



# "The Marque"

This month:

**President's Report**  
**Secretary's Report**  
**Treasury Report**  
**Proposed 2016 Budget**  
**Events**  
**Mechanical Upgrades**  
**TRminator**

## January 2016

### **MVT Officers**

President: Lorna Ball, 937-746-5189  
Vice President: Dan Stinson, 937-259-8242  
Secretary: Karen Sipos, 937-572-5817  
Treasurer: Harry Mague, 937- 426-3802  
Membership: Valerie Relue, 937-667-5227  
Events: Bruce Clough, 937-376-9946

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 **Logan's Roadhouse 2819 Centre Drive Beavercreek OH**, unless otherwise noted in the "Marque". General membership meetings are at 7:30 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.

### Embroidered Garments are Back (Stan Seto)

MVT now has a printing vendor, RP Diamond Printing, Loveland, to do garments with car silhouettes, "MVT" name, your name and the MVT logo on them. Mike McKitrick has placed the URL on the MVT Web page, or you can go the RP Diamond webpage, [www.RPDiamond.com](http://www.RPDiamond.com), find the MVT logo (lower right on screen) and click on it. The garments shown are from the SanMar catalog and if you do not see what you want, you can go to the SanMar web site and pick out the garment you want and give the identification catalog number to RP Diamond with the essential information. I also asked them to set out a selection of hats that can be embroidered.

OK, you've selected a garment from the MVT website address. Select the garment color next and in succession each lower tab on the page will be activated for selection. Delivery can be by mail to you, or you can ask me to pick up your completed garment and I can bring it to a monthly meeting, or if you live close to Loveland, you can pick it up at their shop, yourself.

For a garment not on the web site, the essential information would be garment color, and size, and what you want them to add and where on the garment.

I'm available for any questions

**President's Report~ Lorna Ball**

Happy 2016 everyone! I don't know about YOU but the fact that 2016 is upon us..... They say the older you get, the faster time goes by. I must be REALLY old!!!!!!

The Christmas Soiree was a great success and a lot of money was raised in the Brown Bag Auction. The food was great and the gathering of this family of people was even greater. Nominations for officers were opened at the abbreviated monthly meeting.....no nominations for President. Any takers? Like I have said in the past: "If I can do it (you get what you pay for), a lot of you can do it, too!"

I hate to talk about anyone behind their back BUT it's about Bruce, our Events Czar..... I'm wondering why he didn't plan a Spring Tour for December. Just sayin'...

In closing, Ellis and I hope that 2016 is filled with good health and great memories.

All the best, Lorna

#### Treasurer's Report:~ Harry Mague

**Treasurer's Report:** As of 1December 2015, the club account had a balance of \$4403.69. For the month of December, the club had income from the Brown Bag auction of \$241.00. The club had the following expenses in December. The Christmas party expense was \$144.80 and the Marque mailing expense was \$.49. Total expenses for December was \$149.29 Account balance is as of 1 January 2016 is \$4449.40. In summary, the club had on January 1, 2015, \$3450.84 in the account. We ended the year on December 31, 2015 with \$4499.40 in our account. As per the By-Laws, the following presents the 2016 budget. The club membership will vote on the purposed 2016 budget in the February monthly meeting.

(The 2016 Budget is on the last page of this Marque. ~Ed)

#### Secretary's Report:

The abbreviated December meeting was held at the Bergamo Center during our Christmas Soiree called to order by the President after all tummies were full and satisfied and before the great Brown Bag Auction. Nominations were opened for President, Secretary and Treasurer and also for Awards to be presented at the March 2016 Annual Banquet.

Officer nominations were as follows: President: None, Secretary: Patti Clifford, Treasurer: Harry Mague.

Awards nominations were as follows:

Press On Regardless: Stan Seto and Bruce Clough

Keep It on the Road: Bruce Clough

Most Improved: Roy Owens and Bruce Clough

Marque of Distinction: Harry Mague, Lorna Ball and Tim Moore

Those celebrating December birthdays were Ellis Ball, Jim Sipos, Mary Stinson, Scott Stout and Eden Allison.

