



April 2011

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MVT Officers

President: Phil Daye, 513-360-7262

Vice President: Don Bigler,
937-253-1580

Secretary: Stan Seto, 513-683-7974

Treasurer: Carolyn Daye,
513-360-7262

Membership: Eden Allison 937-475-3885

Events: Randy Wakefield,
937-367-4993

Please send comments/suggestions to:
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 Tumbleweed Steak House in Kettering, 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.



Another Great awards Banquet, Jimmy and Forest missed dearly.

Jay's Funnies of the web.

Jay found a piece going around entitled why dogs bite people. The pictures give clue.



Calendar of Events MVT 2011 Awards Banquet



Bruce Clough, Stan Seto, Alice Clough and Roger Rutledge enjoy casual hour before the big Awards Banquet. The banquet was given



Marque of Distinction Winners. Left, Chris White and right is Eden Allison. Good show ladies.



Roger & Carol.



Most tragic of all, all these fine folk turned 65 this month !!

Special Thanks again to Lois Bigler for arranging such a lovely banquet.

- 6 April **Monthly Meeting MVT**
- 7-9 April Grand-Am Racing @ Barber Raceway, Birmingham AL
- 8-10 April Formula 1 racing @Maylasia
- 13-14 April Grand-Am Racing @ Alton, Va
- 15-17 April Formula 1 racing @China
- 30 April **Spring Tour Tentative Date**
- 4 May **Monthly Meeting MVT**
- 6-8 May Formula 1 racing @Turkey
- 20-22 may Formula 1 racing @Spain
- 26-29 May Formula 1 racing @Monaco
- 29-30 May Grand-Am Racing @ Lime Rock
- 27-29 May Smoke Fest Car show @ Eldora Speedway
- 1 June **Monthly Meeting MVT**
- 3-4 June Grand-Am Racing @ Watkins Glenn
- 10-12 June Formula 1 racing @Canada
- 17-18 June Easy Street Car Show, Milford, Oh
- 23-25 June Grand-Am Racing @ Elkhart Lake
- 24-26 June Formula 1 racing @Europe(Valencia)
- 6 July **Monthly Meeting MVT**
- 8-10 July **Good-Guys Nationals Car Show (6000 cars !)**
- 8-9 July Grand-Am Racing @ New Jersey
- 9 July **Pool Party Tentative Date**
- 8-10 July Formula 1 racing @England
- 22-24 July Formula 1 racing @Germany (Nurb.)
- 29-31 July Formula 1 racing @Hungary
- 3 August **Monthly Meeting MVT**
- 6 August **27th Annual British Car Day**

12-13 August Grand-Am Racing @ Watkins Glenn
 20 August Day Drive Tentative Date
 26-28 Aug Formula 1 racing @Belgium (Spa)
 3 Sept. Farewell to Summer Tentative Date
 7 Sept. Monthly Meeting MVT
 9-11 Sept Formula 1 racing @Italy (Monza)
 15-18 Sept Rebel Run Car Show, Lima,Oh
 16-17 Sept. Grand-Am Racing @ Mid-Ohio
 22-25 Sept. Ducktail Run, Gas City, In (you have
 to once!)

23-25 Sept. Formula 1 racing @ Singapore
 24 Sept Aimee Strobles Wedding
 5 October Monthly Meeting MVT
 7-9 Oct Formula 1 racing @ Japan
 14-16 Oct Formula 1 racing @ Korea
 15-16 Oct Fall Tour Tentative Date
 28-30 Oct Formula 1 racing @ India (New
 Delhi)

2 Nov Monthly Meeting MVT
 11-13 Nov Formula 1 racing @ Abu Dhabi
 25-27 Nov Formula 1 racing @ Brasil
 3 Dec Holiday Soiree'
 31 Dec Celebrate! God gave you another year of
 blessings.

