

Events



January 6, 1998	BCCD Meeting Marion's Pizza, 7 pm
January 24, 1998	Super Bowl Party — The Clough's
February 14, 1998	Ladies Choice Weekend
March 14, 1998	MTV Awards Banquet, Manchester Inn, Middletown, Ohio
TBA	Covered Bridge Tour
August 8, 1998	British Car Days
TBA	Fall Foliage Tour
December 5, 1998	MVT Christmas Soiree

MVT Club Awards Banquet

Manchester Inn
Middletown, Ohio
March 14, 1998
Reception at 6 pm
Dinner at 7 pm
Awards at 8 pm

Cost \$20 per person/\$40 per couple

FOR SALE

1972 TR-6 Interior door pieces and trim, black with white trim. Includes panels and back section. Must see to appreciate — Best offer.

1971 or 1972 TR-6 Radiator. Don't know if it leaks or not. Best offer.

Call Ken Toliver • Monroe, OH • (513) 539-7443

January 1998

Marque
1754 LINDENHALL DR
LOVELAND OH 45140
Miami Valley Triumphanters

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

President Phil Daye (513) 423-8175	Vice-President Dan Stinson (937) 254-5955	Secretary Ellis Ball (513) 746-5189	Treasurer Mary Stinson (937) 254-5955
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)
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Miami Valley Triumph Web Site:

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

From the Pres...

If you weren't there you missed a good time! There was the Christmas party. Thanks to Mary and Ray for hosting this event again. We opened nominations for officers and awards for this year. The nominees are listed in this rag somewhere. Nominations will again be opened at the January meeting. Please be there to nominate your favorite. January event will be the Super Bowl Party. Bruce and Alice have opened their home to host this event. There should be something in this **Marque** about this event. Our Annual Awards Banquet will be held at the Manchester Inn in Middletown again this year. The board of directors would like to see a large turnout for this event. Please try to schedule this in your plans for the month of March. Award winners will be announced at that time. If you were a winner last year, please bring your trophy to the January meeting or no later than the February meeting. You may also deliver your award to any officer if you cannot come to a membership meeting. 97 has been a good year for MVT and I have been pleased to be your president. Let's look for a good 98. I hope your holidays have been nice and Carolyn and I wish you a Happy New Year!

See you in 98!

Phil

Low Mileage TR-6 For Sale to Good Home A Letter to Frank from Ellis Brenner



As a fellow member of the Vintage Triumph Registry, I am writing to you to inquire whether you or your members would have any interest in a very low mileage TR-6.

Currently, I am the second owner of a 1974 and a half, Triumph TR-6. This TR-6 has approximately 25,350 documented miles. This Triumph was purchased new locally in Palo Alto, California, just 25 miles south of San Francisco, in 1975, and has remained in the area since then. I have retained all documentation including the original invoice, the owner's and shop manuals, repair receipts, and sales brochures, etc. The car has always been garaged and covered so its original "code 73" maple brown finish and chrome are outstanding and the body is rust and collision free. This Triumph wears its original top. The wood dash, carpets, and interior are original and in excellent condition. And except for points and condensers, spark plugs, ignition wires, brake pads and shoes, gas and oil/oil filters, and a battery, the car is mechanically and completely original down to the original green water hoses.

This Triumph also comes equipped with overdrive and a factory hardtop finished in black to match the interior color. And though the car still sports its original Michelin redlines with many miles yet to go, I also have a new set of Michelin redlines and an assortment of spare parts including a spare set of original water hoses purchased many years ago by the original owner.

I am committed to finding a good home for my Triumph with a serious Triumph enthusiast before the end of the year, before considering auto brokers, the Internet, etc. Price, as with any transaction, is negotiable; within the 10.5K - 12.5K range. Should you or your membership have any interest, please call me at **650-341-5497**. See photos enclosed. Video may also be arranged. Happy Holidays and thank you for your time.

Ellis Brenner, 177 Bovet Road, Suite #600, San Mateo, CA 94402

1997 HOLIDAY SOIREE!

Held at Ray and Mary Fox Bolich's on the evening of 6 December, seems like it was at least a month ago! Good food and drink (the hot punch bowl was rarely full), and lots of fun trying to organize a "sing-a-long" of popular Christmas songs followed by the "Brown Bag" auction and awards for the most popular dishes at the buffet.

