



The Marque

"All the news that's fit to soak up oil"



Fall is getting closer. Good yard maintenance is important, but we do not recommend using your TR3 as leaf storage.

September 2018

Events this month:

- MVT Meeting – 5th
- Versailles Winery Tour – 8th
- Bob Pool Orphan Car Show – 22nd
- Farm Tour – 29th

This month's contents:

- Officer's Reports
- Events Galore – BCD's Tours and The Mothman!
- Classifieds
- MVT Store
- Dipstick Repair

MVT Club Info

Miami Valley Triumphs is a non-profit club founded to preserve and enjoy Triumph and Standard automobiles. You do not have to own a Triumph or Standard to be in the club, just be interested in the preservation of the marque. For more info on joining the club and dues please contact the MVT Membership Chair (contact info below).

President: Stan Seto, 513-683-7974

Vice President: Dan Stinson, 937-259-8242

Secretary: Patti Clifford, 937-836-0286

Treasurer: Harry Mague, 937- 426-3802

Membership: Valerie Relue, 937-667-5227

Webmaster: John Coutant,
john.coutant@gmail.com

Events & Newsletter Editor: Bruce Clough,
937-376-9946, portabezi@hotmail.com

Club Address – MVT, P.O. Box 144, Bellbrook, OH 45305.

Club Website:

<https://www.miamivalleytriumphs.org/>

We are also on **Facebook** at

<https://www.facebook.com/groups/1654893204751113/> - this is a closed group so you will need to request joining.

Please send comments/suggestions to: miamivalleytriumphs@gmail.com or to the PO Box.

Cutoff date for next month's Marque is the 22nd of the month.

MVT is a Chapter of the Vintage Triumph Register (<http://vintagetriumphregister.org/>) and Center of the Triumph Register of America (<http://triumphregister.com/>). We actively participate in activities of these clubs and their endeavors to preserve the marque. In addition to the above national clubs you also might want to check out 6-Pack (TR6/TR-250) <http://www.6-pack.org/j15/> and the North American Spitfire Squadron for Triumph Spitfire and GT6 owners <http://www.nasshq.org/>.

MVT Monthly Meeting

MVT Monthly Meetings are held on the first Wednesday of each month at Archers Tavern Kettering, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015. We are in the meeting room off the bar at the front of the tavern. We have dinner and socializing at 6:30PM and the president usually ruins our fun by starting a meeting at 7:30PM.

<http://archerstavern.com/archerstavern/>

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. We also don't vouch for spelling or grammar – the editor is an engineer...

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 a location as published on the MVT website or in "the Marque", and/or by Email. General membership meetings are at 7:30 pm with informal dinner starting at 6:30 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.

Technical advice given within is the opinion of the writer and should not be construed as professional advice nor relied upon. They are not official advice of Miami Valley Triumphs, MVT officers, or MVT members. As with all maintenance and repairs the reader should do their homework and get multiple opinions.



Carol, Roger, and the beer periodic table...

Officer's Reports

President's Report

Hope to see you at Archer's Restaurant on the 5th of September. I encourage anyone who knows club members who are not regularly attending, to give them a call of invitation.

August was a really busy Month. It started with the monthly meeting on the 1st of the month,

followed by Friday night's bag stuffing for BCD, then BCD on Saturday (look for an article on that and the post-lude, elsewhere in this publication). Then on the 8th, flew to Houston to prepare for the Life Celebration for my brother, Russell, on the 11th, (Look for another short article on that, and perhaps some pictures of the "Rich and Famous " who attended) and the aftermath of that event. My THANKS to Chuck White who came down to the Texas event to support the family, a very nice gesture on his part.

Hence back to Loveland on the 14th only to find that the father of a close neighbor had died and his viewing and funeral were to be on Saturday (the 18th).

Now I'm writing this entry for the Marque, re-examining the BCD Day Data for that article and trying to remember all the interesting stuff that happened in Texas, for that write-up. By the way, as I write this the club has one driving event left for the month, the Run Around Dayton this coming Saturday, the 25th. Hope that there is a good turn-out.

As I am a member of the Texas Triumph Register, I went to their monthly meeting, while I was down there. Unlike our club, they rotate their meeting through the member houses (alphabetically I think). In the Houston area, there don't appear to be any "small" houses, and most I've been in can easily hold 60 or so people for a meeting. Their club has about 170 members and the Club president, Fred, was constantly counting the house to determine if he had a quorum (20% of the members), in the event a vote had to be taken on some subject. He was just at 34, when the meeting opened. They do not use a written agenda, the president just reads off what they are going to discuss, asks for any new business and off they go. I will say, their meeting go just like ours. Lots of open discussion and break-in comments, I felt right at home... This meeting was a little short, as it was just before the event for my brother, but informed sources told me that 3 hours is pretty typical for a standard meeting down there.

Best regards, Stan Seto, Stan Seto

Vice President's Report

No report this month

Treasurer's Report

As of 1 August 2018, the club account had an account balance of \$2713.61. For the month of August the club's income was from 50/50 for \$11.00 and \$180.00 from annual Club membership. Total income for the month of August was \$191.00. The club had the following expenses for the month of August: \$2.13 expense for the Marque, \$11.73 for new 50/50 tickets, \$96.00 for club PO Box and for \$100.00 in Russ Seto's name. The total expense for the month of August is \$209.86. As of 1 September 2018, Club's account balance is \$2694.75. Respectfully submitted, Harry Mague.

You humble servant Harry

Events Chair Report

We flushed out the fall tours at a meeting earlier in August as well as a more detailed Mothman meeting late August. You will see these in the Events List later on in this Marque. We now have a full Fall of events – pls note the Moores are hosting a Versailles Winery tour early in Sep – 8th – see you at the meeting on the 5th!

Events Tsar Bruce

Membership Chair Report

Hello.

