



**This month
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December 2011

MVT Officers

President: Chuck White, 937-372-6631
Vice President: Ted Allison
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 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.



Stranger things to come.

President's Column:

This month's column will be very short.

First, I'd like to thank the few brave MVT souls who turned out on a rather chilly night in early November to celebrate Guy Fawkes' Day with the club. We had a great time and the fireworks were spectacular. This might become an annual MVT tradition.

Next, I hope you each had a great Thanksgiving. While my family has had its share of sorrows this year, we have had a lot to be thankful for as, I'm sure, you have as well.

Don't forget the Christmas Party on Saturday, December 3rd. I know several members have been saving items for the Brown Bag Auction nearly all year so you definitely don't want to miss that! There will be a very brief business meeting for the sole purpose of opening nominations for club officers and awards. See ya there!

Chuck

Jay's Funnies



This is a word rhyme from Jay via the net. A self respecting teen will know this word. Answer at the Soiree'



Here is another one. Guess what party word this one depicts?

From Eula Cornish of Michigan. (KOA)



This is a totally modular truck. It has many wheels under each section that are able to steer 360* .



And on the previous page is a photo of the typical load application. Did you see the attached drivers cab hanging low at the front? Handy to know if I ever need to move a large car.



In Australia, the Road Train is legend. The one in this photo is 6 containers long. The video was so packed with trees that this is the only frame where the entire vehicle is plainly viewable.

Thanks Eula.

Then along came musically gifted Carol. She paid tribute to the recent tour with this creative prose.

Loosely to the tune of "The Wheels on the Bus Go Round and Round" I leave the clean-up to Bruce.... If you were not there you missed the fun and I hope this ditty will make you want to join the next tour.

Oh, the MVT went down to Corwin Town, Corwin Town, Crowin Town.

Oh, we all went down to Corwin Town to see Guy Fawkes off the grounds.

Oh, one dined on cold ground bacon pie, the ginger bread was fine.

The children laughed and played as we went on our way.

Oh we all went down to Corwin Town to occupy the yard.

Our rations they were fit for a bard.

We ate some hot chili dogs and loaded spuds, we washed them down with wine(hot cider, darn!).

We sat ourselves down on blankets warm and toasted our behinds beside the big bon fire. Guy Fawkes was there to put on a glowing show,

He did not disappoint!

Alas, the fire brigade was late,
As their google maps were old,
So we wheeled in the wheely bins and prepared to stay up late.

Well the well-paid fire captain found the place and the fireworks did begin.
And we had a fine time in Corwin Town as all Guy's ashes rained down around.

Happy Holidays from MVT.

Treasury Notes

Treasurer's Report: Starting balance as of 1 November was: \$2777.45 As of 1 December 2011, we will have a balance of \$4218.70. Since November 1, 2011 the club had the following income: 50/50--\$18.00, membership income: \$45.00, British Car Day Income: \$1425.00. Total income for November is \$1488.00. The club only had the following expense: Purchase of Nametags: \$46.75, which is our total expense for November.

Minutes of...

Miami Valley Triumphs Monthly Meeting, 02 November, 2011

Meeting was held at Tumble Weeds restaurant on Dorothy Lane. President Chuck White convened the meeting at 19:30 hours. There were twenty club members and the Clough's two children in attendance. There were no changes or additions to the agenda.

Officer's reports –

President White opened the meeting and gave a toast: "Hail to the Queen". He commented that the first officer's and awards nominations would occur at the December meeting.

The Vice President, Ted Allison, was his usual jovial self and commented he was still breathing.

Secretary Stan Seto said that Minutes from the October meeting had been published in the Marque. Most in the audience had read them and they were approved without change, Bruce Clough seconding.

Membership Secretary, Eden Allison, reported that 35 have signed up for 2011 – 2012, and that the six unsubscribed members had been dropped.

The Treasurer, Harry Mague, has a separate report of our finances, elsewhere in the Marque. It sounded like we were solvent. Harry handed out the proposed budget for 2012. Document also recounted 2010 and 2011 actuals.

Events Chairman, Bruce Clough – Recapped October in which there was a tech session at the Clough's, and we did the Fall leaf Tour.

On 05 November the club will rejoin at the Corwin Peddler for Guy Fawkes Day celebration. Starts at 7:00 PM, costs \$10.00 ahead, or \$15.00 at the door. There will be a mini-tour ahead of this event starting at 11 AM or so at the Cherry Pit Café in Beaver Creek.

