The Marque

"All the news that's fit to soak up oil"

Peanut Butter and Bacon – Perfect Burger!

February 2018

MVT Club Info

Miami Valley Triumphs is a non-profit club founded to preserve and enjoy Triumph and Standard automobiles. You do not have to own a Triumph or Standard to be in the club, just be interested in the preservation of the marque. For more info on joining the club and dues please contact the MVT Membership Chair (contact info below).

President: Stan Seto, 513-683-7974

Vice President: Dan Stinson, 937-259-8242

Secretary: Patti Clifford, 937-836-0286

Treasurer: Harry Mague, 937- 426-3802

Membership: Valerie Relue, 937-667-5227

Webmaster: John Coutant, john.coutant@gmail.com

Events & Newsletter Editor: Bruce Clough, 937-376-9946, portabezi@hotmail.com

Club Address – MVT, P.O. Box 144, Bellbrook, OH 45305.

Club Website:

https://www.miamivalleytriumphs.org/

We are also on **Facebook** at

https://www.facebook.com/groups/1654893204751113/ - this is a closed group so you will need to request joining.

Please send comments/suggestions to: miamivalleytriumphs@gmail.com or to the PO Box.

Cutoff date for next month's Marque is the 22nd of the month.

MVT is a Chapter of the Vintage Triumph Register (http://vintagetriumphregister.org/) and Center of the Triumph Register of America (http://triumphregister.com/). We actively participate in activities of these clubs and their endeavors to preserve the marque. In addition to the above national clubs you also might want to check out 6-Pack (TR6/TR-250) http://www.6-pack.org/j15/ and the North American Spitfire

Squadron for Triumph Spitfire and GT6 owners http://www.nasshq.org/.

MVT Monthly Meeting

MVT Monthly Meetings are held on the first Wednesday of each month at Archers Tavern Kettering, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015. We are in the meeting room off the bar at the front of the tavern. We have dinner and socializing at 6:30PM and the president usually ruins our fun by starting a meeting at 7:30PM.

http://archerstavern.com/archerstavern/

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. We also don't vouch for spelling or grammar – the editor is an engineer…

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 a location as published on the MVT website or in "the Marque", and/or by Email. General membership meetings are at 7:30 pm with informal dinner starting at 6:30 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.

Technical advice given within is the opinion of the writer and should not be construed as professional advice nor relied upon. They are not official advice of Miami Valley Triumphs, MVT officers, or MVT members. As with all maintenance and repairs the reader should do their homework and get multiple opinions.

This month's contents:

- **Officer's Reports**
- **Some events, but it would be nice if you brought more!**
- **Technical – Jackson's at it again!**
- **MVT Classifieds in there somewhere…**

Officer's Reports

President's Report

Hope to see you at Archer's Restaurant on the 7th of February. I encourage anyone who knows club members who are not regularly attending, to give them a call of invitation.

January included a weekend trip to Lexington, KY to scope out a possible meeting site for the TRA annual get-together. On the north side of

Lexington and right on I-64/I-75 is a Clarion Motel. The group stayed two nights and did some day tripping, to check out possible travel destinations. We also spent some time with Scott Hait, one of the meeting directors. The hotel was in almost total restoration, with completion dates for the work in later 2018. Could be a good place to go in 2019. I'm sure Bruce will have a more complete description of the trip elsewhere in the Marque.

I also took Sparky, my dog, on this sojourn. He had cut a pad on his right front foot, and had stitches the day before we left. I did not feel quite right leaving him at home while I went off gallivanting across Kentucky. Hotel cost for pet in the room was an extra $35.00. He made friends all over the facility, except the room maintenance ladies were scared to death of him, but the rest of the staff were very nice to him, and especially after they realized he was injured. The first day, I left him in the room. The second day I took him with us when we went out. There were no "accidents", but I will say he had trouble finding places outside that fit his criteria for voiding, so we did walk around awhile as he sniffed and sniffed. Eventually it all came out, OK.

Just want to remind you that there is still time to post nominations for club officers and for the club's driving awards. The positions up for vote are the President, the Secretary and the Treasurer. Nominations were open with the December meeting and names were put forward to fill the three positions, the question being – will there be more candidates provided at any future meetings. Voting will be in March. Installation will occur at the Awards Banquet. Speaking of awards, candidates for Press on Regardless, Keep it on the Road, Most Improved (car) and Marque of Distinction were also nominated at the December meeting and one at the January meeting. Will there be others nominated in February??

The engine and transmission for my car have completed rebuild. I have a pick-up truck lined up to go get them, but am waiting for my brother, Russ, to tell me he has on hand all the other little parts need to put the engine back into the chassis. Stuff like new motor mounts, a new radiator and fan to increase the cooling. Looks like I'll be going to get it in February.

Time to look ahead to the Awards banquet and planning to attend.

We got our first registration for BCD 2018 – John and Karen Steck, AH 3000, Clayton, OH.

Stan

Vice President's Report

You know, it used to be that Ancient Age was the official liquor of the Miami Valley Triumph Club.

None of that wine and beer foo-foo stuff. Good old Kentucky Bourbon, that was it. Not only did it show up to events for genteel drinking, it was the offical drink of MVT Cardinal Puff games. But no, with the move of MVT meetin's to suburbia came the rise of the foo-foo drinks. No more!

Folks, we need to get back to the future and dispence with all the watery drinks we are consuming. We drive old British Sports cars, and like real men our drinks need to show this. Okay, if you are a woman you can drive a car also and I suppose you can drink bourbon – is that ladylike, or do you have to have it in a Manhatten or something like that? Wait, am I digging this hole deeper? Maybe I better stop now while I'm ahead…

Your VP

Disclaimer: The staff and membership of MVT urge you to drink alcohol responsively – we now know enough not to play Cardinal Puff in a field in Springboro. Alcohol can hurt many parts of your body, cause addictions, lead to death, and also cause you to do some really stupid things that now are posted to social media for billions to see. Besides, we're not sure who wrote this…

Treasurer's Report

As of 1 January 2018, the club account had a balance of $4261.23. For the month of January, the club's only income was from 50/50 for $12.00. The club had only the following expense: name tags for $8.00.

As of February 2018, Club's account balance will be $4265.23.

You humble servant Harry

Events Chair Report

Not one of my better buys…

We have the baseline MVT 2018 Events Calendar put together, and I would like to thank all who showed up early to the January meeting to help put it together. The events are in this Marque. First "official" event is the Superbowl Party hosted by Cris and Chris Yanity on 4 Feb. Thank you for hosting – always nice for a couple of retired folks to host these Sunday evening celebrations!

Speaking of hosting, there are always opportunities for MVT members to host events. Rallies take a bit of work, but tours are very easy to do. If you need more info just ask me!

If there are things missing on the calendar of events just let me know – electrons and memory space are pretty cheap – I can add!

Events Tsar Bruce

Membership Chair Report

No new news reference MVT membership...our membership total stands at 44.

Valerie

Marque Editor's Report

Good crop of stuff for this month's Marque. We have the 2018 Events Schedule put together and ready for modification – and in this Marque. Jackson has been at it again, and I remembered to put in Stan's write-up about his new engine!

MVT Events

Past Month's Events

January 2018

3 - Miami Valley Triumph Meeting - The meeting was called to order by President Stan Seto at 7:39 PM with a hail to the Queen. There were 24 members in attendance.

Agenda Changes & Addition – none

Guests and/or new members – No new members or guests in attendance.

President –President Stan Seto reported that the engine and transmission are done. A Dilly Dilly cheer was made by Bruce Clough to celebrate the completion of the job. Stan will be going to Texas to pick it up soon.

Vice President – Dan Stinson was not in attendance.

Treasurer – Harry Mague reported we have $4261.23 in the account. He recommended we keep a reserve for the startup of the TRA we will be hosting in 2019.

Secretary – Patti Clifford said the minutes were in the Marque and asked for additions or corrections. No corrections. Patti made a motion to accept the minutes, seconded by Lois Bigler. Motion carried.

