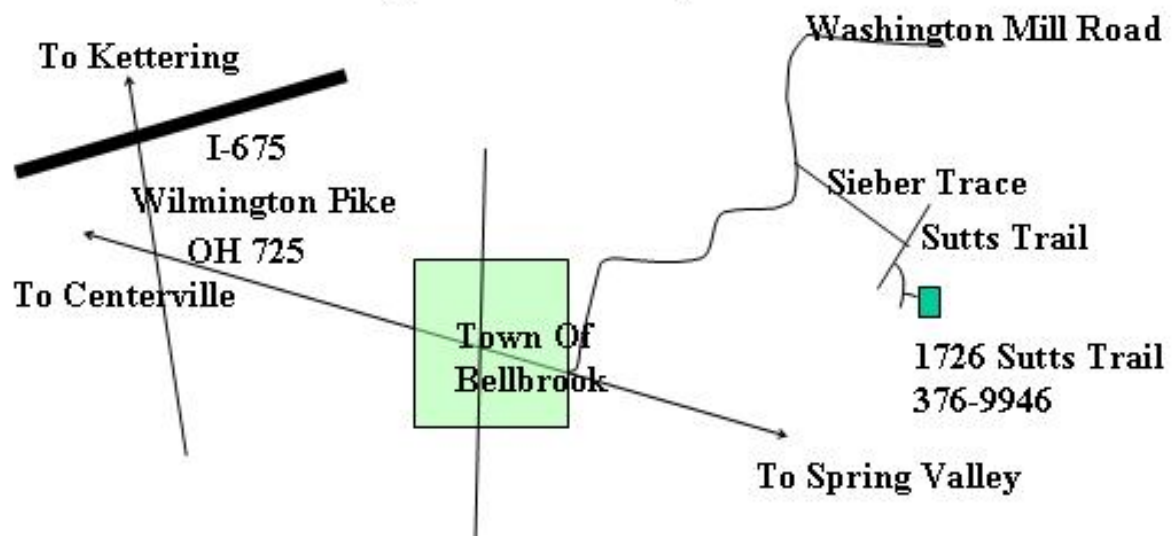
Bring your best appetizer, dessert, or even both! Win fabulous prizes! Bring alcoholic beverage if you wish, plates, dishes, and non-alcoholic drinks will be provided. Drink too much? Never fear, always room at the ranch to sleep it off!



More Info? Call 937-376-9946, or email: clough@erinet.com. Looking forward to seeing you! Map On Overleaf!

Map To Rancho Clough

Directions From Kettering: Take Wilmington Pike to OH 725 (Alex Bell Rd) Turn left and follow through the lovely town of Bellbrook. As you leave the town's east side there will be a road on the right, Washington Mill (hard to miss - there is a driving range on the corner and it's across from a closed ice cream shop/stand - it's also the second left after the light in "downtown" Bellbrook. Turn left on Washington Mill and follow it until it comes up out of the valley and makes a sharp left turn. Right after this turn is a road to the right called Sieber Trace. Turn on Sieber Trace and follow it until it dead-ends. That's Sutts Trail. Turn right on Sutts and turn down the asphalt driveway on your left which is flanked by two stone mailboxes (only one, "1726" is beside the first one). Go through the woods and cross the creek and we're the first house you come to, a contemporary ranch sitting up a bit with the four car garage. Park as close to the garage as you can - if you see the Montero or Blazer sitting on the lawn don't park next to it!



Map Not To Scale

British Museum of Transportation Field Trip !

R. Wakefield

I like the way Pete Stroble gets this done. Unlike my field trips where I need the permission of the Principal, all the parents, emergency medical forms for each kid and signed permission slips; Pete just says pay money and show up! We left at 06:30 for Detroit. I always thought that I would like the show. Per usual it was wife Kattie that talked my cheap butt into really doing it. I have few regrets. The ride was good and comfy. The company was good. And I had no stress with driving or parking. On the way, we watched CNBC's attempt at covering the show. It was much less than respectful of the new Chinese cars and their builders. It also ignored Ferrari, Lamborgini and others that they were not interested in advertising for. Typical. It did not ruin the show for me, but the other video we watched nearly did. It included watching a Ford and a TR7 jousting. A bad end to a great little car. I disagree with the buffoon calling it ugly. Ugly awaited in the Lexus display at the car show.

The folks in the Mini club were keen to see the new wagon. What a nice design it is. There is just a tasteful extension of the existing lines that make a wagon out of the coupe.



Pete, Paul, Dick and Tim closely examined the new car carefully. I think that they approved. At a selling price of around \$22 k the Mini begins my quest for the car of merit. What would I buy?

At the top of the prices asked were Rolls, Jaguar and Cadillac. The XK, CTS, and Rolls convertibles are top flight all the way. At, \$75k, \$100k and \$464 K the pretty cars are off my list as unreasonable expense. If I hit the Lotto (I don't play) then maybe I might go for one.



On the practical side of my thinking, there is the good old pick up truck. Maybe if I invest in a good truck, I can release the improbable dream for the satisfaction of work well done. Chevy and Dodge were there with nice examples. The

new Dodge has a grill opening rather more like the Charger now. There it is dangling from the lift.



It suits it. The Toyota copies of the brutish Dodge have now gone Anime full blown and can only be regarded as ghastly ugly bulges.



Domestics win hands down this year. Ford brought the "All American Boy", their F 150 to show with a new fold out ladder step that is stowed in the tail gate itself. Another step (while not a new idea) emerges from under the bed at the side of the truck. They also have created a nice lighted, heated mirror that extends out to handle big trailer duty and then snaps back into place for regular driving. Dodge showed TV media folk a fold open hatch atop the rear fenders. "Holds thirteen cases of beer plus ice". Right. There is a thought.