Due to non-payment of Miami Valley Triumphs annual renewal dues, we are unfortunately losing one club member which takes our total down to 43.

Happily, we did have several people express interest in the club and pick up membership applications during our recent British Car Day event. Greg and I will be traveling the first two weeks of September and are therefore unable to attend the next membership meeting. If any of our potential new members are in attendance, I know I can count on you to greet them heartily and to behave yourselves! (Insert smiling emoji of your choice here...)

Valerie

Webmaster Report

None this month – our Webmeister John Coutant has it all under control at <https://www.miamivalleytriumphs.org/>

Marque Editor's Report

Cheers – Bruce

MVT Events

Past Month's Events

Aug 2018

1 - MVT Monthly Meeting at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015.

Meeting Minutes

The meeting was called to order by President Stan Seto at 7:28 PM, with a hail the Queen. There were 25 members in attendance.

- Agenda Changes & Addition – none
- Guests and/or new members – none

President –President Stan Seto reported that we have 161 cars pre-registered for BCD. Good weather is predicted so we could reach 300 cars.

Vice President – Dan Stinson was not in attendance.

Treasurer – Harry Mague reported we have \$2573.61 in the account. Only expected expense will be renewing the Post Office Box.

Secretary – Patti Clifford said the minutes were in the Marque and asked for additions or corrections. No corrections. John Coutant made a motion to accept the minutes, Al Smith seconded. Motion carried by voice vote.

Membership Chair – Val Relue reports that we now have 44 members. There are still 2 members who have not paid dues, they will have

until close of BCD to renew or will be dropped from the membership.

Events Chair

July

Cincinnati BCD had good weather but low turnout, about 150 cars. Bruce Clough said he is not sure why attendance was low. Stan Seto said the MG participation has dropped. John Coutant won First place in TR3 Class, Stan Seto took Second Place. Lorna Ball asked what the trophies looked like this year, since they are usually unique, but Bruce Clough said they were normal ones this year, in the form of a cross.

Tea and Biscuits at Archers had a low turnout this month with approximately 20 cars.

2nd annual Pool-less Pool Party at Lorna & Ellis Ball's was a great time as usual. Thanks to the Ball's for hosting again. Alice Clough won the corn hole event.

VTR in La Crosse Wisconsin -John Clifford reported it was a good time. Ted Allison's trailer saved one of the members of the TR7/TR8 group despite having tire problems on the way to VTR. John got 1st place in his division and 1st in autocross for his division. Jeff Barth also got 1st place in autocross in his division. This was his first try at autocross. LaCrosse was a beautiful venue. Next year VTR will be in Dripping Springs, Texas in October. Ted Allison added that a Stag won Best in Show.

Wine and Cheese Drive to Caesar's Creek was enjoyed by a number of the members.

August

1 – Monthly Meeting at Archer

3 – BCD set up at 6:00 PM

4 – BCD

7 – Undercroft Players will present "Little Old Lady in Tennis Shoes", which is a comedy about a middle-aged lady moves into a retirement community by mistake.

11 - Indianapolis British Motor Day – Several members planning to go – John Clifford says he will leave Englewood about 7:30 AM

25 – Drive scheduled “Ring around Dayton”

September

16 – Mothman Festival – several club members planning to go (<http://www.mothmanfestival.com/>)

16 – Dayton Concours d’Elegance (<http://www.daytonconcours.com/>)

29 – Farm Stand Tour

Let Bruce Clough know if you are willing to host a drive.

Committee Reports

Regalia – Harry Mague reported that all regalia is pictured on the website. Email him if interested in purchase. Harry will bring items to the BCD.

Technical – nothing to report

Spare Parts – Chris Yanity reported there is an auction in Canal Winchester on August 10 & 11 with British cars and parts. Auctioneer is Mike Clum. (<http://www.clumauctions.com/aug-car-auction.html>)

Marque – Bruce Clough appreciates all articles. Please send pictures separate with titles since cutting and pasting separates them anyway. Send your articles for the Marque, email Bruce at clough-owencrough@outlook.com. Please let him know if you find errors on the webpage. Our club email is: miamivalleytriumphs@gmail.com

Old Business –BCD information. John Coutant reported that we received a nice thank-you note and certificate from Fisher House for our donation. He also reported that we are now one of their supporters of the year.

New Business – Harry made a motion that we donate \$100 to the scholarship fund for Russ Seto. Chuck White seconded the motion. Motion carried by voice count. Stan Seto said the scholarship will be awarded to someone in the car field. It will be an annual scholarship that we might want to continue. He will let us know next year. The Memorial Celebration will be held in Cypress, Texas at a reception hall that allows beer, wine and food. They are expecting over 250 people. Chuck White said he will be attending and let him know if anyone else wants

to attend. Harry Mague will send the donation and letter.

Split the Pot – Chris Yanity won \$11.00

Adjourn - A motion was made by Lois Bigler to adjourn the meeting, seconded by Chris Yanity. Meeting was adjourned at 8:15 PM.

The next meeting will be September 5, 2018 at Archers

Submitted by Patti Clifford, Secretary



4 – Dayton British Car Day!!!!



Show field about 10 AM

Friday night at 6:00 PM, numbers of MVT and the MG Club of Southwestern Ohio showed up at the Eastwood Metro Park to stuff the bags for BCD and layout the parking scheme, and in general check that we would be ready for the meet on Saturday. The local atmosphere was clammy humid and the heat of the day had waned. Saturday was predicted to be just like Friday with,

perhaps afternoon showers. It turned out just like that.

Saturday dawned around 6:00 AM, it felt humid but was still cool. The park was open as I got there around 7:30 or so. Dumped off my ice at the concession stand where there was a small crowd getting the food organized and ready for the hungry crowd, and returned to Registration. John Coutant and the White's, along with Tim Moore were slowly getting it all setup. I checked the entry path onto the meeting ground and put up the signage for spectator parking. Cars were arriving in increasing numbers, and both Pre-registration and Registration were going strong by 8:15.