03 December is date for Holiday Soiree Lois is in-charge. Church, again, and at little cost to the members. Brown bag auction to be highlight.

There will also be a Tech. Session in November. "What" is to be decided.

Committee Reports

Technical – No Report this month.

Spares - No Report this Month

Newsletter – Randy had no comments.

BCD – There will be a close-out meeting sometime in November (we did that on the 9th at Poelking Lanes).

Old Business –

Phil Daye Update – Still in Chemo., attitude is good, Cheyenne is living with her brother, but still goes o school in Monroe. Marlene – Is in the Diabetes Rehab Center. She is doing well, walking again and expects to be home by Thanksgiving.

Forrest – no report.

Name Tags – Are being received and handed out to new members.

New Business –

Meeting Location – In October the restaurant service was terrible. It was much better at the November meeting.

President Chuck talked briefly about the awards themselves. He is recommending to the club that the gift certificate amounts be reduced. He is asking for discussion on this point. As the December meeting is brief, this debate will probably occur at the January meeting.

There was "Split the Pot", won by Harry Mague and in the amount of \$9.00 which he donated back to the club.

Meeting was adjourned at 2016 hours.

Next meeting will be 03 December at the Holiday Soiree, and for the purpose of club officer and Awards Nominations. .

Submitted by Secretary, Stan Seto.

BCD Wrap Up Meeting, 2011 (S. Seto)

BCD 2011 was wrapped up at a meeting on 9 November, at the Poelking Lanes on Knights Bridge Road.

Attending for the MG Club were Skip and Jennifer Peterson, Ron Parks and Dave Gribler.

Attending for MVT were Lorna and Ellis Ball, Lois and Don Bigler and Stan Seto.

Problems discussed: Straighten out Electronic registration. We had about ten entries that did not find or fill-out the second sheet.

It was noted that the volunteers (orange vests) who were helping to park cars all disappeared before 11 o'clock. They need to be visible until Registration closes at Noon.

Spectator parking worked OK because there was a Rugby field laid out next to the road that provided a visible line for parking in rows. Need to assure similar for next year. Perhaps make up some "Spectator Parking" signs.

To better score the voting it has been requested that the car classes be included on the ballot.

Summary of Show costs: Dave Gribler passed out several summary sheets and discussed each in turn.

The first one was the "Cash Account" all the monies that flowed in and out of the event, total was zero as everything was accounted for on the summary.

The second sheet was the BCD Year by Year Comparison, so that the areas of increased or decreased dollar income could be noted and commented on. For example "Day of the Show" registration was down from previous years due to the weather forecasts leading up to show day.

We had PayPal fees due to electronic registration.

Day of the Show shirt sales were down but we had only 13 shirts left over.

The third sheet was the Summary Income and Expense Sheet. Bottom line was that the clubs split \$2850.00 for this year, down from the last three years and continuing a steady yearly reduction from 2008.

It was noted that one sponsor has not yet paid his fee. Skip will look into that. When this fee is paid, it will go into the checking account and be dispersed after the 2012 event.

The MVT check from this event has been sent to our treasurer, receipt acknowledged.

Next meeting planned for March or early April, 2012. The park has been requested to reserve 6 August 2012 for the next edition of this show.

The 2011 Farm Tour

(stan s.)



It was to be a pleasant 3 to 4 hour run up to Washington Court House and back to Caesar's Creek area with dinner at the Corwin Peddler. That wasn't to be.

I took the TR3 to church. Church was over at about Noon and then it was a straight run up Route 42 to Spring Valley and the Two Scoops Ice cream store. The first wrinkle was church went to 12:10 (celebrating 11 September), then a toilet overflowed and I stuck around to see that it got cleaned up properly (wrinkle 2). Called Bruce and told him I'd be late (little did I know), and he said they'd wait (like I knew he would.) Up to Rte 42, turned north toward Mason, OH. Got to Mason, and there were road construction signs.. Threaded my way though some really torn up real estate and continued north. Got to Lebanon and negotiated the crazy route that 42 takes through that town. Got clear of the city and cruise on up toward Waynesville. North of Waynesville, there was a "pop" and water everywhere....Broke a hose somewhere, Wrinkle 3. Got stopped and the hood up and it was the bypass hose (heater outlet to thermostat housing). Well that should be easy, I carry spare hoses in the spare tire well, and I do, but not that one! Oh bugger!! Wrinkle 4. But wait I've got duct tape! Not on this trip!



