

Events



December 6, 1997

1997 HOLIDAY SOIREE!

Nominations - 1997

Offices: President
Treasurer
Secretary

Awards:

<u>Award Title</u>	<u>Honors, roughly</u>
Marque of Distinction	Demonstrates Ideals of MVT
Keep It On The Road	Drives TR all year Round
Press on Regardless	Works through car problems on the road and in events.
Most Improved	Car, That is!

Award trophies currently with members to be returned by February meeting so they can be presented to 1998 recipients.

The Non-Profit Organization:

Registered with the state, can keep in its Treasury approximately 2/3rds (67%) of what it takes to operate.

A Editorial Note: The club might want to consider donations to worthy charities, in December, such as "Toys for Tots" or "Neediest Kids of All". Another area in which monies might be dispersed is gift certificats from places like Moss Motors or TRF to our annual award winners.

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

December 1997

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

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
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Events Kent Southard (937) 855-2017	Membership Mary and Ray Bolich (513) 677-0605	Historian Dan Stinson (937) 254-5955
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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...

Don't forget the Annual Christmas Party (Holiday Soiree) which will double as the December meeting, at the Bolich's, and bring a covered dish and brown bag for auction. December is also the month to get in nominations for club officers, three positions are open, and for our club awards, listed elsewhere. The editor of the **Marque** is still looking for reports on club events and tech sessions. Many have volunteered, few have followed through. Winter is upon us, December is usually cool and dry, a good time to vacuum out the debris of spring and summer, tighten up all the loose screws (and the nut at the wheel), replace burned out bulbs and clean the battery. January around here is the cold, wet month. Just leave the car in the garage, covered up and look ahead to Spring. To get your mind off all this futuristic stuff, party, party, party...

as told to Stan, by **Phil**

Triumphs of Nostalgia

GTriumph Gloria Vitesse & Renown:
Cotswolds/Cheltenham



On a visit to the Cotswolds I met Bryan Barton. Just after the war he owned a Triumph Gloria Vitesse and really loved it. Eventually that Gloria had to go—but in 1970 he bought another: DDH 604—a 1935 Gloria Vitesse, white with a retrimmed blue interior. It was last taxed in 1981 and had stood in a barn ever since.

When Derek Whitestone of Cheltenham was a student he saw a new Triumph Renown daily, and would caress the razor edges of. In 1983 he had the opportunity to buy his own—JFA 467, with only 28,000 miles recorded—from an elderly couple in the Forest of Dean. Ill health has prevented Derek from restoring it but he hopes that his son Peter will be able to tackle it soon.



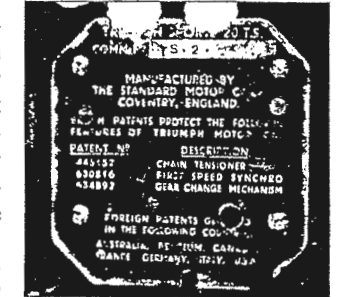
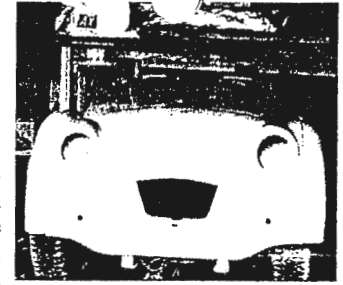
Register's Landmark TR

TR Register, Didcot,
tel 01235 818866

AN HISTORIC TR2 HAS BEEN donated to the TR Register and is now at the Club office in Didcot, Oxfordshire. Commission number TS2 (above) was the first right-hand-drive production Triumph TR, marking the beginning of a long and highly successful family.

Sent to the Dublin Motor Show in 1953, TS2 was later sold to Dr. Brendan O'Hara who raced and rallied the car for over ten years; the Register would very much like to hear of him now to get more details. It was acquired in 1976 by Keith Read, former Motoring Correspondent at the *Coventry Evening Telegraph*, and it is he who has generously donated the car to the TR Register.

It is currently in a dismantled, part-restored state and will be carefully and meticulously brought back to its original specification over the next few years. For this, original aluminum bonnet, spare wheel door and 'double' thermostat housing are urgently needed: any offers?