2nd Tuesdays is SCCA Western Ohio Division
 Meetings @ Bullwinkles in Miamisburg.
 see www.worscca.org

**The next Miami Valley Triumphs Monthly
 Meeting will be 06 April, 2011**

Trannie Tech Session, 19 March

Got to Clough's a little after Nine on Saturday
 morning. Cold drive up from Loveland, top down,
 heater on, but new thermostat, so water temperature
 controlled on the cool side.

Allison's TR8 was already on the lift and the people
 were working to remove the mufflers and pipes to
 give room for the Trannie to come out.

I got coffee and looked around. Good turn out, and
 before noon everyone there got a chance to work.
 The guiding team was Bruce and Mike McKitrick,
 Ted was there (his car) as was Chuck White, Ted's
 traveling buddy, Ellis Ball, Roger Rutledge, Chris
 Yanity and myself. Harry Mague showed up shortly
 after I got there. Still later, Curtis Hayes appeared
 and lent a helping hand.

The car was down at ground level, now, and the
 headers were taken off the block, one was pulled off
 the other just moved out of the way. The car was put

back up in the air, and we removed the drive shaft
 and started to work on removing the transmission.
 It was unbolted from the block, the mid support
 was removed and then everyone who could fit
 under the car, helped to pull it out and lower it to
 the garage floor.

A group of us started to remove the bell housing as
 another unit was going back in and so the bell
 housing and the shifting hardware were to be
 transferred to the new unit. Bruce's air wrench,
 wielded by Bruce got all the bolts out and the B/H
 was popped off with rubber mallet. While the
 transmission stuff was being switched, Bruce got
 busy and changed out the clutch and pressure plate
 with new hardware. Mike McKitrick renewed the
 throw-out bearing.

In a short time, the team was in position to re-
 install the Transmission. It was all hands on deck,
 to lift it up into position, and to hold it while the
 guiding team figured out how to handle the clutch
 slave cylinder rod, a blind assembly. The slave
 cylinder was removed and slid to one side. The rod
 was fished up and protruded enough that the slave
 cylinder could be engaged and when pressed back
 onto the support flange, sprayed hydraulic fluid all
 over Bruce's arm. Never-the-less, bolts were put
 back in and the hydraulic line reattached. The
 tranny was then secured to the back of the block.
 With some effort, again on everybody's part, the
 rear of the transmission (and engine) was lifted and
 the mid support was installed, with lots of
 grunting, groaning for dropped washers, and the
 tightened down of four ridiculously small nuts and
 washers.

Two small teams reinstalled the drive shaft.
 One of the parts left out of this lightning
 description were the numerous trips up onto the
 rack and into the car to do things which made the
 job easier, like turning the front wheels so a rolling
 support on the lift tracks could be located to
 support the tranny as it came out, shifting the
 tranny with a screwdriver and unlocking the
 ignition so the car could be rolled to reposition the
 drive shaft while it was being installed and
 checking to see if all the bells and whistles worked
 after the electrical wires were re-hooked, back-up
 lights and the such.

All of a sudden we were back down to replacing
 the exhaust manifolds and piping system.
 Ted actually drove the TR8 out to his trailer and
 loaded it, so almost everything worked when the

job was finished, (in four or five hours) and there were no bolts or nuts left over.

This was a really good tech session, and we are looking ahead to restoring the Carter TR4.

Miami Valley Triumphs Monthly Meeting, 05 January, 2011(Revised 03 Feb.)

Meeting was held at Tumble Weeds restaurant on Dorothy Lane. President Phil Daye convened the meeting at 1930 hours. There were about twenty-three club members and the kids (3) also were in attendance.

There were no changes or additions to the agenda.

Officer's reports –

President – Gave a toast: “Hail to The Queen” to open the meeting. Commented about missing the Holiday Soiree.

Vice President, Don Bigler – Out of his job, but just as glad for the free time.