Bruce's view on the way to BCD'18

We had pre-registered 148 cars by the July 20th cutoff for free shirts, but electronic and mailed-in forms were still dribbling in. By the 31st of July we were at 164, but had uncovered three people who had registered twice. One was caught early enough to contact him and work out a refund. The other two second registrations are in limbo, but we will act on them. Also one person pre-registered, but listed no car, and then drove in on Saturday morning and registered again. Not sure how we'll handle that. On Saturday we registered 97 cars, 96 if you discount the Pre-registered car that drove in and registered again. The final accounting is shown in the table at the end of the narrative.

The day seemed to go well. No apparent glitches in registration, no fights down on the field, the vendors were seeing a steady stream of potential customers and we had about 12 Miata's parked

across from Registration, and one big Hydrofoil way over there by the concrete restrooms. The Hydrofoil guy was working to get a petition up to bring boat racing back the Metro Eastwood Lake from Caesar's Creek Lake.



The Wedgematics...

The spectator parking lot was full of cars, so I think we had a pretty good crowd and the concession stand was selling food and drinks at a good clip. I think we saw an ambient temperature of 86 F and a higher humidity level than previous years.

Registration began to drop off after 10:30 AM (a little early compared to the last two or three years) and I asked Duncan Clough to go out and count cars at 12:00. He went earlier and came back at half past 11:00 with 224 as a number. Cars entering were far and few between in the last hour before Registration closed.



17 TR2/3's showed up – new record!

Alice Clough got the ballot counting going at about 11:45, and had a full crew by 12:15. I think she had all the winners and runners-up ready for Skip Peterson before 2:00 PM. Registration was closed and we were rolling up the sidewalk, throwing out trash and in general closing up when Skip started to organize the awards and calling up the secondary award winners to get their plaques. The rain started at about 2:30 or 2:45 and came on strongly and the crowd (and their cars) just disappeared. Skip just called out all the Class winners and gave them their awards as they came up. By about 3:30, the park was empty except for those of us finishing the packing.



Winners in the Wain!

It was the first wet ending we have had in quite a while, and it rained off and on until fairly late into the evening.

Despite the good weather earlier in the day, we had 17 pre-registered cars that did not show up, which is nearly twice (normally 4 – 7 do not show-up) the yearly absentee rate.

The next day we all got a message from Skip, Eastwood Metro management finally dropped the other shoe, to wit, in 2019 we were going to have to pay the same fees other large groups were paying to use the facilities, I would note that we were already paying for the concession building, that happened a year or so ago. Now we will have to pay for the building we used for registration, the spectator parking area (a soccer field), we will have to bring in more port-a-potties (total to be decided), and a dumpster. Skip's back of the envelope estimate was an additional cost of about

\$450.00. The other things we were already aware of were that Tee shirt costs were going up and the cost of food was also. Our short term response was to strongly consider increasing the Registration cost from \$15.00 to \$20.00. MVT will discuss this in the next club meeting. Another consideration would be to write a letter to registrants telling them why we were increasing costs.

Finally Skip discovered that the park facilities can be reserved through the website and the park management has no way to control who registers when or what and that reservations can be for a year forward. He discovered this when he tried to register us for 2019 and the shelter had already been reserved. In 2019, the meet will be held on the second weekend (August 10th) and we will get back to the first weekend in 2020. We are learning as we go.

9-12 Little Old Ladies in Tennis Shoes – I did not get a write-up on this, but the verbal feedback I received indicated all was good!

11 - Indy British Motor Days – We have for you a couple of different versions. John Clifford wrote one, Ted Allison the other – so who is the winner? Both...!

John Clifford:

The three of us (Jeff, Ted and the Clifford's) drove over to Zionsville for the Indy British Motor Day on August 11. They had about 150 entries with registration closing at 10 am sharp. This early closing is a bit of a pain for those from Ohio. We met up with several other friends there and had a very enjoyable time. No rain was encountered despite the forecast, although we had to doge one shower and had a bit of fog on the way over. As noted on Facebook, all three of us took Awards of Excellence.



Lunch @ The Tavern

The Stags and Wedges were judged in the same class and a Stag won first place (not Ted's). There was a 1951 Bristol at the show which was new to me. The Jaguar and Rolls Royce owners were very evident, with several walking around with wine glasses. Some were staggering a bit.

Ted Allison

It was a dark and stormy morning on August 11 when four intrepid MVTer's met in Englewood for the trip to Indianapolis. Well, not really for me once I got to Englewood, leaving Beavercreek at 6:15 it was dark. The four of us, John and Patti Clifford, Jeff Barth, and me could see the storms on our phones and in the clouds. So we left at 7:10 on the interstate in the hopes of outrunning any storm, John and Patti in the TR7, Jeff in the Spitfire and me bringing up the rear in the Stag. And boy did we try to outrun the storm to the north, at times hitting 80 mph.

We were poetry in motion as if choreographed to move from one lane to another and back again as a single unit. Passing all others evenly spaced truly we must have been a sight to behold. We held this formation well into Indiana along the straight and level highway. Then at 25 miles or so it happened. The road began to have frequent small dips, not to worry I thought, it will just add some additional pleasure to the drive. Then on about the fifth dip, sparks came out of the back of Jeff's Spitfire and I wondered, "Why had Jeff shot at me?" I decelerated and maintained an increased distance between Jeff and myself,

based on the idea that distance would make me a smaller target. Later at a rest stop Jeff explained that his exhaust hung low and occasionally would scrape the road and spark. I was relieved but still kept my distance.

As we left the interstate for state highways into Zionsville for the show we were met by two orange signs. "Fresh Oil" and "Loose Gravel", fortunately we found neither. What we did find was a road closed sign on Rt 38 where we planned to turn left and shoot into Zionsville. No problem we will just go across on US 36 which happened to be closed as well. County roads were the answer. And with another rest stop we had an uneventful remainder of the trip to the show field showing up a few minutes after registration closed. Good thing John called ahead to his good friend Dave who registered us.



