

# Miami Valley Triumphs 1998 Happy Holidays Soiree

When: Saturday, December 5  
 Time: 5:30 pm - ?  
 Where: Ray and Mary Bolich  
 7201 Striker Road  
 Maineville, OH 45039  
 Phone: 513-677-0605



Bring: Please bring a covered dish, appetizer or a dessert (to serve 6-10)

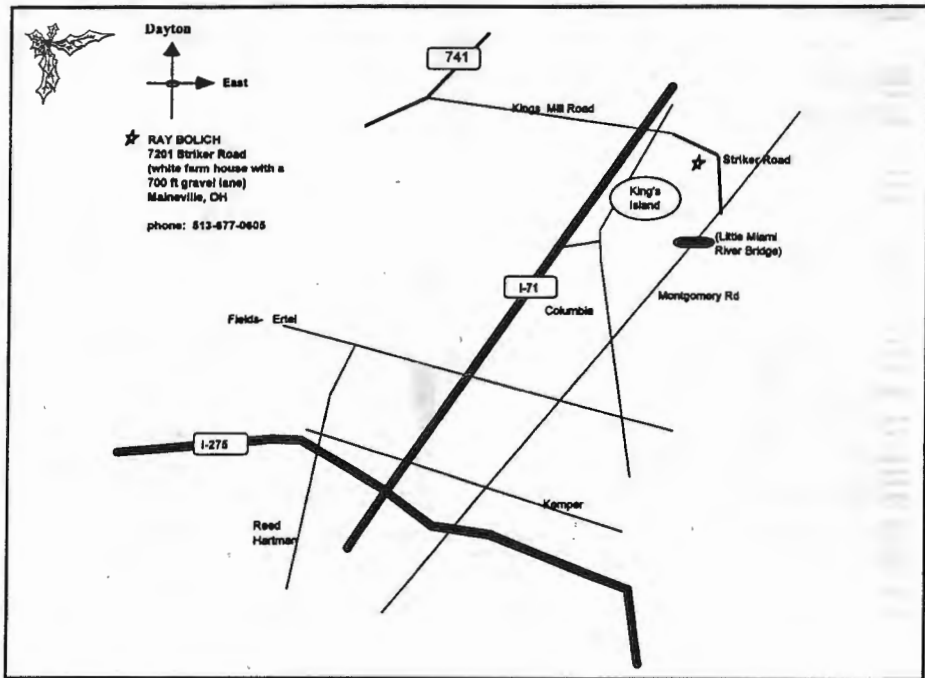
Please also bring a brown paper bag (grocery variety) filled with hidden treasures from the garage, pantry, closets for the infamous auction (silent bids are welcome, noisy bids are a given!). This is the auction where you bid on a bag sight unseen and the highest bidder gets the first peek. *You can bring more than one bag, but all we ask is that you leave our home with something...*

Bring your favorite holiday music, Frank and Ellis will bring their guitars and the piano will be in tune (please no jokes about Ray's singing...)

Club Provides: Ham, Turkey, rolls, condiments, wine, paper products, baby sitting service.

Prizes: There will be a 1st, 2nd and 3rd place prize for covered dishes and this year we'll also award in the dessert category (the most popular part of the event... or maybe second to the brown bag auction?)... and the winners get their name and recipes published in the Marque!

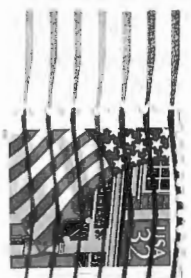
*Hope to see you there!  
 Ray and Mary*



November 1998  
 Tech Session at  
 The Clough's  
 "Bring What'cha Got"

45140-2120 27

Stan Seto  
 1754 Lindenhall Dr.  
 Loveland, OH 45140  
 Issue: Nov '98



check members ph

1754 LINDENHALL DR  
 LOVELAND OH 45140

# Marque

Miami Valley Triumphs

# The Marque

The **Marque** is the official publication of the **Miami Valley Triumphs Car Club**, P.O. Box 292824, Kettering, Ohio 45429. Views stated in the **Marque** are not necessarily those of the officers or members of the club. Technical data is provided for information only and no liability is assumed for suitability, applicability, or safety.