Membership Chair –Val Relue was not in attendance but had Stan Seto report that we currently have 44 members

Events Chair

Review of December Events - Soiree was a fun time. Best Brown Bag award went to John and Betsy Coutant. The annual Christmas Dinner was held at the Paragon.

Upcoming Events:

- JANUARY
- Committee met before the January 3, 2018 meeting to start a baseline of events. Bruce will publish in early January. Bruce said they are looking for someone to host the Super Bowl Party in February. Other events currently planned are:
- March 3 – Annual Awards Dinner at the Beavercreek Golf Club.
- March 10 – Tech Session at John Coutant's.
- September – Bruce Clough and Chuck White are planning a trip to Mothman this year.

Committee Reports

- **Regalia** – Harry Mague said he has looked into the magnetic signs and found they are pretty expensive. He will take orders from those who are interested and see what the cost will be before ordering. Let him know if you need other regalia and he will bring to meetings.
- **Technical** –Bruce Clough said he didn't have anything for this month.
- **Spare Parts** –Chris Yanity suggested we post items in the Marque. John Coutant said he would make a member's only page so that it is not available to everyone.

Marque –As always, if you have articles or pictures for the Marque, email Bruce at clough-owenclough@outlook.com. Please let him know if you find errors on the webpage. Our club email is: miamivalleytriumphs@gmail.com. Bruce said Stan Seto's article will be in the next Marque.

British Car Days Stan Seto said BCD does not get going until late March or early April. He does know the park has been contacted to reserve the date, but was not sure of the cost at this time.

TRA 2019 – The committee will be going to Lexington over Martin Luther King weekend to check a venue.

Old Business – Nominations were taken for President, Treasurer, and Secretary. There were no new nominations. The nominations will be opened again in February. If you are interested in any of these positions, please let Stan Seto know. Voting will be at the Annual Awards Dinner in March. Nominations were also open for the

Awards. Chuck White nominated Harry Mague for Most Improved. There were no new nominations for Marque of Distinction, Keep it on the Road, or Press on Regardless.

New Business – Harry Mague will order the awards for the dinner. Harry Mague said the 2018 budget was in the Marque and asked if there was any discussion needed. No one had any questions. Harry said we have no big expenses planned. Asked for a motion to accept the budget. Chuck White made the motion and John Clifford seconded. The motion passed.

Split the Pot – Stan Seto won the pot of $12.00.

Adjourn -A motion was made by Stan Seto to adjourn the meeting, seconded by Bruce Clough . Meeting was adjourned at 8:03 PM.

The next meeting will be February 7, 2018 at Archers.

Submitted by Patti Clifford, Secretary

Tech session – Crazy Jack's Project TRashy Tech Session

Having promised to buy more donuts after the November 2017 tech session success (?), the crew was eager to return (AKA - eat donuts and watch me break stuff). We had four main things to accomplish. Replace the distributor cap, set the timing, replace the subframe bushings, fix a headlight that continually moved up/down, find a coolant leak, and rebuild the master cylinder. We began with replacing the subframe bushings because if we did the timing first, the engine would leak coolant, possibly be too hot to swap the subframe bushings, and defiantly too hot to work on the master cylinder since its next to the exhaust manifold. At this point Harry Mague, Chuck White, Curtis Hayes, and Jeff Barth showed up to help out. This turned out to be a great decision once I snapped the front locknut off the front bolt on the driver's side of the subframe.

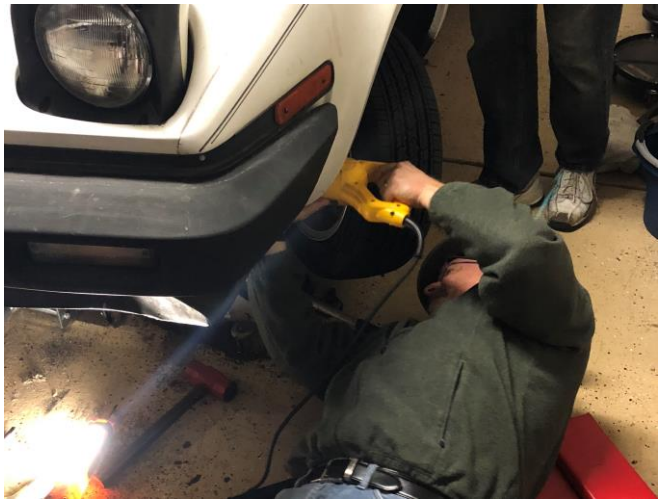
An undercar shot that when posted on social media had Jackson branded as a daredevil – little did they know we also had two jack stands under there also!

This was due to 40 years of corrosion built up, or possibly by the previous owner "fixing" it. I was Uncle Ron'd (if you remember from the last Tech Session "Dreaded Previous Owner" was renamed to this moniker). Bruce being of sound mind (and steely will!) wanted to continue to work on the bolt, however I wanted to make some progress, so we moved onto the passenger side of the subframe. The bolts were quickly extracted, and whilst a second jack was supporting the subframe, we reassembled the new polyurethane bushings on the top and bottom of the subframe and torqued the bolts down to 80 nm (59 ft/lbs). We then returned to the driver's side and removed the non-broken rear bolt out of the subframe. Its at this point we began to take drastic matters. John Clifford had the idea to drill two "small" holes on either side of the washer on the top of the subframe. We could then soak down the corroded bolt in Liquid Wrench. Being I was out of ideas and did not possess an impact driver, it seemed a solid idea to execute. I began to drill holes in the washer, and then soak the area in Liquid Wrench. Normally, Liquid Wrench needs some time to penetrate tight areas, so we began to wait. Approximately 4 seconds after we began to wait, I decided that waiting was for the birds, and I grabbed my 5 pound sledgehammer with the intent to beat the bolt until it was unstuck. This produced no effect. Then Jeff and Curtis began to

work on the top of the bolt with my ½ drive breaker bar that's 2 feet long. I decided to move onto fixing a possible grounding issue with the headlight, John Clifford was on the hunt for a worm clamp that could be allowing coolant to leak, and Bruce decided to evaluate the selection of Bill's donuts.

Two men working, two watching, one holding camera, one holding flashlight, another back by the donuts. Tech sessions at their finest!

As Jeff and Curtis worked the stuck bolt back and forth we all heard a small pop. I hoped that they had snapped the head of the bolt off and we could just beat the remains of the bolt out of the subframe. As it turned out, the bolt was not broke, but had begun to move! As they worked it back and forth, and applied some liquid wrench to the bolt, the bolt was able to spin completely around! It was free! Kinda, we still had the lower spacer attached to the bolt and this prevented us from removing it. Bruce mentioned sawing it off, and I quickly began to assemble the sawz-all!



Jeff cutting the wheel off – that fixed it!

The lower bolt was sawn off, and with a small tap from a 5 pound sledgehammer out popped the stuck bolt!

Eeeeuuuuwwwww!!!

At this point, the team had enough of rolling around on a cold, wet, and greasy floor. We decided to call it for the day so I could order a new bolt for the subframe, and begin to plan for the next Tech Session!

This Month's Events

February 2018

4 – **Miami Valley Triumphs Super Bowl Party** Sunday, February 4, 2018, anytime after 5:30

This Year in PROUD AND PROGRESSSIVE BROOKVILLE, OHIO…

The Yanitys are going to give the Cloughs a little break this year, and will be hosting the MVT Super Bowl Party at: 816 Shaney Lane, Brookville OH 45309… But, we'll still be counting on the Cloughs, in addition to the big football game, to BE the entertainment!!!! *(we'll see about that –Ed)*

We will continue the tradition of the Concourse d'Cusine with not so fantabulous prizes given in the Appetizer and Dessert classes.

As always, the competition is the goalpost, and we encourage your delicious contributions of an appetizer, dessert, or even both!

Bring your favorite alcoholic beverages if you wish (we will have a few selections of wine, beer, and) soft drinks, and will provide the plates, bowls, napkins, silverware, and extra beds (if you need to sleep it off until the next morning)….

