

THE MARQUE

MIAMI VALLEY TRIUMPHS

DAYTON, OHIO

AUGUST, 1984

ALL THE NEWS THAT'S FIT TO WIPE UP OIL

RICK'S ROOKIE RIVER RALLYE

This is going to be a blast. The long awaited Annual Rallye is about to take place. As promised (threatened?) the Rallye promises to challenge the very best drivers which Miami Valley Triumphs has to offer. This Rallye has something for everyone... Gimicks, Skill, Luck, Serious Competition, etc. It has been suggested that the proper name for this year's rallye should be "CONFUSION" instead of Rick's Rookie River etc.

So here's the scoop:

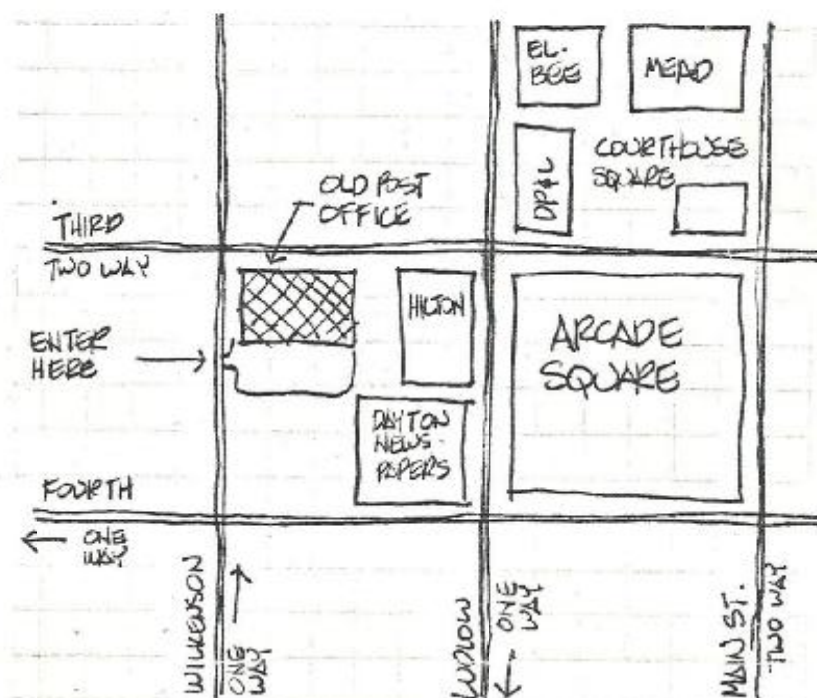
The Rallye is to take place on Sunday, August 5, 1984. The first check point is at the OLD POST OFFICE at Third and Wilkenson, Downtown (See map). Driver and Navigator Teams should be at the Parking Lot behind the OLD POST OFFICE at 12:00 noon for registration, instructions and prayers. Please be on time so that the first car can go out at precisely 12:30.

The Rallye covers approximately 25 miles (if your good) and ends at a mighty fine, scenic picnic ground. Pack a picnic basket in the backseat and your favorite navigator in the front seat and test your wits against the worst that I can offer.

Bring the following:

- \$5.00 Registration Fee per Team (\$6.00 for non-members)
- A Watch or Clock
- A Calculator (Solar powered not recommended)
- A Tank of Gas
- Flares
- Hoxley Rules

A general membership meeting will take place at the Picnic.



GOSH MOM LOOK AT ALL THOSE LITTLE CARS

The rains ended long enough to salvage a decent day on July 15. The day started off at Taylorsville Reserve, toured route 202, West Milton, and on to Dave Knapp's Pool. The turn-out was terrific.

If 13 cars isn't a record at a MUT event, I'll eat a steak. (No sense hurting myself). I counted 5 TR-3's, 2 TR-250's, 2 TR-4's, 2 TR-6's and 1 TR-7. (I know it doesn't add up to 13).

Special Thanks to Dave Knapp and to Sue Struckman for putting together a good party. It was especially nice to see so many wives and girlfriends.

WHERE DID THEY GO ?

Just a couple of months ago, I was marveling at the terrific response I got with my request for love stories. Now...nothing! Lets go people. I've never known Steve Baltis to be without a story. Or Jim Guillen to be with out a Part 2. Nobody took my threat to make up stories seriously. Now I'm gonna pull out the BIG THREAT! If you people don't come through with some pulitzer prize material, I'm gonna haf to reprint stories from previous issues.

How 'bout this gem from November, 1983..."First it is best to check that wheels are in good order."

