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MVT Holiday Soiree



Winter arrives.



January 2012

MVT Officers

President: Chuck White, 937-372-6631
V P: Ted Allison, 937-475-3885
Secretary: Stan Seto, 513-683-7974
Treasurer: Harry Mague 426-3802
Membership: Eden Allison 937-475-3885
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 Tumbleweed Steak House in Kettering, 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.

President's Column:

Greetings!

It's a few days before Christmas as I write this but I assume you'll be reading it after the New Year so I'll say, "Chris and I hope you've all had a very merry Christmas and joyous New Year. May this year bring you and your family good health and much happiness."

By now, many of us have put our beloved Triumphs away for the winter while a few of the braver souls are still putting about. With all the mild weather (albeit rainy) we've been having, I have felt tempted to take mine out a time or two. Perhaps the weather will hold out until after the January meeting and I can get at least one more run in the ol' girl!

For those of you who were not able to attend the Christmas party, you missed a good one. I think we had a record number of 'brown bags' with one going for over \$20! Of course, the fish-theme was still represented. Perhaps we saw the beginning of a new tradition? And the food was awesome! A big thank you to Lois Bigler for coordinating another fantastic evening and to each of you for making it so enjoyable.

For those of you who were not there, you missed an opportunity to nominate your favorite star for a club officer position. But not to worry. You'll have two more opportunities. Elsewhere in this issue of the newsletter, you'll find the nominations thus far. Notice that there is only one nomination for each position. That won't do. I think there are enough qualified people in **OUR** club for at least two nominations for each position and, quite frankly, the competition would be good for the club. If no one has approached you to run for office, consider nominating yourself. You and I both know you would be an ideal candidate!

Cheers!

Chuck

Jay's Funnies from the web.



Very funny. Gawkers accounted for the 16 accidents; later the happy hunters were arrested.



I must ask our pilot friends, have you ever been to Gibraltar??

Jay continues.



One for Harry. Ever shot an approach at Maldives? Looks a bit better than an aircraft carrier.



Big award for the person who correctly counts the cars in the worlds record traffic jam.



Air park humor right up my alley. One of my dad's favorites was the cartoon of the FAA Santa. You know, with IFF, Tacan, Lights Antennae etc...



Sit down. Now you may read the punch line. IN Bread Cat.



Senior travel studied by Japanese car makers with minimalist direction.



No complaining about the weather lads. It could be worse.

Treasurer's Report

As of 1 December 2011, we had have a balance of \$4218.70. Since December 1, 2011 the club had the following income: Brown Bag Auction—202.00, membership income: \$25.00, and misc income: \$5.00. Total income for December is \$232.00. The club only had the following expense: Christmas Party—127.67 and Marque Expense--\$26.33 Total expense for December is \$144.92. Balance of 1 January 2012 will be \$4305.78.

The year end summary: We started 2011 with \$4502.42 and ended the year with \$4305.78. Major sources of income are BCD, membership, brown bag auction and 50/50. Our expenses are the Awards Banquet, Liability Insurance, Post Office Box, Marque Expenses, web hosting, and misc parties.

Miami Valley Triumphs Monthly Meeting, 03 December, 2011

Meeting was held at the place of the Holiday Soiree. President Chuck White convened the meeting at 19:30 hours. The purpose of the meeting was to only obtain nominations for club officers and club awards for 2012 and 2011 respectively. There were club members present but no count was taken.

The officer's positions opened for nominations were:

President and the nominee was Charles White

Secretary and the nominee was Stan Seto, pending acceptance as Stan was out of town. He accepted when he returned.

Treasurer and the nominee was Harry Mague.

The Club awards opened for nominations were:

Keep It on The Road and the nominees were Bruce Clough and Stan Seto

Press on Regardless and the nominee was Stan Seto

Most Improved (car) and the nominee was Debbie Ferratt

Marque of Distinction and the nominees were Bruce Clough and Carolyn and Phil Daye.

The nominations remained opened until the meeting closed at 1945 hours.

Submitted by Charles White and transcribed by Stan Seto

BUS TOUR

The **British Transportation Museum** is again sponsoring a bus trip to the **North American International Auto Show (Detroit Auto Show)**. The date is January 21, 2012 and is limited to the first 55 folks reserving a seat on the bus. The bus fills up fast so we thought we would get advance word out to Museum members. The **attached flyer** gives more detailed information.

The Show will feature Jaguar, Land Rover, Bentley, and MINI as well as other marques'

newest designs and concept vehicles. Be prepared to be overwhelmed!

