

November 2006



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The Falls at Indian Mound

2 nd edition

- **MVT Officers**

President: Stan Seto, 513-683-7974

Vice President: Randy Wakefield,
937-637-4993

Secretary: Phil Daye, 937-423-8157

Treasurer: Carolyn Daye,
937-423-8157

Membership: Sue Bell, 937-890-1969

Events: Bruce Clough,
937-376-9946

Please send comments/suggestions
to:

news@miamivalleytriumphs.org
or to the P. O. Box.

Cutoff date for next month's Marque
is the 20th.

Obligatory Disclaimer

"The Marque" is the official publication of the Miami Valley Triumphs Car Club, P. O. Box 144, Bellbrook, OH 45305. Views stated in the "Marque" are not necessarily those of the officers or members of the club. Technical data is provided for information only and no liability is assumed for suitability, applicability, or safety. Miami Valley Triumphs is a registered chapter of the Vintage Triumph Register and a local center of the Triumph Register of America. Membership is \$20 yearly and is usually paid in May. Non-renewing members are deleted from the mailing list. Meetings are held the first Wednesday of the month at Fuddrucker's Restaurant on Kingsbridge Drive, behind the Dayton Mall, unless otherwise noted in the "Marque". General membership meetings are at 8:00 pm with informal dinner starting at 6:00 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.

The President's Comments, **November, '06**

October started with the Farm Tour, followed the very next weekend by the Fall Leaf Tour and on the Sunday after, the Farewell to Summer Picnic. The Farm Tour weather was great from start to finish, and we snuck an article into the October Marque to catch it. The Fall Leaf Tour started on the chilly side and warmed as the day went on. The Farewell to Summer picnic was in the 40's with a peek-a-boo sun, and the Bengals lost, bummer. We still have the Ted Schumacher trip to do, and a tech session at the Bell's to get Vic's TR3 running. Hope those who couldn't make the earlier runs get in on these last two events. Looks like Norma will not be planning a Fossil tour for November. Next year, maybe.

Start thinking about the club awards for 2006. We award four of them at the March '07 meeting. Also, start canvassing for candidate nominations at the November meeting. The awards are Marque of Distinction (a person who you think personifies the best qualities of the club), Keep It on the Road (The car owner who got his car out to events and drove it throughout the year), Press on Regardless (The car owner who overcame adversity during the driving season and completed events) and Most Improved (Car over the year).

There will also be Officer's elections in March, Vice President (if not Randy, who??), Membership Chairman (Sue Bell has told me she'd like to be replaced in this position) and Treasurer are all up for election. Think about nominating candidates in the November meeting (Yes, I know the By-laws say open nominations in the Dec. meeting, but I want to start sooner.) Think about good candidates for these positions: we need a club historian and someone to handle club memorabilia. Historian is someone who is willing to collect and file what we do and track the publications we get from other clubs, read them and pick out items of interest for our club. Dan Stinson was the last one to have this job. Secondly, we have club memorabilia, and we need someone to volunteer to take on the job of acquainting new members with it and reminding old members about it. Most of what we have is currently held by the Daye's. Looks like Chuck White may have a proposal for us for new windshield club stickers.

BCD? - It's going to be tough to equal or top 2006, but we're certainly going to work that as a goal.



The Fall Leaf Tour went very well, thank you. We gathered at Steak and Shake, Fairfield, on a crisp Saturday morning, Ran out to Indian Mound Reserve, walked around and took pictures of the mound site, and the local water fall, running vigorously due to recent rains, drove on to Apple Country Farm Market near Spring Valley, then further on to Fort Ancient State Park (where the real fun is coming in from the west and down into the canyon of the Little Miami River. Valley Vineyards was on the route and someone managed to break one of their (really expensive) wine glasses that they have for the cheese/wine tasting sampler. These glasses, of course, are imported from the famous Glass Barn in Reading, and rank right up there with diamonds if you're interested in buying any. We then honked over to Waynesville to visit Mara and Mike at the Celtic Isle's shop and from there repaired to Beef O'Grady's in Centerville for an early dinner, and where Dame Clough and the McKitrick's joined us. A nice little jaunt, but still a little early for leaves, the trees were clearly turning but few were in full Fall foliage.

