



"The Marque"

This month:

**President's Report (not)
Monthly Meeting Minutes
Treasury Report
Events
BCD 2014 Report
Early TR Guy**

September 2014

MVT Officers

President: Lorna Ball, 937-746-5189
Vice President: Curtis Hayes, 937-610-8832
Secretary: Karen Sipos, 937-572-5817
Treasurer: Harry Mague, 937- 426-3802
Membership: Valerie Relue, 937-667-5227
Events: Bruce Clough, 937-376-9946

Please send comments/suggestions to:
news@miamivalleytriumphs.org
or to the P. O. Box.

Cutoff date for next month's Marque is the 20th.

Obligatory Disclaimer

"The Marque" is the official publication of the Miami Valley Triumphs Car Club, P. O. Box 144, Bellbrook, OH 45305. Views stated in the "Marque" are not necessarily those of the officers or members of the club. Technical data is provided for information only and no liability is assumed for suitability, applicability, or safety. Miami Valley Triumphs is a registered chapter of the Vintage Triumph Register and a local center of the Triumph Register of America. Membership is \$20 yearly and is usually paid in May. Non-renewing members are deleted from the mailing list. Meetings are held the first Wednesday of the month at **Logan's Roadhouse 2819 Centre Drive Beavercreek OH**, unless otherwise noted in the "Marque". General membership meetings are at 7:30 pm with informal dinner starting at 6:00 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.

MVT Tech Session -Saturday , September 6th, starting at 9a.m. Chris Yanity's House. 816 Shaney Lane, Brookville ,Ohio -Exit 21 Brookville off of Interstate 70. Please mark your calendars. The primary project involves changing the steering grommet in a TR7 . Other secondary issues include a non-working fuel gauge, slow wiper motor and cleaning electrical connections. I could also use some help moving a TR3 body off of the chassis (it's ready to move-a 5 minute job) Maps and details will be provided at the Sept. membership meeting. I would appreciate your help. Note, my new e-mail address is tryanity@gmail.com
-Thanks -Chris Yanity

President's Report: ~ Lorna Ball

No comments this month.

Treasurer's Report:~Harry Mague

Treasurer's Report: As of 1 August 2014, the club account had a balance of \$4933.75. There was a \$504.00 error for a double accounting for the Quilt auction in TRA. For the month of August, the club had the following income: 50/50 of \$22.00 (Thanks to John for his donation of the wining 50/50), \$65.00 for MVT Membership, and \$60.00 from BCD shirt sales.. Total income into the account was \$167.00. MVT expenses for August was \$4.64 for mailing of name tags. Account balance as of 1 September 2014 will be \$4592.11.

Secretary's Report: ~ Karen Sipos.

MVT Meeting Minutes, August, 2014

The August meeting was held at Logan's Roadhouse on Centre Drive in Beavercreek. Ohio. The President, Lorna Ball, opened the meeting with a toast to the success of British Car Day at 7:30pm. There were 28 club members and 2 Clough siblings present.

Lorna thanks everyone for the special effort made in preparation and during BCD. A special thank you went to Valerie Relue for the membership poster at BCD, it was great. Also special thanks to Jeff Barth who acted as a super salesman for the 50/50 Raffle; to Stan and Crew for registration which went very smooth); to Alice and Ellis for stream lining the balloting which was counted by 2:30pm; and to Bruce for being our "Talking Head" during the event. Great Job all.

Club winners at BCD were announced.

President Ball talked about the couple from Austria she met at BCD. What they liked so much about BCD was the park. All that space that is not available in Austria.

There was not VP report as Curtis was not present. Secretary, Karen Sipos, asked for a motion to accept the minute as published in the Marque. It was so moved by Patty Clifford and second by Jim Sipos. It was passed by a voice vote.

Treasurer, Harry Mague, reported a slight mistake in the accounting of the quilt from TRA resulting in a new balance of \$4433.00. Harry was assured that it was not an impeachable offence so he is still treasurer.

