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- Late Tr Man
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- Happy Holidays

### First Edition

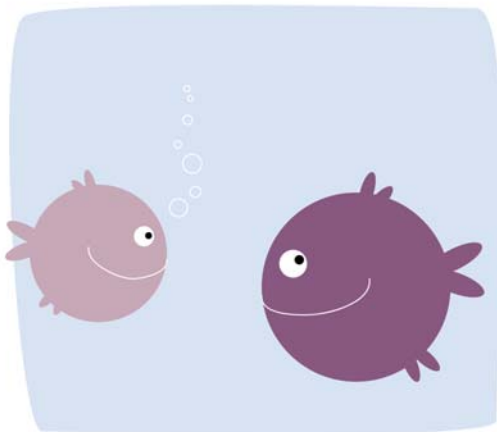


Figure 1 Some sort of coded message I believe.

# December 2008

### MVT Officers

President: Stan Seto, 513-683-7974

Vice President: Randy Wakefield,  
937-367-4993

Secretary: Phil Daye, 513-360-7262

Treasurer: Carolyn Daye,  
513-360-7262

Membership: Mike McKittrick 937-  
429-5331

Events: Bruce Clough,  
937-376-9946

Please send comments/suggestions to:  
[news@miamivalleytriumphs.org](mailto: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.

## **President's Remarks – December, 2008**

The TR3 is running but it is pretty clear that it needs a new heater core, not a cheap item and not readily available (only Moss Motors has any.) I also think it is time to replace the radiator, which has been banged up by fan bolt coming loose in two different incidents. The bolt locking plates need a little more length on them to be effective.

The November driving event was a bust. Two cars showed up. One of those got lost and just disappeared. The other finished the course but needed a little help at one point. The completing car occupants thought it was a good drive. They were amazed at the curvy roads that abound in the Indian Hill area. Maybe we will reschedule this in the spring.

We have the possibility of a real Tech session to help out Mr. Jim Hewitt, proud owner of a 1975 TR6 and who wants help sorting out the engine and body work. Pay attention to any announcements from our Events Chair, Bruce Clough.

The December meeting is normally at the Christmas Party, I'm going to ask the Vice President, who will be chairing the short meeting we have at this event, to open nomination for candidates for the Vice-President, Membership Chairman and Events chairman, which are the positions for club officers for 2009 – 2010, and awards once again. I have to be out of town on business that week. I leave on Saturday because these meetings start on Sunday, 07 Dec. We need candidates for the club awards, so

start thinking about members who could be candidates. The classes are - Marque of Distinction, Keeping it on the Road, Press on Regardless and Most Improved Car of the year.

See you all at the January meeting,  
Thanks for listening, Stan S.



## **The Vice President's Ramble**

**This space for nomination.**

18 November. This was quite a day. I spent about two hours polishing out our little pick-up truck's fender where earlier a VW had struck. Kattie says while turning right into the drive of her work, that a fast moving driver attempted to rush past her on her right! I was shocked and amazed at the poor judgment of Montgomery County Sheriffs deputy Krimmer in issuing her a ticket for turning right into a driveway. Even more indicative of bad judgment was the fact that the driver that attempted a risky forceful pass on the right side, where curb awaited; was given no penalty. Humm. It often underscores the plight of the poor when

someone who is connected or has favor gets an unwarranted free pass to misbehave. It is a good thing though, that little Fords stand up well when in contact with DerScwienvagons. A dent pulled and some polish will right the damage soon enough.

In the hanger otherwise, if I do not get arrested for telling off the local authorities; we will be continuing the TR-6 engine prep by spinning the engine under drive of the starter motor. A lovely burble may follow. The carb floats had rather seized in place. I lifted carefully with a wooden pry stick until they moved upwards. They then returned gently to their place as hoped for. More cranking should increase the fuel pressure as well. Who knows? Maybe a well timed flash from the spark plugs will lift my gloomy outlook on the little car.

Rj has made advances to secure ownership of the Spitfire. He talks of Webber carb sets and the dreams he has of caring for it. Shall I? It would be his duty to bring it to BCD anyway. On that note, I hope somewhat secretly that Katties family continue to disagree on the location of the bi-annual reunion. That may make it possible to attend BCD this grand anniversary year.