The End of Summer Picnic, or as I call it, the Farewell to Summer picnic was a success even though it was 47 degrees and cloudy. Held in Eastwood Metro park, site of the BCD meet, all that was missing were the little orange flags stuck in the ground. I got there around 1 PM and the charcoal was hot and the burgers and round meat sticks were sizzlin'. We had about twenty club members attend, chips, salads,



beans of several types abounded and were hot, and there were even potatoes au gratin. Lorna brought cake with her mother's secret recipe frosting on it, Ellis brought fudge, there was apple pie and a sheet of brownies. A complete and delectable fare. No, no steaks, Bruce was traveling and didn't get a nose count for the Ball's in time. But, we were OK with what we had. After the food frenzy, Ellis broke out a modified corn hole game, store bought, all plastic with an upper board surface so slick, hardly any



bags stuck to it. The shortest 20 feet between boxes I ever saw. The sun came out and it warmed up to "coat off" temperatures. The teams played to eleven points, because just about the only way to score points was to hit the hole. In fact the very first game was only going to 4 points for the longest time, until Lorna and Lois

got the range and vanquished the Cloughs. When



the playing waned, the sun went behind the clouds again and the group started to pack out,



(the Bengals were up 7-zip, so probably it was a good time to decamp.)

Where were the rest of you??? It was a good time and lots of chatter around the firebox after the cooking was done, and we even found out how to get a Stag started....Read the manual so you get the timing right.....

See you at the November meeting.....

Thanks for listening, Stan Seto

The Vice President's Report

Not being one of my favorite months, its fine by me to say welcome Thanksgiving. I spent some nights watching the local footballers get the stuffings beaten from them. And a few other nights, I enjoyed the glow of the hanger with my son. He began a couple of overdue projects with me. We tore into the Mini. And as in restoring many little British cars, we experienced more than a few crumbles. I often wonder how an auto part can soften as if molded and then crumble in my hand instead of cleanly parting with the removal of fasteners. As the work progresses, I see an investment into door hinges will be necessary. The little Spitfire chassis is underway also. Here are a few pics of the chassis tear down. The bolts are not fighting with the exception of one brake caliper bolt. We hope to have a clean frame by Thanksgiving and a roller with engine by Christmas. Once football season passes, I always get an extra day to work. The schedule has been compressed after the recent car wreck. A nice but ditzy old man and his cell phone managed to run into the back of our new Mustang as we sat at a stop light. The body shops are impressed with the type of rigidity that the car showed under a 40mph impact. The rear quarter panels of the car have only one small crease under the stress of impact and the deck lid shuts tightly in place! The exhaust pipes were kinked and the sway bar broken. We hit the car in front of us hard enough to pop open her ash tray. The front of the Mustang has a small scratch. Wow am I blessed. Wayside body shop declined the pleasure of doing the \$3920 repair stating that they "don't do perfect work" and they did not want to deal with my displeasure. Interesting no? You might be able to relate to the time pit this has become. In the mean time, a kick and some polish removed some of the damage. At this rate, with Ohio State Patrol still not posting the report for my insurance company over a week later and unconfident body repairmen, I may not get to drive her until 2007. Grunt. That's life I guess. It only goes smooth for a while and then a challenge happens.

Back to the hanger then! I will spend my time anticipating the culmination of my efforts. Do you think that I will get that old TR6 ready for BCD this year? So many needy cars, so little time.



Minutes for October meeting

Meeting called to order at 7:30

President report:

Nomination are open for officers are open in November, VP, Membership and treasurer

Also award nominations are open in November, Marque of Distinction, Most Improved, Keep it

on the road. Pres. would like to see a person handle a position of club historian.

Also a custodian of memorabilia.

VP: glad to be here.

Membership: 40 paid members.

Treasurer: new fund from BCD makes the wallet fat.

Events: nothing planned for Nov. Holiday soiree Dec 2 at the Packard Museum more info to follow.

Old Business: Member ship needs Phone # and E-mail address .

Electronic voting will be new this year at voting time in March. More info will be given in the

November meeting.