Membership, Valerie Relue, reported that we have 38 members with Larry Comb being our newest members.

Events Chairman, Bruce Clough, informed all that there would be a tech session at the Clough's on August 8 with transmission being the featured part. He mentioned upcoming events which had been sent out in an email. It was announced that a portion of the food purchased at the next MVT meeting at Logan's would go to the British Transportation Museum.

Committee Reports:

Technical – Session on the 8th at Clough's

Spares – Bruce has tires with rims. Contact him.

Newsletter – All is well.

Regalia – No Report.

BCD – Stan reported that 259 cars were registered with approx. 240 arriving at the event. There was a discussion of the online registration process and how well it went. There was a suggestion that maybe next year the online registration could be open until up to 4 days before the event still giving time to get the packet ready by the evening before the event. A special mention was made about how Little British Car people were so pleased with the help they got from Bridget with loading and unloading. A special award was given to her of a T-shirt 6XL for her big heart and effort.

It was also discussed that perhaps coordinating of the parking and the ballots would be a good idea. It was agreed to bring it up at the BCD meetings.

T-shirts went well this year. Seems many like the color. Not many left.

Old Business – New membership list will be published in the next Marque.

New Business – Discussion of what we might do with the excess money we have at present. Some suggestions were the British Transportation Museum, Local Food Banks, TRA, etc. Bruce said that at present TRA does not need any money.

Stan suggested that a list be published in the Marque and members rank their choices in a 1,2, 3, manner. These choice would be sent to Lorna to put together as a list for the next meeting. At the September meeting we will discussion the rankings and suggest dollar amounts.

Comments: August Birthdays were recognized. Bruce said he knows of an '08 Mini with 68,000 miles on it for sale.

50/50 drawing of \$11 was won by John Coutant and donated to the club treasury.

Meeting adjourned at 8:25.

Respectfully submitted – Karen Sipos, Secretary

Upcoming MVT Events September 2014!

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

See you there!

August Recap



Dayton BCD 2014

Was Awesome! Way awesome! If you missed it you must be kicking yourself – attendance was back up, weather perfect, more pictures at the end of this Events' update. Oh, never play against Ellis in corn hole...

Upcoming Events

September

3 – MVT Monthly Meeting at Logan's Roadhouse near the Fairfield Commons Mall.

Dinner at 6:30, Meeting at 7:30, BS all the time. Logan's #432 - 937-426-5565, 2819 Centre Dr., Beavercreek, OH 45324. Dinner proceeds go to British Transportation Museum on that day. Eat early, eat often.

6 - MVT Tech Session -Saturday , September 6th, starting at 9a.m. Chris Yanity's House. 816 Shaney Lane , Brookville ,Ohio -Exit 21 Brookville off of Interstate 70.Please mark your calendars. The primary project involves changing the steering

grommet in a TR7 . Other secondary issues include a non-working fuel gauge,slow wiper motor and cleaning electrical connections. I could also use some help moving a TR3 body off of the chassis (it's ready to move-a 5 minute job) Maps and details will be provided at the Sept. membership meeting. I would appreciate your help . Note ,my new e-mail address is tryanity@gmail.com -Thanks -Chris Yanity



9-14 - VTR National Meeting – Dobson, NC.

Maybe we can get a decent MVT contingent going to this??? Nice venue. Web Write-up: On Sept 9-14 at Shelton Vineyards, Dobson, NC, the Triumph Club of the Carolinas is hosting the National Meet of the Vintage Triumph Register. The host hotel is the Hampton Inn, Shelton Vinyards in Dobson, but if that fills up there is the Surrey Inn across the street, and a number of nice hotels in Mount Airy about 10 minutes away.