Miami Valley Triumphs is a registered chapter of the **Vintage Triumph Register** and a local center of **The Triumph Register of America**. Meetings are held the first Wednesday of the month at Poelking Lanes, Kingridge Drive, behind the Dayton Mall. Drinks, dinner triumph talk at 7:00 pm, general membership meeting at 8:00 pm. Anyone interested in Triumphs is most heartily invited.

## Officers

<b>President</b> Phil Daye (513) 423-8175	<b>Vice-President</b> Dan Stinson (937) 254-5955	<b>Secretary</b> Lorna Matteson- Ball (513) 746-5189	<b>Treasurer</b> Mary Stinson (937) 254-5955
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**Events**  
Kent Southard  
(937) 855-2017

**Membership**  
Mary and Ray Bolich  
(513) 677-0605

**Historian**  
Dan Stinson  
(937) 254-5955

## Committee Chairs

**Technical Committee**  
Dan Stinson  
(937) 254-5955

**Spares Committee**  
Ron Wynne  
(937) 837-6067

**Newsletter Editor**  
Norma & Stan Seto  
(513) 683-7974 (Phone or FAX)

## Miami Valley Triumph Web Site:

<http://www.celtic-gifts.com/MVtriumphs.html>

## From the Pres...

Thanks to Bruce for his leading the trip to Put In Bay. This was a nice ride to the northern part of Ohio. The leaves were farther along than this part of the state. The color was there. We met some nice folks from the Columbus area. I wish them luck in forming their new club!

There is a tech session coming up in November to be sponsored by Bruce. Let us have a good showing for this. I understand that this will be anything goes. I doubt that my Spitfire will be one of the items to be worked on. The rebuild of the rear end will probably take longer than one session. The time for this tech session will probably be announced in the **Marque** somewhere.

Award nominations should be accepted soon, so think about who you want to nominate for awards. There will also be nominations for officers coming up. Think about this also. You might want to nominate yourself for one of the upcoming positions.

Cold weather is upon us and I am sure you are thinking about winter storage. Some tips about this might come up at the tech session and at the next membership meeting.

Thanks to Mike for maintaining the MVT home page on the internet. This looks good and is very informative about MVT. There are also quite a few cars listed in the for sale section. Might be a good time to seek that other Triumph that you are thinking about.

See you at the next membership meeting!

Phil

# 1998 Indy British Motor Days

By Ian Cunningham

Indy British Motor Days was held on the weekend of September 25, 26 and 27 in Indianapolis. The event was jointly presented by seven Indiana British Car clubs, known as the Indiana British Car Union, along with the British Motorcycle riders of Indiana.

Friday evening at 7:30 was registration for the weekend, and a hospitality party in the Valvoline Suite at the second turn of the Indianapolis Motor Speedway. Saturday held a full day of tech sessions in the morning and rallying in the afternoon, with awards banquet and more hospitality partying in the evening. These activities were centered around the Brickyard Crossing Inn.

The Indy British Motor Days Car Show was held on a beautiful warm Sunday at Military Park in downtown Indianapolis, part of the White River State Park system, two blocks west of the State House.

This writer attended only the Sunday Car Show, so I started my day on the 27th by heading the LBC west from Brown County (Ohio of course) toward Cincinnati and Indiana at 7:30 in the morning. What a great way to start the day—60 degrees and a light jacket zipped up to my chin (top's been down since May), no Sunday morning traffic at that hour, and I soon had to tip the rear view mirror as the sun came up behind.

I-74 westbound is a long drive toward Indianapolis, 185 miles from home, but more than tolerable on this early morning. I could actually feel the sun on my back, and the passing traffic showed more interest in the LBC than commuter traffic usually does. I say 'passing traffic', because I blast along at 55 mph (3.9:1 ratio and itty bitty wheels), and most of the world is passing me by on the freeway. I'm slow enough to notice when folks pass and slow down a bit to crane their necks, then speed up again, and quickly go out of sight.

At the rest stop on I-74 I met an elderly man driving to the Indy car show from Butler County. He chose not to drive his TR-3 that distance—noise and wind buffeting bother him on long drives, and he won't drive with the top up! But he was going with his wife in the Pontiac so he could see other cars. We compared notes on how to find the show grounds at Indy.

I caught up with him at the show later in the day, and learned he was not affiliated with any car club. Gave him some particulars about MVT, and while conversing, I got the feeling he wished he had driven his TR-3.