Need more info?

Call Chris or Cris Yanity, (937) 833-1174, or email TRyanity@gmail.com

Easy directions:

- From Dayton: I-70 West, Take Exit 21 (Brookville/Arlington Rd)
- Turn Left, and go until the road ends at Westbrook (about 2 miles)
- Turn Right onto Westbrook, then take the first Right onto Flanders
- Then take the first left onto Randy Sue
- Then take the first left onto Shaney Lane
- We're the 2nd house on the right

.

7 - MVT Monthly Meeting at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.

TBD - According to Eric Finn (Buckeye Triumphs Events Coordinator) , no date or location have yet been decided upon for this years meet. I'll forward information when it becomes available. –Chris

18 or 25th – MVT Valentine's Day Dinner – need head count to finish event – sent email out on that.

March 2018

3 – MVT Awards Banquet – Beavercreek Golf Club

7 - MVT Monthly Meeting at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.

10 – Tech Session at the Coutants – It's always a great day in Montgomery especially when John

has to put the TR3 back together. There will be coffee and donuts!!!!

April 2018

4 - MVT Monthly Meeting at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.

14 - Spring Classic Driving Tour VI (presented by Diehl Insurance).

Driving Tour on specialty vehicle appropriate scenic roads around southern Ohio.

Stops include an Amish Market where food and beverage will be available for lunch, including PIE! Or bring a picnic lunch and avoid the wait at the deli.

A second stop (tbd) will be included at one of the many attractions along the route that includes Earthworks, Historic Sites, Farms, Parks and scenic overlooks.

Driving portion is roughly 4-5 hours including stops, 140 miles traversing ridges and valleys, winding along the creeks and rivers through luscious spring vegetation.

Agenda:

- 8 am- 10 am; Coffee & Queue Up, hosted by Live and Play Cincinnati. American Modern Insurance Campus, 7000 Midland Blvd, Amelia Ohio, 45102
- Registration, waiver signing, driving instructions distributed 9:45 am;
- Driver and navigator safety meeting 10 am; First Car Club Out on driving tour
- 3 pm. - ? Cruise In on Front St along the river in New Richmond Ohio, reserved parking for tour participants, plenty of restaurants and pubs for refreshments.

21 – Tech Session

May 2018

2 - MVT Monthly Meeting at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.

20 – Columbus British Car Day

?? – BTM Show

TBD – Need a volunteer to host a moving event!

June 2018

2 – Ft Meigs Show

6 - MVT Monthly Meeting at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.

14 - London To Brighton Run -

Week of 11 Jun – 2018 Bourbon Tour (not an official club events, but club members are invited).

18 – 21 Triumph Register of America National Meeting: Reservations are now available at Chetola Resort for Triumph Register of America's National Meeting 2018 (TRA 2018), hosted by the Triumph Club of the Carolinas (TCOC). The dates are June 18 through 21, 2018, with Concours on Wed. the 20th, Banquet on the 21st, and check

out on Friday. We went with mid-week since June is a big wedding month. Individuals can check in 2 days early or stay 2 days longer at TRA price which is $139/night for one bedroom lodge room – quite a deal for this upscale resort.

BIG note on reservations. The Lodge itself at Chetola only has 41 rooms. The majority of their accommodations are condos. They have one, two, three, and four bedroom units. They have agreed to give us the same price per room on the condos as rooms in the lodge. So a one bedroom will be $139/night, a two bedroom will be $278/night, etc. Please take a note of that and visit their website (below) to see where the condos are in relationship to the Lodge – all are within walking distance. We can foresee 3 couples from a club getting a 3 bedroom and then it can become "party central" for the rest of the members of their club – hint, hint, nudge, nudge. Condos also have kitchens, multiple rooms with living space and most have a pull-out couch for more sleeping space, in other words, a deal!

When registering please mention that you are registering in the "Triumph Register Block", registration phone number is: 828-295-5500. The resort website is:

http://chetola.com/

TCOC is planning on having a TRA2018 website up and running soon. If you need to contact anyone in that club prior to that message me and I will give you contact info.

Update on MVT Caravan to TRA 2018:

We will be leaving for TRA 2018 on 16 June which is a Saturday and fairly early in the morning since we will have a few stops along the way. Last time we went this way we stopped in Portsmouth, OH to take in brewery and quilt store. We could also go via Maysville for a stop in Ripley.

Night of the 16th we will be staying at Jenny Wiley State Resort Park in Kentucky. We stayed there on the way to TRA 2012 and it is a decent place. We will complete the drive to Chetola Resort on the 17th.

Returning we will pretty much do the same thing, leaving on the 22nd and getting back the 23rd. The neat thing is that since we are talking a Friday and Saturday there will be lots to see along the way!

July 2018

4 - MVT Monthly Meeting at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.

8 – Cincinnati BCD

17 - 21 We're starting to think about planning for VTR 2018. Never put together a trip to the Mississippi in WI before. It's at least a two-day drive, and since the weather will be somewhere between very warm and hot - thinking maybe three. There will be several rules:

1. We will stay away from Chicago.
2. No Interstates unless we cannot avoid them.
3. Wind along rivers as we can.
4. Enjoy the open road.

I'm sure there is a rule in here about wineries and quilt shops, I'll have to dig deeper. The following is information courtesy of Minnesota Triumphs on the meet:

August 2108

1 - MVT Monthly Meeting at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.

4 – Dayton British Car Day!!!!!

11 - Indy British Motor Days

?? – Later August Tour – need host

September 2018

5 - MVT Monthly Meeting at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.

14-16 – Mothman Festival Sojourn – Point Pleasant WV and all points in between. Weekend of fun and "huh, what's that?"

29 – Farm Stand Tour XI – get your pumpkins here!

October 2018

3 - MVT Monthly Meeting at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.

TBD – several other tours

November 2018

7 - MVT Monthly Meeting at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.

17 – Tech Session - TBD

December 2018

1 – MVT Holiday Soiree & Meeting – Bergamo

16 – MVT Holiday Dinner Night Out

TRA2019

So how best to cook crow anyway?

Uh, ummm, <sound of clearing throat> after a great visit to Lexington over Dr Martin Luther King's weekend we found out that MVT is needed to put on TRA 2020, not 2019. TRA 2019 will be hosted by the Georgia club.

Do not pass go, do not collect $200.

So we have slowed things down a bit. The site we are looking at seems to be a good venue – the property is in the midst of a major renovation that will be complete late next year, the local

attractions are many, and the drive is relatively easy.

Project Trashy - Part 5

By: "Crazy Jack" Galloway

Being in the Information Technology business I have become acquainted with the term "project creep". A project starts out with a scope of "install X number of computers" and quickly balloons to installation of IP based phones, printers, scanners, plotters, video surveillance systems, and a network management system that will monitor/control it all. Being I was prepared for the owner's thoughts of "lets just do this as a full frame-off restoration" I kept him to the plan of get it running, get it safe, and get it out of my garage. TRashy had other plans.

(In old speak this is known as Shipwrights Disease - Ed)

The small leak from the block was previously traced to a weep hole just below where the water pump sits. I was a still bit confused. I have never worked on a car with an internal water pump. When I posted on the TWOA Facebook group a gentlemen named Nick Conklin replied to the tale of woe. The short version of the advice was to pull the intake manifold off with the carburetors attached, and then you can easily access the three bolts that hold the water pump cover on. Then it's a matter of using a slide hammer to extract the pump and the cage it sits in. Installation is the reverse of disassembly! So, that's what I did. It took a few minutes to fight the vacuum lines, fuel lines, radiator tubes, and throttle cable. Six bolts later I was successful in extracting the intake! The three bolts holding on the water pump cover came off with little fanfare as well as the removal of the water pump cover (this was accomplished after repeated hits with a rubber mallet to break the 40 years of gunk which had cemented the cover to the block). With some magic of a rented slide hammer, I was rewarded with the water pump! After some further work I was able to extract the cage the water pump sits also.