All is

not lost, I found a roll of slick electrical tape ...maybe it will hold for ten miles. I wrapped the split hose with six layers of tape. They held for all of 2 minutes...but that got me to the quarter horse ranch on 42 just south of the canoe livery. I asked and they gave me a roll of duct tape and a bucket of water. They were very nice, no one laughed. As I was completing the hose repair a pick-up truck stopped and very nice gentleman offered to follow me up to Spring Valley. I accepted his offer. I had called Bruce again. He told me that he'd go get the bypass hose off the "Gray Ghost". I returned the now empty bucket and tape to the Horse Barn, and said Thanks.



Title: Experts refill Stan's radiator at Two Scoops Ice Cream Parlor.



Title: Empty water bottle re-engineered to be a funnel.



Bruce's method of two clamps, one on either side of tape over tear in hose.

I got back to the car just as Ted Allison drove up. Ted just said he was curious.....The guy in the red pick-up went on his way. Ted and I drove the remaining miles to Two Scoops. Bruce was not back yet and the Rutledge's were in Bellbrook eating lunch. I got a bottle of water and drank it. It was 2 o'clock, and we were an hour off the schedule. Bruce showed up. The hose he brought was pretty beat-up. Remember the Gray Ghost has been off the road for ten years or more. We taped one end that looked weakened and installed it. Ted brought water, and then more water, as we filled the radiator. Everything looked good. Bruce gave me the "Chicken Necklace" and we took some pictures.

Bruce revised the travel route as it now too late to go to Washington Courthouse, and we finally drove out about six miles to the Jackson farm market on Rte 68.



Engine ran cool for that part of the trip and the temperature gauge cycled a little bit and I assumed that was air in the system. Our business at Jackson's concluded we headed out for the Fossil Valley below the Caesar's Creek Dam. We'd gone about three miles and had just turned off a regularly traveled route when my Temp gauge dial spun to the right. I yelled at Bruce on the radio and got the car off the road.

Hood up we could hear the hiss of pressure and could see trailers of steam, but the leak source was not easily seen. It was at the base of the bypass hose. Off the hose came. Sure enough, it had split just above the clamp. While we retrieved the Duck Tape, I asked someone to approach a nearby house and ask for water. Bruce and I taped the bottom end of the hose and re-clamped it to the engine. Ted Allison showed up with an aluminum pitcher of water. We refilled the radiator, returned the pitcher to its owner and got going again. The fix held to the fossil field. We spent about a half hour turning over stones and wondering if the Bengals were winning or losing. Off to the base of the dam and the spillway, about a mile. The fix held. We meandered around park area for about 25 minutes and decided dinner was calling.



The Corwin Peddler is a decidedly British restaurant with American labels on the menu items. It's next to the Miami Bike Trail and rather cozy, if a bit stark in accoutrements, a window was opened on this warm day and that cooled things a bit. The menu was basic but limited. I got a tossed salad and what was essentially a Shepard Pie. The kids got hamburgers and Mac & Cheese, and the Steak & Ale pie seemed popular with the adults. Service was slow and a little uneven (when you ordered and when you got your food was not necessarily cyclic). The quality of the food was between very good and excellent. The proprietor and his helper were attentive with refills and requests, which helped to make up for the slowness. Near the end of the meal, I asked if they would have, perhaps, a gallon container for water. Shortly a one point one gallon Clorox bottle showed up full and ready to go. It's in the car even as I write this piece.

We were in the Peddler for about two hours. Sometime after Six we adjourned to travel home. The owner came out to look at the cars, as we said our goodbye's. He was suitably impressed.

The fix held for the thirty odd mile trip home. I knew it would, Duck Tape is quality stuff..... New hoses are on order.... And I now have two good spare hoses to use in a pinch.



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 dis-assembled 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.

Putting Your Car Into Storage

Moss Motors Guide

Overview

You can't really talk about bringing a car out of storage without talking about how to put it up for an extended period. The process of bringing a car out of storage will depend to some extent on how long the car has been idle. It is obvious that a car that has been sitting in a barn for 30 years will need more than a car that has been up on blocks for 6 months. It is perhaps less obvious that much depends on how the car was put away.