New business: A club historian is needed for the club. This person could keep track of previous happenings and publish tidbits of information about the past activities of the club.

Custodian of Memorabilia: This person could keep items for sale to club members. A

jacket with a club logo was presented.

People are looking into other items for presentation to the club.

Split the pot won by Stan Seto.

Meeting adjourned.

Worth A Look, a web find by Bruce.

Simply put this is one of the finest show quality TR-3's on the planet. Not only is it a National Concours de-elegance Best of Show winner, it is DOCUMENTED by British Heritage Sports Car as being one of the rare ones from the much sought after final batch of TR3's built. These were designated as the TCF series and were only briefly available along side the newly introduced TR4s. The last and the best of the TR3's and unique in that the TCF cars were the only ones built with the larger and more powerful 2.2 liter 2138cc TR4 motor, TR4 full synchro tranny and TR4 larger DISC brakes. Described by TR authorities as the best of the breed and the one to have. Shipped new in May

of 1962 to the state of Texas and in that dry climate for 44 years. This is, and always has been a rust free car. Subject of a professional total nut-and-bolt frame off concurs restoration and simply stunning with documented show history at the national and regional level. Best of all it is a strong running car with a super sweet OVERDRIVE that gives it 7 forward gears and allows all day effortless cruising at 70mph. It is truly a blast to drive. Although it has been driven for pleasure it has been maintained as a show car and is still capable of a Vintage Triumph Register Gold Certificate of Excellence Score in a National event. I can e-mail you a digital photo album with 65 high resolution photos including the undercarriage which is mirror quality perfect. Equipped with Stainless exhaust and dressed up under the hood with a very rare factory vintage valve cover as well as polished manifold and carbs. Original unpolished manifold and carbs as well as stock valve cover are included with the car. Also included is the rare factory tool kit, side curtains, top, boot and trophy history. Seasoned collectors and investors will know the difference between this car and lesser cars. A rare opportunity to own a very special TR3B that is fine enough to be in any ones collection .
Michael Chance 817-992-7991

<http://www.fototime.com/inv/39D1C4616277FC1>



October. 2006. Orders are now being taken. Frames are designed using factory original frames and dimensional schematics as guides. Using 11 gauge 3X3 box steel and gussetting at known weak points, these will be the most rigid frames on the market. Suspension performance upgrades such as coil over shocks and matched sway bar sets are available for the TR250/4A/5/6 are available now, and will be available for the earlier frames later this fall. Due to improved stiffness, these frames are slightly heavier than the originals by 35 pounds. Frames can be custom built and painted as the customer desires. Visit the web site at www.rat-co.com, or call at 631-205-2426. Ratco Corp., 7 Old Dock Road, Yaphank, New York, 11980

Electronic Ballot Proposal

From Vice _President Randy, In keeping with the nuances of the day, we propose the inclusion of web based voting ballots to be made available to interested parties who may not be in attendance at the club meetings where votes are cast.

Current language is as follows: 5.2 Election -
".....Election will be by simple majority of votes cast at the end of the regular membership meeting in March. Voting will be by paper ballot. Absentee ballots must be signed by the member in good standing....."

Our proposed amendment would be:

".....Election will be by simple majority of votes cast by one of two means. Either electronic ballot obtained from the secured Miami Valley Triumph web site, or by paper ballot cast at the end of the regular membership meeting in March. Absentee ballots..... Web based ballots will be provided to the club membership at the same time that the printed edition of the Marque ballot is made available. This will be prior to the regular March meeting."

Web based ballots are to mailed electronically or by regular federal mail to the club secretary for compilation.

This change in the by-laws will be voted upon by the club. Send comments to the office of the President if this bears any re-wording.

RW

Ebay- What a Wonderful Place!

You can sell anything on ebay. Anything. That was the premise that I went in on for selling the TR8 parts. Sure, I sold some things local, such as the fuel tank and the wheels, and Doug Jensen from Northern Kentucky picked up a whole lot of left-over parts for \$2 (he felt guilty about taking them for free), but in general I wanted to try and put as much of the shippable stuff as I could up for auction. Oh, the brother of one ebay buyer lived in Bellbrook, so he picked up another needed part without an auction and I delivered it. Sweet.