(Look at them pretty clean fingers!)

However, that success was short lived. Upon cleaning of the holes for the intake manifold bolts on the cylinder head, a stray washer slid into cylinder #1. (Only an idiot wouldn't cover the intake ports, and leave a washer on whilst checking them!) My stomach instantly turned over and waves of immediate anger hit me. No luck would be had that day. I could not find, nor see this washer. I rented a borescope from AutoZone in desperation. If you are familiar with this product, then you know it is on the verge of worthless. If you are not familiar with this product as I was, you quickly discover it is on the verge of worthless. I spent an hour trying to see inside the cylinder from various angles with no luck in finding the washer. I knew it was in there, as I had heard the sickening clink of the washer slide down the intake port, hit the valve, and deposit itself on the piston. I concluded that a vortex into another

dimension had opened up and swallowed the washer. This caused the desperation to gave way and turn into depression and anger. Days later when my depression/anger had began to subside I had resolved to pull the head to inspect what occurred. Only this would prove that vortexes into new dimensions did not exist, and I was of sound mind when I heard/saw the washer disappear into the #1 cylinder port. After watching a 40-minute video about some blokes pulling a head at a convention, I knew I could easily do it also! I removed the five nuts from the cylinder head studs. Knowing that these NEVER EVER come out easily, I liberally soaked them down with some penetrating oil. My plan was to double nut each stud and then back them out one by one. My mother didn't raise an idiot (mostly), and I knew this was a futile effort and would never work. This means it seemed like a positive and viable option. I prepared to be put on the waiting list for the "Head Honcho" the TWOA owns.

A few days later the owner and I decided to have a few beers and begin the process to remove the studs. The plan was to put two nuts on one stud, cinch them tight against each other and then turn the lower nut (colloquially referred to as "double nutting"), and see what happened. Nothing is what happened. The first stud did budge. We tried the second. Nothing. We then tried the third stud. This is when god looked own to me and sighed, "alright, you screwed up, you're an idiot, I'll give you some hope". The stud turned slightly! Both the owner and I looked at each other stupidly. We knew the studs weren't supposed to come out. We knew they would be firmly cemented due to galvanic corrosion between steel and aluminum. However, for some reason, god proclaimed "let there be spin". We quickly began to spin the stud out and rejoice! This began the wave of pure luck. Double nutting the number four and five studs worked! At this point, we were going to get the rest of the studs. I grabbed my handy three pound hammer and wacked the number one and two studs with the most gentle of effort (read: I beat the pi$$ out of those ba$tards). We double nutted stud two. We said a prayer. And by some miracle we felt a small pop when we began to turn. I panicked thinking that the stud snapped. However immediately the stud stopped moving. This meant the stud wasn't broken! After working the stud back and forth, tightening and then loosening, it finally was removed! I repeated the process on stud number one and got lucky again!

(Look at them beautiful studs!)

I've never been so happy and proud! We then lifted the head and discovered there was no washer in cylinder #1!

(Its at this point in the story I inform my three readers that when the washer dropped into the cylinder I had an idea to turn the engine over to get a better look angle when I was using the worthless borescope. This was not necessarily a bad idea, the bad idea was not using a massive socket and doing it via the crank pulley, but by the starter. That is the worst idea one could imagine….and now the rest of the story).

Upon inspection of the piston we discovered there was odd damage on the piston edge. This lead to the discovery of a crescent shaped crushed metal washer embedded in the soft aluminum head!

(Nice)

Thankfully when I used the starter to turn the engine over the metal mating surfaces hadn't really been damaged and neither the cylinder wall. With a small pick I was able to extract the two bits of washer from the cylinder head, and began a weeklong cleaning process to prep the new head gasket for installation.

During this time I discovered the old gasket showed blow-by between cylinders #2 and #3. Nick Conklin informed me that its possible that the blow-by over pressurized the cooling system, and thereby blowing out the 40 year old seals on the water pump. This made perfect sense to me, and explained the issues experienced!

After cleaning everything and redoing some gaskets on the rear of the cylinder head for the return cooling line, I was able to reinstall everything and button the engine back up. This process was repeated a few times due to issues reinstalling the cam gear back on the camshaft. After much wiggling and redoing installation of the head it acquiesced and I won! A week later the engine was completely reassembled and ready to be test fired! For the second time we wheeled Project TRashy out the garage, filled the oil up, coolant, added a gallon of fresh gas, and cranked away. The good lord saw fit to bless me again. The engine once in a thousand pieces and broken, fired to life with the sputtering and wheezing similar to that of an asthmatic smoker. After it warmed up, we stared stupidly at each other trying to decide who would take this once dead beast for the first test drive. I won (or lost?) as my explanation of "if the engine dies from a shoddy repair due to the washer in cylinder #1 fiasco, I want it to be while I drive so I can take full blame." The owner, sensing a free newly rebuild engine possibly in the future, agreed this was best. Boy did I have luck on my side! Without doors, trunk lid, or hood, we jumped in the newly labeled "Jeep Edition TR-7" and rolled backwards down the driveway, as I couldn't find reverse gear! While in the street, I tried to put the car into first gear, but could find first gear or second gear! After fighting the shifter for a few moments, I found what I hoped was third gear and then rev'd the poor old engine up and slid the clutch pedal ever so slowly out to get some forward momentum. As luck would have it, we had forward motion! I was on the verge of tears, not for happiness, but due to the air swirling around us as we steadily cruised down the street at an unknown speed due to a broken speedometer! Additionally, the tachometer, which was previously not working, had begun to work randomly again! We promptly decided a short around the block drive was a great idea and much to the shock of random people, we proudly cruised in British 1970's style. I believe pointing and laughing were most of their reactions.

Once safely returned to the garage, we celebrated with a beer. Additionally, we found a notepad. Numerous issues were discussed, and documented. The shifter did not work (or the transmission was shot!), the speedometer was non-functional, the tachometer would not work upon startup (but would work after a few good hard revs), we had a small coolant leak out of the FASD due to a worm clamp not being tight, the fan clutch growled and moaned, and we still had to set the timing and tune the carburetors. However, this was our success today, and nothing would worry us at this time!

Thus ends this month's tale of woe, despair, and success. Stay tuned for next month's tale where I learn doing something once is not as fun as doing it twice. Project TRashy has more joy rides, shoddy repairs, quality repairs, reverse progress, and then forward progress!

The Continued Email History of a TR3B Engine and Gearbox Rebuild

by the not-sure-he's sane Stan Seto

After 25 November, not much email traffic between Mike and myself. Then I got this message:

Work Log, dated 22 November

Inspection and rebuild of TR3B gearbox S/N CT56791. This all-synchro gearbox is originally from an early TR4A. The overdrive is S/N 22/1374/018634 but the casing is damaged and will be replaced by S/N 22/1374/008247.

Date Description

10/25/17 Received gearbox from Randy DeRuiter. The exterior of both the gearbox and overdrive is painted gray. Cleaned the exterior and began disassembly of gearbox for rebuild. The casing, mainshaft, gears, and other main components appear to be in excellent condition except the layshaft which had slight pitting and will be replaced. The layshaft roller bearings will also be replaced. The 4 synchro rings are in surprisingly good condition and will be reused. They are "tighter" than the new ones I have. The two main ball bearings are also in excellent condition and will be reused. They are also better than the new ones that I have. The front and rear layshaft thrust rings are unmarked and will also be reused. The rear mainshaft ball bearing will be replaced. The front cover oil seal and rear casing oil seal will be routinely replaced.

The bronze release bearing sleeve is tight on the front cover extension. It appears that the extension had been crushed, possibly in a vice, and is out of round which caused the binding and hard clutch movement. A new release bearing will be installed on the original bronze sleeve. A good used replacement front cover will be provided. An anti-rotation pin will be installed in the bronze sleeve. A new Borg & Beck clutch pressure plate and clutch disk will also be provided and installed on the engine prior to gearbox re-installation.