Those celebrating December anniversaries were Don and Lois Bigler and Ellis and Lorna Ball.

A motion was made by Harry Mague and seconded by Tim Moore to adjourn.

Submitted by: Lorna Ball

Events ~ Bruce Clough

## MVT Events Calendar January 2016

Time for you to write history. Time to help me, your humble Events Tsar, come up with the MVT 2016 Events. We have a planning meeting at 5:30 PM on January 6<sup>th</sup> Some guidelines and comments:

First, anyone can get into the game. I was pleased last year since we had a lot of folks across MVT volunteering to do events, not just moi. It's not hard at all, just think of something you would think the club would like to do, confirm at a club meeting, and go.

Second – you have help. Besides me there are many seasoned club members who can help with events – just ask!

Guidelines:

- Probably needs to be car related. Even the trips we put together that feature restaurants, wineries, and even quilting

- stores have excellent sports car roads in them.
- Plan no more than 45-60 minutes between stops if you can. Less if there is a lot of coffee involved!
- Stay away from urban areas if at all possible. Stop lights and a Triumph caravan on a hot day are not fun.
- Getting to and from a show should be as fun as the show.

People always ask me how I find such good roads. Google map, terrain, and satellite images, and Delorme maps. By looking at the map you can get a "feel" for how good the road is. Factoring in the terrain and foliage you can find the good vistas, the tree covered lanes, the twisty-turny lanes along creeks. Even in the till plains of NW Ohio using mapping resources you can set up great drives. Also, just by wandering the on-line maps you can find interesting places to go and visit – and see the reviews before you get there.

#### **December Recap**



**5 – Holiday Soiree** – Good time had by all and some wonderful auction items showed up – and all will be sent to the Allisons.



**20 – Holiday Dinner Out** – As usual the Golden Lamb did not disappoint us on food and the good time. Weather held out as we plotted a bit on 2016 events. I want Lois's hat...

#### **January 2016**



**6 – Events Planning and MVT Monthly Meeting**  
- If you want to be in on Events Planning for 2016 show up at 5:30, if you are coming for the dinner and meeting – dinner is at 6:30, meeting at 7:30.

**June 2016**



**15-19 – TRA National Meeting, Painesville, OH.**

There will be a tour there and back this year, BTW.  
<http://triumphregister.com/tra-national-meet/>

**TRA2016 HOST HOTEL INFORMATION**

Quail Hollow Resort, 11080 Concord-Hambden Rd,  
Painesville, OH 44077 - 800-792-0258  
[www.quailhollowresort.com](http://www.quailhollowresort.com)

Hosted by North Coast Triumph Association.  
Rooms can be reserved now thru March 31, 2016  
for \$119.00 + tax for Deluxe Guest Room. Pls  
mention "TRA2016, Triumph Register of America"

**September 2016**



TRials 2016 will be at the Mohican Lodge and Conference Center in Perrysville, OH  
[http://www.mohicanstateparklodge.com\[mohicanstateparklodge.com\]](http://www.mohicanstateparklodge.com[mohicanstateparklodge.com])

We do not have a website or pricing setup yet. The dates are September 8th through the 11th 2016. You can start to reserve your rooms - rates are as follows:

- Lodge Double / \$109.00
- Lodge Accessible Queen / \$109.00
- Lodge Queen / \$130.00
- Lodge King / \$150.00

There is a 6% room tax and a 7% Sales tax added as well, along with a \$2.00 per night "technology fee".