See You On

The Bus,

Pete

A Member's Comment (by Stan Seto)

At the November 2011 meeting and in New Business, our Fearless Leader, Chuck White, brought up the subject of the club awards and specifically the monetary gift cards that are handed out along with the trophy for the particular award. President White's request was for the club to consider reducing the value of the monetary gift cards, which are obtained for any of Moss Motors, TRF, Kroger (more recently) and other shops which might be thought to provide a happy spending experience for the winner. The gift card denominations are generally about \$75.00 for the three driving awards and \$150.00 for the Marque of Distinction.

At one time in the early club history there was a rotating trophy for each award. When it was won, a name plaque might be attached to the award and the recipient kept the award for a year, returning it to the club just prior to the next awards ceremony. Over the years, these awards got lost, got found, got banged around, turned up in Brown Bag auctions and eventually disappeared in favor of plaques with the winner's name on it that the person kept....forever.

When I was dragooned into the presidency many years ago, I discussed the situation with former winners, the then club officers, and I called around to other TR clubs to see what they did. Surprise, surprise it turned out MVT was possibly the only club that gave out awards. Further within the club, the wooden plaques were getting passé. It all depended on the length of your fireplace mantle.

I endeavored change. For the plaques I substituted other, more useful items, such as paper weights, flashlights, clocks, all inscribed with the club logo and winner's name. I also instituted the gift card theme with enough value to get the person's attention. All of this would typically run about \$500 to \$600 a year. While this seems like a lot of money, my purpose was to elevate the awards to

try to get club members interested in competing for them, as in the beginnings of the club.

As to cost, if a review of the Financial Status is made, it can be seen that the club assets increased in each of the past three years. The money spent on awards made no difference on the balance sheet. Further, we are a non-profit, so we should be spending money on awards or other things like club events, charities and worthwhile ventures such as the Museum of Transportation.

Unfortunately these rewards did not significantly boost club interest in the awards, which is too bad, because I always thought it was a good idea to have them. What I think is a bad idea, is to win an award and publicly return the gift card to the club. If the award winner does not want the award, he or she should accept it at the banquet and return it quietly at a later date to the Treasurer.

My opinion is that the awards should be left as they are, they do benefit club members.



Happy New Year.

MVT Classifieds

For Sale: 2200 CFM 16" Electric radiator Fan \$35, 1500 CFM Electric Radiator Fan \$20, TR7 engine block \$25 - more misc TR7 parts including a lot of engine stuff! Bruce 937-376-9946.
bclough@woh.rr.com



For Sale - 1981 TR7 – “Freebie” – Drive anywhere, too many mods to mention - \$2750



MVT Events Crier!

From your MVT Event's Chair – Bruce Clough
Here are some things to keep on your horizon. You can also find these on the MVT web sites event's list (

<http://www.miamivalleytriumphs.org/events/events.html>), or another excellent resource is the Little British Car Company's website event's list:
<http://www.lbcarco.com/cgi-bin/gen5?runprog=lbcnews&prog=2F6367692D62696E2F67656E353F72756E70726F673D6C626576656E7473&o=>

4 Jan – MVT Monthly Meeting, Tumbleweed Restaurant, East Dorothy Lane in Kettering in front of Elder Beerman's. Dinner and BS at 6:30PM, Meeting and more BS at 7:30PM. Pres Chuck will hand out the agenda, and we will kick tires in the lot afterwards.

11 Jan – MVT 2012 Planning Meeting. It's time to plan 2012, the tours, shows, tech sessions and

trips So what do you want to do? We need your inputs! Email to me at bclough@woh.rr.com since I am currently not planning being at the Jan meeting. I need your inputs by the 11th so we can collude, errr, plan with them. We'll have this at the Tim Horton's - Wilmington Pike and Feedwire, just north of the I-675 exit - at 6:30 PM on the 11th.

4 Feb – Buckeye Triumph Cabin Fever Sale and Swap Meet. From John Johnson of Buckeye Triumphs "I know we had a good turnout last year for the Buckeye Triumphs Cabin Fever Sale & Swap Meet and I wanted to let everyone know it will be happening this winter again on February 4th 2012 from 10-3. Last year Ted brought his goodies from TSI Automotive and Doug from Triumphparts.com was also there with his stock along with lots of other people swapping and selling parts. I have a pdf flyer for the event if anyone wants it. People will be swapping and selling Triumph and other LBC parts as well. email me or check our website at www.buckeyetriumphs.org for more information. I hope to see everyone there!"