The top cover assembly is in good condition and both bronze shifting forks show minimal wear. Both of the overdrive interlock switches will be replaced.

The aluminum overdrive main casing appears to have been previously welded on one corner, apparently to repair a leak or cracked casing. The entire casing will be replaced with a good used one. Internally, the thrust ring between the planetary gears is missing. The sun gear bronze thrust ring was broken and will be replaced. The suction strainer was in place, but the magnetic rings were missing and will be replaced. The accumulator springs are of the early double type and will be reused. The speedo drive housing threads were slightly damaged and a good used one was installed as a replacement. The stone shield on the side cover was missing and will be replaced.

Reassembled the gearbox and overdrive using new or used components as noted. The clutch cross shaft fork taper pin was found intact but will be replaced with a 7/16-20 NF x 1.5" grade 8 bolt to replace the infamous taper pin. Drilled the bolt head and secured with locking wire. Ground the bolt head slightly to provide clearance with the layshaft cover plate bolt. Replaced the narrow TR6-style clutch shaft bushings with the correct wider bronze type. Filled the gearbox and overdrive with two quarts of GL-4 SAE 85W-90 gear oil from NAPA.

Installed the shift lever and checked operation in all forward gears and reverse. The lever antirattle plunger was missing and was replaced, using the existing spring. The gearbox shifts smoothly and there are no oil leaks. Bench tested the overdrive at 800 rpm and achieved 370 psig. Adjusted the operating shaft and tested the operation of both interlock switches using the existing solenoid which appeared to work properly.

Done!

11/21/17 Gearbox and overdrive rebuild complete.

Then on 21 December, I got this email:

Stan,

I should be here all day today if you want to come and pick up your engine this afternoon. I made some executive decisions that you are welcome to modify later if you choose:

The existing fuel pump looked very tired. It had no priming lever and the diaphragm securing screws were different, indicating it had the diaphragm replaced or at least was looked at some time ago. I had a new one that I carry in my FOG spares and used that one. It has a priming lever.

The water drain tap in the lower right rear corner of the block is something that tends to leak, even with a new brass tap. I plugged the hole with a ½-20 bolt and copper washer, same thread as the brass tap if you decide to change it later.

I did not install the oil pressure bypass line from the gallery to the head but you can put that on later, if you like. The hose sticks out and may get caught on something during transportation. I'm not a fan of this line, personally, and never use it. When I checked oil pressure, there was plenty coming out of the rocker bushings without the line in place. There is a minimal amount of flow required in the first place and I've never seen the advantage of using this bypass.

Do you want me to put in new spark plugs or do you have some already? I use Champion L87YC. I'd like to plug up the holes with something and it might as well be the real thing. More info later when I send you my work log.

Merry Christmas! Hope you enjoy your present. Santa told me you've been more nice than naughty.

Mike

And, finally on 28 December I got the Engine Work log write-up.

Inspection and rebuild of TR3B Engine S/N TCF2696E.

Date Description

10/25/17 Received engine from Randy DeRuiter. Began disassembly and cleaned and de-greased various components for inspection.

The block is cracked in several places near the cylinder head stud holes and will be replaced by block S/N TS55898E from a 1960 TR3A donated by Russ Seto. The pistons and liners were 87mm and will be replaced with a new set of 87mm pistons, liners, & rings.

The head is severely damaged from a valve failure in No. 4 combustion chamber area. The head thickness is well below original design (est. -.100") and short push rods were also installed. It will be replaced with a good used head and original length push rods.

The crankshaft was previously reground to 2.521" to accept the redesign Moss seal. Had the crank inspected at Pete's Crank Grinding shop where it was deemed to be unusable due to crack(s) in the web areas. A replacement crank will be used from the donated engine. The existing connecting rods are in good condition and were previously lightened by about 7%. These will be reused. Small end bushings are good.

Received donated TR3A engine S/N TS55898E from Russ Seto. Disassembled this engine and will use the block and crankshaft for the rebuild. A good used head was donated by Randy DeRuiter. All journals will be reground to -.010" by Pete's Crank Grinding. The rear seal area is

the original size and an uprated seal will be installed. Crankshaft does not need regrinding for this design seal. Oil pump and suction screen are in good condition and will be reused.

Cam bearings in the new block will be replaced. Original cam will be reinstalled. New lifters will be installed. Good used push rods of stock length will be installed.

Cylinder head will be reworked at Westside Performance and Machine. New exhaust valve seats will be installed along with a good used spring set (3 exhaust springs) and collars. New exhaust valve guides will be provided. The exhaust valves were replaced with new and are of the early 3/8" diameter. Good used intake valves were provided along with new oil seals. Existing intake valve guides are in good condition and will be reused. After a cleanup cut, the head thickness is approximately 3.325" vs. original 3.330".

The block was cleaned and checked for cracks at Westside. Filed all machined surfaces on block and other components to check for high spots, burrs, etc. Removed all studs and chased all threads. Cleaned chemical residue from block and painted exterior with "Dupli-Color" brand ceramic gloss black engine enamel no. DE1635. Used this same paint on all black engine components.

Clean!

Crankshaft assembly was incrementally balanced by Westside Performance. Crankshaft is balance first by itself, then rebalanced by adding the front hub & pulley (no fan), then adding the flywheel, and then adding the pressure plate. The new pistons and existing connecting rods are weighed and material ground off the heaviest ones to make them all the same.

Rocker shaft and rockers are in excellent condition and will be re-used. All 8 pushrods will be replaced with good used pushrods of the later design with 3/8" diameter.

Inspected all components and ordered needed parts from Russ Seto.

Bead blasted intake manifold. Existing exhaust header was cleaned and will be installed later by owner.

Pete's Crank Grinding removed crankshaft oil passage plugs for cleaning prior to grinding both main and rods journals to -.010" undersize. Installed in block with new +.010" main journal bearings. Thrust ring halves are in good condition but crank float is excessive at .010" so a .005" thrust ring will be used on one side. Total crank float is now .004". Checked main bearing clearances with PlastiGauge and all are within spec at .0015" clearance. Installed new design rear crankshaft oil seal obtained from BPNW. The crank does not need to be ground down as in the Moss seal. Drilled two additional oil drain holes in the rear bearing cap to facilitate oil drainage from the seal area. Torqued main bearing caps to 90 ft-lb.

Ground down the 4 flywheel bolts by about 1/16" to eliminate interference with new seal housing. Installed flywheel to crankshaft using new lock plates. Runout on face is .001" and OK. Removed engine from workbench and mounted in engine stand for remainder of work. Installed front engine support plate and inserted existing camshaft. Cam float is good at .006". Installed existing crank timing gear and cam sprocket gear, and existing timing chain along with existing tensioner which was in excellent condition. Owner states these were all new at the last recent rebuild. Set valve timing to stock specifications (symmetrical cam) and fastened cam gear in place with new lock plate.

Crank!

Installed new 87 mm pistons with new piston rings into new liners using engine assembly lube. All rings had good end clearance of .013" to .015". Installed piston & liner assemblies into block with new +.010" conn rod bearings. Checked rod bearing clearances with PlastiGauge and all were at .002" and ok. Torqued conn rod bolts and secured with new lock plates. Provided new ARP cylinder head studs and installed in block along with new "heavy duty" lifters from BPNW. Sprayed copper coat on both sides of new head gasket (Lucas brand) and installed head to block. Torqued nuts to 105 ft-lb. Provided a new engine lifting bracket for the right rear location. The existing front lifting bracket which attaches to the front engine plate was reused.

Installed the rocker shaft assembly and set all valves to .009-.010" clearance. It was noted that the rocker adjusting nuts are 5/16-24 thread but 12mm across the flats instead of ½". Left these in place since they are like new. Straightened the front timing cover flange surface and installed a new oil seal. Installed the existing wide fan belt. Cut a shallow notch in the existing pulley at 4 deg BTDC. Painted the 4 deg location white for easy visibility when checking timing.