Or maybe I should re-list my list of New Years Resolutions from January, 1984.

That's right children SUMMER RERUNS! And you thought "Laverne & Shirley" was bad. I have nothing else to say on the subject.

There is no truth to the rumor that Jim Guillen resigned from the board when it was discovered that he posed nude in "Penthouse Magazine".

The Deadline for the SEPTEMBER edition is August 21.

Rick 277-0862

48 Waverly Ave.
Dayton, Ohio 45405



VTR NATIONAL CONVENTION

Applications to the VTR National were included in last month's MARQUE. A group from MVT will be going so be sure to let one of the officers know if you plan to go.

EVENTS COORDINATOR RESIGNS

Jim Quillen has requested that the board replace him as Events Coordinator for 1984-85. Jim has resigned over a difference of opinion about affiliation with TRA. The constitution provides for the Board to appoint a replacement.

BOARD MEETING REPORT

The following stuff took place at the July Board Meetings:

(The meeting was held at Dave Knapps. In attendance were Tom Struckman, Dan Stinson, Dave Knapp, Gary Goodman and Rick Holmes.)

1. Gary Goodman was at a Board Meeting
2. Dave Knapp needs a glove-box for a TR-6
3. Preparations for August Rallye are proceeding. Registration Fees - \$5.00 for members and \$ 6.00 for non-members.
4. Board needs to appoint new Events Coordinator to replace Jim Quillen. Will ask next vote getter from June Election.
5. Dan Stinson is working on a simplified draft of MVT Constitution.
6. Treasury - \$ 308.00 Approx.
7. Dave Knapp is designing new membership applications.
8. Membership list needs to be updated.
9. Tom will contact TRA about Association Membership.
10. Annette Goodman is faster than a speeding bullet.
11. Next meeting is August 21 at The Pub at Stonebridge Apartments.

CLASSIFIED ADS

Parts available for TR4, call Jim Quillen 252-1948

Spin-on oil filter adapters for all Triumphs except Spitfires. Price is about \$16. Call Dan Stinson 254-5955

Copies of the following are available from Paul Walther (293-5346):

1958 Owners Manual	Late Edition Owner's Manual
Factory Shop Manual Reprint	Factory Parts Book Reprint
TR-4 Competition Tuning Manual	TR Book by G. Robson
Parts Catalogs & Parts Lists	

Transmission for TR-250, 60 spoke wire wheels, wire wheel hubs) plus cash. Call Wendell 277-2201 after 4:30 - weekdays.

Wire Wheels for Sale: Four 60-spoke (1 is damaged but repairable) and One 48-spoke. \$175 or make offer. Call Wendell 277-2201 after 4:30 - weekdays.

COMING ATTRACTIONS

August 5	RICK'S RECKLESS ROOKIE REVERSE RIVER RALLYE	All over the map Troy, Michigan
Aug. 16-19	VTR NATIONAL	
August 21	BOARD MEETING	
September 9	POOL PARTY	In a pool
Sept. 18	BOARD MEETING	
October 14	GOOD-BYE SUMMER	
October ?	BOARD MEETING	
November 6	INDOOR MEETING	
November 20	BOARD MEETING	
December 4	CHRISTMAS PARTY	
December 18	BOARD MEETING	

MIAMI VALLEY TRIUMPHS OFFICERS

Tom Struckman	President
Dan Stinson	Vice-President
Gary Goodman	Treasurer
Dave Knapp	Membership Chairman
	Events Coordinator
Rick Holmes	Secretary/MARQUE Editor

THOUGHT FOR THE MONTH

"If more men were self-starting, their wives wouldn't have to be such cranks"