At around eleven o'clock in downtown Indianapolis, I was able to pull into line behind several Jaguars who obviously knew where we were all headed, and followed them to the car show grounds at Military Park. On several other occasions also after a long drive, I have been able to just run into and follow local LBC's to the event location, not needing the sometimes unclear directions.

By this time my jacket had long been unzipped, but I hadn't enough elbow room to wiggle out of it, even with the seat belt unbuckled. While stopped in the line of LBC's waiting to enter the show grounds, I was overdressed and desperate to get it off, and all I could do was flap it. Now it was 85 hot sunny degrees and the cool morning drive was suddenly over.

Jaguar was the featured marque at the car show this year, with many fine examples displayed. But they and the Rileys were the only marques with classes broken down in the traditional manner.

The other marques were displayed in random classes, assigned to a half-dozen rows on the show field as they arrived, not in the usual manner of grouping by make and model. I had a Morgan on one side and a TR on the other. It made for interesting conversation, as if to force us away from our familiar car experiences, and to rub elbows with other car types. Not a bad idea. And with only a half-dozen or so classes, there were many awards in each class.

The random grouping of cars allowed the observer to view the sculptured body lines, interior appointments, colors, engineering—past and present, side by side. It's rumored that next year's Indy British Motor Days Car Show classes will be by color! Not a bad idea at all.

There were many vendors present, from the familiar Triple-C display and local vendors, all the way down to the informality of selling out of pickups full of doubtful miscellany. A great way to get parts near half-price, and to pick up previously ordered items, saving on shipping. Also, it's a good way to see examples of what you have been looking for, or to see odd stuff you never heard of but other car enthusiasts know all about. But be careful, some vendors seem more anxious to make a sale than to give valid guidance.

**Heads-Up!**

## **Announcing The Ohio Triumph Spring Tour II April 9-11, 1999**

Join us for an early Spring weekend of quaint shops, neat parks, good restaurants, nifty roads, and Triumph talk. This is a two day event taking us into the Kentucky and Ohio Hills. Friday night we're at the Governor's Lodge in Wavery OH. Saturday finds us at the Greenbo Lake State Park in KY. Lodging is limited (Greenbo only has 38 rooms) so *make reservations soon!* Bruce will be inviting ANY Triumph enthusiast in Ohio to join!

Friday Night Lodging

**Make by telling Bruce or Alice you're going.**

Saturday Night  
**1-800-325-0083**

More details will become available at the next Miami Valley Triumph COCTRA, and MOTOR meetings, or call **Bruce Clough or Alice Owen-Clough at (937) 376-9946.**

# **APT**



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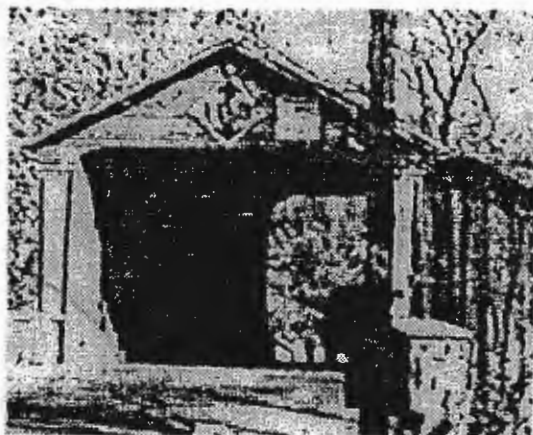
Advanced Performance Technology **800-278-3278**  
**909-686-0260 fax:686-2831 aptfast@msn.com**

## **New Triumph Club Forming**

A new club dedicated to serving all Triumph models is forming in the Mid-Ohio area. A planning meeting was held on October 24th in Columbus. We were invited to attend, so Alice, Bridgett, and myself showed up. It looks like the basis of a club has been established. Interim officers were appointed. This club is very interested in doing joint events with MVT, so I invited them along for the MVT Spring Fling (more about this later) and our Fall Tour next year to Kelly's Island. We look forward to seeing these Triumph enthusiasts at future events. Name—could be something like "Buckeye Triumphs" or "Mid-Ohio Triumph Owners Register (MOTOR). Stay tuned.

