



"The Marque"

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Early TR Guy
MVT Budget
Happy Trails Lyrics

December 2013

MVT Officers

President: Lorna Ball, 937-746-5189
Vice President: Curtis Hayes, 937-610-8832
Secretary: Stan Seto, 513-683-7974
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.



Possible Tech Session before year's end?

President's Report: ~ Lorna Ball

Hello everyone!

Guess what? Nominations of officers will be opened at our abbreviated December meeting! Those positions to be filled are President, Secretary and Treasurer. I know there are PLENTY of you clamoring for said positions.....

Remember there is no meeting the first Wednesday of December...our meeting will be held at the Christmas Soiree December 7th.

Ellis and I wish all of you a very Merry Christmas and joyful holiday season.

Madam President

Treasurer's Report:~Harry Mague

Treasurer's Report: As of 1 November 2013, we have a balance of \$2768.70. Since November 1, 2013 the club had the following income: 50/50 for \$8.00, membership for \$25.00 and final BCD income of \$625.00. Total income for November is \$658.00. The club had the following expenses in November: Marque Expense for two months of \$8.12 and Summer Picnic for \$41.42. Total expense for November was \$49.54. Balance for 1 December 2013 will be \$3377.16.

Secretary's Report: ~ Stan Seto.

MVT Meeting Minutes, November, 2013,

The November Meeting was held at Logan's Roadhouse on Centre Drive in Beavercreek, Ohio. The President, Lorna Ball, opened the meeting at 7:26 PM, with "Hail to the Queen!"

There were 20 club members and two Clough children there.

Madam President commented that the BCD proceeds were in the amount of \$625.00. That Mike McKitrick had sent a thank you note for Mara's Memoriam.

She introduced a new member, Andrew Morris.

The Vice President, Curtis Hayes had nothing to report, except to say he was now engaged (much clapping and cat calls) to Teresa.

The Secretary, Stan Seto, noted that the October minutes were published in the Marque. Stan was asked to correct two names at the end of the report, basically to switch John Clifford, who won Split the Pot and Tim Moore who had bought the old editions of the Marque. He made a motion that set of

minutes be accepted, after the correction. This passed by voice vote.

Harry Mague, the Treasurer, gave his report a copy of which is in this issue of the Marque.

The Membership Director, Valerie Relue, said we have 35 members.

The Events Chairman, Bruce Clough, announced that the End of summer picnic had gone well, with the event being held at the Caesar's Creek Winery.

One real British car attended, a red TR3B.

November's Tech Session would be at the Rutledge's to pull engine and transmission from his TR3B. Other events will Be Guy Fawkes' Day at the Clough's and see the Events Page in the Marque for other November and December events.

Christmas Soiree will be on 7 Dec. at Lois's Church. Same as last year.

Committee Reports:

Technical – No report.

Spares – Bruce brought a tonneau cover for a Spitfire. Curtis Hayes got it.

Newsletter – No report.

Regalia – Pete wasn't there and Stan has yet to reveal a Tee shirt plan...Maybe in January.

BCD Report –Lois reported wrap-up meeting went OK and she got financial sheets which will be placed in the December Marque.

TRA2014 Report – Bruce noted that the Caterer is not yet engaged, due to no price listing for services. Picnic will be Thursday night. That there will be a monthly report in the Marque, and they are working on On-Line Registration. He urged people to reserve their rooms at the lodge.

Old Business- None.

New Business – Chuck White announced that the next round of badge ordering was soon, in case anyone wanted to order one.

British Museum has just had a Jaguar XJF sedan donated, their 32nd car.

Comments – Lois got a card from the Minnesota Smith's, Brian and Julie showing off their new baby, Josie.

50/50 Drawing was won by Duncan Clough in the amount of \$9.00.

Meeting was adjourned at 8:10 PM

Respectfully submitted – Stan Seto, Secretary.

Upcoming MVT Events

December 2013!

Upcoming Events From your MVT Event's Chair –
Bruce Clough – bclough@woh.rr.com
937.238.4962

November Recap



Burn baby, burn

If you weren't out there on the roads with us, you missed it! Several tech sessions as well as a

Guy Fawkes Party



Folks crowding around the vittles before we torched Guy

November 9th saw the club heading over to the Clough's to torch a Guy Fawkes (the guy who tried to blow up Parliament in 1609, and, as a matter of fact, where we get the use of the word "guy" in

American English). All had a good time, much Bourbon, wine, soda and other fluid flowed, and food was had by all.