Anonymous

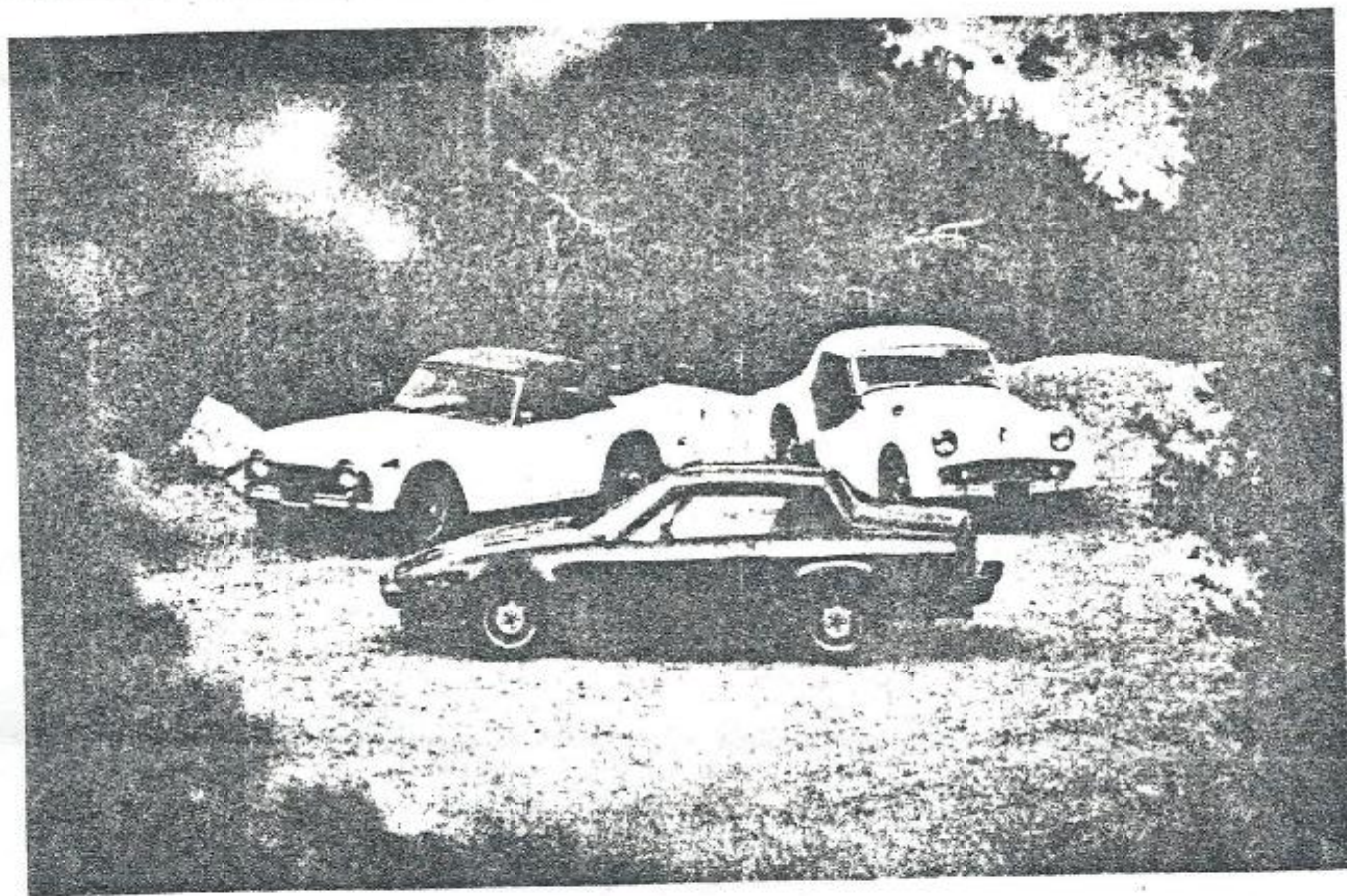
air conditioning (\$475) and a sunroof (\$200). We are also pleased to note that the new TR7 has been lowered an inch at the rear end by shortening the springs and changing the spring rates. This was done because there is a new heavy-duty rear axle assembly mated to the 5-speed.

The wider 185/70 tires improve the TR7's already excellent cornering ability and handling characteristics, and in our skid-pad test the 1977 car posted a 0.772g reading versus the 0.760g mark of the 1976 TR7 in our "Six Affordable Sports Cars" comparison test (June 1976).

The advantages of the TR7's monocoque design become apparent in hard cornering, as there is none of the chassis shake characteristic of earlier TRs, and the feel is one of tightness and a sure grip. The steering effort at low speeds is moderately heavy, but during high-speed motoring it gives the driver a strong feeling of confidence. There is basic understeer to keep the novice

from getting into trouble, but it's not ponderous.