# Covered Bridge Tour

By Dan Stinson



Sunday, September 13 the club met at Tim Horton's Restaurant at I-75 and State Route to begin this year's Annual Covered Bridge Tour. This year, for a change, the weather was nice (no rain in sight). As Mary and I pulled into the parking lot of the restaurant we could see Ian and Kathleen Cunningham's Midget in the lot along with Frank and Diane's TR-3. By the time we were ready to leave, the lot was filled with Triumphs and other vehicles of various shapes and sizes.

We started out from Horton's at just past 9:30 a.m. heading for Brown County and the first of the bridges on our tour. Leading a group of six Triumphs, an MG and two other vehicles is great. Seeing that many sports cars in your rear view mirror is an awesome sight. The roads over which we traveled were fantastic, taking us through places that were very curvy, with a variety of hills and back roads. The five covered bridges and one iron bridge that we saw took us over a loop of just over one hundred miles and ended just outside of Ripley, Ohio.

We had dinner at the Cohearts River House Restaurant on Front Street in Ripley. From there the view overlooks the Ohio River. We had dessert two doors down in an old-fashioned soda shop. Spending time looking over the river town is a lot of fun. I could have spent more time in this rustic town. After looking around for a while we headed home.

If you missed the tour, I'm sorry about your luck. If you made it, I hope you had a good time. I sure did!



A little sick Thanksgiving humor...

How's this? sneered the jealous goose. How happens it you aren't the leading attraction at some Thanksgiving dinner?

The beautiful young turkey blushed and hung her head. Then she said softly—  
Nobody axed me.

# Basics of electrical schematics

By Pat McMullen

*Editor's Note: This article is reprinted from The Triumph Tribune, the newsletter from the Triumph Club of the Carolinas*

You have all seen them. And most of you have tried to understand them at one time or another. Before we can read an electrical schematic, we need to understand some of the symbols used in these electrical road maps. I'll define some of the symbols used in these electrical road maps. I'll define some of the symbols used in the TR-6 diagrams. I suspect that other makes and models will be similar.

How can we tell when two wires cross if they are connected or not? Two wires that cross and are not connected will look like one of these:



Two wires that cross and are connected by a common terminal or splice will look like this:



The common phrase heard most often around British cars is "It must be a bad ground." On the schematics, the ground symbol will look like this:

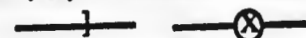


The schematic may show each wire having its own ground, but in reality there will be many wires attached to a common terminal or ground location. Most of the time the manufacturers will not show the ground locations. The grounds usually are blade connectors, but could also be studs with securing nuts. Keeping them clean to avoid hearing the common phrase.

Solderless connectors will appear like one of these:



The TR-6 has a primary harness and a secondary harness. The primary harness connects everything under the hood to everything under the dashboard. The secondary harness connects the primary harness to all of the electrical needs to the back of the car. This includes tail lamps, backup lamps, license plate lamps and fuel sending units, to name a few. The wires in the secondary harness are usually identified on the schematic by a symbol. On the TR-6, these two symbols are used:

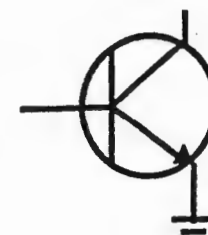


Here are some symbols usually seen around alternators.

The symbol on the left is a diode. Diodes act like check valves. They allow current to flow in the direction of the arrow but not back again. One use for diodes is to change alternating current into direct current.



The symbol on the right is a transistor. Think of them as solid state relays or switches. They are designed to deliver a specified voltage. Should the input become greater than the rated voltage, the transistor automatically diverts the overvoltage to ground. The overvoltage will follow the path with the arrow. A charging circuit using an alternator will require the above components.



For the most part, all of the symbols mentioned in this article are common to all Triumphs.

Most car manufacturers will color code their wires to help trace circuits. I say most because I know someone with a TVR that has all black wires! Color coding can be a big help when you're chasing a problem from one end of the car to the other. It is not practical to open the wiring harness, but if you start with a green and purple wire in the trunk and find it again under the dash it should be on the same circuit. Use a continuity checker to be sure.

The more you understand how and why a component works, the easier it will become to trouble shoot. Practice makes perfect, and Triumph owners get lots of practice! Before I short out, that's all I have from the non-fused area inside my head.

