

# Marque

Miami Valley Triumphs

1754 LINDENHALL DR  
LOVELAND OH 45140

August 1997

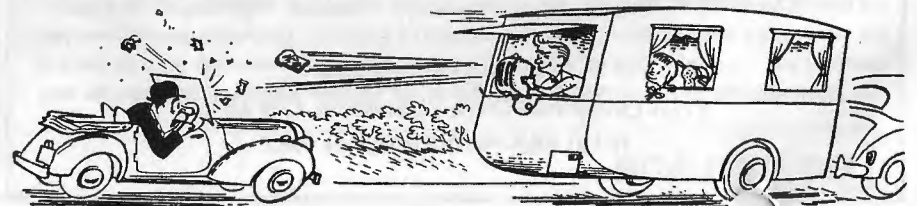
## "One Size Fits or It's not How Big it is, It's How you Make it Big"

At one of the TRA conventions in 1993 or 94, the Roadster Factory had double discounts on TR3 tops so as my rear window was yellowing and going opaque, I purchased one at this fabulous price. Years went by and I still hadn't installed the top. But this year, we vowed to have the top on the car. I had installed my own tonneau cover once poorly, and swore I would never do it again. When I checked the local top installation shops, they wanted more than \$300 just to install the top.

So we decided to do it ourselves. When we removed it from the box after 4 years, we noticed the front part that buttons to the windshield had a funny flap that my old Amco top did not have. The box also said 1955-57 TR3 and mine was a '60. But after a frantic call to the Roadster Factory, they said this would fit all TR2's and 3's.

I started putting the top on in March '97 when it was still cold and the vinyl not very compliant. But I wanted to get started. I found the center of the rear of the top and the center for the studs on the car, and located and installed the first two lift-the-dot snap. I then worked around each side to the door. The fit was very good except there was a little slack between the very first two snaps...but not bad. Then to my horror, I discovered that even with the top bows down, I could not stretch the top to the front windshield except with superhuman effort (Mary's help too!). There was just no way the bows could be put up into place. Mary and I talked about slicing in some vinyl, or possibly cutting out the good window and putting in my old top. We thought about suing the Roadster Factory and consulting a therapist. We had a gloomy several days as we thought about options. Finally we decided maybe the top shrunk with time (Honey, I shrunk the Top movie coming out next year!) and could be restretched with heat slowly over time. I used a heat gun to eventually stretch the top to install all the windshield snaps. I then used a scissor jack inside the car to push the bow up. I would use the heat gun for a while, crank up the bows, etc. until after a day everything fit. As I was doing this, the seams would stretch to the point I thought they would split, but they never did. We still have not worked up the courage to take the top off and if we ever do, it'll have to be on a sunny 100o day so that we can stretch it back in place (Danny, maybe a trip to Florida for that chicken!?).

Never give up! Ray Bolich



# Somewhere Southeast Of Dayton - Aug 97

by Bruce Clough

You're right, It's been a while since I've written for The Marque. Had to get the TR4 put back together for the Grand Tour, then read all my email when I got back. This takes time. Sorry, I'll try to write more often...

## Grand Tour - The Recap!

In years past when I put an event together and few showed up I'd rant and rave, make veiled threats, comment about the lack of enthusiasm, etc. Not any more. In the past after taking a long trip in our Triumph I'd write a long article covering what went on. Not this time. I figure the people that went along knew what happened, and they might just share that with you if you ask nice! I'll just hit a few highlights.

- Candlelight dinner followed by dessert in the tornado shelter.
- Wine in the hot tub.
- Auction deals.
- Who needs a Spit when you have a Caddy?
- Too many frigging baskets.
- Haunted Bed & Breakfasts.
- Rained like hell on Wednesday.
- The World's Master Carver.
- Excellent Wineries!
- Twisty-turny roads with noooo trucks.

We're doing the same thing next year. Looks like TRA National Meeting will be in Western Maryland, in the mountains outside of Cumberland. I detect a "leave-on-Tuesday, get back on Wednesday the next week" event. I'd like

**Be Truthful - Have you driven your Triumph today???**

to thank those who joined us on our sojourn - The Dayes, The Stinsons, The McKittricks, and Pat and Dolores Pinkston, of Indianapolis.

One last word - The Dayes are real troopers. Their Spit was missing real bad when they joined us at Bob Evans at the start. They drove home, got the Caddy, and away we went. As it turned out, we put some of our stuff in the Caddy - Thanks Phil & Carol!

## Wine-o Tour

**HEADS UP.** The winery tour is back on the MVT schedule for September. Will he make it a rally or tour? How much Ohio wine will he make us buy? Don't worry, be happy, you'll have fun. Trust me.