Treasurer, Carolyn Daye – Starting balance was \$4616.81. We had income of \$158.00 (Holiday Soiree) and expenses of 150.00 and 216.00 dollars so the closing balance was about \$4408.81.

Secretary, Stan Seto – No report, as there were no minutes from the business meeting at the Soiree.

Membership Chairman, Eden Allison – We have 34 Paid up members for the 2010-2011 year, as the Stinson's have rejoined. Further there is another couple (Linda and Bob Smith??) who's application may be in the club Post office box, as Bruce forgot to pick-up the mail. No big deal, we'll catch them up in February.

Events Chairman, Randy Wakefield – Up Coming January event will be a Tech session at the Wakefield's on the 15th, at 9 AM to work on his Mini.

February will feature a Tech Session on the 19th to fix a TR8 Trannie at the Clough's, starting in the 9 to 9:30 time range. There will also be an HO gauge Slot Car racing day on a Saturday, date not yet selected.

March will feature the Awards Banquet at BeaverCreek Country Club, like last year, on 12 March (a Saturday). Meet at 1830 and eat at 1900 hours, that's 6:30 PM and 7:00 PM.

Lois can be reached at 937-253-1580 or her Cell 937-603-4194 for more details.

Committee Reports –BCD – The club discussed shirts. President Phil took a stand with respect to the MG Club. His position was that shirts are the responsibility of MVT, and in 2011, this club will make all the decisions about shirts, and simply tell the MG club how we intend to handle shirts and the demographics this year. And the Cost. Phil also commented that he'd like to see a heavier weight material in the shirts and asked Randy Wakefield if he had any designs available, yet. Randy commented “No” but indicated he could whip something up for the 2011 edition.

Phil also said he's ask Skip for a copy of the 2011 flier for posting on the web site.

Old Business – We ran through nominations for club officers. Lorna Ball's name was entered for Membership Secretary, along with previously nominated Eden Allison and Chris White. No other changes. Nominations were closed, and nominations for Club Awards were opened. There were no additional names entered.

Chuck White brought up Name tags. He explained all the cost and badge sizes that are available out there. He was asked to concentrate size, legible lettering and holding cost to something reasonable, like single digit dollar costs. We will get a follow-up report at the February meeting.

Carolyn Daye will be going in for back surgery in January or February. Prayers are requested.

New Business – A motion was made to declare an Honorarium for Carol Rutledge's sister who passed recently due to cancer, in the amount of \$50.00. The motion was passed by a near unanimous voice vote.

A motion was made to declare an Honorarium for Ellis Ball's sister in the amount of \$50.00, the declared destination being the Franklin Food Pantry in here name. The motion passed by near unanimous voice vote.

Stan Seto won Split the Pot for \$7.50.

Next Meeting will be on 02 February, 2011 and same location.

Meeting was adjourned at 8:25 PM (2025 hours)

Submitted by Secretary, Stan Seto.

Miami Valley Triumphs Monthly Meeting, 02 March, 2011

Meeting was held at Tumble Weeds restaurant on Dorothy Lane. President Phil Daye convened the meeting at 1931 hours. There were twenty club members and one visitor, Curtis Hayes (who before the meeting was over, paid his dues and became a member) plus two children in attendance. There were no changes or additions to the agenda.

Officer's reports –

President – Gave a toast: “Hail to the Queen” to open the meeting. He commented that we would be voting at this session and proposed we do that first in the order of things.

Stan Seto, Secretary passed out the ballot forms. Nineteen of twenty ballots were collected. Stan Seto and Ellis Ball retired from the meeting room to determine the ballot returns. In the Secretary's absence, Lois Bigler volunteered to take minutes.

The President then took time to introduce Mr. Hayes to the group and asked him to say a word the club. Mr. Hayes explained that he was working at University of Dayton in research and that he owned a red Spitfire.