# Events, 1998



November 14	Tech Session at Clough's(See below)
December 5	MVT Christmas Soiree (See back page)
January 30	Super Bowl Party, Time and place to be announced
February	Girl's Day Out
March	Awards Banquet

## Out-of-town Events

## Prize Winners/Events

# Insuring Your Car

By Kent Southard

Stan has been asking for a series of articles about insurance, well finally we are getting started. One never knows where to begin since everyone has, in varying degrees, knowledge of the subject. It seems logical that since this is a car club that we confine the bulk of the discourse to auto insurance. In all likelihood, brushes with other types of insurance coverage will be inevitable.

Generally speaking, an auto policy can be divided into two parts (unlike Gaul). The first section encounter is **liability**. It is composed of **bodily injury liability**, providing protection if you are at fault in an accident and because of your negligence, someone else is injured. Next is **property damage liability**, protecting you in an "at fault" accident that damages someone else's property, their auto, their building, their fence, well, you get the picture. **Medical** payments will offer payment for medical expenses necessitated because of an auto related accident. This coverage travels with you in many instances even while a pedestrian. Thrown into this mix of "liability" insurance is **uninsured and under-insured motorist** bodily injury insurance. These are separate lines of insurance that offer protection to you when you are injured by a legally liable uninsured (one who does not carry the required basic limits of bodily injury liability insurance) motorist, (believe it or not, even though the State of Ohio mandates that every driver be insured, there are those that disregard this dictum, if you can imagine such an utter disregard... etc.) or, to continue with the original thought, injured by a legally liable insured motorist carrying lower limits of bodily injury insurance than you carry on your own policy. If you suffer injuries for which compensation would exceed the limits carried by the wrongdoer, you can sue and collect from your own insurance company through the under-insured motorist coverage provided by your policy.

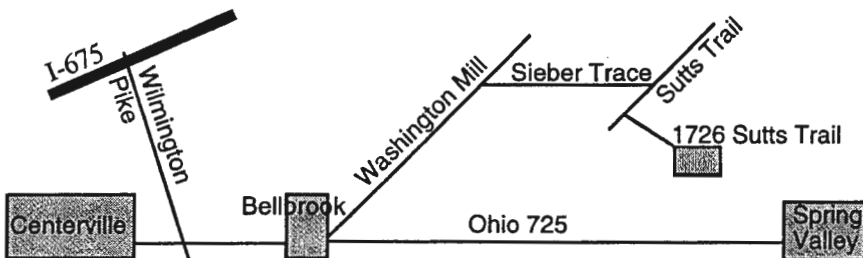
The second generally recognized portion of your policy is "**physical damage**". The principal function of this section is to provide protection for your auto, from damage done by comprehensive perils, usually defined as everything that is not collision. **Comprehensive** includes such diverse items as theft, storm damage, vandalism, glass breakage and especially important this time of year, collision with a bird or animal (read this as DEER). **Collision insurance** will repair your vehicle even if it is damaged by your being at fault in an accident, even if the occurrence involves no other motor vehicles, or if your auto is struck by a hit and run driver. Also included is **Towing and Rental Car coverage**. Towing will provide a set limit of protection for either a tow or repairs done at the scene of the disablement of your auto. Realizing the reliability of British autos, the small amount of premium may be money well spent, but be sure to put the coverage specifically on each auto you want to be protected by towing insurance. Rental reimbursement pays a predetermined (by the amount of premium you are willing to part with) limit for the rental of another auto while your auto is in the shop for repair of damage done by an insured peril.

The above is a brief description of an auto policy. The premium charged is affected by where you live, the age of your drivers, the driving record of the operators, the type of autos to be insured, the coverages selected and usually whether or not you have other policies with the same insurance carrier.

You're Invited To...

## A Tech Session Topic: Technical Pouporri

- Mark November 14th on your calendar 'cause Miami Valley Triumphs is hosting a Tech Session at the Clough Ranch!
- Topic? — We'll work on what you bring! No set topic!
- Bring work clothes, your car, and any problems we can solve on a Saturday afternoon!
- Time? Starts about 11 am, we'll work through lunch and order in pizza! We'll go until we're sick of looking at each other!
- RSVP to Bruce at 937-376-9946 by November 13th. Map below.