The End Of Guy

As Tim Moore put it:

Chateau Clough was the happening place to be and be seen Saturday. If you weren't there you were missed and missed out. From the assorted hors d'oeuvres to the tasty treats it was a finger food fest extraordinaire par excellence. There was exquisite aged bourbon for sipping and fine wine for toasting. Libation flowed along with the gregarious conversation. And this was just the pre-show activities.

The Main Event happened at the Sacrificial Altar of Fire and Smoke...well...more smoke than fire. As the fire was stoked a cheer went up as the flames devoured the effigy of Guy Fawkes almost as ravenously as the crowd, which had been whipped into a frenzy, devoured the charred hot dogs and smores.

All made the trip fine, all enjoyed it even though part of the day we were skirting rain showers. Some even drove their LBC. Thanks to all who came out and enjoyed the day!

MVT Tech Session(s)

2 Nov Session

I had originally scheduled this one to put back together the TR3B trannie, but that morning I was woken by our dog at 4AM and I couldn't get back asleep, so I went out in the garage and put the trannie together. That meant that the folks who showed up (and thanks to all that did) ate donuts, told Triumph war stories, and listened to Roger Rutledge mention that he needed to get his TR3B engine out. Which lead to Tech Session #2 for November...



MVT'ers at the 2 Nov Tech Session rejoice in dance at the transmission reconstruction and donuts

16 Nov Tech Session

As promised, Roger and Carol opened their garage to us, plied us with donuts, handed us tools, and set us loose for random destruction.



As usual, we stood around and watched Chuck work

Roger needed the engine out so he could take it back to Macy's to fix a too-leaky engine. Hat's off to the other MVT'ers that showed up to make short work of this!



Chris Carbo loading before the heavy work starts



Ted holding up the car so Roger could work – nice!



Chuck survived a near-death experience when the drop-forged backward fratterjam slipped



All are amazed at the duct tape magic Roger works



**Out and on the truck. Much rejoicing by all!
Mark is also fixing the tire...**

Now all we have to do is get it back in. Not as easy, but that can wait for a while! Tech sessions next Spring.

December Events

5 Dec – TRA 2014 Planning Meeting - We're getting together at 6:30 PM at the bar in the Holiday Inn, OH 48 and I-70 for another TRA 2014 planning meeting. Chris Yanity suggested this north-side location. Agenda will be emailed and look for thoughts in the TRA 2014 update in this newsletter.



7 Dec – MVT Holiday Soiree - Get you brown-bags together and get ready to rumble! We don't have a meeting in December, but instead gather to celebrate the holidays and have some auction fun. Plan to be there since we know where you live. There will be a separate poster in The Marque, but in case you want more info:

MVT Holiday Soiree '13

Location: Bergamo [Mt. St. John] same as previous year

Social: 6:30

Dinner: 7:00ish

Lois will cook the turkey and ham. All attending to bring some delicious food item please! Also don't forget your brown bag for the auction!

Let Lois know who attending and what bringing or a telephone contact will be in order.

Questions or additional information call Lois:

Home 937 253 1580, Cell 937 603 4194

email Bigday@zoomtowm.com

I found this old write up on the Holiday Soiree (Circa 2002) for all to enjoy!
Some people think "Soiree" is French for "Suuuuueeeee", and if you come to the Soiree you'd be just about right! Let's face it, it's the Holidays, why worry about food – come get some of the best around, and entertainment, at the MVT Holiday Soiree.

Okay, so why should I come? Numerous reasons:

- *Fun – Let's face it. The Holiday Soiree has been an MVT Tradition as old as some of our cars. The only reason such an event could go*

on so long is that it's either fun or too tough to die. We won't admit to the latter, so it must be the former! Kidding aside, it's a great time to usher in the Holiday Season, and get a few fish. Fish?

- Food – Burp
- Frivolity – Yes, we let folks tell jokes and sing, but the pinnacle of merriment is the Brown Bag Auction. Everyone who comes is encouraged to bring a few brown grocery sacks filled with white elephants to get rid of, and the favorite category of white elephants are Triumph parts! So throw in those old parts and other stuff you don't want into a brown bag. The sillier, the better! Fish (plastic wooden, or ceramic) are encouraged, the uglier, the better. Don't ask why, you don't want to know. The brown bags are auctioned off to the highest bidder, proceeds going to the MVT treasury.

As an extra-added attraction this year we'd like everyone to bring any pictures they've taken over the past year, and any video too. Fun to watch, reminisce, and cringe! And get this – no entrance fee. That's right, for the cost of a well-prepared food dish and a couple of bags filled with stuff you can join us for a night that you won't forget.



?? Dec – Clifton Mill Lights Display – Suggest we might want to go to this maybe as a group. I know I missed it last year, and I'm thinking a little bit of lights, then off to Cedarville or Yellow Springs for Hot Chocolate might be a great idea!