Mary and Ray are to be congratulated for putting on a festive, fun-filled evening. It all started around 6 in the evening with the buffet and enough variety for the most discerning epicurean. Eventually most drifted in the living room, prompted by our earnest president, who having held a brief executive session now wanted to complete the business meeting. Phil was not to be denied, and a business meeting was held, the minutes of which are elsewhere in the Marque.

The ladies (Mary and Alice) teased the crowd into a short sing-a-long of four or five songs, and then Bruce took over with the Brown Bag Auction. Working the crowd (and the bidding) like the master he is, some 26 brown bags with a wide range of assorted articles brought some \$82.00 to the club treasury.

The activity was followed by Mary awarding prizes for the three top dishes at the buffet as voted by the discerning epicureans. Third place was awarded to Lois Bigler, Spinach and Artichoke Dip, second place was won by Lorna Ball for a pizza casserole and first place by substantial margin was won by Norma Seto for her Showpeg corn salad. It ended as most parties do, couples drifting away into the night and the die-hard aficionados standing in the kitchen (near the ice and beer) arguing their technical points of interest as others tidy things up far, far, far into the night.

Stan Seto

We were asked to publish the prize-winning recipe in the Marque.

Shoe Peg Corn/Green Bean Salad

Bring to boil:

- 3/4 cup sugar
- 1/3 cup oil
- 1/2 cup vinegar
- 1 teaspoon salt
- 1/2 teaspoon pepper

Pour boiled liquid over:

- 1 can tiny peas
- 1 can shoepeg corn
- 1 can french style green beans
- 1/2 cup chopped celery
- 1/2 cup chopped green pepper
- 1/2 cup chopped onion
- 1 small jar chopped pimento

That's it! This is a great make ahead, take-to-a-party salad.

Minutes
MVT MEMBERSHIP MEETING
December 6, 1997 at Ray and Mary's Home

Officers reports waived for this month.

New Business:

Contact Wally Ellifritt if interested in a TR-3 with a 289 Engine.

Awards Banquet to be March 14, 1998 at Manchester Inn in Middletown.

Old Business:

BCD Meetings for 98 are to start in January. Ron Wynne to have date, time, and meeting place.

We can table the concern of being a not for profit or (non-profit) organization because our treasury is not that large.

Instead of buying radios for driving events, it was suggested that members with CB radios could use them.

We need to set 98 calendar of events at the January membership meeting.

Officer Nominations: Are as follows:

For President: Mary Fox Bolich, Ron Wynne, Phil Daye, Dan Stinson, and Bruce Clough

For Treasurer: Mary Stinson

For Secretary: Ellis Ball and Lorna Ball

Awards Nominations: Are as follows:

Keep it on the Road: Dan Stinson, and Chris Yanity

Press on Regardless: Phil Daye, Kent Southard, and Jim and Jodi Hardesty

Most Improved: Ron Wynne, and Stan Seto

Mark of Distinction: Phil Daye, Mary Fox Bolich, and Mary Stinson

Adjourned.

Tell it in The Marque!

Here's your chance to share technical information, events, cartoons, pictures, or simply tell your own personal stories about how you got hooked. Submit to:

Stan and Norma Seto

1754 Lindenhall Drive • Loveland, OH 45140 • (513) 683-7974 Phone or FAX

E-CHECK

Collector cars won't be exempt

Dayton Daily News, Sunday December 7, 1997

Submitted by John E. Clark

Having collector's license plates on their vehicles will no longer exempt motorist from mandatory emissions testing.

Since mid-November, the Ohio Environmental Protection Agency and the state Bureau of Motor Vehicles have been enforcing a provision of state law they previously had overlooked. The inadvertent omission allowed thousands of drivers to avoid E-Check tests.

"It wasn't so much a loophole in the law as it was an oversight in implementation," Harvey McCleskey, chief of the bureau's registration division, said Thursday.

The auto emissions testing law that went into effect in 1996 exempts a licensed collector's vehicle from ongoing E-Check testing.

However, the exemption is supposed to apply only after such a vehicle passes an initial E-Check test. The problem arose because the EPA and the BMV allowed cars receiving collector's plates to skip the test.