Putting a Car Into Storage

If you're covering the vehicle, use a car cover that will allow moisture to escape. Any plastic or other waterproof material will trap moisture on the paintwork. If you are storing the vehicle outside, be advised that no car covers exist that will replace a garage. Cars stored outside also become a haven for all kinds of creatures, most of whom will be lousy tenants. Make a list of the steps taken to ready the car for storage, and leave it in the car. Not a bad idea to include your notes for "bringing it back to life." That way, you won't be searching high and low for the information when that time comes.

Tune Up

Why on earth would you tune a car that is not going to be driven? The purpose here is to stop the guessing games that come next time you try to start the car. If everything is in good working order when you stop driving the car, sorting out a problem next season will be easy because you know the basics were in good order.

Battery

Disconnect the battery, and remove it from the car. Inspect the area where the battery lives. Clean the area carefully with a solution of baking soda and water (2 tablespoons in 2 pints of water) to neutralize any battery acid. Rinse it well. Dry the area completely with a hair dryer. Take care of any rust you discover. Back to the battery. Clean the battery case and terminals with the baking soda solution. Find a place that will remain cool (but not

freeze) and dry. If you have a non-sealed battery, top up the electrolyte level with distilled water if needed. Do not overfill. Use a battery maintenance device (like the 386-245) to keep the battery(s) fully charged. These are essentially small battery chargers (about the size of a paperback book) that plug into a normal 110V outlet. If the battery voltage drops one volt, it will come on and stay on until the battery is fully charged again. The alternative would be to hook the battery up to a "regular" battery charger once or twice a month for an overnight charge at 4 amps. Either way, keeping the battery fully charged will prevent sulfation, which can render a battery useless in a matter of months, and it will eliminate the possibility of the battery freezing, which would also ruin the battery.

Brakes

Release the handbrake and chock the wheels. Brake shoes can become firmly rusted to the drums in a matter of months. If you are using glycol based brake fluid, be aware of the incredible ability it has to absorb moisture out of the air. Glycol based brake fluid should be completely replaced every 18 to 24 months. If the fluid has been in the car for over a year, drain and refill with fresh fluid before you put the car in storage. (For a comprehensive article on brake fluid, [click here.](#))

Cooling System

The coolant should be no more than 30% to 50% antifreeze. Pure water transfers heat much better than any antifreeze/water mix, but antifreeze raises the boiling point and, as the name implies, prevents the coolant from freezing. The protection provided is dependant on the age of the coolant; as it ages, it becomes less effective. If the coolant is over 1 year old, drain and refill the system using a name brand antifreeze designed for use in older cars. (Some modern anti-freeze formulations designed for aluminum engines or radiators adversely affect old British engines.)

Body & Paint

Carefully remove accumulated road grit and dirt from the nooks and crannies in the fender wells. Left alone, rust and corrosion will be the inevitable result. Wash the car thoroughly, including the underside of the car. Dry the car completely. Use

a top quality automotive wax and apply it to all the painted and chrome surfaces, polishing with a soft clean cloth. The wax is essential to keeping moisture away from the chrome and the bodywork. Use wax on the chrome trim, not a "chrome polish." Most commercial chrome polish has some abrasive elements and they are to be avoided. Minute scratches in the chrome are where rust and corrosion attack first.

Oil & Lubrication

Oil has an effective life, and even if a car is not driven it will deteriorate over time. Perform a complete oil change with a new filter. Drive the car for at least 30 minutes on a dry day to drive off any moisture that has collected in the crankcase before putting it up for the season. We recommend oils that are formulated for classic cars that are idle for long periods. These special oils will coat and protect the internal surfaces of the engine better than modern oils. For an article on oil and classic cars, see this [tech article](#).

Lubricate the suspension in accordance with the factory workshop manual.

Upholstery & Interior Trim

Clean the interior thoroughly. If any of the carpets or padding are damp, take them out and dry them. Treat all leather with Connolly Hide food or AutoGlym Leather Care Cream. Vinyl trim can be treated with AutoGlym Vinyl & Rubber Cream. Put the top up and give it a good cleaning, and treat it with a suitable protectant. The line of Renovo cleaning and preservative products for both vinyl and fabric tops are excellent. Leave the top up and either roll up the windows or fit the side curtains. Leaving the top up will help prevent the development of permanent creases in the material and plastic windows.