21 Dec – MVT Holiday Shopping Excursion & Dinner. Earlier this year we did some shopping in Lebanon and ended up at the Golden Lamb for dinner – does that sound like a good plan again? Sure does! There is no better time to walk the streets of Waynesville to look for gifts and the Golden Lamb is always a delight around the holidays. Here's the plan:

1. Meet in Waynesville at The Fabric Shack at 12:00 PM.
2. Walk the shops of Waynesville until 3:30 PM & Leave for The Golden Lamb
3. Get to The Golden Lamb a bit before 4PM and hang out in the bar for at least one round.
4. Dinner at 4:30. Yeah, can't get a latter hour for a large party, but at least this gets you home in time to throw another Yule on the fire...those that want to hang around Lebanon for later libation can.

Sounds like fun. No? If you want to go make sure that I (Bruce) knows you are coming – I need the head count.

Next Year

March: Spring Tech Session

April - 2014 Spring Tour – Will be a repeat of the 2000 Spring Tour – I found the original directions! A one day drive to the Ohio River and back visting spots we've not in a few tours.



11-15 Jun – TRA National Meeting, Deer Creek State park, OH

Oct – VTR National Meeting – Dobson, NC.

Maybe we can get a decent MVT contingent going to this??? Nice venue.



December 2013 Bruce Clough

(bclough@woh.rr.com)



Remember kids, don't try this at home

Thanks!

To all those who came over on 2 Nov to the Tech Session I sponsored to get the Grey Ghost's trannie apart. Thing was, I had it apart since I woke up early that day. That darn dog, all she thinks about is food, poop, and food. In, out, in, out...where ever you go! Anyway, we had a big time with coffee and donuts and talked a lot of Triumphs stuff in general.

A big tip-of-the-hat goes to Harry Mague, not just because he ate donuts, but also since he let me use some of his trannie bits stash which cut down the latest buy heading towards TRF and Moss.



One TR3B Trannie spread out on the bench

After tearing down the transmission we found these issues:

- Input shaft to main shaft bearing a bit loose (or our imagination).
- Bottom shaft bearings worn to shot.
- Lower shaft spacers shot
- All oil seals need replacing
- Reverse and lower shaft locator plate broken

But besides those, which are mostly wear parts anyway, the guts looked good.



Some of the issues

Out came out Mr Discover (need the points) and ordered parts (Damn the budget). Out also came the phone and called Harry about parts – he had a few from some TR6 gearboxes he took apart. It took about four days to assemble all the parts needed, and then back together is went.

But not without a fight.

Manuals

Okay, let me ask you, is it too much to have a car workshop manual actually let you know what you need to do? I thought that was the point of the manual, to dispense knowledge you don't have. .Arrgh! So much for workshop manuals actually helping you do work! Why do manuals forget important information? Frustration! And so many opportunities to get I right – just a few examples here.

State's Exhibit A: So, is it sooo hard to put in all the steps for something? While taking out the mainshaft the manual just said to rotate up the gear train and withdraw the mainshaft and gears. Right. What they failed to tell you is that if you do not keep the gear pack tightly together the aft gear can slip off its bush and cause the whole shaft and gear train to jam in the case, and slipping the gear back on the bush can be a female dog, nor that you will waste 20 minutes – 20 minutes of saying words that would make a sailor blush. So, would it be sooo hard to say "before thou rotateth thine mainshaft skyward, thous shouldst secure thine gear train in a pack using suitable binding equipment" (King James Version) or "hey bonehead, get some rope/ties/duct tape and make sure the gears stay together while you are rotating the shaft out or the neighbors will hear your cussing". We are talking about a sentence here. Really...

State's Exhibit B: This also goes for putting the mainshaft back in. At one point you are told you

need to turn the box on its front face, hold the main shaft from falling down and tap the rear bearing into place in the box casing and main shaft at the same time using wood blocks for keeping everything in place.

1. Sure would be nice if they would tell you how big those blocks are and where to place them, or maybe even show a good picture of this.
2. They mention one block pushing back against the mainshaft, but they don't bother to tell the minor detail that you that you need to hold the third gear synchro on the shaft - but trust me, you will find this out soon enough.

State's Exhibit C: Oh, my favorite was the short paragraph that tells you how to put the overdrive unit back on the trannie case. They say just point the OD to the sky and slip the trannie on down into it making sure to pull back the pump plunger with a wire so it would get in the way. Besides the fact that you need one helluva vise to hold the OD still while dropping down the trannie, they overlooked that you need to hold the pump cam in place on the mainshaft or it will slip off, jam between splines and OD pump, and you'll never get the OD in right. To hold that in place the best way is to chuck the original instructions into the abyss and lay the OD and the trannie horizontally using heavy grease (Vaseline) to keep the cam in place while you slide everything together. Remarkable how well that works...