Restorer Chickens Out

1960 Triumph TR3A: Norfolk

John Simmons of Norfolk had a letter published in *TR Action*, the magazine of the TR Register, appealing for information on a 1960 Triumph TR3A he had bought. This car had been left in a disused chicken house near Worthing in Sussex. A previous owner—perhaps many years ago—had taken the engine and gearbox out and started a body rebuild. The work had not been completed and the car was abandoned. No V5 document came with it when John bought it; no registration number is known, but it had a commission number of TS81623. Bill Piggott of the TR Register believes that it was sold CKD (completely knocked-down). BMIH Trust tells John that it was sent to Standard Triumph in Dublin for completion. On the Triumph's offside front inner wing top is a mystery number: 7985. Can any readers help?



1997 HOLIDAY SOIREE!

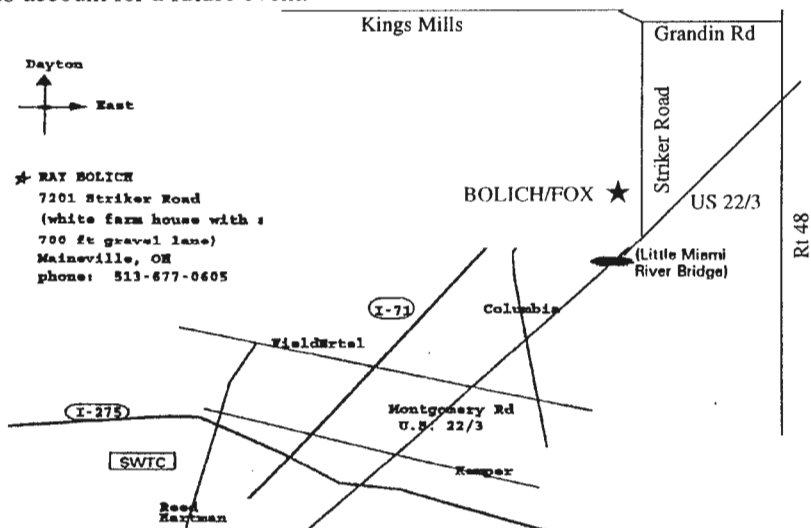
Who: Miami Valley Triumph members and family

Where: Ray Bolich and Mary Fox residence: 7201 Striker Road (see map below), 513-677-0605 (look for peppermint canes on the roadside fence leading down a 700 foot lane to the house.)

When: Saturday, December 6, from 6 pm until ?

What: Bring a special tantalizing dish (food that is!) and something for the "Brown Bag Auction" (read on for more)

For those of you who may be new to the club, rummage through the closets, car seats, garage and put together a brown bag (grocery store varieties are the favorite) and load it with anything you think someone else would want (or NOT!) to get for the Holidays. You can bring more than one. There are usually "Special" ones that have "worthwhile" things (not TIES!) such as cash and wine! We all gather around the non-denominational tree (with ornaments) and the bags are auctioned (encore performance from 1995's auctioneer—Bruce Clough? (clap, clap, whistle, yeah!) one by one. All who have cash (and those whom Mary Stinson knows is good for the money) can bid on any bag (no peeking, but "holding" is OK... Check it out with the spouse or SO before doing this). This is truly a once a year event with more surprises than a truckload of Cracker Jack Boxes. All the proceeds go to the MVT Club account for a future event.



Monthly Meeting Place—Criteria

Large enough for current attending membership 25-30
Good food at a reasonable cost • Outside noise level—low
Cost: Double digit • Easily located on the south side of Dayton

Minutes MVT MEMBERSHIP MEETING November 6, 1997—Poelking Lanes South

Treasure: Treasurers Report given and approved.

Vice President: Always glad to be here. Last two events for the people that could not make, were very nice—maybe a little damp on the one, but still nice. Also he asks more members to attend upcoming events if at all possible.

Membership: Absent but it is reported we have one new member, and one renewed member.

Secretary: Read Minutes from October Membership Meeting.

Events: The Holiday Soiree is to be held at Ray and Mary Bolich's home, December 6, starting at 6 pm and ending when the food runs out. Bring a covered dish and a brown bag of goodies for the auction. Also the Board Meeting as well as the membership Meeting will take place at the party and will include nominations for club offices of president, secretary, and treasurer as well as nominations for 1997 awards. A map is in the November Marque.

New Business: John Clark had a copy of British Car Magazine which featured him showing an article about our BCD including a picture of Best of Show.

Old Business: We tabled discussion on the purchase of radios for driving events until we get more prices and information.

50-50 Draw of \$9.50 was won by Stan Seto.