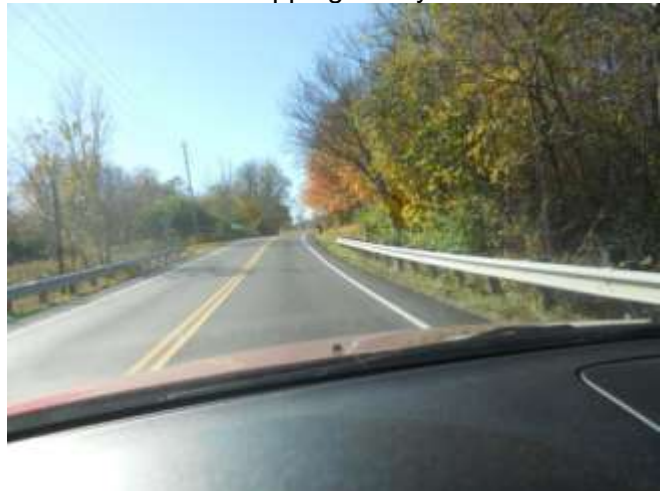
Featured marque will be the wedge cars, TR7 and TR8, "Celebrating 40 years of The Shape." TWA and TCOC are bringing Harris Mann (TR7 Stylist) to the US for the show and Graham Robson will also be there we're told. The host club is looking into hosting a hillclimb in addition to the autocross. We (TWOA) are hoping to get 100 wedge cars to Dobson, and we think this is doable. Please join us!



11 – The 2014 Nashville British Car Show Brits at Centennial Park When: Saturday, October 11 8 am thru 4 pm Where: Centennial Park at 2500 West End in Nashville, TN Pre-show reception: Friday night (6 to 9) at JD's British Cars - 313 Wilhagan Road, Nashville, TN.

<http://www.nashvillebritishcarclub.org/CarShowInfo>

4 Oct – Harvest Tour – looks like it will be early October now due to Bridgett's game schedule. We used to call this the farm tour, but that hasn't been put on ever since Lorna had the Franklin troops take out all the pig farms (smile). We cruise the farm stands in Greene County, and you can get your produce and bottles. Dinner will be at the Events Chair's favorite place, Village Restaurant in Waynesville – probably will get there in time for folks to do some shopping if they want.



18 Oct – Fall Tour – One day tour this year to Chillicothe. We will meet at one of our iconic meeting places for Fall Tours – the Bob Evan's Restaurant at US 35 and I-71. Breakfast at 8AM, we leave right after 9AM, or after we pay, pee, and gas, maybe not in that order. We MVT'ers will see the places we couldn't during TRA 14 since we were working! My thoughts are to leave 3:30-4ish and head to dinner. I am looking for dinner



14 - 2014 Concours d'Elegance at Carillon Historical Park, Dayton, Ohio. Featuring: Ferrari, Corvette Stingray C2, and Aston Martin automobiles. Weekend events include: Saturday, Sept. 13th, Classic Road Tour & Preview Party. Sunday, Sept. 14th, Dayton Concours d'Elegance. Info: <http://www.daytonconcours.com/> or call 937-432-2841



MVT Fall Run 2002?

20 – MVT Early Morning Run (Note date change) – Meet at the Starbucks Café, 6252 Wilmington Pike, Dayton, 8AM for a breakfast run to mystery location!

October

1 – MVT Monthly Meeting at Logan's Roadhouse near the Fairfield Commons Mall. Dinner at 6:30, Meeting at 7:30, BS all the time. Logan's #432 - 937-426-5565, 2819 Centre Dr., Beavercreek, OH 45324.

suggestions. Maybe Deer Creek for old times sake?

November

5 – MVT Monthly Meeting at Logan's Roadhouse near the Fairfield Commons Mall. Dinner at 6:30, Meeting at 7:30, BS all the time. Logan's #432 - 937-426-5565, 2819 Centre Dr., Beavercreek, OH 45324.