It's done, put a fork in it! Oh wait, it has one!

New Parts

Okay, so I did have to order new parts, but being new doesn't mean better some times. I ordered new needle bearings all around, but it turns out that although the lower shaft needle bearings needed replacement, after the bearing was replaced on the

input shaft it seemed even looser – oh well, it's within spec.

Old Parts

Well, I tried. A “new” OD solenoid came with the car when we got it from Frank and Dianne. Great, this can go in instead of the old one that was on there since I put it on in 1991.

<sound of buzzer>

Wrong. Didn't fit right – Solenoid plunger was too tight in the bore once mounted. This would jam in operation with not-so-fun results. Hmm, maybe the old one was tight also? Did a check, and it was fitting correctly - it fits fine.

Really looked at the new solenoid. Although it came in a green box, it is not Lucas, it was some knock-off from who knows where. Looks like Frank bought it from TRF back in 1995s. Great, a NOS Lucas knockoff that doesn't work. Seems somewhat ironic. . Old solenoid went back on and the “new” one back in the box until I can figure how much to lathe off (probably about a thou or two – all it would take!).

This actually is the second time this old solenoid has gone back on this tranny. First time was back in 1990 when the new authentic Lucas solenoid I had just brought from TRF had an internal failure that melted the OD wiring harness. Now a newer, yet old new TRF one is being replaced. Facinating. I'm going to collect old solenoids....

Clutch

Okay, I had the tranny back together. I lowered the engine to the ground so I could put on the tranny, but first I had to install the clutch. I bought a new clutch disc to replace the original (a bit worn) and I noticed that it was a little hard to push in the locator tool when I attached the pressure plate mechanism. In fact, it was cutting into the plastic tool. I was wondering if that would hinder the assembly.

It didn't hinder it, it stopped it, no wondering needed. As much as I tried I couldn't get the input shaft splines to engage. Off came the clutch disc. An examination showed the splines in the clutch disc needed fixing to get rid of a few burrs.

On a new part, really...

Oh well, I got out my small files and smoothed out the rough parts of those splines until it fit both the clutch alignment tool and the actual input shaft. It fit. Okay, so how much did I pay to have to do this work?



In the process of filing away the front (rearward) part of the clutch plate splines – checking fit with the alignment tool

Back Together

With the clutch plate finally fitting the tranny input shaft it was time to go back on the engine. For most people this ends up being a religious experience since the mating between the clutch plate and input shaft is blind and there isn't a lot of room to wiggle. Fortunately we have the tranny out of the car. I've done this for an OD tranny in a car and it is NOOOOO fun.

A little note on reattaching the transmission. You can follow the manual instructions. They will work. They are also a little difficult for one guy late at night, kinda like closing a bar, but that's a different story.



Clutch disc in place ready for fitting the pressure plate assembly – note the guide rods in place above the flywheel

The way I get around that is to both tilt the back of the engine up a bit and use several guide rods (in this case 6-7" of threaded 5/16" NC). These guide rods keep the input shaft in alignment with the clutch disc and pilot bearing as you are twiddling the output flange (did I mention I had the tranny in reverse so I could move the input shaft?).

Put the trannie back on the guide shafts and with a little twiddle the trainee went in and seated. Nice.



“On” is a great feeling

Now to drop the engine in.

Back In

I was discussing loading the engine and trannie back in with Chuck and he related that when they (Mark Macy and himself) put the engine and trannie back in the TR4A despite their best efforts they still scratched the engine compartment paint. So if two folks who know how to do it with modern equipment will still damage the paint that would make it a real challenge for one guy. Sounds like fun.

Since this veteran was home on Veteran’s Day I decided to load the engine in. There also was the threat of snow that night and I wanted to park my Subaru inside – so I got to work.



Padding for the sparring....

I knew there was no way I was going to avoid hitting the engine/trannie against the car body, so I took a cue from sword practice and covered car and engine with old towels – padding on both sides, about three layers of bath towels. Between the padding, and working slow and deliberate I managed not to damage the paint, or engine.

A note on equipment here. It is important to have two things: a lift that has a low and narrow enough

front “legs” that they can fit under the frame and between the front tires. Fortunately the lift the Bigler’s “store” at the Clough Ranch fits fine. The second thing you need is a good variable angle pivot to allow you to real-time change the engine/trannie angle. I use a unit I got from Moss Motors way-back-when that uses a socket ratchet to change angle – works real slick!



Going back in – note the increased insertion angle needed



In!