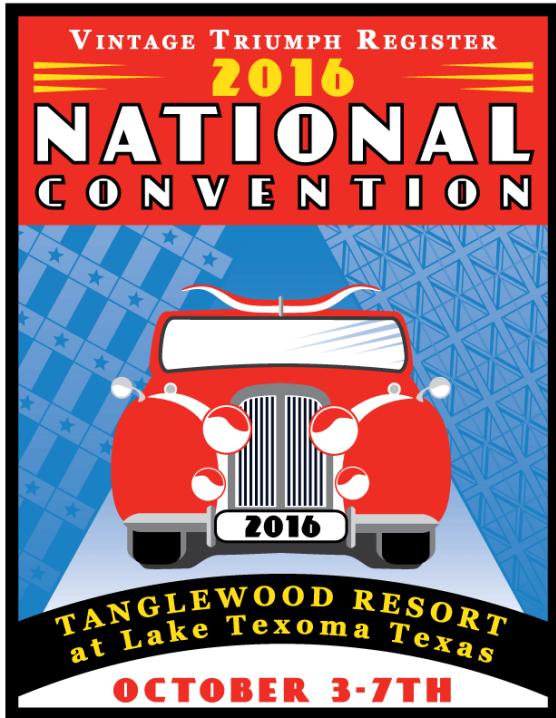
Reservations can be made by calling **1.800.282.7275** and notify the reservation agent that they are booking a group room for September 8th through the 11th at the Mohican State Park Lodge under the "Six Pack TRials" block. A deposit of the first night's room, tax and technology fee is due at the time each reservation is made and the room deposit remains fully refundable up to 72 hours prior to arrival. You can also call the lodge directly at (419) 938-5411

**October 2016**

**Vintage Triumph Register 2016 VTR National Convention, October 3 through October 7, 2016**

Tanglewood Resort, 290 Tanglewood Blvd,  
Pottsboro, TX 75076 - (903) 786-2968  
[www.tanglewoodresort.com](http://www.tanglewoodresort.com)

Call the Tanglewood Resort to make room reservations. Tell them you are coming to the 2016 VTR National Convention for a special room rate. You can request a particular car number by making a note in the comment section of the online registration form. We will do our best to accommodate your request.



## DID YOU KNOW?

I found the records on early MVT Marque Of Distinction winners. The Marque of Distinction (member of the Year Award) was first given out in 1986 and we just added names to the original plaque until it was retired in favor of yearly award plaques/items. The early winners were:

- 1986 – Jim Quillen
- 1987 – Sue Struckman
- 1988 – Bruce Clough
- 1989 – Bruce Clough
- 1990 – Frank Ciboch
- 1991 – Danny & Mary Stinson
- 1992 – Bruce Clough

Now you know, not that you cared, though...

# Mechanical Upgrades

## Drive Train Improvements

Harry Mague

When I last wrote about the Red "6", I had finished restoring the car. I have over the years won several awards in TR6 class at British car shows. As I retired from flying, the pleasure of driving my car dramatically increased. After trying to restore my car to its original state, I change my thinking and started replacing standard engine bay parts with upgraded parts. As I have written before, I changed out the standard valve cover for an aluminum alloy cover. Next came an oil cooler setup and an aluminum radiator. And finally I upgraded the fuel system to Richard Goode's triple carb setup. At this point, I began driving the "6" more on a daily bases. It ran very well!



When living in Pennsylvania in 2003, I came across an early TR6 engine for sale. At that time I had almost a complete an extra running chassis minus an engine. I purchased the engine with the intention of building another "6", but as it turned out I sold off most of the parts, but I kept the engine. You never know when it could come in handy. We moved back to Ohio in 2004 and the engine sat on an engine stand until this last summer when I had the idea of upgrading my engine.

### Now for a Little TR6 Engine History

The original TR5 engine had a base horsepower of 150 bhp with Lucas fuel injection. The compression ratio was 9.5:1. The trouble was this engine did not meet the US emission control standards. The US market engine in the TR250 was detuned to 124BHP still with a compression ratio (CR) still of 9.5:1 (some books say they also lowered the compression ratio to 8.6:1). They did this by changing the cam shaft and replacing the fuel injection with Stromberg carburetors. But Triumph still had trouble meeting the US standards. In 1969-1970, they introduced a milder Cam and lowered

the compression ratio to 7.5:1 by increasing the thickness of the head. This gave the "6" a base horsepower of 104. As a late 1973/early 1974, this was the engine version of my car. Later year versions of the engine added an air pump and several other emission controls fixes to meet the even stricter US standards.