Mini has been neglected since I began the daunting task of reuniting grease smudged masking taped ends of the wiring. The 2 seems to be a 5 now. Or is that an upside down 2 that is already connected to a blurred 8? Bother! When will we have grease proof wire identification tags? No matter, the VOM will do the trick. I am still uncertain how to approach that blob of melted heater wires in the cabin. Damage may nesescitate the replacement of quite a bit of wire.

And on to the topic of the day. Be mindful of who is to take nomination of the honored awards of MVT this year. We will be nominating the first of the group at the Christmas Soiree'. Then I will be in search of some brown bag fun. Please envelope your most worthless toys and prizes for the annual spoof on treasure hunting. Sedation may be advisable.



You all know what this means....

See you there.

R.L.

Only eight weeks to Speed Weeks at Daytona !

## November meeting minutes

Call to order at 7:32. No revisions to agenda.

President report: glad to be here, great driving events in October. He wishes more people would attend these events, Triumphs are not necessarily required. He has e-mailed some old members trying to get them back, no luck yet.

Vice President report: he feels we are treating everyone fairly. Maybe Dayton area should have one British car club.

Treasurer report: 2012.75 in the account. This does not represent the money from BCD.

Secretary report: nothing to report.

Membership report: 33 paid members. Events listed somewhere in this issue.

Old business: Holiday Soiree to be at the Bergamo center as last year. Bring a covered dish. Contact Lois Bigler at 937-259-1580 or e-mail to

[bigday@erinet.com](mailto:bigday@erinet.com) by December 2 to let her know if you are participating. Don't forget this is our December meeting and also the "brown bag" auction. Bcd wrap up was Oct 21. Our share of the money was 2000.00 leaving seed money in the account. Silver shirts were brought by Ellis and approved by the membership. The shirt will be presented to the MG club for their approval. If you have ideas about art work for the 25 th anniversary, let Stan know so that this can be shared with the MG club. The next BCD meeting will be Mar 19, 09. There was some mention of a tech session about TR6 dash restoration inn the Germantown/Farmersville area by Jim Hewitt.

50/50 by Chuck White. Meeting adjourned at 8:32.



Holiday Time Arrives.

Join us at the annual Christmas Soiree'. There will be spirited fellowship, jocularly and treasures untold at the brown bag auction.

Place: same place

Mt St. John's

Time: 6 December 1800 hrs for socialization  
1900 hrs dinner and a brief Meeting.

Bring: Brown bags with your Triumphant treasures.

A dish of culinary quintessence.

Our contact foe last minute adjustments is Don & Lois Bigler, [Bigday@erinet.com](mailto:Bigday@erinet.com)

See minutes astride of this note.



No, I don't miss the Chrysler, okay, so maybe a bit, or maybe not!

## The Continuing Adventures Of...



Late TR Guy!

## The Adventures Of Late TR Guy – Still a-Workin' on dem Wedges...

*Bruce Clough*

### Exhaust Travails

If you've not noticed lately, Inca's exhaust is loud, very loud. Too loud. This started on the way to TRA this year when the rear resonator decided to come off in Bellefontaine. When we got home I took off the rear resonator (cheap glass pack actually since the Monza resonator had given up the ghost a long time ago) and put on a straight pipe with a resonator tip. Loud, but not really obnoxious, well, okay, if you were directly behind it... Since then it's gotten really obnoxious. Also since it's a TR7 and not a beat up mid-80's Corsica with a leaky exhaust or a '70 Chevelle SS that bothers us.

Rolled it up on the Backyard Buddy to have a look – several things are going on here. This system is a real kludge – the header is a Ted Schumacher deal and this goes into a custom straight pipe that goes into the muffler, which is all that

remains of the Monza system I bought back in 2001. This empties into the straight pipe/resonator tip assembly I put together after TRA. All this is held together by a few U-clamps. I noticed a few of these junctions were loose, especially the header/pipe flange. Lots of places to leak. We were running a Corsica....

Right after the November MVT meeting I went to work. Off came the system past the header – all of it. Some of it went into the trash:



Mr. Monza Muffler/Pipe and Mr Blown Gasket say hello to Mr Garbage Can

Other parts might end up in a Holiday Soirée auction or something like that:



Aw isn't this cute – can't we make a gift or musical instrument?