As can be imagined, the cost of liability insurance varies by the magnitude of the limits chosen to protect you and your assets. Greater limits will cost more but are recommended because of the additional protection provided. Ideally, one should carry limits high enough that an adverse settlement would be paid in its entirety by your insurance company, with nothing coming from one's own pocket. Occasionally, one loses sight of the value of higher limits, considering only the cost of the coverage and not the benefit to be derived.

Physical damage insurance is written with deductibles applying to payments made for damage repair. Deductibles give you a chance to participate in the claims process and as one can imagine, the greater one's participation, the lower the cost for the coverage. Usually, unless the value of the insured auto is substantial, the premium saved does not warrant use of high deductibles. It follows that if you are willing to assume a greater portion of the loss, a proportionately lower premium should be rewarded. Unfortunately, the percentage savings for really large deductibles (\$2000, \$5000 or \$10,000) is small unless applied against a very large premium for coverage.

*To be continued...*

## British Wire Explained

This is an excerpt from the Vintage Triumph Register's web page article Making or Repairing Wiring Harnesses by Dan Masters. VTR has links to many useful articles and sites.

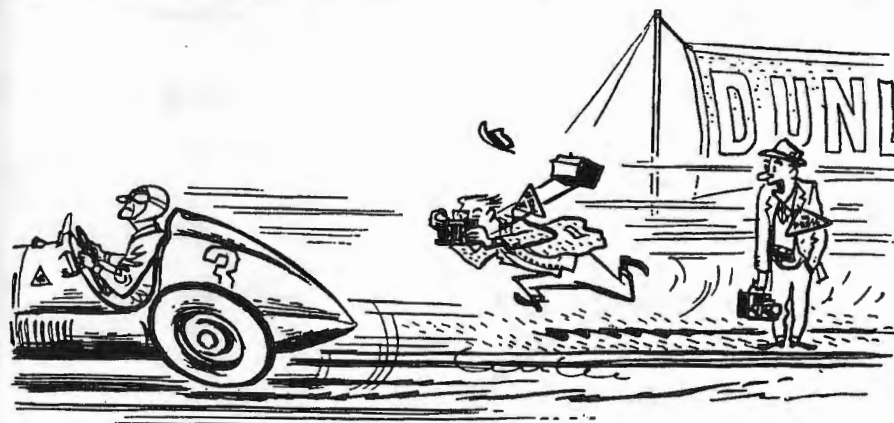
British wire, as used in Triumphs, MGs, etc., is not sized by gauge as in American wire. The size of British wire is stated as the number of individual strands of 0.30 mm copper used to make the wire. Available sizes are listed below, along with the maximum current rating of each size:

# of strands	current rating
9 strands	5.75 amps
14 strands	8.00 amps
28 strands	17.50 amps
44 strands	25.50 amps
65 strands	35.00 amps
84 strands	42.00 amps
120 strands	60.00 amps

A typical TR-6 will use the first 4 sizes, and either the 65 or the 84 strand wire, depending on the alternator rating (I think the later models with the larger alternators use the 84 strand—I haven't confirmed this. I know the earlier models use 65 strand).

## Minutes MVT MEMBERSHIP MEETING October 7, 1998 —Poelking Lanes South

- Secretary** Read minutes for September Meeting.
- Vice President** He was glad to be here and gave membership report for BCD.
- Treasurer** Gave new balance and shared information on incoming and outgoing expenses.
- Old Business** None
- New Business** Discussed ideas and improvements for BCD 1999.
- Events** Discussed the November Tech session at Bruce and Alice's. It was decided that the Christmas Soiree will be held at the Bolich's home again in beautiful Maineville, Ohio.
- Membership** 46 paid members/since September we have 4 new members!
- We wish to extend our deepest sympathy to Diane Ciboch on the loss of her father earlier this month. Know that our thoughts re with you and your family.
- Attendance  
October Mtg.** Phil and Carolyn Daye, Dan and Mary Stinson, Forrest Gwinn, Stan Seto, Kent Southard, Mara and Mike McKitrick, Bridgett and Bruce Clough, Lorna and Ellis Ball, Mary Fox and Bridgette, Roy Fox, Jim and Jodie Hardesty, Dick and Barb Wood



“—In case you didn't know, it's easier to swing the camera.”