I think it took me an hour to get the engine-trannie back in and bolted down – could have done it quicker if I had done some hardware preparation. Now came the fun part, starting to connect up the stuff that attaches to the engine, and some of that I’ve not invented yet, like the choke, accelerator linkage, and many lines.



Nice view!

Speaking of lines, I went in to try and connect the water pump to the radiator and discovered the nice new stainless steel pipe that goes between the two elbow rubber hoses was a bit long, like 4" too long! What's up with that? Here's what I had to cut off to get it to fit:



Excess length that came off the radiator pipe

If you ask me, that's a bit much to fix for a premium part from a major supplier, but maybe that's just me.



The power of the chicken!

Necessity is the invention of mother, or something like that.

I knew the day would come, I knew the day would come when I would have to face some of the integration issues I caused by getting rid of the normal TR3 things you find in a TR3 engine compartment, such as the choke & throttle linkages amongst others. I was pushing that off for some other day, but I've reached the point where I have to address:

- Throttle Linkage
- Choke Linkage
- Exhaust
- Overdrive Switch
- Fuel Line Re-do

All of these I "screwed up" by getting rid of the stock TR3 mechanism. All will require custom solutions by a guy who really doesn't have a shop to build these. Never stopped me before! Onward & upward...

Throttle Linkage

I got rid of the stock mechanical linkage for the same reason modern cars got rid of them - too clunky and they take up too much space. Cables are the way to go. So as I reported a few months back I stuck in a TR7 pedal and cable - now to connect it. To connect the pedal on the Stag to the TR4 carbs I pirated a TR6 throttle shaft linkage attachment and modified, but this time I didn't have any laying around. What did I have laying around? 5/16" NC rod and plenty of aluminum bar stock. Great, that is what I'll use. Cut the rod to fit between the carbs, cut a lever arm that matched the travel of the throttle cable and made it so the range of angles the throttle shafts would move was adjustable. Attached the cable to the lever using a clip I just happened to find on a UK TR7 throttle cable (never throw anything out) Great, now all I have to do is secure the carb end of the throttle cable sheath. Did that by bending and cutting some aluminum "L" stock I had - cut a notch in it to attach the cable (via the adjuster with two nuts on it) and profiled the flat section to match the bend in the carb manifold balance tube. I then glued that support to the balance tube and "wha-la!" a throttle cable is born! Left the nylon ties on the manifold for insurance. Details remained, such as securing the cables in its run, but that was easy-peasy!



Throttle cable in the middle

Choke Cable

Not so easy-peasy. In TRs up to TR7's the choke cable was a fairly direct, and short, run from the carbs through the firewall under the battery box to the center console mount. Here I need to come from under the front carb, around the engine, and in a firewall hole - probably a heater hose hole. This almost doubles the length of the run and means no early TR choke cable will come close to fitting. I need a cable that is long enough, but also has the hold-out features of the original. For \$100 plus shipping you might get an European TR7 choke cable to fit. Hmm, what cables do I have? I have bicycle cables - nope not long enough. I have another US spec TR7 throttle cable. Excellent! The TR7 throttle cable is long, long enough to get about 6" inside the interior through the heater hose grommet, but not long enough to reach the dash - need another 18". Hmm, I know - off to Lowes!



Choke mechanism hidden somewhere on my messy worktop – can you find it?

What I had up my sleeve was to just cut a rod to the 18" length, attach the cable to the back, attach a knob on the front, and devise some sort of holder that would bolt on to the steering column. Actually it was easy to make. The front of the holder

attaches to the end of the bolt securing the steering shaft to the front bracket, the back is secured with a u-bolt, and I cut some notches in the rod to act as detents, then put a steel strip pushing down on the bar to hold it in the detents when being used. One more touch was to put a cotter pin in the shaft so you don't pull it too far out. A nice satin brushed knob was put on the end, the run secured with a few nylon ties, and "wham" - we got a choke cable!



Choke mechanism mounted on the steering column

Overdrive Switch

Stock TR3 has the OD switch on the dash, while TR4-TR6 have it on the steering column while some cars, such as Spitfires, have it on the shift knob.

I want it on the shift knob.

Unfortunately it's not as easy as buying a Spitfire knob and putting on the TR3 trannie, oh no, can't be that easy. The Early TRs used a thicker shift lever with finer threads.

No problem. TR3 shift knobs are cheap – I'll make my own.



New shifter knob – it's alive! Chicken still happy to be there.

Cut the rubber off the top and JB Welded a toggle switch on to the top. Ran some wires down to the

wires on the trannie. Use the self-annealing wrap left over from wire loom making to secure. Works, but looks like something the FrankenStag would have on it.