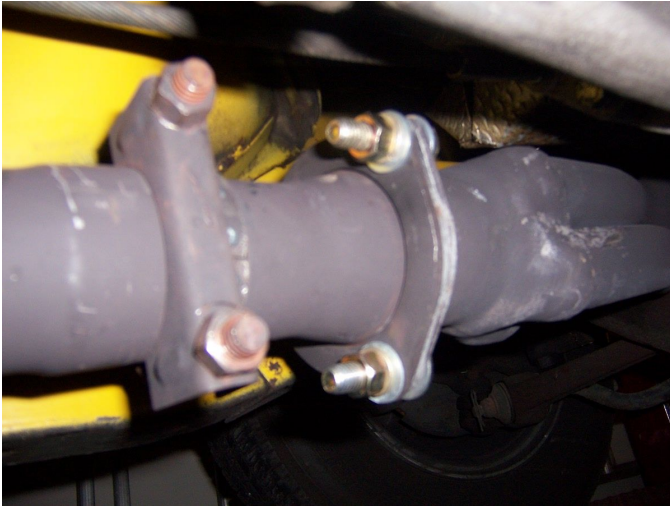
I decided to reuse the first pipe since it was really in good shape, but what to do about the muffler....hmmm.

Out came, you guesses it, the Summit Racing Catalog. Page 72, part number WLK-24210, Thrush Glasspack with 1.75" ID on both ends, 14" long – perfect. \$27, more perfect. Ordered it at 5PM from their web page, had it next day by 3PM, real perfect. Try that from Victoria British!

Speaking of Victoria British, that's where I went to solve the problem of the rear pipe/resonator unit. They had a Falcon stainless rear pipe for earlier TR7 (which just happens to have a 1.75" OD on the inlet – really, really more perfect) on sale for \$199. Expensive, but that should last as long as I do, or as

long as we own the car, so, it's a deal. It arrived after four days in a huge box (we now have lots of packing styrofoam peanuts if anyone needs some...

Time to get cracking on putting this back together. First job was to mount the front pipe to the headers. This time, no gasket to fail, I just put some high temp silicone gasket material between the metal parts and bolted her up.



**Can't hardly tell this is gooped up with silicone, now can you?**

In the picture you'll note the U-clamp just back of the header attachment. On that junction I cheated and put some stainless pop rivets in it before the clamp went back on just to make sure it doesn't come loose.

The back end of the front pipe is where the glasspack needs to go. I cut the front pipe from the Monza muffler just before the muffler itself, figuring that gave me enough pipe to connect to and still range to meet the rear pipe. I was dead on. This doesn't happen always, trust me! I slipped the muffler on but didn't bolt it in yet.



**Thrush Glasspack in place – sweet...**

That had to wait until I got the rear pipe/resonator combo on. Again saved by the Backyard Buddy – so much easier while this is in the air – the rear pipe went in quickly – about 30 seconds. The fit to the muffler was perfect. Don't get to say that often. I attached the rubber mounting loops to the bracket on the car body (oh, forgot, I did have to transfer the exhaust system bracket on the other side of those rubber donuts to the new rear pipe, but that was easy) and looked at our pride and

joy:



**NOS Resonator Mount?**

Hmm. Forgot about the resonator mount. See, the Monza system did not need the stock mount, so it went away with the original exhaust, and it was shot anyway. From then on we built custom mounts for the car, including the straight pipe I put on after TRA this rear. Now, although that bungee cord works well to hold it in place while I was tightening up the rest of the system, not sure it will hold on the road. Problem is that a mount for that resonator is not available, even if it was stock.

*Time to head to Lowes.*

\$5 later I had all I needed, 3' of 1" aluminum bar stock and two 5/16" threaded hooks. I bent a piece of bar stock for the bottom piece, then made a strap to go across the top, and tightened it down with the nuts on the threaded hooks. Then I just reattached the rubber donuts between those hooks and a pair on the body. Much better.



**Much Better**

Firing it up, it sounds sporty, but not like a Corsica with a blown exhaust gasket. Fix number 1 done...