Junior and Bubba fishing, tailgating, or after work. O.K.



Truck based wagons are not on for my economy. I do not need a V-8. And I am glad to not to need the fuel for them either. Slumping sales in Tahoe, Explorer, Range Rover surely indicate that we are shying away from large retail price tags as well as big fill up prices. These factors make many more conservative in buying this level of transportation. There is certainly nothing wrong with any of them. The high state of Lincoln's appointments are a strong basis for a luxurious ride. Who would have thought of a Cadillac sedan or the big Lincoln being morphed into a Suburban-like truck? The new generation of "over size" sedans are riding smoother than ever.

Mini vans? Not a word of them. The SUV MPV and generic 4 door sedan have blurred into an endless blob-athon. What fuels this mindless design flow? There is a tasteless multi-door blob on almost every square.



Porsche and other high dollar makes have even joined the market niche. Yuckaroo Ferdinand. It was a breath of fresh air to pass up the Nissan and Mazda offerings. The disappointment I felt at the Pontiac floor was seeing so many little doodle bugs. No GTO, no Firebird and no big Pontiac. Pontiac may be the next player retired. If it does not want to join Olds, it will have to recapture some of the old Pontiac, wide-track, wins on Sunday excitement. The Vibe flat sucks for personality. The G5 and G6 are not strong contenders in the comparisons. Who makes the top MPV? Buick!



The new Enclave has the tasteful appointments, reasonable cost and soccer mom utility to make it the winner in the blurred sedan field. As well, I had just left Lexus over priced Toyotas and told them that an ugly tax should be levied to relieve those who detest the clutter in our country. Oh well, I will not buy a soccer mom car at my stage in life anyway.

Two door saloons and sports image sedans? Good battle again. Ford has chased the world market but failed to generate a worthy Falcon. Chevrolet hits the hone run with its pretty, practical and affordable Malibu. With the Sebring gone, and the G5 in price comparison; they alone take the class. Mitsubishi brought another Lancer. Everyone gives the Lancer and EVO especially nods as the best Japanese sedan. Good looks and great performance are hard to beat. The price is competitive as well.

Go one size smaller and the field gets dizzyingly broad. The next class down includes two door coupes that do not have a comfortable amount room for over two people. Cars like the Honda Civic, the Ford Focus, the Chevy Cavalier etc. The good news for Honda is that their new car is not ugly.



Check out the new lines on this display model. After years of dislike, I have to say that Honda is improving.



Mitsubishi, Toyota, Chrysler, Geeling, Mazda, Nissan and Volkswagen all brought un-impressive models that lack the material to excite. Yet, in the world of the poor masses that they design these cars for, a person looks for cheap affordable transportation with reliability. That lets the expensive Honda out. The cost is at Mustang level. Volkswagen continues to receive lowest ratings from the press in build quality (while being far from cheap). The Mini. Right!



It looks better all the time. The racer in me will not allow me to even consider a generic car. A souped up Cavalier or Focus? Yes, if I must. With Kattie off work, I may have to humble myself to this. Or will I?

The big champion that fills me with hope for a brighter tomorrow is the small pick up truck. From investment to re-sale and from utility and practicality; the Ford Ranger is by far the best choice of the show. I say this as an empty nest parent. Obviously having children has its expenses. Kate and I also looked at the Canyon. Both of the little trucks continue to sell well. As the Japanese trucks swell to chase leader Ford, Chevy and Dodge, the little Ranger must be one of Ford's best sellers. When I travel, I just can not take my hot little Mustang. The ranger gets it done cheap and comfortable.

In the off road group, Kattie continued to flirt with the H3. I like the truck. We also like the Jeep. Kattie liked the Commander but I stay with the tried and true CJ . There is no chance whatsoever for a big monster truck in my driveway. On to other fetishes.



At last, at the end of my tour, stood the Shelby Mustang. It sits alone and unchallenged in its class. And that is why I own one. At 28 K , the GT level Mustang is plentiful with the power and handling. It is not a brute, but has the pep to please. Chevy continues to tease us with a still born Camaro. And Dodge will focus the Challenger into a specialty car with Hemi only. That may kill it if they can not get a street version that is cheaper and more buyable to its fan base. The future of Mustang is secure for the year 2008.



Figure 2 Camaro to be made.

Smaller and sportier. No challenge there either. I could not even get near the Solstice. The car is reasonable on price, fuel, and power. And it is a true sports car.



As Mitsubishi wrecks the Lancer series design; and as Toyota's ugly Celica continues to sell poorly, The Sky is literally the limit.

Only Saturn and Pontiac have open top roadster appeal. And what of the 350z? It goes above not only Solstice on price but Mustang as well. It is no Porsche and need not try to look like

one either. Ever see the two on a road test? Do not tease any Ferrari with it. It's a dog in its class and overpriced anywhere else.

Speaking of Lambos and Ferrari, why since NASCAR will now bed with anyone has Ferrari not applied a truly stock automobile to the races of such? I would enjoy their embarrassment. Three Lamborghini were on display and maintained a solid wall of fans taking cell phone pictures by the giga-bite. It will wreck the screen saver industry!



Audi brought the celebrated car of the year. I see it is so by the cover of many magazines. (Most of which I do not read so it takes me by surprise.) The R8 model had its share of admirers. With a price that puts it off the reality list, it represents the true picture of the frustration of hard working individuals that would love and appreciate a truly fine automobile.

Since miles of ink will follow this car, we will save the space for other news.



So home we came full of opinion and dazzelment. I probably won't go again next year but I am glad I did it at least once. It is not a big show like the Good-Guys shows but it is the most opulent display of automobiles I have ever viewed.



Figure 3 Striker Concept



Figure 4 Chevy Volt

Ramblings are the personal opinion of the Vice president.