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

Independent Rear Suspension on TR4A-IRS, TR-5/250 and TR-6

Now for something of interest to owners of big chassis TRs with IRS problems; no, I'm not referring to tax troubles, rather the Independent Rear Suspension as found on TR-4A-IRS, TR-5/250, and TR-6. Sooner or later, the clicking and clunking of worn U-joints on your rear axles (half-shafts) will reach a crescendo that cannot be ignored; or, the dull grinding of a dry, dying rear wheel bearing, confirmed by the ability to shake more than 'just a wee bit' of slop in a jacked-up rear wheel, and/or an annoying vibration or shimmy that seems to come from behind your seat, will mean that it is time to pull out a rear hub and half-shaft assembly for repairs. There are, of course, other reasons for odd, vibrating noises to be coming from your rear end... the car's, I mean... and I'm not addressing the other possibilities here, such as drive (prop) shafts, or broken right front DIFF mounts, bent or out-of-balance wheels, etc. (Note: While most of us can probably handle replacing U-joints, the bearings in the IRS hub, unlike the front bearings, are definitely not to be attempted by the average home mechanic; read the manuals (Bentley, Haynes, Six-tech) before even thinking that you could do it in a couple of hours—also note the high core value of worn-out hubs in the parts catalogs, which surely reflects the number of hubs destroyed by the above-mentioned average home mechanics! Most of us should bite the bullet and go the core-exchange route).

Rather than commenting on the U-joint or hub or other reasons that you decide to pull the hub/half-shaft assembly, my point is to alert you to something else you are very likely to find—stripped threads in one or more of the 6 studs that hold the hub to the swing-arm. It will be immediately obvious to even the casual observer, *ahem*, that the swing-arm is a large, complex hunk of cast aluminum. The six studs are, of course, steel, and after at least 20 years together, are most likely galled badly enough that the aluminum strips out. You may find a repair from a previous owner; a helicoil or a keensert or an oversized stud. I did not know about the latter two as options, but learned of them from the Triumph E-mail list. triumphs@utox.team.net, from other TR owners who had made these repairs. To me, the oversized stud sounds simplest, (the over-size end goes into the swingarm, the other end gets the stock NY locknut) and since they all involve drilling and re-tapping the aluminum, they will take some time and care to do right. I have pulled the hubs from 4 cars myself, and they all had at least one stripped hole.

This past summer's VTR convention in Texas had an auto-cross event in which a car lost its wheel-hub-outer-half-shaft while on the track, due to stripping of these studs! No one was hurt, but the loose wheel etc. hit and slightly damaged a parked car, and of course the car that lost it, a TR-250 known as the yellow bullet, suffered worst. From what I've read, this car is quite a bit more powerful than 'stock', but it also points out that these hub studs may be a weak link in your drive train, especially if you don't know that all 12 of them are sound and secure. See manuals for torque specs, thread sizes, etc... use anti-seize compound on clean threads when re-installing, to help prevent this problem.

—Tom Tweed

P.S. Membership info—TR-250 was sold a year ago, do not have a (complete) car at this time. Phone # 698-5015 (339-9674 is from Troy address 3 years ago)

WARNING: Illegal Triumph Parts Harvesting Scam...

Please send this to as many other Triumph enthusiasts as you can. This is a dangerous and costly scam that is being spread nationwide. It just happened to me this weekend. Here's what happened:

I went to a bar Friday night and as I sat there innocently drinking my beer, a friendly gentleman began talking to me, and naturally the subject of sports cars came up. Well, he must have spiked my drink, because 8 hours later I woke up at the wheel of my TR. The car had been placed in a vat of Castrol LMA brake fluid. I called 911 on my cell phone, and the operator asked me to reach under the dash and see if there was a tube entering the car in the vicinity of the brake master cylinder. I did, and I found a tube, with brake fluid gushing out of it. The operator assured me that everything would be fine, but that my entire brake system had been illegally harvested for sale on the Triumph parts black market. (Also, since the car was submerged in brake fluid, all the paint would be removed.) Got a phone call from Hugh Downs (of 20/20) last night, and I'm making an appearance on the show in six weeks when they do an expose' on this whole scam.

The people behind this scam, it is said, are the same one responsible for that e-mail virus that attaches itself to your computer and causes it to leak oil! If you had not heard of this troublesome virus, just don't open any e-mail that has anything to do with Triumph anything. Any message concerning Triumph sports cars could contain the dastardly virus. Especially, do NOT open any e-mail messages with the subject line that reads, "LOOK UNDER CAR AFTER STARTING." This e-mail message causes the electricals in your computer to instantly turn into LUCAS products and start sparking and smoking, after which nothing will work anymore!

Just thought you all should know! Hold on to those brake parts!