### **The Upgrades Begin**

This last summer I started by tearing down my spare engine. My first thought was to shave the head from the spare engine, clean the ports and swap it to my car's engine head to increase the compression ratio to pre-detune horsepower. I would have the valve seats hardened, new valve guides installed, replace valves and valve springs. First I had to find out if the spare head was sound enough for the swap. I took the head to the local engine shop and had it cleaned and fluxed. There were no problems with the head. Next question was how much to shave the head? Reading Kastner's "Competition Preparation Manual", increasing the CR greater than 9.5:1 necessities very high octane gas. So I wanted to shoot for around 9.25:1. It was at this point I realized that British Leyland over the run of the Triumph cars with the straight 6 used 6+ different heads for the TR6. The head from the spare was a different casting from my car's head. British Leyland used the six cylinder engine in several different models, including the GT6 and I believe the Salon 2000 plus even different heads for other parts of the world. From the casting stamping, I figured that the head from the spare engine was from 1971 car, but my car's head said it was from a 1975 casting. I found this based on information from a chart of all the head variations some guy at MIT had researched and developed. He developed the chart based on the car's commission numbers and stated that on the engine production line if they ran out one numbered head they would use what was available. I guess that is how I ended up with a 1975 head in my 1974. In any event, with this chart's head measurements, I hopefully determined that the spare head would work with my engine. Now, how much to shave? The spare head thickness measured 3.550 inches, the same as the head on my car. Richard Goode has a great chart on his web site that gives CRs versus approximate head thickness. When I had my engine rebuilt in the 1990s, it only required standard bore pistons, not oversized pistons. Therefore, I would shoot for shaving the head by .120 inches to give a charted CR of 9.25:1 and a head thickness of 3.430 inches. I gave myself some room so as not to reach the 9.5:1 threshold. I had several people tell me that this was too imprecise, that I needed to find the combustion chamber volume, the cylinder volume and then compute how much to shave. Way too much work. Goode's chart was good enough for me.



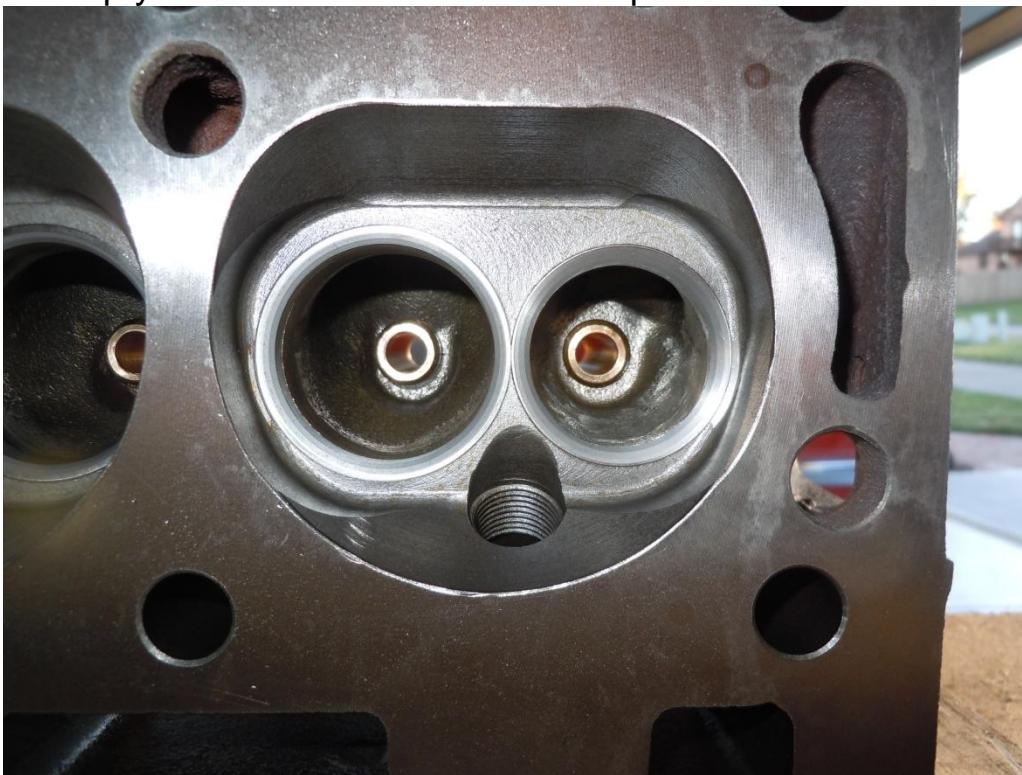
This is the spare head after having been cleaned and fluxed. This close up of a typical combustion chamber shows a lip around the chamber and the intake and exhaust ports without the hardened valve seats. Shaving the head would eliminate most of that lip decreasing the size of the combustion chamber thereby increasing the compression ratio. You can also see the casting ridges around the spark plug.