Ted looking over possible shirt selections for next year's BCD. Update at next month's meeting

We entered the show field. The first to peel off was Jeff. His Spitfire was at the north end of the field, off by himself, at least for the time being. John and I continued as directed past two Stags and two wedges until we were directed to park next to each other. We warily looked at each other as we backed in, apparently in the same class. My thoughts went back to the last time Wedges and Stags were paired together. It was in '98 on a rural field in western Pennsylvania, at a little crossroad known as TRF. In the annals of car

show lore it has become known as “The Great Class War of '98.”

I watched as John opened his hood, polished and set out his paraphernalia about the car. I listened to how he worked into each conversation with anyone with a ballot in hand how he was the original owner. I countered with opening my hood and pointing out that this engine was the only V-8 that Triumph ever made. I also pointed out that this Stag had driven from Dallas to Dayton with two bad bearings, establishing the Stag’s true reliability. At the end of the day I don’t think either of us knew who would take home a plaque.

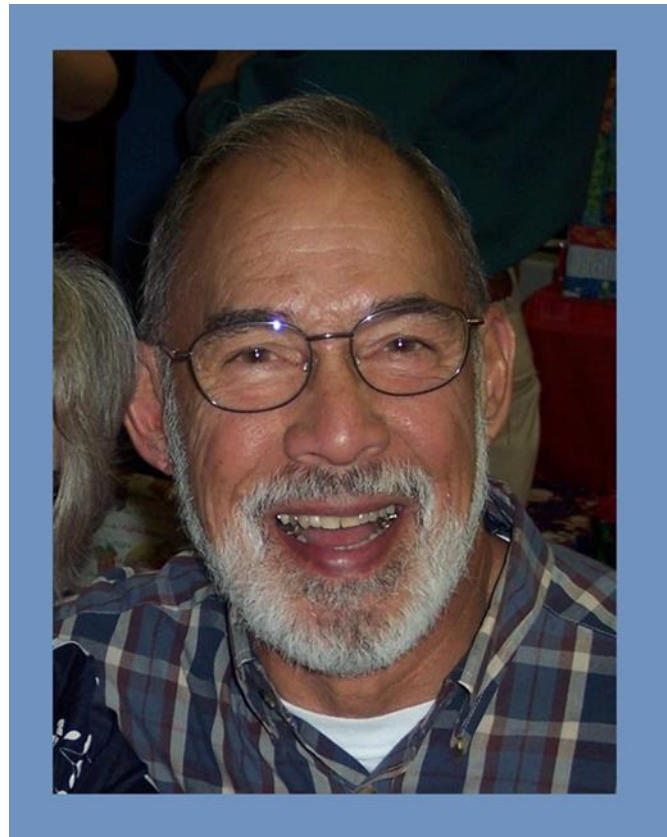
At the awards ceremony we watched as Jeff won his class. Then the tension began to build, the pressure was immense as each class was called until finally, “Class TR-7, 8, and Stag” came across the loudspeaker. First Place went to a Stag, modified but still a stag I reasoned. Then, “Award of Excellence, TR-7, John Clifford” and my heart sank. Then, “Award of Excellence, Stag, Ted Allison” and all was right with the world. All MVTer’s had won.

The drive home was uneventful, no closed roads, no loose gravel and oil. With it being hotter than the morning I held the Stag to 3500 RPM to keep the temp gauge just above half. Once in Ohio John and Jeff peeled off and I continued on I-70 to home, arriving at 6:30. A long but enjoyable day.



...and the Barth’s also!

11 - Russ Seto Memorial - The following is Stan’s write-up about his brother’s celebration:



The celebration was held in the Juergen’s Hall Community Center, Cypress Texas on 11 August, 2018. The Hall was a building built as part of a series of connected buildings that fronted the street. Next to it was a General Store (closed on



The Cliffords taking an award

this day), and both are a tourist stop. Entering the Hall, the visitor faced a large dance floor, easily larger than 40 ft. wide by 80 ft. long, and a more narrow raised platform about 8 inches high and about 8 ft. wide with a hand rail that bordered the dance floor along both sides and extended to the end of the room, on the far side. The walls of the hall were covered with pictures of local people and events back into the late 1800's. The hall could easily accommodate 200 people.

At the far end, there were folding tables for the food and drinks on one side and picture tributes to Russ on the other side. The pictures were of his life in general, posted by his daughters, and all the outings he ever went on as a club member, prepared by his good friend, Dave Smith, who by the way was the planner of the long distance spring trips that I always liked to go on.

The family got there a little early and spent some time setting up card tables and chairs for the people to sit at during the event. We also had two police constables there because the grounds belonged to the county and their presence was required.

More people were arriving by the minute and the official start of the Celebration was to be four minutes after 5:00 pm, in deference to Russell's habit of always being just a little late for meetings and get-togethers. By that time, there was a good crowd, mostly red shirts (Texas Triumph Register (TTR) official club polo shirts), but a lot of relatives, people who knew Russ through business connections, neighbors and members from other Car clubs in Texas (one couple having come from Dallas-Ft. Worth, nearly 350 miles to the North). Besides my self, Chuck White of MVT was also there. Chuck's comment was "We're family, and I'm retired, so it was easy to come." (Thanks, Chuck). Of the other relatives, both of Russell's daughters were there with their families, including the parents of one of the daughter's husbands, my surviving brothers were there with their children's families and 2 of my 3 children were there. Just a guess, the audience was over 150 people, but maybe shy of 200. At about seven, Fred Wagner, president of TTR, asked for the attention of the crowd, which quieted down fairly quickly. The celebration was opened by a

prayer by Carol Burnett, widow of Vern and a close neighbor to Russ and Marianne. Vern was a very good friend to our family and a close traveling companion (TR250) to Russ when they were doing events. He succumbed to cancer about 5 years ago,

After Carol, Lori Seto-Kelso, older daughter, read the life history of Russ that we had all contributed to, which means it was either all true or all false, as we bickered about some of the time details of the events in his life. When Lori was done she opened the floor for comments. I went first, and spend about 15 minutes talking about my relationship with Russ from childhood to recent events and how we both related to the TR3's we drove. I could have gone on for a couple of hours. I was followed by both my brothers, who spoke for similar lengths of time. When we were done Mr. Wagner came back up and spent some time recounting Russ's history with the club and their driving events. At his conclusion, he invited any club members to come forward with their thoughts. That drew a blank..... No one volunteered. Can't say I was surprised, an open mike, can be an intimidating thing. So, we went back to the food and drink (there was plenty of beer and wine, both before the party started and at the end.)