Belts

Slacken the tension on the fan belt and any auxiliary belts.

Tires

If the car will be sitting for the winter, jack the car up and place jack stands under the rear axle and the

front suspension. With the tires off the ground, they will not develop the flat spots that cause an unpleasant vibration when the car goes back on the road. If you choose to place the jack stands under the frame instead of the suspension, take a look at the bump rubbers up front. After several months of being compressed with the full power of the front springs, the bump rubbers will be ruined. Depending on the car, you may be able to fit wooden spacer blocks between the upper arms and the frame to keep the bump rubbers from being squashed. In the rear, if the axle is left hanging from the limit straps, the straps may fail, and if they don't break, they certainly will not last as long as they should. Placing the jack stands under the rear axle instead of the frame will work better. Some air will leak out of the tires given enough time, so overfilling them by 10 pounds is generally a good idea. Check the tire pressures every couple of months. Keep the tires out of direct sunlight.

Wheels

With the car on jack stands, you can leave the wheels on the car. Some people prefer to remove chrome wire wheels and bag them with desiccant to keep them clean and dry for longer term storage. If you plan to leave the wheels on, remove them long enough to thoroughly clean the splines on the hub and in the wheel. Carefully inspect the splines for signs of wear. Apply an anti-seize compound (like Copaslip) or grease to the splines and re-fit the wheels. Replace and tighten the knockoffs.

Exhaust

Plug the tail-pipe(s) with a rag or rubber ball and tape it in place. It will keep the mice from building a nest in the exhaust, or worse, in the engine. Although unusual, I know of one Healey BN2 that simply would not turn over after being stored for several years. When the cylinder head was removed, #4 cylinder was found to be packed with walnut shells, acorns, string and upholstery stuffing. A mouse (with a real need for security, apparently) had climbed all the way through the exhaust, through the open exhaust valve and into the cylinder. When the car was eventually started, the amount of debris coming out of the tailpipe was impressive.

Engine Air Intake

Depending on the length of time the car is going to be out of service, consider bagging the air cleaner and taping it to prevent moisture laden air from finding its way into the cylinders through the open intake valves. A bag of silica-gel desiccant inside the bag will absorb whatever moisture gets in, reducing the chance of rust building up in the cylinders.

Heater/Fresh Air Intake

Cover or plug any vents or openings. My 73 MGB GT had a mouse nest inside the heater box, which I did not discover until I tried the fan. The fan would not come on and when I pulled the motor I found a mouse bachelor apartment.

Fuel System

There are two basic approaches: drain the system or fill it up completely and treat the gas with a stabilizer and/or products that deal with ethanol related issues. To store a car for the winter, draining the tank is not generally done. If the car is going to be off the streets for years, I'd drain the tank and lines completely.

Gasoline is not stable, and it is common knowledge that it deteriorates over time. Volatile elements evaporate. Deposits form over time, often described as "gum" or varnish." Modern gasoline is frequently blended with ethanol, and these fuels remain useable for 90 days in a sealed fuel system with a full tank. Sealed fuel systems were required by law in the US in 1970. (If you have a "carbon canister" in your engine compartment, you have a sealed system). If your car was built before 1970, the fuel is exposed to atmospheric moisture and the ethanol in the gas will absorb water relatively quickly. The higher the humidity, the faster it happens. There are products designed to increase the useful life of ethanol blends (E-Xtend, E-Zorb), and products specifically engineered to prevent the formation of gum and varnish, like Stor-n-Start.

Wiper Blades

Remove them and store them inside the car. They have a tendency to stick to the glass and if left long enough, the blade edge will deform from being pressed just one way.

Humidity and Ventilation

There are two ways to go. Either ensure that the garage has a supply of fresh air and roof vents to promote air circulation, or seal the garage and control the humidity. A room de-humidifier will take less energy than actually heating the garage, which is generally totally out of the question.