I had Performance Clinic in Beavercreek do the head machine work. This was the result. The actual thickness of the head turn out to be 3.440 inches, within 100<sup>th</sup> of an inch of the goal.



In this close up you see the difference in the lip of the combustion chamber.



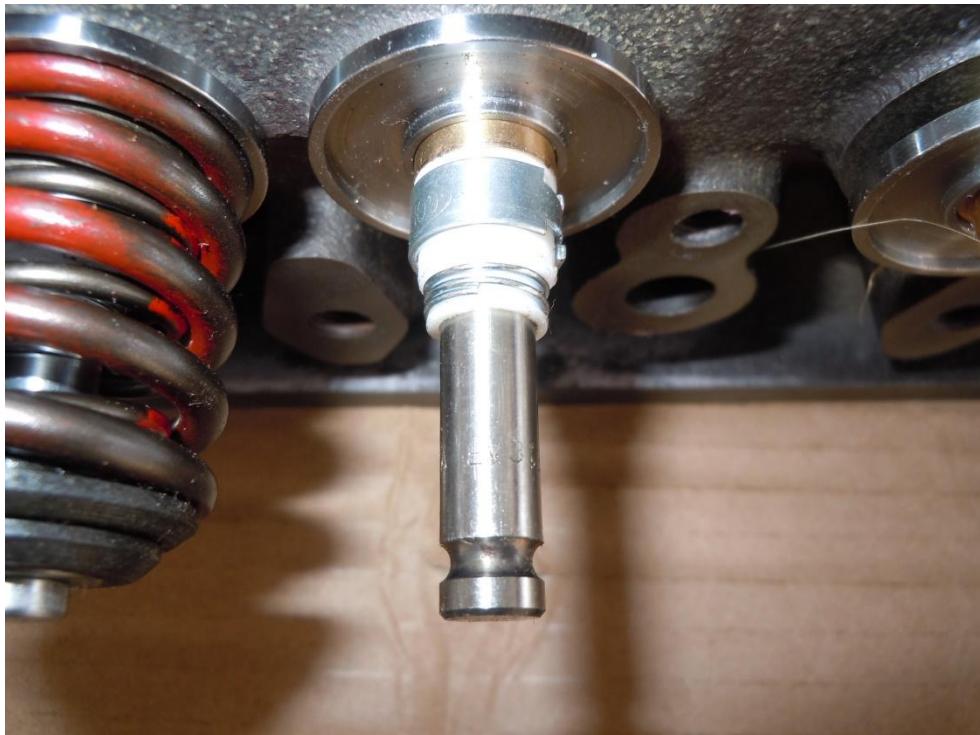
The lip is almost completely gone and the hardened valve seats are installed. At this point, watching several Youtube videos, I wanted to measure the combustion chamber volume and thereby figure what the actual CR will be.

The setup to measure the combustion chamber volume looks like this:



Using this, I measured the chamber to be 47cc. Goode's chart gave a target value of 46.5cc. Not bad. Using some higher math, this puts the CR right at the 9.25:1 I was shooting for. At this point I started reassembling the head. Of interest to me was the valve guides replacements I choose. Richard Goode has these guides that have a plastic tip that is supposed stop oil seepage around the valve stems. You can see the end of the valve guide is machined smaller.