The family took some time for pictures, as we don't get down to Texas all that much, and we spend a long time talking to individuals in the audience about Russ and their relationships or business with him. It all began to wind down after 8:30 and by 9:30 we had things picked up and put away and all the camera phones were out of electrons, and the Constables were waiting for all the stragglers to leave so they could lock-up.

I had only spoken to Chuck a little bit while there but had been with him for an hour or so at the hotel. He had driven down and was driving back, so we did talk about his return trip and I told him about the town I overnight in when I do this run from Loveland to Cypress.

I grabbed my two kids and we went out to a sushi restaurant close by for a pick-me-up, before heading back to the hotel. We agreed it was a fitting and proper send-off for my brother.

The next morning Matt and I went out to Breakfast after Kelly had headed out to the airport (early flight). We noticed that the Miata was still in the parking lot. We got back to the hotel at about 10, the car was gone. Matt flew out in the afternoon. I spend another day and a half helping Lori and Jenny organize all the tools and car parts for a huge garage sale in October. Will be going back down there for that.

The following was from a write-up from the memorial celebration:

RUSSELL LEI SETO

August 26, 1935 – April 27, 2018

Russ was born on August 26, 1935 in Philadelphia, Pennsylvania, to his Chinese father, Stanford Pung Tong Seto and American mother Frances Louise Sperry. He attended public school until 7th grade and then transferred to Bordentown Military School for 8th-12th grades. At Bordentown, he was an excellent marksman and a lineman/guard on the JV and then varsity football team.

During the summers he pumped gas at a Sunoco gas station, worked at a Lincoln Mercury dealership and a paint shop, from whence, "He came home a different color every night," according to his brother Stan.

After Bordentown, he was accepted into Duke University where he worked at the radio station and was involved with the ham radio and flying clubs. After a lot of partying and not a lot of studying, he left Duke and was inducted into Fort Dix in 1958, where he served as a sergeant at Aberdeen Proving Grounds testing motorized vehicles.

Once he had completed his two-year tour, he worked and attended night school at Drexel Tech, where he eventually earned his mechanical engineering degree.

He met his future wife Marianne on a blind date and they were engaged three months later. He courted her in a TR3A. Russ and Marianne married in August 1962 and lived in Medford Lakes, NJ. His daughter Lori was born in 1967 and Jeni arrived in 1971.

Soon after, Russ was offered a job in Cypress, TX, with Robert Shaw Controls selling control systems for furnaces and air conditioning. He had a large territory covering Texas, New Mexico and Oklahoma, and the family enjoyed joining him on occasional business trips when they could. He started The TR Shop after retiring in the mid-2000's.

The first car Russ worked on was his mom's 1953 Ford Crown Victoria "hardtop convertible," and the first car he owned was a black 1956 Mercury custom two-door. One day in late 1959, he traded in the Mercury for his first red TR3A convertible...but later traded that in for a hunter green Ford Mustang, and then a series of cars that led to...the mid-80s, when he heard about a TR3A in a salvage yard in North Houston. After almost 13 years of blood, sweat, and tears, the car was finally on the road in 1998.

Russ's history in the Texas Triumph Register is long and illustrious, having joined the club in 1984. He was elected Treasurer from 1987-1989, Vice President from 1991-1995 and Events Chairman from 2005-2007. He was always the go-to guy for TTR members having technical issues with their Triumphs or even lesser cars, most notably a club member's vintage Ferrari.

Russ was one of the original "FOGs," or Funny Old Guys, who make an annual trek from Texas to USA destinations from coast to coast. Many of the tours he completed with the convertible top down for the entire trip. He loved the open road.

Russ is survived by his wife Marianne, his two daughters, Lori and Jeni, grandchildren Collin, Graham, Chloe, and Moxie, brothers Stan, Rodney, and Steve, as well as many other close family members and friends. His generosity, kind nature and laugh will be missed by all. - The Seto Family



18 – British Biscuits and Tea – Pictures? Info? I guess it was a good time, but nobody wanted to be on record!

25 – MVT August one-day tour: “Ring Around Dayton – We started in Fairborn, ended up in Miamisburg, and had a great time!



Leaving Tim Hortons

We met at the Tim Horton's off Dayton-Yellow Springs Rd at 9AM – we had gobs of cars and lots of coffee – perfect!



Yep, this seems typical of dentistry...



Another interesting find at Tipp City, not so sure about the \$3200 price tag though...

From the Tim Hortons we headed to Tipp City the long way, I mean the really long way due to festivals, bike tours, and closed roads. The weather was okay, and the road that were open were great. We even drove the Rutledges past their own house! Tipp City was packed with people trying to find that exact neatsy-cutesy thing to trip over in their house, or trying to find coffee, or both. All went hunting stuff and most ended up with something in their hand.



Lunch...

After Tipp City we headed west to the Covered Wagon Farm Market to get some vittles for lunch. The place is small and full of people. For some reason most of us made it out of there quickly, but the Moores drew the Carolyn Daye straw (we can explain that comment, just ask) and finally

emerged to a round of applause from the rest of us.