26 Feb – 16th Annual Chicago British Car Swap Meet at the DuPage County Fairgrounds, Wheaton, IL. See www.britishcarswap.info for more info.

Re-Braking a TR3B (Stan Seto)

It started with a stop....A bad stop, the car half way out in the intersection and everyone around, staring. Get on the brakes late after a long steady drive, pedal goes half way to the floor and That's What You Get. The '3 is an otherwise nice car to drive, accelerates well, runs through curves and corners without upset, it just does not STOP all that well. The bad stop got me thinking about improvement. Briefly considered rear discs, may still consider that, but in general more work than I care to get into. So what can be done in front?? Talked with Brother Russ who rebuilds Triumphs, TR Shop in Houston. He sent me an article: Four piston brake caliper conversion for TR3 to TR6. Written by R. John Lye and Lee Janssen, it was published in The Vintage Triumph, Issue 76.

The gist of the article (which concentrated on re-braking a TR6) was that this is not all that hard to do. The ingredients were brake calipers from a Toyota light truck (vintage 1979 to 1983), new brake lines, new bolts, some minor surgery on the dust shields and there you have it. I did have to read the article a number of times to insure I

understood the work to be done on the TR3 as opposed to that on the TR6, and ferret my way through the jargon and inverse thinking of the authors, but finally convinced myself I could do this.

What first? Parts, availability and cost! One Saturday morning I took off to an O'Reilly's Auto Parts store near me (Auto Zone, KOI, Smyth, and other vendors were equally close), but in our TR outings, it seemed to me that O'Reilly's always seemed to have what was needed. The lady at the Parts counter heard my request and started searching her on-line files (Diesel or non-diesel? Non-diesel), (Four wheel Drive? Yes.), (What years? '79 to '83.)....Well there was one caliper part that carried through, so she pulled it up and it looked right. Price? - \$42.00 and core charge, each. Brake lines? No, we don't have those, go to Ohio Hydraulics. I knew where that company was. Called The Roadster Factory and asked for STANPART number in article, confirmed they were 12mm with SAE threads, and \$9.95 each. TRF had some in stock. Ordered two new front brake lines for the '3.

During the week, went to Ohio Hydraulics, just off Kemper Road in Sharonville. OK, the brake lines are to be SAE fitting (7/16) and thread (24) on the end that attached to the chassis and metric (10X1.0, inverted flare fitting) where it screws into the caliper. The Toyota caliper hose location was in the side of the caliper, so a 90 degree fitting was required. The Girling caliper on the car was a radial screw-in (straight down) so it can be straight at each end. Because I was not sure where the new caliper fitting was relative to the Girling caliper fitting, I made the decision to go with all new brake lines and slightly longer than the current. It was an OK decision and cost me about thirty dollars more than refitting the TRF lines, but rather too long than too short. Ohio Hydraulics could not find a metric fitting in a right angle shape. We did find the fitting needed in an adapter. The final solution was an SAE fitting on one end of the hose, total length one inch more than the current hose, SAE right angle fitting on other end of hose and an SAE to Metric adapter.

Bought the calipers and a regular pad set. Can upgrade pads later. Bought the bolts and hoses. Took it all home and the next weekend, warm and sunny, put the front of the car up on blocks and disassembled passenger's side brake system. Started by putting plastic wrap over top of brake-clutch reservoir and screwing top back on to minimize

fluid loss. Broke the brake line at the chassis, pulled the caliper bolts and lock washers and removed the caliper, took brake line off caliper, removed pads and put pad retention hardware back on caliper (my core). Removed the nut and lock washer holding the dust shield to the support. Cleaned up all the parts removed. Everything was SAE 7/16 – 24. Recut the threads on the shield nut, as they were rusted.

Took a minute and went to Sears and bought new split ring lock washers (Grade 8) for all bolts. The brake lines at the chassis had anti-shake lock washers. Found them at Lowe's, not Grade 8, Grade 5.

Back home, got out rotary tool (Sears, but Dremel would also do) and put a radiac wheel on it. Pulled the dust shield to a comfortable position, slid a piece of corrugated cardboard in between the shield and the brake disc and carefully removed 3/10 of an inch of material from both sides of the shield that are closest to the caliper to make room for the new caliper. The three tenth measurement was in a circumferential direction and from the middle of the current shield edge, and the cut line was radial, inner to outer. Both cuts took me about ten minutes each. The cardboard held the shield away from the disc surface and gave indication when the radiac wheel penetrated the inner surface of the shield.