8 – Guy Fawkes Wine Tour & Dinner. You knew it, I couldn't go a year without a wine tour. What a better way to celebrate rich English history? Okay, sorry, I like those specially rotted grapes. We will start out North and head south; maybe we meet at the Mel-O-Dee in New Carlisle and head out from there? We can have brunch (chicken for breakfast – yum!) and head south from there. At the minimum there are three wineries, one brewery, and a distillery on the way. If you are a prohibitionist you might not want to come along... As you might guess dinner will be at Valley Vineyards in Morrow, so maybe not such a huge brunch... I will need a head count by mid-October for dinner.

Fall Tech Session – Maybe November 15th? I'm sure somebody will need something done? Chris Yanity? Jeff Barth? Hopefully not the Event's Chair...

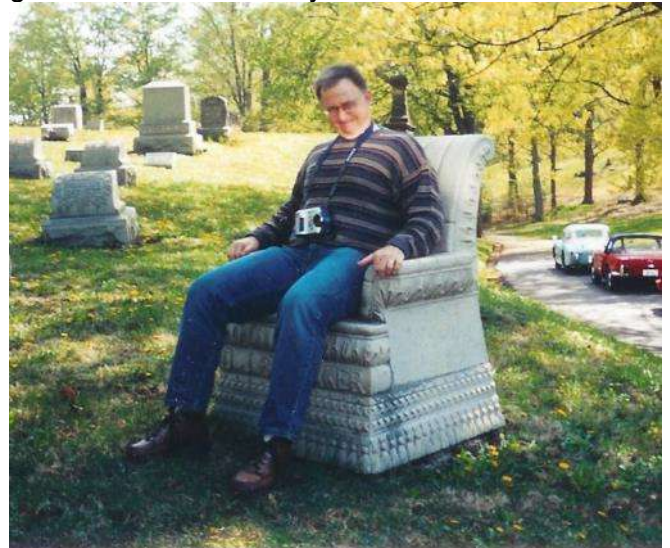
December



Santa Looking For His TR....

13 - Holiday Soiree – Bergamo in Beavercreek - start collecting your brown bags. I know I am...

20 – The Run to Christmas Dinner! Everyone likes last year's dinner at the Golden Lamb, so I will set another one up this year. We will rendezvous in Lebanon for Christmas Shopping then see if we get our "normal" table at The Golden Lamb! Last year it rained like crazy, so hope for calmer weather – light snow would be okay...



My Events Chair needs more stuffing!

More Dayton BCD 2014 Photos



Bridgett helping LBC Co set up



Hot action at the shirt tent



Ted chafed having to sit under me...



Chef Terry working his magic!



BTM Land Barges ☺



Cars stretching to the horizon!

The Pub British Car Cruise-In August 24, 2014.
Photos courtesy of John Clifford.

Hot day but refreshment and pizzas were abundantly available. Two cars from MVT; the Clifford's TR8 and Harry Mague's TR6.



Awards Line-up from Clifford's Award winning TR7



Events Chair's Door Prize, ain't it cute?



After action review at the Balls – Ellis counting the pizza fund!

BCD 2014, Event Report – Stan Seto

Fourth year in a row, "It was a Friday of predicted showers followed by a Saturday with an even higher predicted chance of showers" The Weather for Saturday was forecast as 30% to 40% showers and that is normally high enough to insure rain. This prediction had started a week before the meet and held up for the next seven days. In spite of this, the Pre-registration list was looking pretty good. The electronic registrations were the most we have had and were arriving early. In 2013 we had our lowest year since I took over Registration from Randy Wakefield in 2006, at 134 cars and one vendor. This year as things tapered off about a week before the event we had 143 pre-registered and one vendor. Things were looking up.