Note to myself: fix in future once car is on road

Fuel Line Redo

Some might remember that I had the fuel lines coming across the top of the engine to the carbs and attached to a bracket I mounted on top the valve cover between the valve cover attachment studs. I then used a 3/8" fuel line to a splitter attached to the bracket, and 1/4" lines from there to the carbs. All lines rubber hose.

Looking at this I thought that although the lines are easy to get to, it just looked bad, so made up copper hard lines, routed them in front of the valve cover, and ditched the bracket. Looks a lot cleaner.



New Fuel Line Routing

Exhaust

Now for the fun part, the exhaust. I had been dreading this since with all these custom jobs you don't know what you need until you get into it. I knew what I generally wanted to do: use a stainless down pipe, connect to a pipe that goes through the frame to a single muffler in the back, maybe a Supertrap.

Okay, so that was the plan.

First I ordered the down pipe from TRF since they were the only ones that would sell me a stainless downpipe separate. I cane, a Falcon products unit that (of course) I had to file the flange holes a smidge bigger for it to fit, but, it fit.

Next I had to attach the center exhaust mount to the system before I developed a center pipe. Now in a TR3 that is a bracket that attaches between the frame rails, which is a bit clunky to deal with since it has several bolts, rubber isolators and other hardware. On the TR4 they went to a clamp that

attached to a bracket bolted to the rear trannie mounting bolts – much simpler, so I ordered one of those also. To fit the TR3 I had to notch this a little bit so it would rotate in place correctly, but not a huge mod.

The huge mod started when I went to build a center pipe. Nowadays you can't get long pipes at your local car parts stores except for flex pipe and I couldn't do that since the pipe needs to span about 5 feet without a mount, so I bought three 1.5" sections of 2" pipe and a turn-down tip (since I needed an elbow with less than 45 degrees on it) and started construction.



Evil designs underway at the workbench...

Things were going well until it came time to decide on the muffler at the end of this pipe. Turns out that the place I bought the FrankenStag's Supertrap from no longer sells that model, and the ones that do want \$200 for it. I'm already blowing my budget on this car, so I need to find a cheaper alternative (I did consider stealing the one off the FrankenStag, but since I've violated that car so many times over the last 8 years I just let it be... ☺).

So what is there? I know, I'll use the method I did for Freebie – mount a resonator tip to a glass pack. Out came the wallet.



Glasspack, check! Resonator tip, check!

But when I got everything home and was lying under the car I noted the difficulty I was going to have attaching the muffler to the body since where the attachment point was at the resonator mounting got in the way. Another issue was that even with the less-than-45-degree-angle using the exhaust tip as an elbow I still had too much angle on it and if you looked at it from the back it would not be coming straight out unless Conan The Barbarian showed up.

So, what is Plan B? What could I use that was both grayish-shiny as well as somewhat obnoxious? Wandering the custom isle at a local car chain store I found the solution – a ricebox fart muffler - yes, you know, those large stainless mufflers found on Hondas and Nissans, usually lowered to the ground and covered with primer, that allow the car to sound like it ate beans last night. Perfect and it was on sale! Double-perfect.

Only issue was how to mount. These things are set for wrapping them with a band and bolting that to something. Well, I have plenty of strap aluminum to make bands, but attaching that to the frame mount seemed a bit difficult plus I wanted more stability, so I designed a bracket to be bolted to the underside of the spare tire compartment. Once complete I had an experience I have never had before – it all went together without a fight.



One Fartcan Muffler installed. Now I need the Eminem to listen to...

Well, almost. Remember that center TR4 mounting bracket? Turns out that in the configuration as I got it, it could not clamp down enough to secure the center pipe into the down pipe. Fixed that by using a body metal strip cut to size to “line” the inside of the bracket. That shimming worked perfect!



Can't even see that shim!

So, the exhaust is now attached. Time to add fluids and see if I can start this puppy, but not until December - and to quote Merle Haggard, *“if we make it through December we'll be alright”*.



Yep, about fitting for this car...

Note on attaching pipes together – I had to make up a center pipe from shorter pipes. To avoid having a lot of muffler clamps on that made-up pipe I used this method to attach them together. First I used acetone to clean the joining surfaces of the pipes since I want the sealer to stick. Then I smoothed exhaust sealer on both joining surfaces. Then I put them together and used a muffler clamp, working it around the tube to dimple the tube all the way around, then I used stainless pop rivets in the middle of that dimple to join the pipes. I find that 8 is the minimum number of rivets needed to join this together. The dimpling together with the sealant provides the sealing for the pipes and the pop rivets hold them together.

Next: “Fire In The Hole!”