## Fall Foliage Tour - Heads Up!

October means changing leaves in this part of the country. It also means that Bruce leads MVT in enjoying the view before it becomes blocked with snow drifts. The fall foliage tour this year will be a two day event, somewhat similar to the Grand Tour. We'll head either south or west, take a good tour, shop some shops, and might even find a winery or two we missed on the Wine-o Tour.

## E-Mail Notes

Some of you out there know that I'm an active member of the Triumph email list. I usually spend my lunch time firing off sarcastic, cynical comments to LBC (Little British Car) nuts around the world.

- Having problems with sticky brake calipers on your TR2-4? TRF suggests checking your brake compensator, the check valve on the 4 or 5 way connector mounted to the frame. Sam Haynes ([johnhaynes@som-uky.campus.mci.net](mailto:johnhaynes@som-uky.campus.mci.net)) suggests checking the brake hoses also since they might have collapsed.
- Need a door light for your late TR7 or TR8? Tim Buja, [buja@CompuServe.COM](mailto:buja@CompuServe.COM), says to look out for early Jeep Cherokees and AMC Alliance and Encores which also use the same units.

- Did you know The Roadster Factory has a web site? I thought not. You can see what Charles and the TRF crew are up to at <http://www.the-roadster-factory.com/>
- John Korchinski seems to be offering a unique service. If you are seeking a part you might want to look him up since he is opening a British Car Parts Registry. It is free to list a part, but a fee will be assessed to those looking for a part. If interested, email John at [johnk@pacificcoast.net](mailto:johnk@pacificcoast.net).
- On the topic of "how to fix an oil pan gasket leak" M. Jordan, JR., [mw\\_jordan@nationalpicture.com](mailto:mw_jordan@nationalpicture.com), suggests using Lockite Gasket Eliminator Sealant. Scott Paisley ([scotty@csn.net](mailto:scotty@csn.net)) uses "the Right Stuff" with good results.
- Dave Herr wants you to visit his web site with pictures of a few Triumph restorations. He's at <http://www.innernet.com/index.htm>
- It looks as if the British Motor Industry Heritage Trust has switched web sites. They are now at: <http://www.stratford.co.uk/bmiht/>
- TRA needs a web site, and they have chosen your truly to put it together. Send your condolence cards to me at [cloughbt@batman.flight.wpaafb.af.mil](mailto:cloughbt@batman.flight.wpaafb.af.mil).

## The Fraternal Triumph (or how Bruce got into the obsession)

It struck me while I was reading the article that Ray put in last month's Marque about how he got into Triumph that I've never written about what got me going. Fancy that, me missing that topic. So here it is, the story of my first Triumph, a 1972 TR6.

It was 1979 and I had just pledged Sigma Pi fraternity. An old high school pal was in the fraternity, and we fantasized about owning sports cars. At the time I was driving a 1969 VW Beetle and he was bombing around in a Pinto. Although we wanted the "new" RX-7, we couldn't afford them.

As luck would have it my sister took a trip to Europe for her high school graduation present. Dad felt sorry since he didn't do something like that for me, so he asked if I wanted something. Silly question! All I had to do is find a sports car for under \$1500. While I was pondering what to

get, Jeff, my frat brother, showed me a picture of a TR6. Wow, what a nice piece of machinery. We were in a race to get the perfect TR6 to cruise chicks with.

I found one several weeks later in Mogadore, OH (just east of Akron). It was owned by a nurse and she was asking \$1350 for it. Wow, in budget! She said it was running, but needed body work. No big deal, I've done body work on all three cars I'd owned before then. I excitedly grabbed my dad and away we went. White car, black interior, no overdrive, no outstanding options. A plain Jane TR6. My inspection showed that it needed rockers and front fenders, but the rest of the body was serviceable. The rear fenders seemed salvageable. We struck a deal for it and I drove it home - well almost home. It died about three miles from home! Had I known then...No big deal, I was going to start restoring it anyway.

I purchased fiberglass fenders and rocker panels, a big can of fiberglass resin, and plenty of sheet body metal. In nine months I had the car back on the road. Six of those months I spent as an engineering coop in Maryland, and boy did the neighbors wonder about the guy fixing fenders on the apartment porch!

The beast was initially BRG. I painted the engine compartment red - don't ask me why! I cruised Akron U that summer looking real cool in my ride. Made many points with chicks, but nothing to brag about until I met Alice that fall (1980). She liked the car and we spent many a great date cruising in the beast. That winter I painted the car yellow with a black stripe ala TR250, added sway bars, roll bar, and a sports exhaust. Now I had a race machine, and it really looked sharp (well I thought it did at the time, probably would have a different feeling now about driving a banana around town).