I started right away with some of the loose parts that came with the car, such as the carbs on the manifold. When this engine roars to life it will either have a 4-barrel carb on it, or a FI system, not the Strombergs, so off they went to ebay the first day. That also included the stone grey new convertible top (I tried, it did not match Inca!), and several other items.

I put the items up as I removed them. Some I knew would go for a mere pittance, others, such as the air conditioning and power steering, would go for big bucks. As I said before, the goal was to cover the cost of the car, not make a profit. Other folks have chosen to derive their living from selling TR parts, and we all are glad they enjoy it. I don't really enjoy selling parts due to the hassle of cleaning, boxing, and selling, but in this case I was morbidly curious as to what I could sell!



Some of the boxes packed and ready to ship

Boxes and packing materials became an issue. I went through the Dayton British Car Day boxes fairly quickly and I needed to do dumpster

diving at work as well as have Alice bring home a few from school. I also had a huge bag of packing peanuts as well as boxes filled with packing material. I used all that up and found myself begging for used ones and going to Staples to buy bags of them. Moral of the story – if you planning on doing this fill your basement with packing peanuts.

Everything I've put up on ebay has sold to date, and I still have a few more auctions going on. My philosophy is that they go for what they are worth since, for all intents and purposes, you have an big customer base that you can assume that knows worthy and have needs. I never put a reserve on an auction, and my starting price is \$0.01. It will sell for what it's worth and I ask for shipping costs extra so I'm not out that money. Here is the current balance on the TR8:

TR8 Cost Track

Cost

TR8	500
Towing	68.19
Body Disposal	45
Total Cost	613.19

Profit

Soft Top	232.5
Wheels	100
Carbs	76.55
Interior Plastic	13.1
Air Cleaner Sys	100.99
Air Injector Sys	66
Gas Tank	25
Emissions Control Canisters	26.88
Radiator Hoses	14.5
Windscreen Trim	15
Windscreen Washer	0.55
Lights	46
Hood Release	22.72
Luggage Rack	27.5
Wiring Harness	71.01
Instrument Cluster	91
A/C T-Stats	51
A/C System	154.12
Power Steering	430.51
Radiator Fans	47
Alternator	16.01
Steering Wheel	13.06

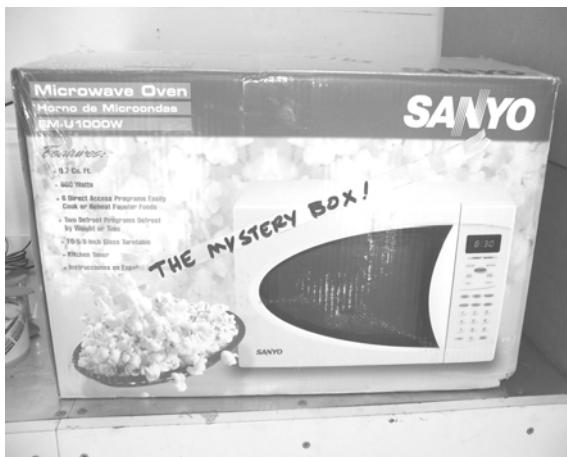
Box-O-Parts	37
Foot Pedals	18.49
Mystery Box	20.5
Headlights	0.01
Front Struts	TBD
Trunk Lid	TBD
Total Profit	1717

Gain(Loss) 1103.8

As you can see I've made a profit on the car, at least on this paper. If you take into account my man-hour costs at my normal rate, then subtract out the worth of loosing sleep, but add in the pleasure of seeing what-will-go-for-what, I broke even – and I have a few more things to auction yet!. And as Kenny Rogers says, that's about all you can do...

I also tried another experiment. I put in a bunch of humor in the ads. Knowing the types of folks that look for TR parts on ebay, I thought that a little humor would make them more likely to look at my other ongoing auctions. I don't know that it worked, but I did get the same person winning multiple auctions as well as a lot of positive feedback on the humor – plus it made it fun to write!

Speaking of experiments, I put a bunch of the left-over stuff, mostly body brackets and nuts/bolts into a box, labeled it "the Mystery Box" and auctioned that off also. Yep, it sold also. I love ebay!