## ***A Kingdom For A Choke!***

Fix Number 1? Yep. I had a lot of things to do to the cars – piddly things really, but I needed to get them done, so early November it was. I could work on the cars Sunday and hear

the Bengals loose on 700 WLW. For sure.

Fix #2 was to get the choke on Freebie to hold. I was cheap when putting it together, I used a \$9 "Help" cable from Advance Auto. Cheap, yes, but it had no "twist and hold" functionality that I was used to. I used a paper clip to hold it open. Functional, but clumsy.



**\$9 Choke cable and holder. Paper clip not pictured.**

The first try to fix Fix #2 was to order a TR6 single choke cable and modify. Now Bruce,. Why didn't you order a TR7 choke cable, get the right thing? Simple – a OEM TR7 choke cable goes for around \$200. Early TR6 choke cable is \$40. Which would you choose?

Well, if you were smart you'd pick the TR7 cable since the TR6 cable is too short. Sure, you could mount it under the passenger side of the dash, but the reach is a bit long...

Dang, \$200, and that doesn't include the mounting bracket. There must be a better way. Enter the Moss Motors catalog. They sell a choke conversion kit for the TR7 for \$130 and it comes with a choke cable and bracket, plus I can always sell the other parts of it and recoup some cost. The kit came from Moss in 2 days.



**Moss Choke Conversion Kit – Stuff on the left is needed**

Installation was straight forward. The bracket was attached where the other one was and the new choke cable was secured in place, and the cable routed the same as what it replaced. I did note that the way the cable was put together and the way the bracket was made meant that the writing on the knob was rotated 90 degrees CW from where it really should be, but

that's a small, err, minor quibble.



**Ten Times More Expensive Choke Cable In Place...**

The only real work I had to do was to cut the choke cable length – was about 12" too long. Since this is a steel-jacketed cable, and that steel is a wound hardened steel, I had to cut it with a file and be careful not to damage the cable. That left me with a long piece of cable sticking out the end. I then installed the cable in the carb.



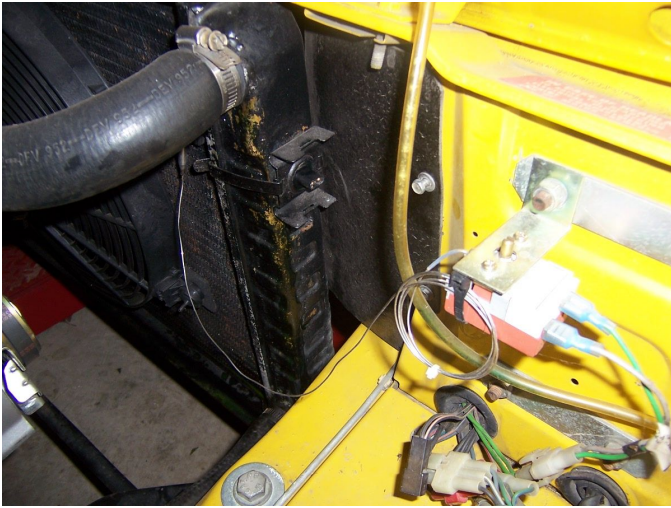
**Excess cable sticking from the front carb – yes I cut it off.**

I just cut it off and then put a dab of epoxy on the cable end so it wouldn't unravel.

Works? Well, better – I noticed that you can only pull this out no more than 1.5" and still have the rotate and lock function. Wonder what that is – cheap? Sigh..... It's better than what it was, and looks period rather than \$9 from Advance Auto. We'll see how it does. Time for Fix #3

## **Rad Rad Switch, Man!**

Back to Inca. When we put on the electric fan I made a decision to go with an adjustable radiator switch rather than the built-in switch since I wanted to hone in on the best point to turn the fans on, but my experience since with electric fans on wedges leads me to believe the set point for that built-in switch is fine, so I got a new rad switch and looked for an opportune time to change, which just happened to be while it was up in the air getting the exhaust worked on.