Marlene Carter called the president and said that she'd like to sell the Carter's TR4. Chuck White volunteered to take charge of that matter. It should be noted that Chuck and several other club members visited Marlene on or about 16 March and inspected the car. It was in good condition, but has not been run in awhile, so some sprucing up was in order. The Events chairman will make that action a tech session in the following weeks.

Forrest Gwinn is in Rehabilitation at the Kettering Medical Center, Visitors after 5:00 PM.

Carolyn Daye has not yet had surgery. She should get an operation on the 16th on her neck to improve her balance. Then they go on to the more urgent matters.

The President also noted that Randy Wakefield's Mother died of complications that stem from a recent

car accident. His Father was also injured but is recovering.

Vice President, Don Bigler – Glad to be here.

Treasurer, Carolyn Daye – Starting balance was \$4476.12. We had income of \$75.00 and expenses of \$0.00 so the closing balance was about \$4551.12.

Secretary, Stan Seto – Minutes were posted in the Marque for the February Meeting. That the January minutes have been corrected and they will be republished in the April issue.

Membership Chairman, Eden Allison – We have 35 Paid up members. She noted that Renewal of memberships will start again in May.

Events Chairman, Randy Wakefield – The February Tech Session on the 19th to fix a TR8 Trannie at the Clough's, was postponed to March 19th. It will start in the 9 to 9:30 time range. The Spring tour was commented on and the consensus was a single day and go to the northwest or west this year. Set for sometime in April. Dayton British Car meet at the Market is set for 14 may. The Ball's Pool Party is set for 16 July, plan ahead.

March will feature the Awards Banquet at Beaver Creek Country Club, like last year, on 12 March (a Saturday). Meet at 1830 and eat at 1900 hours, that's 6:30 PM and 7:00 PM. Entrée's will be same as last year and Lois was able to hold the cost to \$22.00 per couple. The club will pay all the bills.

Lois can be reached at 937-253-1580 or her Cell 937-603-4194 for more details.

Committee Reports –BCD, this subject awaits next month's meeting.

Old Business – Name Badges – Chuck White reviewed the choices for name badges, and their relative costs. There are two sizes, 1 in. by 3 in. and 2 in. by 3 in. Cost for larger was \$4.75. A motion was made by the secretary that the club would provide a name tag to each new member in the 2X3 in. size. Motion was seconded by Chuck White and passed by voice vote with no dissenters.

A member who needs to replace a badge, the cost will be \$5.00.

The election results for Officers were announced.
Vice President: Charles (Chuck) White won the vote.

Membership Secretary: Eden Allison maintains her position.

Events Chairman: Bruce Clough won the vote.

The club award winners were not announced at this meeting, but rather at the Awards Banquet. At the writing of these minutes the Awards Banquet is over. The award winners were:

Keep It on The Road: Carol and Roger Rutledge.

Most Improved: Carol Rutledge.

Press on Regardless: Carolyn and Phil Daye

Marque of Distinction: Eden Allison and Chris White.

New Business – British Museum of Transportation Head, Pete Stroble, requested that the membership stay after the regular meeting to review a video.

Lorna Ball won Split the Pot for \$6.00, and promptly returned it to the club. Thank You, Lorna.

Next Meeting will be on 06 April, 2011 and same location.

Meeting was adjourned at 8:11 PM (2011 hours).

Submitted by Secretary, Stan Seto.

Distributor Rebuild – Stan S.

If you are into car maintenance, sooner or later your attention is going to be pulled to the distributor. That's the device sitting on the side of the engine near the spark plugs which partitions electricity from the battery or the generator/alternator and routes it to the spark plugs at timed intervals causing the terrible exhaust noise we hear when the car is actually running. Next month we'll talk about mufflers.

The distributor is designed to not only provide the spark energy, but to also advance the timing of the spark energy as the engine is accelerated, to provide greater and greater power as the throttle is opened and more gasoline is fed into the cylinders. By causing the spark to occur earlier and earlier in the compression stroke of the piston, the fuel and air mixture in the cylinder is ignited sooner as the piston approaches top dead center thus giving the mixture more time to completely combust and in so doing, increase the pressure in the cylinder when the piston reaches top dead center. This results in greater force being transmitted to the drive shaft, and an increase in the engine revolutions per minute, and you go faster.