"Old Yeller" stayed with me through my graduation from Akron, my Air Force Commissioning, and my first assignment to Kelly Air Force Base (San Antonio, TX). It was always an ultra reliable car, even in the hot Texas sun. While in Texas the frame gave out at the trailing arms and we had to fit new sections, but that was it. Just after that I had a minor accident with the car and didn't feel like restoring it again, so I sold it. That was an easy decision to make at the time since I was restoring my first TR3 driving a Hillman Husky, helping a friend fix V12 Jags, and founding Southern Texas Triumph Association, but that's another story for another month!

## The Marque

The **Marque** is the official publication of the **Miami Valley Triumphs** Car and Dinner 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 (937) 423-8175	<b>Vice-President</b> Dan Stinson (937) 254-5955	<b>Secretary</b> Ellis Ball (937) 746-5189	<b>Treasurer</b> Mary Stinson (937) 254-5955
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### Miami Valley Triumph Web Site:

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

## From the Pres...

BCD 97 is at our doorstep! Be sure to be there. There is to be a gathering Friday, August 1 to help set up the parking areas and to stuff the registration packets. We will need your help doing this. Also, help is still requested at the food booth. Only an hour or so of your time is needed at this booth. Be sure to help out while you are at the event. Start up your car and come to this event. Hope to see you all at BCD this year.

Events are listed in this **Marque** somewhere, plan to participate some time this year. I have received many calls and letters for TRs for sale. They are early Spitfire parts car, 78 and 80 Spitfire, 74 TR6, 76 TR6 and 80 Spitfire, 78 and 80 Spitfire, and 70 Spitfire. If these sound interesting, contact me at BCD, I will have information with me.

See you at the BCD and our membership meeting.

Phil

## Tech Tips—

### 6 Cylinder Engine Improvements

TRSC now has many members with the 6 cylinder TR's, and quite a few are due for major engine service. Unfortunately, the 6 cylinder engine (which can trace its ancestry back to the 4 cylinder 803 CC) suffers from a variety of faults imposed upon it by our government. I am sure that the late TR6 strangled by our smog laws, was not nearly as representative of what this engine could have been as was the 150HP TR5, available to the rest of the world.

Fortunately, with the 20 year old "Sunset" provision of the 1968 clean air act, it is possible to improve the TR6 for the street without running afoul of the EPA.

The introduction of the 2.5 liter 6-cylinder was a classic case of bad timing. With its long stroke and its somewhat less than pollution efficient carburetors, it was necessary to lower the compression ratio and shorten the cam timing to pass emission testing. What I am recommending is correcting some of these faults to improve performance, not to build a race car.

As a general rule, the early 6-cylinder head can be milled 0.070" without any protest from the gas pump. Engines after CC75000E with the recessed block, which have even lower compression, can usually be milled 0.10" without protest. The stock pushrods are solid, flimsy and not adjustable. BFE makes hollow tube pushrods which are 0.10" short, which will preserve the correct valve gear geometry after the head is milled.

The next weak point to contend with is the camshaft. The shortcomings here are enough to make you weep, but since we're only looking for a mild increase you have a variety of choices, all of which are better than the rock your engine came with:

1. You could get one of the standard 125HP cams that Triumph gave to the rest of the world.
2. You could use one of the factory regrinds.
3. You could use one of the aftermarket regrinds.

I have found that the 260 degree profile from BFE is a good compromise, and almost any camshaft should have a good valve spring set used in conjunction with it.

You can expect around 120HP with the use of the above changes, depending on the camshaft used and whether or not you rebore the block at the same time. Of course, there is a lot more you could do, as the British routinely get 200HP+ out of these engines, but you wouldn't want to drive one of these to the grocery store.

—Ken Gillanders, Vol. 88, Sept. 1990, Technical Talk, TRSC

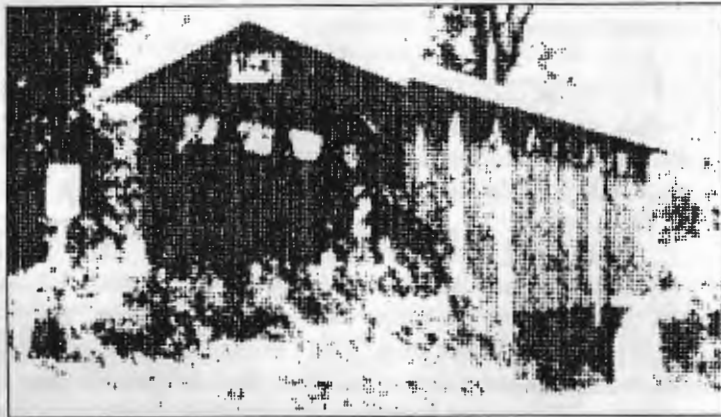
# Events



## AUGUST

August 8-10 **The Roadster Factory Summer Party**, Armagh and Indiana, PA.