**Existing Radiator Fan Switch**

Switching the switches gets rid of some more wiring and stuff in the engine bay, and any time I can do that it's a bonus. Getting the old switch out was easy, okay, after you drain the radiator, which is a pain since British Leyland decided to eliminate radiator drain petcocks to save money it's easy (I've got it down to a science though, no spills on the floor this time). Unsnap the bracket and withdraw the switch. Getting the after-market switch was almost that easy - cut the plastic thingy that hold the sensor to the radiator, unbolt the bracket, and disconnect the wires. Putting the new switch had a twist - since the switch has part of it inside the radiator it needs a rubber grammet to seal, but no new one came with this, so I reused the old one, but put some silicone seal on it. Hopefully it will hold (experience says yes...). I even found the right connector! No more than 30 minutes into this it was back together:



**New-Old Fan Switch in place**

That's one less gizmo for Bruce, one less gizmo for mankind.  
See ya at the Holiday Soiree!

# Event Report – Fall Tech Session – Full Report!

*By Roving Reporter Clough*



**As usual, the fall tech session brought out a vast bevy of Triumphs**

Okay, so it was a bit chilly, but there was coffee and donuts, so six intrepid souls showed up to help Bruce take the Stag apart and to help Phil with his Stag's shifter. By the time it was over, all projects had been accomplished and the donuts and coffee were in bellies. Perfect Saturday had by all. Don't believe me? Look at the pictures!



**I dunno Phil, somewhere in this Stag book it tells you how to fix rust with duct tape, I swear... Ted explains the nuances of proper Stag destruction with Phil. Phil paid attention and was soon taking large hammers to little parts. Mission accomplished.**



**Mike and Chris ignoring the others' plea for help...**



**This is a trained professional...**



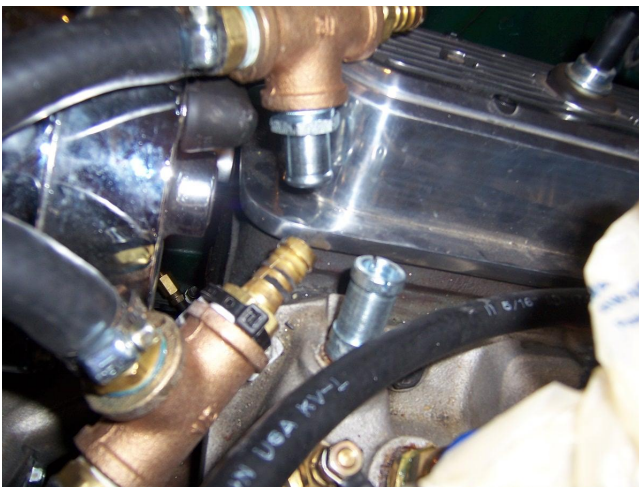
**...never try this at home! Duncan did manage to get his buggy fixed and even tried to ram it into the cars in the driveway!**



**Phil celebrated too much and the next thing you know he was laid out... good thing he didn't barf on the pedals. So much for my experiment putting Drambuie in the donuts.**



**Okay, so who stole the seat??? Phil and Mike discuss the better points of modified Stags**



**You can fix anything with parts from Lowes!**



**No, we don't know what Mike was doing... but he didn't stick it in his pockets, or nose...**



**Phil's Project getting a perm!!! It looked beautiful and curly afterwards**



**Duncan showing how it's done! He was a terror with that shop vac, getting all the dust, dirt and toupees.... See ya next year!**



*Merry Christmas and  
Happy New Year from NEU7*

Twas the night before Christmas Soiree' And all through the garage,  
Not a hammer was stirring No oily collage,  
All the wrenches were hung by the toolbox with care,  
In the hope that St. Leyland would soon be there,  
When all of at once There was such a clatter,  
I sprang from my creeper to see what's the matter,  
When what to my wandering eyes should appear,  
than a shiny new Triumph on glossy Goodyear,  
As I stared from my backyard The driver got out,  
And into the house his business he set about,  
He tarried not but went straight to the tree  
And out came the gifts as I giggled with glee,  
Tonneau, and fog lights and covers for cars,  
Shocks and plugs and Panhard bars,  
An amazing array for such a special car,  
He darted back out to his trusty ride  
I was so grateful to follow in stride,  
I uttered a thanks for the way that I felt  
And he gave me a wink as he fastened his belt,  
And laying a tire pressure gage aside of his nose  
The gear he selected and the rpm rose  
He called out to me as he sped out of sight,  
Merry Christmas to all and to all a good night!