Saturday dawned lightly overcast, and it clearly had rained earlier in the morning. I was up at 5 AM, and on the road to Eastwood Metro Park at about 6:00, with a stop at Kroger to pick-up ice. Got to the park at about 7:15 and the gates were closed and about ten vehicles were there including Jeff Zorn (Little British Car). The ranger showed up about five minutes after I arrived, thanks to Lois Bigler's timely phone call and we all raced in. We got the registration area set up in about a half an hour as the team members were very experienced and all the material we needed was on-hand. Pretty soon we were informed that the food stand finally had doughnuts, and coffee was ready. I think we got our first "Not Yet Registered" car sometime around 8:00. We also had a designated area for spectator parking, and last year we had about 1300 visitors. On this day we finally began having cars in that area after 11:00 PM. We did have spectators dribbling in all morning, just not the droves of people who had come in 2011 and 2012. Vendors, too, just seemed to be sneaking in. We had one pre-registered, and it was not Mr. Zorn, who had help from Bridgette and Duncan Clough for setting up his wares. I think we had five vendors in total, including Ted Schumacher.

For the day we registered a total of 259 cars, as against 205 cars in 2013, so a useful increase in attendance. Due to those who had pre-registered, but not shown up, we had about 245 cars on the field.

The cloud cover, which was never very heavy, continued to fade as the day matured. The heat of the day was occasionally cooled by large clouds in front of the sun, but it never seemed to be threatening. I'm guessing that between about 11:00 o'clock and 3 in the afternoon, we had about 800 to 1000 spectators. The shirts sold well, this year and Lorna reported we made about \$1,000.00 on shirt sales this year. The show ran well, there were no major problems that I was aware of, and we did end up getting all the ballots counted in the early afternoon.

Awards, I did not hear all the awards, but know that some of the MVT award winners were John Coutant, the White's, Harry Mague, Bruce Clough, Dan Stinson and Vern Campbell and Roy Owens and Jeff Barth both received about their 2000th award for their Spitfires.

The registration team did good work, even when they were really being pressed by cars stacking up in either line. We processed them through fairly quickly, and had to deal with only about four glitches the whole day. The Judging team completed their work well before the 3 PM deadline which pleased Skip Peterson no end. It all seemed to go like clockwork.

The whole Clough family pitched in to assure that the Zorn trailer was loaded for the highway in fairly short order. Jeff commented as the doors on the trailer were being closed and locked down, "not a record, but pretty close." He seemed satisfied with the day and was able to leave about two hours earlier than last year.

When it was over and things were being picked up and packed away, the decision was made to meet at the Ball's for pizza and wine. Seven club members showed up but no one, even the kids, went into the pool, I think it was not hot enough. The water felt great, but I was too tired to put the suit on, so spent some time with just my feet in the water, it was enough...

We got four large pizza's (Domino's) and demolished them in about a half hour and the day was pretty much over.

Attendance in Past Years – High Water Mark in 2009

| <u>Year</u> | <u>Pre-Registered</u> | <u>Total Registered</u> | <u>Vendors</u> | <u>Cars on The Field</u> | <u>Weather</u> |
|--------------------|------------------------------|--------------------------------|-----------------------|---------------------------------|--|
| <u>2006</u> | 195 | 353 | 6 | 341 | Sunny & Hot |
| <u>2007</u> | 178 | 310 | 6 | 300 | Sunny & Hot |
| <u>2008</u> | 143 | 295 | 6 | 266 - 288 | Sunny & Hot |
| <u>2009</u> | 174 | 355 | 8 | 349 | Sunny & Hot |
| <u>2010</u> | 149 | 309 | 5 | 302 | 7 th Straight Year Sunny & Hot |
| <u>2011</u> | 182 | 304 | 3 | 300 - 306 | Rain Threat – Sunny, later |
| <u>2012</u> | 143 | 255 | 5 | 246 | RainThreat – Sunny, later |
| <u>2013</u> | 134 | 205 | 4 | 184 | Rain Threat – Sunny, later |
| <u>2014</u> | 143 | 259 | 5 | 245 | Partly cloudy and warm |



September 2014 Bruce Clough

(bclough@woh.rr.com)

Back To The Future, err, Trannie – Curse of the Taper Pins

I've made the decision to yank the OD Trannie back out and figure out what I messed up that it's not allowing the OD to engage and why the clutch won't disengage correctly, but while I'm doing that I'd like to drive the car. So I put a call out for a trannie.