August 16 **Covered Bridge Tour**—Meet at McDonalds in Waynesville at the corner of SR73 and Main Street. Leave at 11am sharp—so please get there early. Bring yourself, your triumph or other vehicle to get around in, and something wet and cold for you and your car. No overheating allowed.



## SEPTEMBER

Sept. 14

**Concours d'Elegance**—A Concours d'Elegance to benefit the Dayton Museum of Discovery will be held from 11 a.m. to 4 p.m. September 14 at the DeWeese Park Museum. More than 100 vehicles are expected to participate in the event, which will feature automotive art, social activities and a concession area that features refreshments and automotive accessories. To enter an automobile or get additional information about the event, contact the Dayton Museum of Natural History at (937) 275-7431, Extension 10.

Sept. 26-28 **Indy British Motor Days**. September 26 - 28, 1997—The Indianapolis Motor Speedway. Register by September 15.

### 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

## British Car Days '97 - Impressions

Molly wanted to go! She fit behind the seats, so we took her! If there had been a category for dogs, she would have won paws down.

Mindy said the Channel 7 weather woman predicted overcast but no precipitation (she was the pro, wasn't she?) It started at about 12:15 and stopped when the judging was complete! The day was shorter than usual!

A scattering of Triumphs, like bands of cowboys surrounding the herd of MGA's and MGB's, with the Jaguars at a discrete distance.

The same bunch of good-looking Healeys on some of which, the folded down competition windscreen looked like factory rejects.

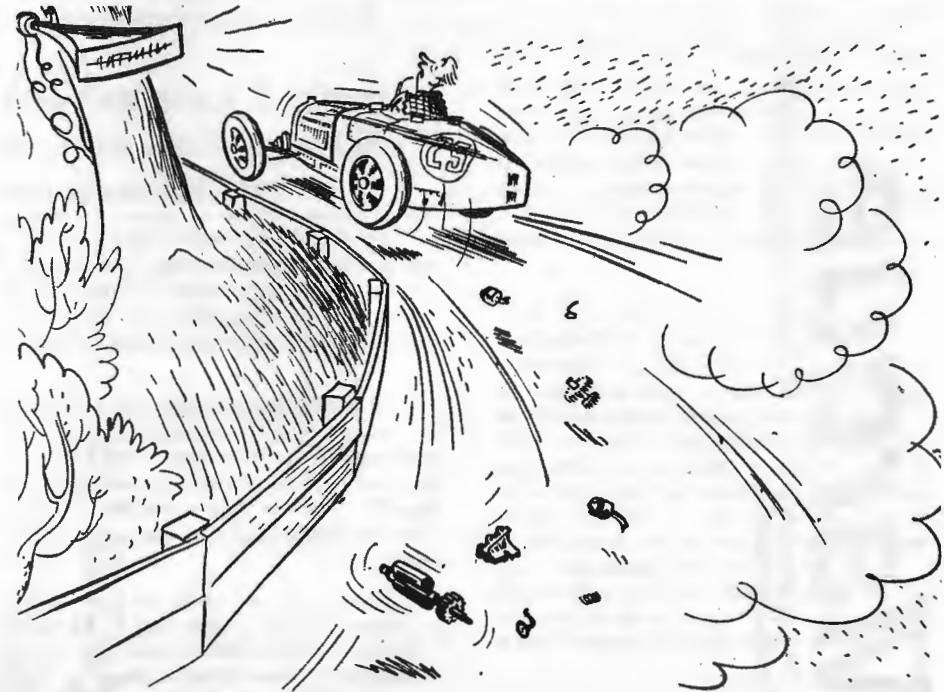
Friendly people, wanting to talk, and the occasional modish outfit which screamed "West Coast" or "Chicago Region" or "Cleveland". (Well, maybe not Cleveland!)

The Triumph (Motorcycle) owner who wanted to join, counter balanced by the new TR-3 owner, who also had 2 MG's but wasn't bowled over by that club.

Phil's plea, "Car 54 where are youuuuuuu?" DONG! That's another door prize we're going to have to redraw for!

Even with the rain (and the speedboat motors and an occasional C5-A), what a neat place to have a car show, and I hope you enjoyed it as much as I did.

—Stan Seto



"Yes, he's misfiring . . . definitely losing power now."