What could be better, chess, crackers, and wine??

We drove a bit north and ended up at the Old Mason Winery for wine, food and conversation. We pigged out. Oink.



Reverse Group Picture at the Germantown Covered Bridge – recognize any faces?

From the winery we took a long drive to Germantown and the covered bridge – the only kind of its type in Ohio. We used to do covered bridge tours all the time – maybe we need to start a new tradition?



One busy bartender at Star City Brewing

At this point the group split up – quite a few had to move on, but the few that were left headed the long way (more closed roads) to the Star City Brewing Company in Miamisburg. Cool beer and good times were had!

Thanks for all who turned out – we had a lot of cars this time. The weather, for the most part, held off with all the nasty rain missing us. Thanks to a great start to the late-summer/Fall MVT touring season!

This month's Events - September 2018

5 - MVT Monthly Meeting at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.



8 - Versailles Winery Tour - Mark your calendars, Sept. 8 Marty and I will be running a tour to the Versailles winery. We visited the

winery 2 years ago and we sampled the wine and found it agreeable. So we are going back. We will meet at the Tim Hortons in Englewood 899 s. Main St. and leave at 0945hrs. Along the way we will take in some local attraction...some we've been to before and some not. We will have lunch at Versailles winery and then head south to Olde School Winery, again wines we find aggregable, in Eaton and again along the way we will take in some local attractions in Arcanum and a couple covered bridges around Lewisburg. See you there, Tim Moore



14-16 – Mothman Festival Sojourn – Point Pleasant WV and all points in between. Weekend of fun and “huh, what’s that?” There will be wineries, there will be interesting stores and parks, and there will hopefully not be a Mothman.

Friday: We leave at 9AM on Friday the 14th, leaving the Xenia Tim Horton’s by 0900. First stop is Miller’s Dry Goods vis twisty-turny roads, then we head over to Point Pleasant WV with maybe a stop or two along the way. We will take in the Mothman Museum (before the Saturday Crowds) Dinner will be at the Merry Family Winery and we will be staying in Jackson.

Saturday: Drive back to Point Pleasant to take in the Mothman Festival then it’s off to Hillbilly Hot Dogs for lunch, then some shopping an a winery or two before we end up in Portsmouth Ohio for the night and maybe dinner at the Scioto Ribber.

Sunday: We head west along the Ohio River and take some twisty-turny roads back towards the Miami Valley with the obligatory stop at Valley Vineyards and maybe a few other places!

If you need more information contact myself or Chuck White (Bruce)

Join us if you dare!!!



Some of the Mothman locals



Dayton Concours d'Elegance at Carillon Park

16 - Dayton Concours D'Elegance – For more info pls head to <http://www.daytonconcours.com/>. We have a significant number of MVT members that go to this, and work at it.



22 – Bob Pool Car Show and Obligatory Visit to Brandeberry Winery - Annual Bob Pool “Orphan” Vehicle show will be held at Young’s

Jersey Dairy this year. Here is the official info from the event's website (<https://youngsdairy.com/bob-pool-orphan-car-show/>)

The Tri-State Chapter Studebaker Drivers Club and the Wright Brothers Region Packard Auto Classics will co-host the Annual Bob Pool "Orphan" vehicle show at Young's Jersey Dairy, Yellow Springs, Ohio.

The show will feature cars, trucks, buses, motorcycles and specialty vehicles from Independent Manufacturers that are no longer in business and "Big Three Orphans" such as Edsel, DeSoto, Corvair, Oldsmobile, Plymouth, etc. Every American and Foreign make from Auburn to Yugo are welcome to attend and be displayed.

This year we are having a "Feature Car" class and have selected Hudson and Nash (prior to AMC) for our Feature Class. So bring your "Orphan" Hudson or Nash and join us.

For information, contact: Gary Grebner – 937-361-2287 or ggrebner@sbcglobal.net, or Gerry Hasen – 937-426-5969 or g.hasen@sbcglobal.net

Registration: 10am-Noon (show runs until 4)

Donation per vehicle: \$5.00

The MVT plans are to meet at the Xenia Tim Horton's (38 N Orange St, Xenia, OH 45385) by 9AM for food, conversation, and too much coffee. By about 9:40 we will head to Young's. We will be leaving Young's for Brandeberry Winery sometime after 1PM, probably closer to 2. Brandeberry (5118 W Jackson Rd, Enon, OH 45323, <http://www.brandeberrywinery.com/>) has some decent wines, lite bites, and good seating!

24-27 Put-In-Bay Road Races (see poster towards end of Marque)



29 – Farm Stand Tour XI – get your pumpkins here! We will start late morning and end up somewhere scrumpscious for dinner, like maybe Valley Vineyards???

October 2018

3 - MVT Monthly Meeting at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.

13 – Eastern Indiana Tour – Our hosts the Yanitys will lead us west to Eastern Indiana and some good sights, roads, food, and probably a winery or twelve. Watch this spot for a more detailed itinerary next month.

20 – Little Miami River/Fall Foliage Tour – We will start out in the morning at Clifton Mill and end up at Valley Vineyards for dinner, taking in the picturesque Little Miami River Valley along the way. If you are planning on coming let Bruce know so he can give a head count to Valley Vineyards.

27 – Wine Conclave @ Caesar's Creek Winery – We will discuss wine and the evolution of the Triumph car brand at Caesar's Creek Vineyards starting at 3PM.

November 2018

3 - Guy Fawkes Bonfire – we will celebrate a glorious failure and loss of Guy's life at the Cloughs – arrive at 5:30 - we will have wine, bourbon and a few beers available. Need more info – look up Guy Fawkes..

7 - MVT Monthly Meeting at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.

17 – Tech Session – TBD – who needs help with what?