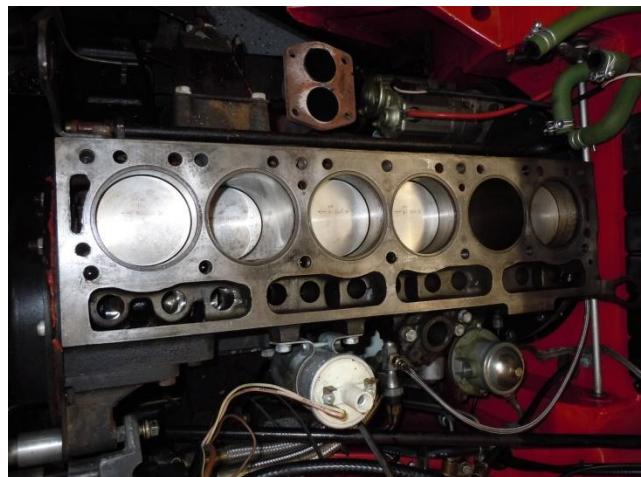
You can see the plastic insert. It will be interesting to see how it will wear. At this point the head has been reassembled, all new studs were used, and the combustion chamber and exhaust were ported and smoothed. Porting is an interesting process. It is basically smoothing all the rough casting edges in the combustion chamber and exhaust port to aide in combustion and exhausting the spent gases. Interesting enough, they don't suggest porting the intake because the "roughness" of the intake helps to mix the fuel air before combustion.



The picture on the left is before I smoothed the chamber. There are 4 distinct ridges that are smoothed in the second picture.

At this point I came to another decision. I was going to swap out my stock Cam for an upgraded street aggressive Cam. I bought one from Richard Goode and continued to

break down my engine. I was surprise at the carbon building up on the old head and piston.



After cleaning the block, I was ready to install the cam and degree it. That story continues and I'll talk about it next month. Needless to say it is quite an education.  
Harry



Hi gang,

Is your steering getting a little wonky? Or your Accelerator pedal flopping around like a fish out of water? Do I ever have a cure for what ails you.

Art Lipp sells Delrin bushing for the Steering Column and Accelerator Pedal. They are quick and easy to install work perfectly.  
Heres what comes in the kit for the Accelerator.



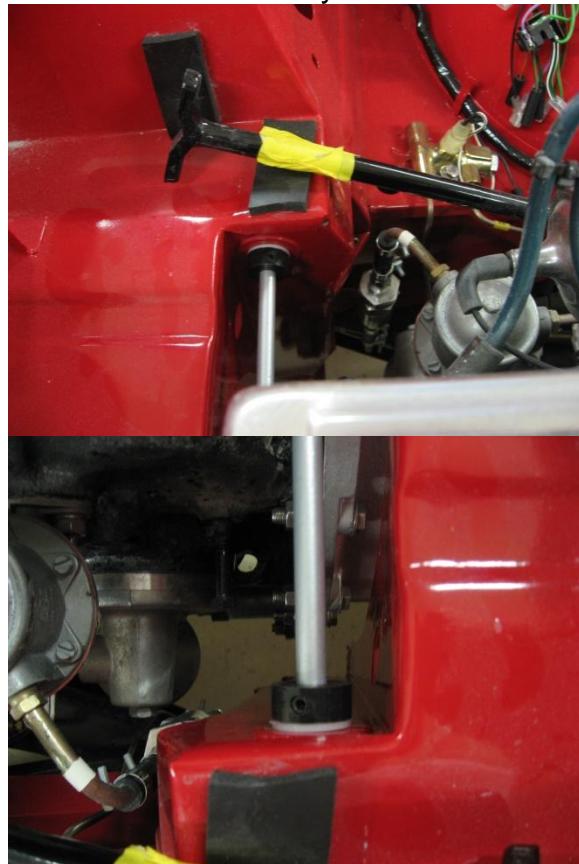
You will need to slightly grind out the holes in the fire wall to accept the delrin bushings.