Triumph Register of America National Meeting 2014 December 2013 Update



Wow, December already – 6 months to go before the meeting. Before I launch into some thoughts I'd like to remind you that you, a loyal member of Miami Valley Triumphs, need to make your reservation at Deer Creek State park Lodge for this event. When that block of rooms fills up the availability could go down and price go up. So far we are well over 70 room-nights, which is well into the amount we have set aside. Reserve early, reserve often. Lodging reservations can be made now 800.282.7275 – mention Triumph Register of America national Meeting to get into the block of rooms.

We're having another planning meeting the evening of 5 Dec at the Holiday Inn bar, I-70 and OH-48.

Chris Yanity suggested this place, so he is either the hero or villain!

This meeting I'd like to go over the usual things – agenda, budget, promotion, awards, etc. I do have some things to say about each to prime the discussion.

Agenda

As far as the meeting agenda goes, what I'd like to suggest is that Wednesday we do the long tour to Chillicothe. Going to Chillicothe (or maybe Waverly then Chillicothe) will pretty much take up the day assuming we want to drive some great roads, see the shops, and have some lunch – and get back in time for the mixer. I know the Rutledges found

some great places to visit – I have a mound of promo materials from Chillicothe, and not just about the mounds. We can be on the road by 10AM (or earlier) and get back about 5 – 5:30 that afternoon. If we did Chillicothe on Saturday we'd have to not leave much sooner and head back earlier. Thoughts?

On Saturday I suggest a tour towards Circleville/Ashville with some stops outside those towns. They are a bit closer and have less relative places to visit. I certainly want to hit up the Small Town Museum in Ashville as a stop. We want to integrate a brunch run into this, so maybe we head toward Circleville for brunch and do the tour afterwards? If we need to make more time for this we can by maybe integrating the rally into this – poker run maybe? Also if this is a decent tour – and it certainly is shaping up to be one, maybe we don't need a rally at all and could go with just one rally – the one on Thursday. That would cut down the awards as well as eliminate last-minute awards determinations? Just thinking...

Budget

I sat down with Harry to run the numbers and based on the cost of the picnic (\$2400, about \$12/head – second most costly event within the meeting and one that needs to be paid for out of the registration fees and a bit above the \$2000 originally budgeted for it) I think the registration fee for a family should be raised \$5 to \$80 to cover for this. We could also talk about back-ups. I also think the Banquet cost should be \$27.50 per adult to help cover for the bar tender fee.

As soon as we settle on fees I think we can open up the Registration Web site for business. We've already tested it out and it seems to be fully functional.

Quilt Promotion

The MVT Quilting Team has developed one great quilt for the show, but we now need to promote – what is the best way of doing this?

Registration Forms

Someday very soon Jeff Krupp is going to ask me to send him the registration forms for the TRA newsletter that goes out late January-Early February. My suggestion is simply to go with a modified version of last year which can be massaged by Jeff to fit. I am hoping folks will try the on-line experience, but we still have to go old-school...

Promotion

We've emailed all the TRA clubs and VTR clubs, posted notices on the Wedge and Stag email lists as well as the TRA Web Forum. We have more email lists to hit as well as Triumph and British Car forums. Chris is working the vendors and vendor calendars. There are still a lot of places to visit, lots of people to let know. Where do we need to go? We'd like to pack the place and have to worry about too many registrations as in VTR'91.

Awards

This is our third biggest cost and we gave the Bigler's a challenge in finding unique, nice, memorable, yet inexpensive awards. Don and Lois have been developing great ideas, but now (I think – not putting words in their mouths) we need to settle on the exact list so we can price out the options more fully.

I say White Castle Gift Certificates for all! <smile>

Staffing Events

Probably should go back through the list of events one more time to make sure we have enough folks working each event – don't want anyone stranded.

TR Olympics, Scavenger Hunt, Hotel Rally

I asked Duncan and Bridgett about doing the TR Olympics and they kinda indicated they wanted to do the Hotel Rally instead. Meanwhile Eden and Ted were working the Hotel Rally but really want to do a find-the-question/scavenger hunt type of event that could be run anytime during the week by participants. Based on this I'd recommend:

- We officially establish a Scavenger Hunt for the meet attendees to run anytime during the week and add that to the events list.
- We have B&D do the Hotel Rally on Friday afternoon.
- We might think of not having a TR Olympics. I won't cry, trust me!

I am like rubber on these things – let's bend and move things to make it fun for us!

Closing

I'm going to use the same thing as I did last time - things are really shaping up – thanks for all the hard work folks – and you should see the quilt plans!