The number of motorist requesting collector's license plates statewide increased from 3,811 in 1995 to 11,089 in 1996 and to 11,211 through August 31, the *Akron Beacon Journal* reported Thursday.

That's nearly a 300 percent increase with 95 percent of the plates being requested by motorist in the 14 Ohio counties where the E-Check test is mandatory.

The test is required for motorists in Summit, Portage, Medina, Cuyahoga, Lake, Lorain, Geauga, Montgomery, Greene, Hamilton, Butler, Clark, Clermont and Warren counties.

McCleskey said the bureau noticed a problem when it had to hire temporary employees to keep up with the number of requests for collector's plates.

Collector cars now are being given the required E-Check test initially, and all vehicle owners in the 14 E-Check counties who received collector's plates for the first time after January 1, 1996, will be required to have their vehicles tested for emissions before they can renew their registrations.

A motorist can ask for collector's plates if a vehicle is worth at least \$100 and is "owned, operated, collected, preserved, restored, maintained or used essentially as a collector's item... but not as the owner's principal means of transportation," state law says.



Lucas: Prince of Darkness—(or Master of the Occult)

About four years ago, we bought a TR7. We had originally seen a TR8 at the National VTR convention in Boulder, Colorado and Diane fell in love with it. She finally got tired of waiting for me to find the "right" 8 at the "right price so we started looking for a TR7. Ron Wynne found a pretty nice one in Dayton for us, and we ended up buying it. We had minor body work and a repaint done and things were going along fairly well. Then, of course, it started to need the expected minor work. First, the temperature sensor died. It indicated the car was overheating (a deal knell for TR7's). I checked the system, found nothing wrong, and was getting anxious when the gage died completely. Put in a new sensor and promptly broke off the male spade trying to hook the wiring back up. Fortunately, Smyth's has a whole bunch of them in stock. After installing the sensor, things seemed to be going along pretty well, temperature stayed right in the middle of the gage. Then we started smelling gasoline and the mileage went noticeably downhill. So I replaced all the rubber tubing in the gas manifold. Still smelled gas. Replaced the fuel pump—seemed to be O.K. Then last spring after sitting out all winter and not being driven much, things got really weird. It started to overheat again—according to the gage; it would soar up to about 75% of the gage and then come back down. There didn't seem to be a pattern to it. It would overheat and then come back down at idle. If you didn't have to sit in traffic, it didn't overheat at all. Checked the system again—seemed to be O.K. Simultaneously, the car started to miss, spit, and backfire in reverse going up hill. That's right, on level ground or down hill it would go just fine. But go up hill backwards and it was sure to quit. Intermittently, the dash lights would not come on and the right headlight would sometimes not come on. Then one day, driving along, the brake failure light came on—this is serious. I thoroughly checked out the braking system and there was no apparent problem. Fluid level fine, pads fine, no leaks anywhere, and plenty of pedal. So here I was with a decaying car and a wife that can't drive her beloved purple wedge. I finally decided to tackle the whole shebang over the Thanksgiving Holiday. First, I decided to change the thermostat since that's pretty straight-forward and easy, even though the symptoms were not the classical symptoms of a failed thermostat. Of course, I've only had one other thermostat fail on me and the car heated up so quickly there was no doubt what was wrong. Anyway, I replaced the thermostat, added coolant, and took the German Shepherd for a 60 mile ride. Temp didn't get above the first mark—25% of the gage. Shepherd almost caused an accident by getting up on the parcel shelf and then not being able to get down. All things considered, I think he likes the TR3 better—he can get into the little back seat and stick his head out my side. But the car ran great. In the past week, I've been driving it to work and several unexplainable things have happened. The brake failure light does not come on anymore, the dash lights work, and by golly the car will go up hill in reverse. Turns out the high beam on the passenger side is burned out; but the low beams work just fine. Now I don't know how changing the thermostat could possibly have affected these other systems; but remember the temp sensor is electric and the wiring is British, so maybe an excess current draw might...?, or maybe the engine compartment was overheating causing the other problems, or it's a routine example of the Chaos theory. At any rate, the car is running well now (knock wood) so it looks like I won't have to sacrifice a virgin (where could I find one anyway?) to the Lucas God. But next time for this kind of trouble, I'll get an 8.

Frank Ciboch