The Mystery Box

At this point I still have the front struts and trunk lid to sell. The struts are almost apart (need to take of the lower suspension arm off the struts) and the trunk lid is just sitting there

waiting for a box. This leaves me with the seats – two un-matching TR7 passenger seats. I tried to talk Doug Jensen into taking them, he thought about it, but then didn't. I might put them on a wagon for dragging the kids around in, or maybe I make interesting furniture for the music room? Naw, Alice would shoot me, and she would have probable cause! Hang loose for more If worse comes to .

The Email Trail

Caliper Rebuilding – Getting Old Pistons Out

This was written for Stags, but works with any Triumph:

Calipers can be rebuilt. You shouldn't separate the two halves, but it is not disastrous to do so, as some manuals say. On most calipers, the bearing surface is on the piston and not the caliper itself. This means that even a somewhat pitted caliper is not significant. If I recall, when I rebuilt my calipers, that is the way the Stag calipers work. To do a good job, therefore, replace the pistons as well as the seals when you rebuild. Stainless steel ones are good if you can find them. I found a Dremel tool with a right angle drive and a shortened wire brush to be good for cleaning out the bores of the caliper without having to take the halves apart. It is sometimes hard to remove the pistons. The technique involves holding one in place with a clamp while using compressed air to push out the other. Then you remove the seals from the one that is out, replace it and clamp it in place and use compressed air to remove the second one. The first one should now be removable by hand.

Okay, So How About Funky Paint Colors?

From: "David M. Petika" <spook@dtccom.net>

To: <tr8@mercury.lcs.mit.edu>

Subject: Fw: [Wedge] 1981 Silverleaf Paint

Date: Saturday, October 18, 2003 3:57 PM

Go to PPG site

<http://www.ppgcarpaint.com/colors2.php> Every color for every TR7/8 is listed. Might take a little looking mine is a 1980 with Midis Gold but the web site said it is a 1979 color. I think PPG is just about everywhere.

Dave

-----Original Message-----

From: ROVER827@aol.com
Date: Saturday, October 18, 2003 12:53:33
To: tr8@mercury.lcs.mit.edu
Subject: [Wedge] 1981 Silverleaf Paint
Listers:

My latest TR7, a silver 1981 convertible is in the body shop for a new paint job. It is the Silverleaf colour, code MME. Has anyone had any success matching up that paint? It isn't listed in any of the big paint suppliers catalogs. Those '81 colors are kind of funky.

If anyone has a source for Silverleaf, please let me know.

Thanks,
Richard Truett

Hey Bud – You Car Got Exhaust Pops? Read On!

From: "Dave Massey"
<105671.471@compuserve.com>
To: "Joe Huser" <jhuser@cnbt.com>
Cc: "TR8 List (E-mail)"
<tr8@mercury.lcs.mit.edu>
Subject: [Wedge] Exhaust Pops
Date: Thursday, October 16, 2003 7:18 PM
Message text written by Joe Huser

>The symptom is that I get a pop (similar to a backfire) which sounds like it comes from within the muffler if I shift quickly from gear to gear. If I let off the gas slowly then shift, I don't get the pops. It's worse when the engine is warm but not at full operation temp. but never completely goes away. What's the best way to isolate what's causing it? Who are the potential culprits - EGR valve, Air injector, decel' valves, carb mixture, timing?

Reply:

Joe, the theory I once read is that when the throttle closes at high engine speeds the manifold vacuum reaches a point where the flame front in the cylinder is not hot enough to sustain combustion and you get a lot of unburned fuel in the exhaust. When you combine this with a hot catalyst and lots of fresh air from the air injection system the fuel will spontaneously combust in the converter causing the popping you hear. In severe conditions your catalyst substrate can be damaged. When I bought my TR8 had the decel valves (which are incorporated into the throttle plates) soldered shut and consequently I had to buy replacement catalysts. I have swapped out my carbs and now have working decel' valves but I still have the popping. It's not as bad as before but it is still annoying.