December 2018

1 – MVT Holiday Soiree & Meeting – Bergamo

16 – MVT Holiday Dinner Night Out - TBD

May 2019

TRA National Meet – Dillard GA

June 2019

2- Ft Meigs Car & Bike Show – 29100 West River Road, Perrysburg, OH www.lebcc.org

August 2018

Dayton BCD

October 2019

VTR

Technical talk

Email from John Clifford

Background – after Indy BCD John noticed he was missing his oil dipstick. He assumed someone at the show took it, so he started looking for another one and eventually ordered a new one. This is where we start this off...

To all those of you that I told of my dipstick issue on the TR7 that I discovered after returning from the Indy car show. Since it was not evident in the tube, I assumed that someone removed it (as in stole). That was unbelievable at many levels but the visual evidence made jumping to that conclusion seem feasible. What else could it be?? Well, I got a replacement from Dave today (thanks, will send the money) and went to install it. But it would not go into the tube more than an

inch. Guess what I found in the tube? The original dipstick minus the handle!! So now the story makes sense, except where did it fall off at. I don't recall hearing it bounce off under the car and thankfully, if it did, it did not hit Jeff or Ted's cars who were following. Now the old dipstick is 23" long and the replacement is 22 1/2" long so I will be shortening the tube a bit.

Anyone ever hear of the top/handle coming off?

Here are some pertinent photos. I guess I now can legitimately wear the shirt.



Where is the dipstick?? Those Indy scoundrels stole it! Call the FBI!!!!



There that rascal is – bad dipstick, bad!



Look ma, got the T-shirt!

So I apologize to all the unknown people at the Indy show who I was sure had stolen a dipstick! Hmm, maybe they only needed the handle.....

John

Email from Stan

Stan sent this email trail about a TR3 wiper conversion kit Franz Bachman (Florida) has developed:

Hi,

This is of interest. I bought a pair, Franz uses MGB wiper arms and blades to do the conversion. The product looks very robust....

Stan

You are out driving your TR-3 on a nice day when it starts to rain, you turn on the wipers and try to look thru the 1-1.5” area where the blades clean the windshield, wishing there was something better(clean the whole windshield).

Well now there is. I have a conversion kit that will do exactly that without any modification to the car.

The kit contains two wiper arms and blades for \$75.00 plus shipping. All you do is remove the original wiper arms and blades, install the new set and you are now ready for any storm.

If interested contact me at: Franz J Bachman, 850-217-1981, franzibachmann@yahoo.com



The new wipers!

First of two articles from John Coutant

Does Your 2 Speed Wiper Work?

Do You Even Care?

John Coutant

For everyone who doesn't take their TR out in the rain, the concept of a working wiper motor may be a moot point. However, even if you are someone who does not plan to drive in the rain, having a working system adds to the satisfaction of owning

a restored car. All TRs use a version of the Lucas DR2/3 motor that is found in almost all British cars. Most early motors are one speed but later cars had a two speed motor.

How does it work? There is an electric motor which turns a shaft with a worm gear. This gear engages a wheel gear with a post on the top. As the gear wheel goes round and round, the post moves closer and farther away from the front of the motor. This back and forth motion is transmitted by a short lever to a flexible cable which acts like very long worm gear. The cable goes inside a tube to which are attached two boxes called wheel houses because the post to which the windshield wipers are attached have a wheel gear at the bottom of these boxes. The cable (worm gear) engages the wheel gears in the boxes and as the cable is driven in and out of the tube by the wiper motor, the wipers move back and forth across the windshield.

So what can go wrong you ask? Well one common problem is this is a mechanical system with all the moving parts lubricated with grease. After all those years on nonuse, the grease hardens and nothing moves. The solution to this is to clean and re-grease all those moving parts. Another is that this is driven by an electric motor, one that has carbon brushes that provide power to the armature (the thingy that rotates). They wear and may need replacement. If not replaced, the metal parts that hold them can touch and ruin the armature.

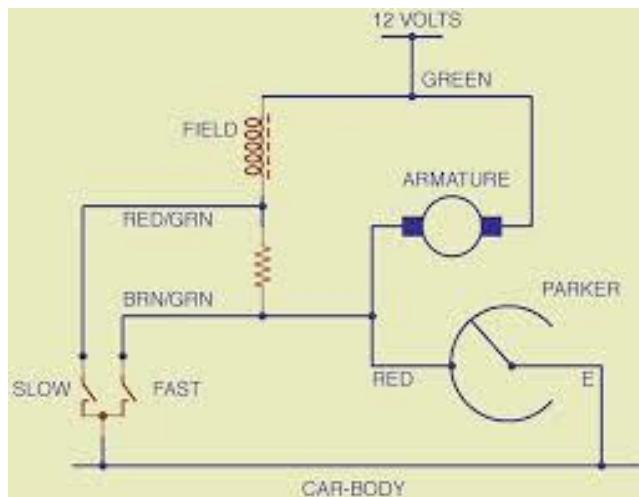
This photo shows a typical drive unit from the wiper motor assembly (the electric motor attaches at the top and has been removed along with the armature that drives the wheel gear, also the top cover). You can see the grease, the lever that attaches to the post on the wheel gear and park location contact.



An issue for two speed motors is that they can be wired up incorrectly and depending how, can burn out the coil in the motor. This is what took me down the rabbit hole of fixing two speed motors. The first motor was on a TR250 and the main reason it was not working was just a huge buildup of dried grease which prevented easy movement. After taking everything apart, cleaning, and re-greasing plus cleaning the contacts on the armature, the motor was working well. NOTE – If you decide to take apart and clean yourself, be careful. As always take lots of notes and pictures and take care of all the little pieces you remove. Anything inside the motor is very hard to find and replace.

The second motor was on a Lotus Elan. It took some time to diagnose but the coil was burnt out, probably due to the dreaded p.o.. So what is the difference between a single speed wiper motor (found on TR2/3/early TR4s) and two speed motors found on later TR4/TR250/TR6s?