The 1977 TR7 has lost a bit of horsepower to emission controls (catalytic converters are used on all U.S. TR7s for the first time) and the net bhp is now 86 at 5500 rpm, down from 90 at 5000 last year. With our 5-speed test car, however, there is no detectable difference in performance because the new gearbox gives more flexibility and better driveability. And this despite the new car weighing 250 lb more than a 1976 4-speed. The sohc inline 4-cylinder engine has adequate performance and will propel the TR7 from rest to 60 mph in just over 11 sec, just as it did in both the 1975 and 1976 cars. It redlines at 6500 rpm but there is no advantage in forcing it to the limit during acceleration as the peak power is at 5500 rpm and above that the engine gets rough and noisy. Another item of interest is that the 1977 model now has an automatic choke, replacing the previous manual one. It works well and the TR7 starts easily when cold and warms up



DRIVING IMPRESSIONS: TR3A & TR250

BECAUSE OF THE historical significance of this 30th anniversary issue of *Road & Track*, we rounded up a 1962 TR3A and 1968 TR250 for driving impressions and comparison with the TR7. The TR3 we drove was loaned to us by Tom Taaffe of Upland, California. It is in remarkably good condition for an unrestored car and is representative of the British sports cars of its era. The ladder-type frame and solid rear axle combine to produce ride and handling

characteristics that seem a bit antiquated by today's standards, but the driving enjoyment is undiminished and, perhaps, even better than we remember. There are no emission controls to hold back the engine, the exhaust note is crackling good in the tradition of the day, and the low doors give the driver a feeling of truly being out in the open and in command of a small, nimble car with still-exciting performance (0-60 mph in 12 sec in our June 1956 road test).

The TR250 is the property of Lynn Beria, our Publisher's Assistant, and is, of course, a 1968 model, the only year it was sold in the U.S. The 250 is a transition car, with the purpose of keeping the TR series alive in the American (the largest) market while Triumph delved into the problems of emission controls. The 2500-cc ohv 6-cyl engine put out a bit more than 100 bhp, the two extra cylinders not making a great difference in acceleration times in our road tests com-

quickly without any stumbling or stalling. We also drove a 1976 car with an automatic transmission that still had the manual choke and found it temperamental first thing in the morning.

The 5-speed gearbox and other improvements are well worth the extra cost. Other than an annoying baulkiness going into 1st gear and a tendency to grind while making 1st to 2nd shifts when cold, it shifts smoothly and with a very positive feel. Once it's warmed up, the 1-2 shift can be accomplished as quickly as desired. Reverse is to the left and up and much easier to select than with the 4-speed. The 4-5 shift is smooth and easy, with none of the notchy feel prevalent in many 5-speed transmissions. Along with the addition of the catalytic converter and slight changes in engine tuning, the new gearbox also makes a significant improvement in fuel economy, returning 27.5 mpg in our test compared to the 4-speed TR7's 22.5 mpg. But the real highlight of the gearbox is the way it mates so well with the

engine's characteristics, giving the 5-speed TR7 snappy driveability that was lacking with the 4-speed.

Still on the subject of transmissions, we have to say that we were not surprised by the automatic. The idea of a 4-cyl sports car with an automatic does not excite us and the performance is leisurely at best. Moving off from a stop calls for burying the throttle and waiting. Keep your shirt on and eventually it comes together and begins to move along, but it seems to take forever (3 sec slower than the 5-speed for the 0-60 mph run) especially because the power doesn't assert itself until the revs are up to 3300-3500 rpm. Frankly, we don't especially care for the automatic TR7, but it could capture the interest of people who would otherwise not choose a sports car and thereby miss out on the delightful handling characteristics of the car. And for the driver who doesn't place as much emphasis on spirited driving as we do, it may be perfectly acceptable. ■

pared to the TR4. The 250 carried on the independent rear suspension of the TR4A, a system that was at best a compromise, and never lived up to the advantages usually associated with it.

During the 30-year span of R&T, we have witnessed the evolution of Triumph

sports cars from the postwar 1800 through the TR2, 3, 4 and 6 to the present TR7.

The traditionalists may justifiably mourn the passing of the open sports cars so long associated with the TR series. Few of us will ever forget the excitement

of those early days of sports car motoring and the role played by the Triumph. But as we celebrate our 30th anniversary, we have to face the reality of today's world and realize that the TR7 is a car perfectly in keeping with the times. It's also great fun to drive. —Thos L. Bryant



COMPARATIVE DATA

	1962 TR3A	1968 TR250	1977 TR7
Curb weight, lb	2080	2350	2570
Wheelbase, in.	88.0	88.0	85.0
Track, in.	45.0	49.8	55.5
Length	150.3	153.6	160.5
Width	56.5	58.0	66.2
Height (top up)	50.5	50.0	49.9
Engine type	ohv 4-cyl	ohv 6-cyl	ohc 4-cyl
Displacement, cc	1991	2498	1998
Hrs @ rpm	100 @ 4800	111 @ 4500	86 @ 5500
Performance: 0-60 mph, sec	12.0	10.6	11.7
City fuel consumption, mpg	28.0	27.6	27.5