There are two mechanisms that work to advance the spark timing. A mechanical advance mechanism is mounted on the distributor rotor shaft and is comprised of two weights about 180 degrees of arc apart and tied by springs to a plate mounted firmly to the distributor cam shaft. As the rotational speed of the shaft increases, centripetal force causes the weights to move away from the shaft centerline, putting tension on the springs which in turn causes the plate to which they are fastened to rotate which in turn changes the cam lobe position at which the points are opened. This mechanical advance is the greater increase of the two systems and will open some 15 degrees from 200 rpm to 2700 rpm. Fully open can be up to 36 degrees and above 4000 rpm. The vacuum advance is driven by the pressure in the intake manifold as the engine rpm changes which increases or decreases the amount of air taken into the intake manifold, and this changes the local manifold velocities and hence the manifold static pressure relative the ambient (atmospheric) pressure field around the car. Lowering the manifold pressure creates a vacuum (region of lower pressure) on one side of a diaphragm in the distributor vacuum unit, the other side of which is at normal (or near normal) atmospheric pressure. This difference in pressure causes the vacuum unit to move in the direction of the low pressure and pulls on the plate holding the points thus causing the points to rotate relative to the cam lobes; this also changes the point at which the cam lobe opens the points. The vacuum diaphragm unit is mounted exterior to the distributor (the large diameter aluminum disk with a rubber tube that runs to the forward carburetor manifold). It has an internal spring which pulls it back to the original position as the engine slows down and the vacuum decreases. The vacuum advance moves the rotor a maximum of about 4 to 5 degrees in arc when it is working properly.

Well, what can wear? The breaker plate on which the points are mounted rides on two little nylon feet that space it on the base plate, and these nylon feet can wear or break. The vacuum unit diaphragm is a soft material, like rubber or polypropylene; the material can harden and embrittle so that it no longer holds the vacuum pressure. The springs of the centrifugal system can stretch or break. The rotor is supported by bearings which can wear, causing the rotor shaft to wobble. Each of these failures can result in a change in the position at which the points open and can result in significant losses in engine performance and may even cause engine failure through pre-detonation.

You, the owner, can check for some of these items through normal maintenance done at selected intervals. By removing the distributor cap, and grasping the rotor and wiggling it you can check for bearing wobble (wear), there should be no side to side free play. While you are there, you can remove the rotor and put a couple of drops of oil down the center of the shaft to lubricate the bearings. You can also get a timing light and check the advance of the engine with the help of a friend, the timing marks on the crank pulley and by knowing what a typical advance curve looks like for your particular engine. (I didn't say it would be easy, necessarily!) And you can check that the vacuum hose has no leaks.

On my TR3, no work has been done since I got it back in 1996. Nor even sure any work was done on the distributor by the two previous owners. So, last year I took it out and gave it to Bob Sarama to rebuild. When I got the unit back, the following work had been done. Bob put it on a bench tester and determined that going in

the mechanical advance was only 8.5 degrees, maximum. That the vacuum advance was working fine and up 4.5 degrees, right in the center of where it should have been, see Figure 1.

Bob did the following replacements on the unit:

- Installed two new Oil-Lite bushings reamed to specification.

- Bead blasted the case and rust proofed the holds.

- Cleaned and polished all the internal guts.

- Resurfaced the fulcrum points for the centrifugal weights and balanced the system.

- Installed new springs and tuned the advance curve up to 36 degrees of advance at high speed, from initial 8.5 degrees.

- Installed three new thrust washers (the main lower and two uppers), put in a new seal and replaced old screws with stainless steel screws.

- Polished, cleaned and lubricated the points plate.