Disassembled and cleaned the original oil pressure regulator housing. Installed a new Wix spinon oil filter for the initial wear-in period. Attached the oil pressure gage line banjo fitting to the housing. The rocker shaft auxiliary oil feed line was on the original engine but not reinstalled. It may be installed later by owner, if desired.

Installed a new fuel pump with priming lever. The existing pump had no priming lever and had been previously rebuilt at least once.

Installed a ½-20 bolt and copper washer in lieu of the water drain tap on the right side of the block. Cleaned both halves of the water outlet elbow and installed a new 180 deg T-Stat. Fastened the water outlet aluminum assembly to the block with new gaskets. Installed a new 4vane water pump. Installed the existing alternator and existing fan belt.

Installed the original valve cover to the head with new cork seal. Installed a temporary ½" NPT pipe cap on the oil pan temperature pickup nipple. CAUTION: this cap should be removed before running the engine since it is secured with only 2 or 3 threads.

Added 6 quarts of 5W-30 break-in oil. Installed a temporary drive shaft down the distributor hole to the oil pump and ran the pump with a drill at about 800 rpm for 5 minutes. Set the oil pressure at 70 psig during this time. No leaks observed.

Installed the distributor drive gear in the proper orientation, pointing to #1 push rod tube at TDC. Loosely installed the intake manifold and special Moss high performance manifold gaskets. The carbs and exhaust header will be installed later by the owner.

Installed a new Borg & Beck clutch pressure pate and disk to the flywheel along with a new release bearing. Bolted the rebuilt overdrive gearbox to the engine.

Installed the existing high-torque starter and checked compression on all cylinders. #1 – 170 psig, #2 – 175 psig, #3 – 165 psig, #4 – 166 psig. Installed used spark plugs which will be replaced later by the owner. 12/21/17 Engine rebuild complete.

Back Together Again!

Nice!

Now all I have to do is go to Houston and bring it back to Loveland.

Cleaning of a TR7 Headlamp Switch

By "Crazy" Jack Galloway – and thanks to John Clifford for the spare switch

Figure 1 – TR7 FHC Switch Panel

Recently I have been troubleshooting random issues associated with the electrical system of a 1977 Triumph TR7. The headlights have been erratically working, and the running lights were completely inoperable. At first I suspected a blown fuse, but after investigating with a multimeter I verified the fuse was good, and I was getting power to the circuit. After studying the wiring schematics in the back of an old Haynes manual I traced the power to the next logical culprit, the headlamp switch. After I removed the headlamp switch, I was able to verify power was making it to the switch, but not past it. Thus, I needed a new switch. However, after blowing a budget of a few grand to get Project TRashy (name of the project car I'm working on) up and running, I decided that I would try and save the owner a few dollars and fix the headlamp switch. Step one was to remove the two Phillips headed screws to the switch panel as shown in Figure 1.

Figure 2 – panel cover removed

Step two, remove the switch panel cover (Figure 2)

Step three, wiggle the panel behind the switch panel forward. Be careful, you might disconnect one of the other four switches that won't be "fixed". Depress the two white plastic tabs at the back of the connector towards each other, and gently wiggle the wire harness plug free from the switch. Figure 3 is the before picture.

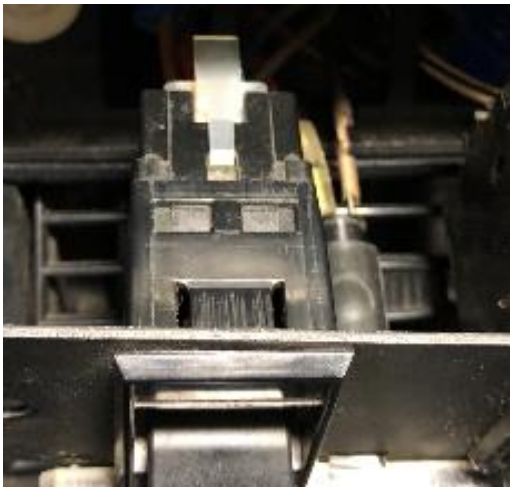


Figure 3 – Switch in place with connector on it

Figure 4 is the After picture with the connector removed.

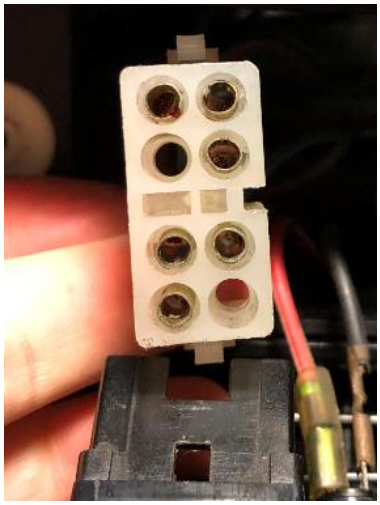


Figure 4 – the connector removed off the back of the switch

Step four, depress the two tabs (one on the top, and one of the bottom)at the front of the switch next to the metal switch panel inwards to release the switch from the plate. Gently wiggle the switch forward to remove it. Figure 5 is the result.

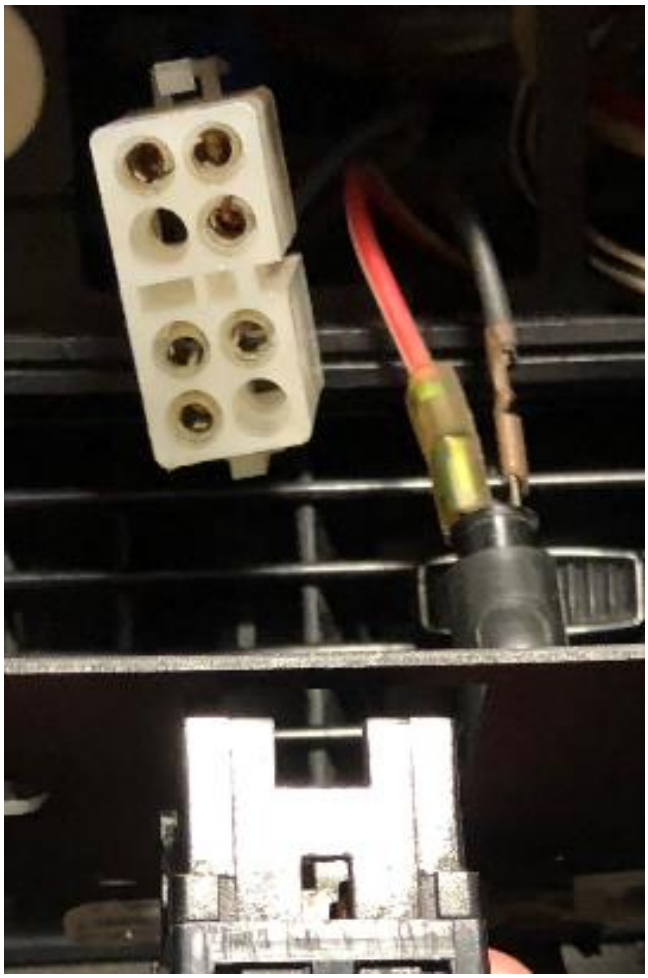


Figure 5 – Switch removed from the Switch Plate

When working on the switches for this article, I observed two styles. One has a rocker switch that sits on a pivot point (right switch in the image below), and second style that has a piece of plastic that surrounds the rocker (left switch in the Figure 6 below).

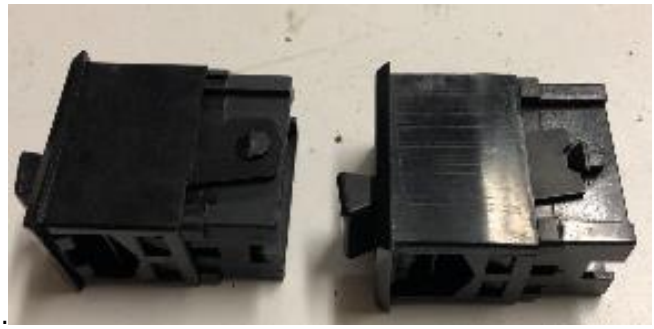


Figure 6 – Switches

After a moment I realized that there was only one kind of switch with the optional busted off tabs, a not-so-rare option it seems – will have to work on that later…

I had previously cleaned the contact points in the right switch, and the following pictures are of disassembly of the left switch.