Several folks have responded, and hat's off to them! My plan (at this moment) is to put the trannie Scott Stout let me borrow in TG2 while I rebuild the OD and procure another non-OD TR3 trannie as a spare. I peeked into Scott's trannie - it looks like Scott's trannie had an interesting life since the bellhousing carries scars of multiple fixes of something that let loose and punched holes in it, but inside the gear section it looked real good, just needing the input and output shaft oil seals replaced.

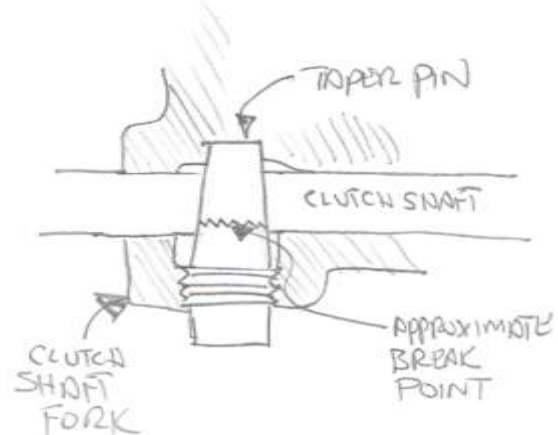
And the taper pin replaced.

Taper pin?

Yes, the pin that holds the clutch shaft fork in place on the shaft so the throw-out bearing engages the pressure plate release dogs when the clutch pedal is pushed down. The pin transfers shaft rotation to push the throw-out bearing forward.

The original design is that the pin is tapered to fit the hole in the shaft and has threads on it at the back end that engages with threads in the fork. You screw it in tight and then use safety wire to keep it from backing out, or so that is the theory.

This design was probably used on earlier Standard-Triumph products and worked okay, but with the TR range we start running into a problem. As the figure below shows the designers thought that if the pin was snug in the hole the pin would be under a mostly sheer load which the material could take. Issue was that in practice, since the fork is not attached to the shaft, it can rotate a little relative to the shaft under load – the pin bends between where it contacts the shaft and there the pin is screwed into the fork. Methinks the designers underestimated this bending load, and what jet engine guys like Stan would call high-cycle fatigue failures kick-in, where after repeated bending the pin cracks and fails under load – similar to bending a pop can tab until it breaks off. It will usually break off either inside the shaft or where the tapered section meets the threading.