Alternatives to Storage

If the preparation of the car for storage seems impractical, you have options. One is simply to use the vehicle once or twice a month in dry weather (assuming registration and insurance are up-to-date). Simply driving the car will help keep the engine and other systems fully functional. Barney Gaylord (mgaguru.com) has pointed out that the time and effort required to prepare a car for storage, plus the similar amount of time and effort required to get it back on the road make storage very unappealing. He is very much of the opinion that driving the car regularly as conditions permit is just plain easier. However, if you do decide to drive the car every so often, make sure you go for at least 20 minutes to get all the systems fully warmed up to minimize condensation. As an alternative, there are also companies that will, for a fee, store and look after your vehicle. Some enterprising shops will take your car and the list of work you'd like to have done, and they do the work and store the car, spreading the expense over several months.





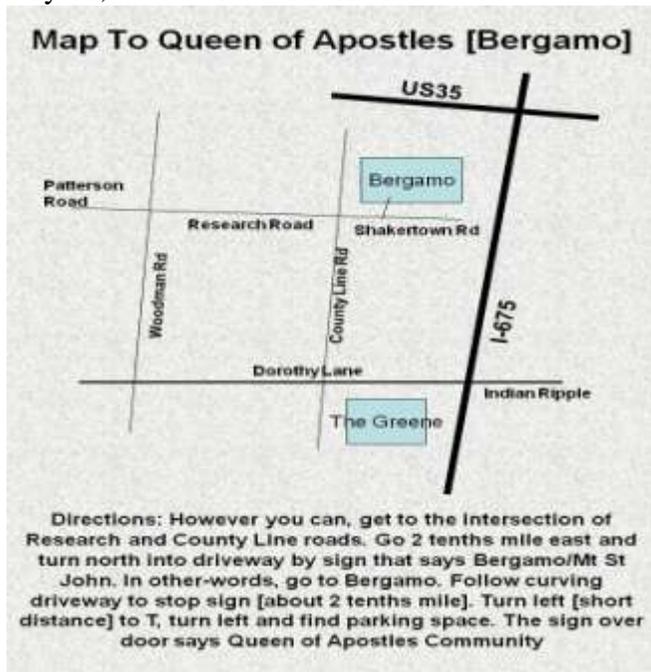
MVT Events Crier!

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>



3 Dec – MVT Holiday Soiree: Like last year it will be at the Queen of Apostles Community meeting room at Bergamo Mt St John, 4400 Shakertown Rd, Dayton, OH 45430 429-06510.



Meet and greet 6PM (actually Lois will put you to work preparing, but at least you'll be given a drink to hold), dinner at 6:30, Brown Bag Auction, I repeat, Brown Bag Auction's about 7:30.

What's the "brown Bag Auction"?
Glad you asked!

An MVT Holiday TRadition stretching back over time immemorial. The idea started simple, stuff some old crusty Triumph parts in a bag, auction it off to the highest bidder, club makes money. Everyone brought in at least one bag per adult, maybe more. Then the real fun started when old magazines, fish statues, 8-track tapes, stinky men's after shaves, you name it – started showing up. Nowadays you never know what you will get, but you will have fun.



Okay, you convinced me to come, but what do I need to bring? Well, for one thing, you'll need the brown bag - bring a bag full of old Triumph parts, automemorabilia, or other stuff (including ceramic and plastic fish) you don't want in a brown grocery bag, and we'll action it off and pad the treasury. Do not put your name on it (so folks will never be able to track it back to you).

Another thing you might want to bring is an appetizer or dessert. The club will take care of the entrée. The club will also provide simple beverages, but if you wany more, like good beer or wine, you will have to BYOB.

We will also spend a little bit of time after the food is over with to accomplish a December Monthly Meeting. This is usually short since folks want to get to the auction.

Questions? Glad you asked – call our POC for the celebration, Lois Biger, at 937-253-1580.

Oh, we will never force you to sing carols. In fact, Carol would like it if you did not sing about her at all...

That's the last MVT Event for 2011. We will start the planning for 2012 events at a special meeting sometime later in December – normally I'd have a date for this already, but I don't know my son's basketball practice schedule! Keep checking your email – I'll send a notice out – Bruce

MVT Classifieds



For Sale: 2200 CFM 16" Electric radiator Fan \$35, 1500 CFM Electric Radiator Fan \$20, TR7 Engine Fan \$10, Black TR7 Hood Cover (when it's retracted you cover it with this) \$25, a few 100/80W H4 bulbs - \$5, shop cleaned (tanked) 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 – Don't want to sell it, but I need more space to start the TR3B restoration. Many mods and updates – very reliable – drive anywhere! \$3000. Bruce 937-376-9946. bclough@woh.rr.com