Step five, at the top and bottom of the switch are some plastic tabs that need to be depressed (depicted in Figure 7 below), and you can then slide the cover off the switch.

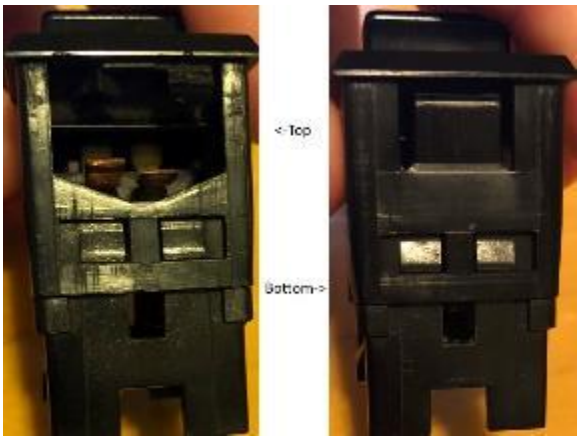


Figure 7 – The depressing tabs…

The cover should now slide off like the image below.

Figure 8 – The Naked Switch!

You can now see the corrosion of the contacts in the following two Figures.

Figure 9 – Eeewwwww!

Figure 10 – Yuck!

Step six, removal of the rocker switch is accomplished by using a flat screwdriver to gently life the plastic on the side (with the hole in it) to slide clear of the tabs on the side. You must be very careful not to disturb the position of the two flat metal rocker contacts. You will need to take a picture of the position of them as this will aide in reassembly. Below is an image of the position of the rockers on a non-rebuilt unit.

Figure 10 – Non-rebuilt unit – Yuckiepoo!

Below is a closer picture of the built up corrosion and dielectric grease.

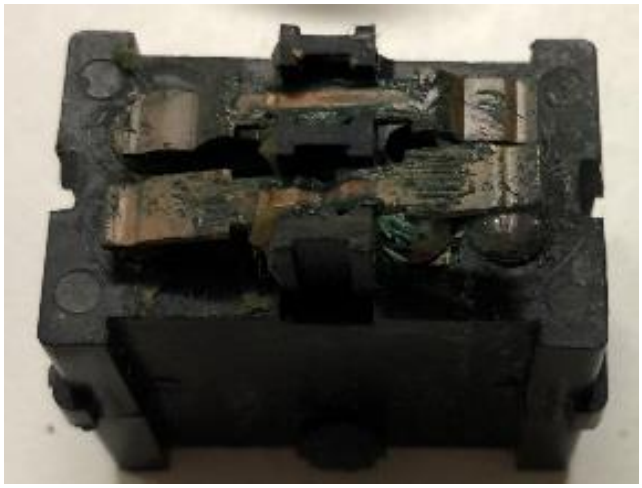


Figure 11 – Yuckiepoo Close Up!

The contacts after removal of the metal strips.

Figure 12 – Exploded Yuckiepoo

Step seven, you need to clean all the metal points. I used some rubbing alcohol, and some cotton swabs to clean the metal rockers and the contact points. Once it was free of all the built up dielectric grease and corrosion, I was able to use some emery paper and polish up the contacts.

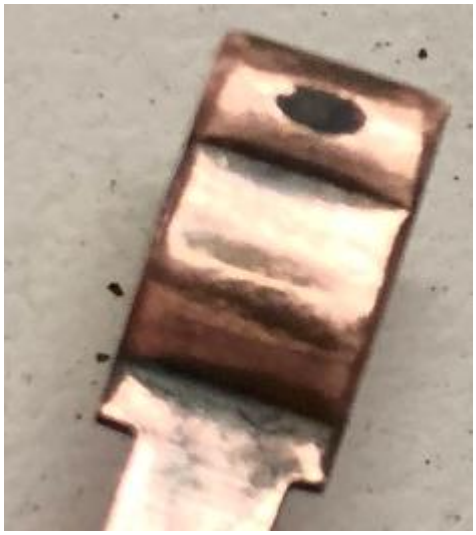


Figure 13 – Shiny no?

During the cleaning process, you may notice depression from wear in the metal strips as show in the image above. You will need to clean that depression also.

Step eight, you need to clean the pins that are underneath the rocker switch that you previously removed. Below are the pins in the rocker.

Figure 14 – the pins in the switch

The two pins are easily removed via hand, and have a single spring each that goes under them.

Figure 15 – Eeewww again!

The image above is of the pins after removal from the rocker. You will need to inspect the pins to ensure they are serviceable. Below is an example of good pins, and bad pins.

Figure 16 – Good, Bad and ugly was just trashed

The pins on the left rocker in the image above are serviceable, and just need a good cleaning and then some light grease. The right pin on the right rocker is worn and non-serviceable. You should just replace this unit as a whole. New pins are not available. Save the switch for future rebuilds and you will have one good pin!

Step nine is reassembly! Use your picture of the switch from disassembly to correctly orient the strips (face up/face down) in each slot. I used the wear depressions to help me remember which way was up/down (wear marks face down toward the contacts). Also, I noticed that the metal strip with the flat center pivot point went over the side of the switch that had three contact points. The metal strip with a crease in the center pivot point went over the side of the switch that had four contact points. Below is an image of the orientation.

Figure 17 - orientation

(Pro tip: don't use a dremel to polish your points or it will come out like the picture above! Only use emery paper!)

Figure 18 is an image of how it should look before installation of the rocker. Note those beautiful contacts and metal strips. Installation is just the reversal of ripping it apart. Be careful and don't make one type of switch look like the other type – the tabs are somewhat fragile.

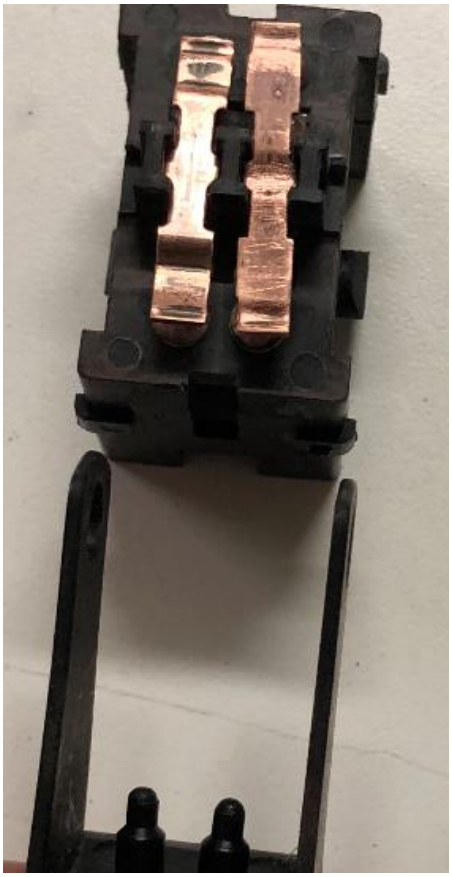


Figure 18 – contact rockers in place

Figure 19 shows the switch back together again.