Freshly powder coated Accelerator shaft getting ready for the instal.

I had originally bought the original type replacements but I read numerous horror stories of trying to install them. I was searching for an alternative when I then came across the Art Lipp bushings in a 6 pack forum.

The install was so quick that I forgot to take any pictures of it while putting it in. This is the only shot I got of the finished install. My Accelerator is now silky smooth.



His Steering Wheel bushing are also quite easy to install...well once you have the steering column removed. You get two bushings that simply get glued into each end. Way easier than trying to install the original type bushings.



We now return you to your regularly scheduled programming.



Cheers mates,  
Tim Moore

**Purposed Budget 2016 Miami Valley Triumphs**

<b>Description</b>	<b>Month</b>	<b>Expenses</b>				
		<b>2013</b>	<b>2014</b>	<b>2015 P</b>	<b>2015 A</b>	<b>2016 P</b>
Awards Banquet	March	\$985.00	\$986.00	\$1000.00	\$1200.00	\$1200.00
Year End Awards	March	\$470.00	\$450.00	\$500.00	\$460.00	\$500.00
Club Liability Insurance	April	\$200.00	\$235.00	\$250.00	\$200.00	\$250.00
Summer Party	August	\$186.00	\$187.00	\$190.00	\$240.00	\$200.00
Web Hosting	July	\$167.00	\$130.00	\$150.00	\$167.00	\$170.00
Post Office Box	August	\$78.00	\$80.00	\$80.00	\$82.00	\$85.00
Donations	Yearly	\$100.00	\$3050.00	\$100.00	--0--	\$100.00
Marque Expense	Yearly	\$80.00	\$55.00	\$60.00	\$18.00	\$10.00
Christmas Party	December	\$150.00	\$151.00	\$150.00	\$145.00	\$150.00
Misc Expense*	Yearly	<u>\$180.00</u>	<u>\$186.00</u>	<u>\$190.00</u>	<u>\$353.00</u>	<u>\$200.00</u>
Summary		<b>\$2596.00</b>	<b>\$5510.00</b>	<b>\$2670.00</b>	<b>\$2865.00</b>	<b>\$2865.00</b>
<b>Income</b>						
Membership Dues	Yearly	\$725.00	\$710.00	\$700.00	\$830.00	\$800.00
BCD Final Payout	October	\$1500.00	\$1800.00	\$1545.00	\$2400.00	1800.00
50/50	Yearly	\$110.00	\$150.00	\$125.00	\$100.00	\$100.00
Brown Bag Receipt	January	\$200.00	\$240.00	\$200.00	\$241.00	\$220.00
Awards Dinner	March	--0—	---0---	---0---	---0---	---0---
Misc Income*	Yearly	<u>\$320.00</u>	<u>\$3035.00#</u>	<u>\$100.00</u>	<u>\$343.00</u>	<u>\$100.00</u>
Summary		<b>\$2855.00</b>	<b>\$5935.00</b>	<b>\$2670.00</b>	<b>\$3914.00</b>	<b>\$3020.00</b>

**Actual Club Financial Status**

<b>Year</b>	<b>January 1<sup>st</sup></b>	<b>December 31<sup>st</sup></b>
2013	\$4467.93	\$3024.90( <b>-1443.03</b> )**
2014	\$3024.90	\$3450.84(\$425.94)
2015	\$3450.84	\$4499.40(\$1048.56)

**NOTES**

\*Misc Income and Expense include: Memorabilia, Computer software, name tags, Marque mailings and extra BCD Shirts.

\*\*Loss is misleading due to TRA expenses not yet reimbursed.

# Increased Misc Income due to TRA Income.

**Year End Analysis**

The Club started on January 1, 2015 with \$3450.84 in the treasury. 2015 was an average year for expenses. Largest increase in income was the British Car Day Car Show. This year's BCD was well above the average. The Club netted \$2400.00 in 2015 versus \$1800.00 in 2014. The club ended the year with \$4499.40.