Some auto manufacturers, back in the 70's, included diverter valves that would divert the air from the pump momentarily when the throttle was suddenly shut. This was to deprive the system of the excess air under these circumstances and thus avoided the dreaded popping. Other techniques employed a dashpot that would hold the throttle open a moment when the drive lets off the gas. Triumph decided to use neither of these and I assume they were relying on the decel valve to minimize the problem. I think there is room for improvement and I am working on a diverter valve that I salvaged out of a wrecking yard.

The readers digest version: the car don't like to not run.

Cheers
Dave:

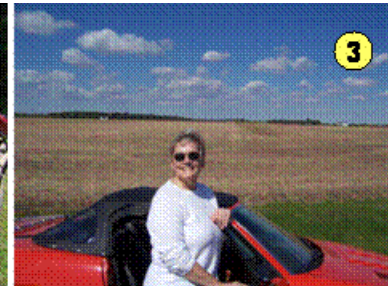
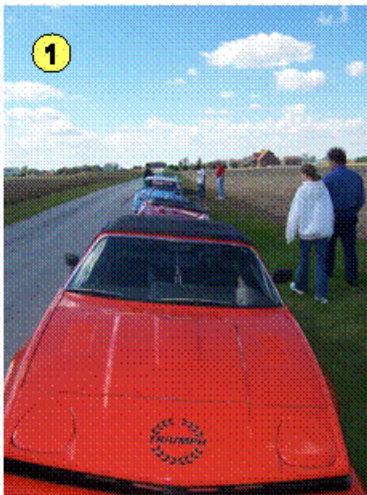
Wedges Rule
BRUCE



Farm Tour by Bruce

A few photos I took of the Farm Tour today - thanks to those who turned out. A good time was had by all on a wonderful day to drive. My notes on the pictures: 1. Wonderful day to drive, probably the best since Spring - the guy at the Llama farm wanted to trade llamas for cars - nobody took him up on it! 2. Getting ready at the start. Stan shows us his butt. Not shown was the steady stream of folks to the porta-potty, not Duncan trying to beat on the porta-potty with a stick. 3. Greene Acres! Not sure this is one of the Gabore (spelling?) sisters. Could it have been "Blah-Blah", or was that "Buzz-Buzz"? Quick - turn on Nick at Nite... 4. Lorna and Carol in a lockdown in the air conditioned SUV at the pig farm. They wouldn't come out! Yes, it smelled like country, but it's the country, durn-gun it! Hey, I even ate food in the pig barn - didn't smell any

worse than the food I cook - ask the kids... 5. Baby llama overcome by the smell of the country. 6. Stan takes a picture of a barn animal, or maybe the farmer's daughter, while Lois is trying to toss Duncan to the chickens. 7. Lunch - or what could pass for it - was at the Breezy Acres Apple Farm. Not shown in this picture was the fudge... See everyone next week (Saturday) for the fall foliage tour. More info coming out real soon, or make sure you come to the meeting Wednesday! See you there - Bruce



**MVT Hits
The Greene
County
Farm Tour**



Farewell to Summer Picnic

As alluded to in the Presidents Comments. A fine day for an outing indeed.



Top Rt- Not Steak?
Top Left- Lorna makes a point.
Above- Talking around the bounty
Above right-Marlene gets comfy
Right- A Rogues Gallery



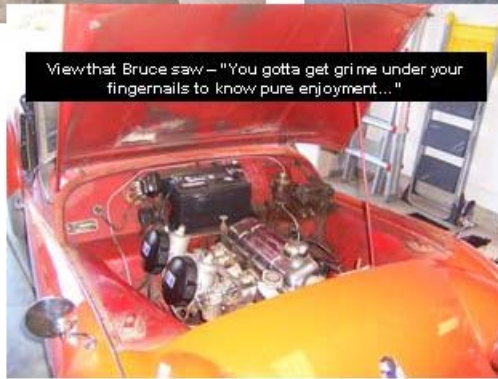
Tech Session At The Bell's – Synopsis – Sparsely attended, food was excellent, got the car running!



Vic & Ellis watch Bruce work – "He works fast, and cheap!"



Vic's car – yep, it ran and stopped!



View that Bruce saw – "You gotta get gri me under your fingernails to know pure enjoyment..."