The wiring diagram below shows how Lucas turned a single speed motor into a 2 speed motor.



What Lucas did was drop the voltage across the field coil which increased the speed of the armature about 50% (counter intuitive right?). They did this by adding a resistance wire which was wrapped around the holder for the main field coil. Discussing the theory around this will take several pages and bore you to death. Just trust me it works and let's concentrate on the switches that make this work. Three wires come out of the motor (the case usually has a separate fourth running to ground for the park function). One is the 12V that provides power while the other two (fast and slow) go to a switch which connects them to ground. Fast is easy to understand – connect it to ground and the current runs through the coil and resistance wire running the motor at fast speed. The park function then also works at fast speed.

Slow is not so easy to understand. The obvious thing would be to open the Fast connection and close the Slow connection but this is WRONG. Why? If just the Slow connection is closed voltage will pass through the armature and the resistance wire to ground (instead of directly like in the Fast mode). Besides the motor not running, the current through the resistance wire will turn it into a tiny toaster and eventually burn out. When both switches are closed there will be NO current through the resistance wire and the motor will run just like a single speed motor.

So this is why a three position switch which first connects Fast to ground and then BOTH the Fast and Slow to ground is needed. This is also why the wires need to be correctly identified and correctly connected.

The two speed motors are rare and almost unobtainium so be careful with yours and double check both the operation of the switch and the identification of the wires when hooking up.

Post Mortem and More on the Dynamator

John Coutant

You may remember that I wrote a technical article for the March 2018 Marque on the Dynamator conversion for the TR2/3/4. To refresh your memory, a Dynamator (AccuSpark-UK) is an alternator in a body that looks identical to an original Lucas 39 dynamo (generator) which was original equipment on TR2-4. You can check the whole article out in the Marque Archives in the March 2018 issue:

www.miamivalleytriumphs.org/marque-archives

You may also remember that I got a mini-chicken as the alternator failed in North Carolina at TRA 2018 as documented in the July Marque. I had my wife FedEx the original generator and control box down to TRA and installed it for the trip back.

First of all, AccuSpark replaced the Dynamator for free without any questions and it appeared a week after I got back to Ohio. So while concerned it failed a big plus for AccuSpark standing behind its product.

They did not want the old unit back so I decided to see if it could be repaired and took it to J&N Electric here in Cincinnati. They took a look and even tried to obtain repair parts (which are not available) but could not repair it so they returned it at no cost. The reason they gave was a bad stator.

So what else to do but take the unit apart and see for myself what was up as I assumed a diode had blown due to overheating.

The photo below shows the disassembled alternator. The diode bridge and stator are one unit (hence the bad stator). I suppose you could unsolder everything, find the bad diode, and somehow press out the bad diode and press in a new one but I don't want to go down that rabbit hole since I have a replacement unit.



So what caused the unit to fail? Probably excessive heat as the trip down to NC was bloody hot both days and the engine was really working climbing into the mountains (just ask Roger). Was this just a fluke or a design issue with the unit? Do not know.

So will I put the Dynamator back in the TR3? Yes as I still think it is a good conversion but on the other hand I will carry the original generator as a spare on any long trips until I get back a little confidence in the unit's reliability.



MVT Cloth Patch - \$12.00



MVT Pin - \$5.00

The MVT Store: MVT Memorabilia

The Club has the following fantastic, wonderful memorabilia for sale. Show your colors in public, on your car or on you! Look at all we have:



MVT Enamel Car Badge - \$30.00



MVT Car Flag - \$5.00



MVT Window Sticker - \$1.00

All the memorabilia is available at each Club meeting upon request. Pls contact our MVT Memorabilia Manger, Harry Mague harrymague@aol.com.

Classifieds

Classified ads are free to MVT members and run month to month. We do not endorse anything in here, nor do we get any compensation in fees or royalties. As with the rest of life "buyer beware".

WANTED - TR3 Luggage Rack in as new condition (No drill , Hinge pin mounted type) Contact Chris at tryanity@gmail.com.



For Sale – 1975 TR6 – I am selling a TR6 for one of my customers. It's a 1975 and has several upgrades, such as SU carb swap. He is asking \$12,000 I have attached a couple pictures. If you could send out a blast to the membership I would

appreciate it. Thanks, Ron Redding - 5R Restorations, 33803 Pecan Hill Dr., Brookshire, TX 77423, 281-433-8533 cell, 281-346-2417 shop



For Sale – 1962 TR3B –TSF189L 90% restored to original condition – new chrome, new seats and interior. Undercarriage has been reconditioned with many new parts, new paint that is original color to car. New tires, top and many other items – too many to list. \$34,500. Contact David Johnson at frogpond27@yahoo.com





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And the ever popular audio dipstick. Choose from one of 37 sayings such as: “Want to buy me a quart of oil Sailor?” or “I can’t stand all this pressure!” or “My handle just fell off.”

2018 Put-in-Bay Road Races

Celebrating Sports Car Racing The Way It Was . . .



. . . And Still Can Be. Moving to New Dates (late September) for 2018!



The 2018 Put-in-Bay Road Races (Monday 9/24 - Thursday 9/27):

- **Low-key event** at Put-in-Bay on Ohio's South Bass Island, where sports cars raced in the '50s & '60s.
- Offers **Two days of racing (9/25 & 26)** for pre- '73 prod. cars up to 3.0L, sports racers up to 1.5L plus vintage Formula Vee, F-Jr and F-Ford and others (by application) on challenging airport circuit.
- 2018 event celebrates **60 years of Austin Healey Bugeye Sprites** and **70 years of Porsche**.
- **Entry options for racing- and non-racing vintage sports cars with registration opening in mid-January 2018. (NOTE: Entries are limited!)**
- **Plus...**Original course touring, social events, car show, rocker cover races, guest stories and...
- **More guaranteed enjoyment than any other vintage racing event (our entrants say)!**

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