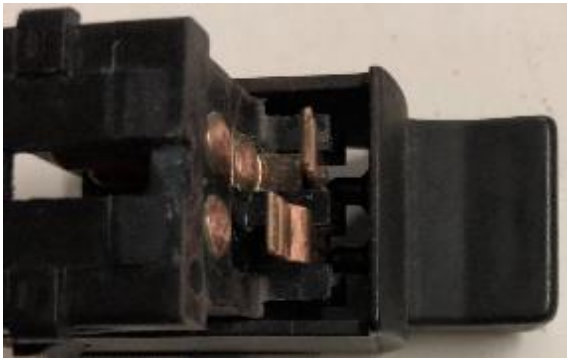


Figure 19 – Now we're cooking with heat

The contacts and metal strips are much cleaner! For clarity of images and demonstration of the rebuild I did not put any dielectric grease on the contact points. A SMALL "dab" of dielectric grease on each contact point will make your switch perform perfectly for years. (This Public Service Announcement has been approved by Crazy Jack)

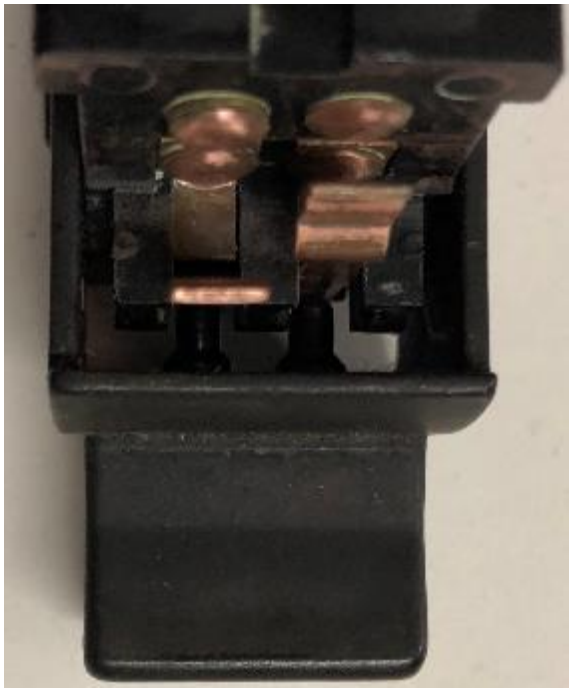


Figure 20 - So fresh, and so clean!

Step ten is to put the main cover on.

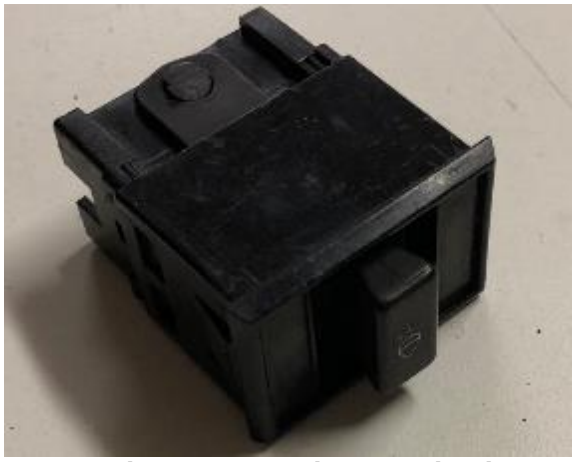


Figure 21 – main cover back on!

You can now install the switch back into the metal switch panel, reconnect the wiring harness to the rear of the switch, and test the newly cleaned switch. You should have working headlights and running lights. Or in my case, you will have partially working headlights due to an adjustment issue, and most of the running lights non-operational due to corroded contacts in other locations on the car. However, the interior lights work (barely, I need to upgrade to LEDs), and that fixed the main problem on the car. Hopefully this write-up will save you a few bucks, and help you to fix your own version of Project TRashy.

Classifieds

Classified ads are free to MVT members and run month to month. We do not endorse anything in here, nor do we get any compensation in fees or royalties. As with the rest of life "buyer beware".

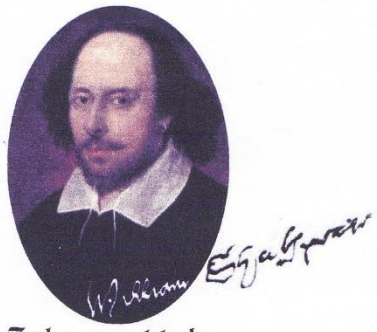
WANTED - TR3 Luggage Rack in as new condition (No drill , Hinge pin mounted type) Contact Chris at tryanity@gmail.com.

Wanted – old unwanted Triumph parts. Starting to make art from old Triumph parts. Looking for smaller parts that you are keeping since you feel guilty about throwing them out. Especially electrical parts and smaller engine items. Contact Bruce at clough-owenclough@outlook.com

To Be, or Not To Be a Triumph

Or, Is the Whole Greater than the Sum of Its Parts?

by Roy Owens, Ohio



To be, or not to be:
that is the question:
Whether 'tis nobler in the mind
to suffer the slings and arrows
of outrageous fortune,
Or to take arms against a sea of
troubles, and by opposing end
them? ***Hamlet; Act 3, Scene 1***

Recently I mentioned on an e-mail group that I had a Triumph TR8 drive train that I was considering installing in my TR3 (keeping it all Triumph that way), and asked what others thought of that drive train. One writer was very adamant that the TR8 drive train was not a Triumph. He said, "I hate to tell you this, but despite the fact that you got the engine/tranny out of a TR8, it's NOT a Triumph engine... And, IIRC (if it really counts), the trans is a BW type 35, which, while common in British and Swedish cars, is actually a license-built GM unit."

After some thought about what is To Be or Not To Be a Triumph, I came up with this response:

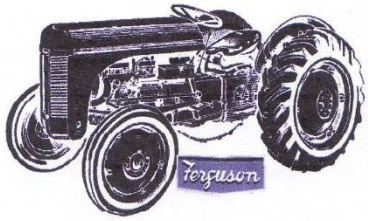
Thank you for the expert correction, always good to have the facts straight. First let me apologize to the list, I did not mean to lie by stating, "I had a Triumph TR8 drive train." This motor was built by BL under agreement with GM, and has been installed in several British cars to include MG & Rover. It is however different from the GM version as it was "improved" by the English, however several of the parts will interchange. As for the trans it is indeed a BW and could have been fitted into any British (MG / Sunbeam / Hillman) or European car of period.

Your comment did make me think about the rest on the parts on my cars. As I looked at my Spitfire I noticed that I couldn't find anything that says Triumph. It seems several different vendors made the bumpers, glass, and body panels. The electrical parts, including switches look to all be Lucas. The gages / hydraulics / fuel system (pump & carbs) are all non-Triumph. I was shocked to find that the steering and front suspension is not made by Triumph and the components will fit several makes and models. It seems even the seats and carpet was contracted out for some models. At last I spied the radio it said TRIUMPH on the faceplate, but as I looked closer it was made by Motorola. The motor seems to be full of non-Triumph parts as well; seems the pistons and bearings were outsourced. Not sure if the block can be classed as Triumph as it is based on the Herald and I believe used by other makes.

I did find a few things marked "Stanpart" made by / for the Standard Motor Company who owned the Triumph name, and that made me feel better. I didn't find one item on my Spitfire that says "Triumph".

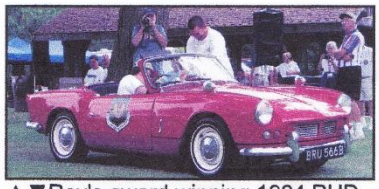
I feel bad having to reveal the following: it seems based on the above that anyone that has a "Triumph" made after British Leyland absorbed Triumph, does not own a "Triumph". In the case of the "Triumph" 1493 motor it was used by MG or did Triumph use the MG motor? It only gets worse from here on out.

After finding that my TR3 is fitted with a Ferguson "tractor" motor, as is the TR2 & 4. I'm thinking about legal action as I was deceived into thinking I owned "Triumph" motor cars, when in fact I own cars made of various non-Triumph components and assembled by / sold as a Triumph.



I will forward this to the other car clubs, as I believe they were deceived as well. MG used the GM inspired V8 & AH motors. Lotus used a Ford block with a Cosworth head. Jag and RR even outsourced parts. I don't know if Morgan ever produced a motor, they seen to use Ford / Triumph or whoever gave the best deal.

I'm sure most of you do not care and if I got any of this wrong I trust someone will bring it to my attention. I just wanted everyone to know that in a time of Political Correctness we must all carefully think out our words and research the products we own.



▲▼Roy's award winning 1964 RHD "Triumph assembled" Spitfire4