- Installed a new ground lead, rotor and drive dog pin.

- Put in new 5W20 Castrol motor oil.

Reinstalled the Petronix unit and benched it again to check Performance. The pulse signal met the requirement of having a sharp cut off at the peak. When the cut-off signal starts to get a more rounded response, the unit is wearing out.

Cost? Less than \$90.00. Rebuilt, it sure seemed to improve performance.

The new Mechanical Advance curve is shown in Figure 2.

As most of you know, there was some problem upon re-installation for getting the engine to run. This was apparently due to a repositioning of the Petronix unit in the distributor at rebuild. Setting up the rotor and cap the normal way resulted in the spark coming 26 degrees after top dead center. Once we had a timing light, doing the adjustment took all of five minutes and the engine has run with abandon ever since. It is now timed at 5 degrees before TDC at idle.

What I'd really like to do now is take it back to Runyon's Summer Party. As you know he rents a drag strip for that weekend. Six years ago I took the TR3 there for a morning. Made six runs. Got beat by Bug eye Sprites, Spitfires, pumped up TR6's and a kid with a Soapbox derby racer. Time over the Quarter Mile was about 20 or 21 seconds and mid-high sixty miles an hour. Zero to Sixty was nowhere near 12 seconds, using the overdrive in second and third was of no help. I mean here's a car with 2.2 liters displacement, a mild cam and a head shaved 0.060 mils, and it could hardly get out of its own way. With the distributor now functioning, I'd just like to see if it is anywhere near 0 – 50 MPH in eight seconds, like the 1958 ads say it was. Actually, with the 2.2 liters, sub-eight seconds.....

Parts of the description of how a distributor works were purloined from Volume II of Technical Talk, published by the Triumph Register of California, Joe Klein, Nov. 1985 and from The Workshop Manual for TR2, TR3 and TR3A's, AutoBook, Ken Ball, AutoPress Ltd.

Figure 1 - Vacuum Advance Characteristic

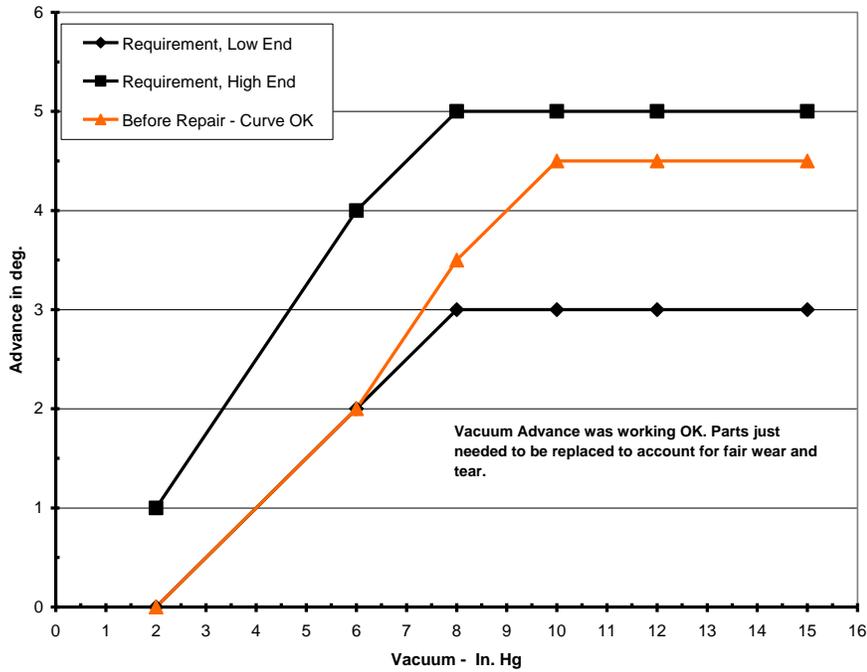


Figure 2 - TR3 Mechanical Advance Curve Characteristic