I removed the radiac wheel and put in a metal cutting burr. Again with care I used the burr to open up the holes in the shield that the caliper bolts had to go through to clamp the shield and the caliper to the support arm. Those holes are 7/16ths (0.4375 in.) and have to be opened to 12 mm (0.4716 in.), a matter of about 0.0341 inches on the diameter.

Takes about 2 minutes a hole.

Took a couple of files (flat and rat tail) and filed all the cut edges smooth, getting rid of any lingering flash. Now ready to assemble things.

The Toyota caliper drops straight in. The bolts with lock washers reposition the dust shield, and the caliper support plate has threads recessed about a tenth of an inch, so the bolts self-center and getting the thread engaged was easy. Wound the bolts down snug and then put the washer and nut back on the shield support. Tightened those three items. There is no torque called out for the caliper bolts so I leaned on them with long handled ratchet. Attaching the hose to the caliper a **caution** here. The caliper is all aluminum. The hose fittings are steel. The thread is UNF. DO NOT OVER TIGHTEN the hose fitting. If you strip these

threads, it will cost you! I lubricated (brake fluid) and installed the metric adapter into the caliper and tightened. Then lubricated and screwed the SAE right angle fitting into the adapter. Got it snug but not tight. Then I screwed the other end of the hose into the chassis hard line, again lubricating the threads. That line I tightened. I then had a neighbor turn the steering wheel so I could check clearance relative to the car body work and the hose in the caliper. There was some touching at full lock. I adjusted the hose at the caliper until I had sufficient clearance and then tightened that line into the adapter, holding the adapter with wrench while I tightened the fitting. Installed the brake pads and was done with the mechanics of the job.

Doing the first side took about an hour and a half, because I worked slowly. I did the other side in about forty minutes.

Bled the brake system, and was done except for testing. Took the car out for a spin around the neighborhood. Brakes worked fine. Now for five hundred miles of pad break-in.

I did measure the brake pad area. The Girling pads have five square inches of area and the Toyota pads have just over six and four tenths square inches, a net increase of 26%.

In the Toyota caliper, the lead piston is larger than the trailing piston. I did not measure the difference, but it is visually noticeable.

So, What did it cost?

The calipers (O'Reilly part No. 19-820 and 19-821) were \$42.99 each plus core charge (\$25.00). Total cost - \$85.98 plus state tax.

The pad set (very standard), part No. D137 was \$13.99

The Caliper Bolts from The Roadster Factory, Part No. 158668, were \$9.91 each, four required. Total cost was \$39.64.

The Hoses were \$37.56 each, and the adapters were \$4.30 each. Total cost was \$83.72, but if I had stuck with the normal TR-3 hoses and just changed the one end, then the total cost would have been about \$72.00.

Miscellaneous hardware (new washers, etc.) and grease for pads, total cost - \$7.68.

All up cost was \$231.01.

Photographs include the Girling setup, the hardware bought, the Toyota caliper mounted, the

cuts made on the dust shield and the refitted hose assembly.

I pretty much broke the pads in during the Fall Leaf Tour, and this past weekend the club did the Guy Fawkes Tour for another 200 odd miles. On the return home (32 miles) on a cold and starry night, and beating down Rte 42 from Lebanon to Hopkinsville, I had occasion to do four hard stops from 60 – 70 MPH to stopped at some traffic lights (8 total, hit yellow to red on four, one simply for a car that was making a left turn across our lane) and the car came down quickly and in very short distance (and I might add the tires, Vredestein Sprint Classics) are new, this year). So these new calipers are a lot better than the Girling's which were removed.

This is a relatively inexpensive, and quick conversion that will really enhance a TR-3, -4 or -6 stopping performance. I'd bet it would work equally well on a Morgan.



: Comparison of Pad areas, TR3 are the top ones.



Starting Point



TR Master Mechanic looks over his next job.



Top Hose is for Toyota caliper, Bottom Hose is standard TR.



These are all the new parts you need.



Where you cut off material from top of Dust Shield.



Where you cut off material from lower side of dust shield.



Toyota Caliper installed.



Done...!



Toyota caliper hose end and SAE to Metric adapter.

.Photos from the 2011 MVT Holiday Soiree



The plot to get the candy solidifies!!



Stouts in the spirit.



Prep well in hand.



We all envied Pete getting that!



Young members show no signs of scarring yet.
It must make them wonder about adults though.



Theme showed its self early in the bidding.



Uh Oh, there it goes again.



'Nuff Said.



Kattie gets a boost in home decor.



Master of bidding practicing his art.



OK then. No comment required.