Bruce

2012 MVT Holiday Soiree 7 December 2012

Chuck sayeth:

The Soiree will be at Queen of Apostles [Lois and Don church] meeting room at 4400 Shakertown Road. (See separate map)

We will have social beginning at 6:30PM and eat at 7. MVT is covering the meat as well as sodas, coffee and tea. Please bring a covered dish with food in it to share – please also let Lois know what you are bringing so she can coordinate. If you want anything else to drink please BYOB. Home phone is 253-1580, call 937-603-4194.



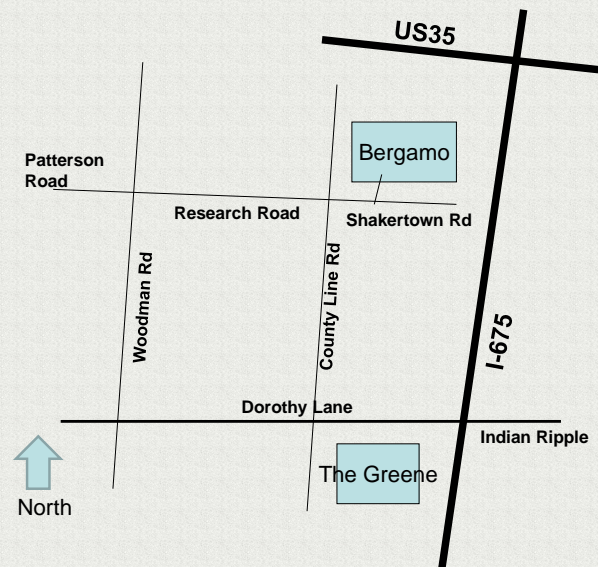
Roger continues:

"Everyone needs to bring at least one brown paper grocery bag containing fun stuff to auction. Fun stuff is defined as old Triumph parts or things that will make folks laugh, like plastic fish and old 8-tracks or 8-track players. The weirder, the better. All proceeds go to the club treasury. You cannot leave your bags once you bought them. All unclaimed bags will be mailed to you!"



There – all ought to have a great time! See you there and hope for some great parts!

Map To Queen of Apostles [Bergamo]



Directions: However you can, get to the intersection of Research (Research becomes Shakertown) and County Line roads. Go 2 tenths mile east (Continue on Shakertown) and turn north into driveway by sign that says Bergamo/Mt St John. In other-words, go to Bergamo. Follow curving driveway to stop sign [about 2 tenths mile]. Turn left [short distance] to T, turn left and find parking space. The sign over door says Queen of Apostles Community – IF you get lost call 937-603-4194 or 937-238-4962

BCD Summary I & E - Cash Account

1/1/13 Through 10/9/13

Category Description	1/1/13- 10/9/13
INFLOWS	
Food Sales	2,104.35
Raffle Sales	270.00
BCD Registration:	
BCD Advance Registration	975.00
BCD Advance Vendor Registration	30.00
BCD Day of Show Registration	1,070.00
BCD Day of Show Vendor Registration	30.00
	2,105.00
TOTAL BCD Registration	2,105.00
Sponsorship Income	400.00
T Shirt Sales:	
Advance T Shirt Overpayment	10.00
Advance T Shirt Sales	160.00
Day of Show T Shirt Sales	705.00
Refund	-10.00
	865.00
TOTAL T Shirt Sales	865.00
TOTAL INFLOWS	5,744.35
OUTFLOWS	
Raffle Expense	135.00
TO British Car Day Check	5,609.35
	5,744.35
TOTAL OUTFLOWS	5,744.35
OVERALL TOTAL	0.00

ROY ROGERS - DALE EVANS MUSEUM

Lyrics to "Happy Trails" by Dale Evans Rogers

Happy trails to you, until we meet again.
Happy trails to you, keep smilin' until then.
Who cares about the clouds when we're together?
Just sing a song and bring the sunny weather.
Happy trails to you, 'till we meet again.

Some trails are happy ones,
Others are blue.
It's the way you ride the trail that counts,
Here's a happy one for you.

Happy trails to you, until we meet again.
Happy trails to you, keep smilin' until then.
Who cares about the clouds when we're together?
Just sing a song and bring the sunny weather.

Happy trails to you, 'till we meet again.

Alternate Religious Verse:

Happy trails to you, it's great to say "hello".
And to share with you the trail we've come to know.
It started on the day that we met Jesus,
He came into our hearts and then he freed us.
For a life that's true, a happy trail to you.

Roy Rogers Riders Club Rules:

1. Be neat and clean.
2. Be courteous and polite.
3. Always obey your parents.
4. Protect the weak and help them.
5. Be brave but never take chances.
6. Study hard and learn all you can.
7. Be kind to animals and take care of them.
8. Eat all your food and never waste any.
9. Love God and go to Sunday school regularly.
10. Always respect our flag and our country.

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