I Love Taper Pins

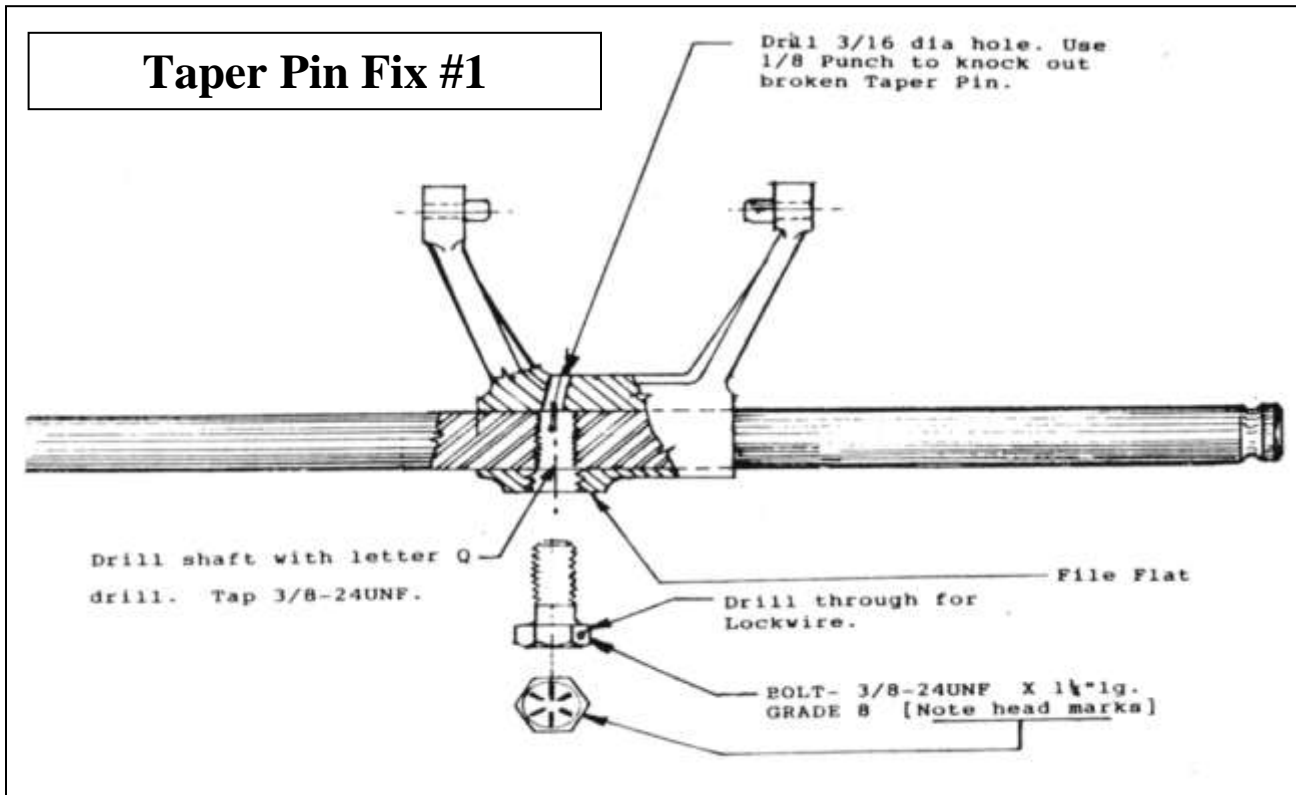
Of all the trannies I've looked at I've only pulled an intact pin out of two, all the others have been broken off. Now mind you, it will work this way, what happens is that after it breaks the clutch shaft will rotate until the broken part of the pin hits the fork and then the whole thing will rotate again. You can drive your car this way, in fact, many miles. What you might notice would be clutch pedal depression engagements vary in distance, and you have to adjust the slave cylinder actuation rod out quite a ways, in some instances owners have moved the slave cylinder aft the mounting plate to make up the distance for Girling systems, for Lockheed systems folks would make longer actuation rods out of threaded stock.

TR Trivia – the slave cylinders for earlier TR2 and TR3 Lockheed systems were mounted on the backside of the mounting bracket, the Girling

systems were mounted on the front side. In practice you can mount either to either side, but will have to compensate in the length of the slave cylinder rod, and that is why we see so many lengthened and shortened rods when we look through old TR parts...

through and engaging both sides minimized the bending load and distributed the shear load on two bolt cross-sections.

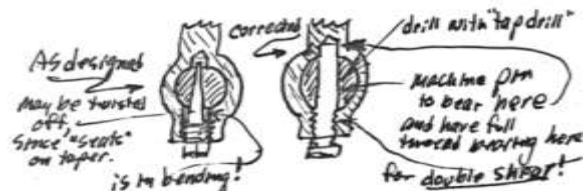
Fix Number 3 is to put in a high-strength taper pin and cross drill the shaft and fork and put in a 1/4 bolt to share the load.



So what's the fix? There are several. Fix Number 1 is from the "More BS about TRs" book by the late, great, Bob Schaller. Simply put, you drill and tap the clutch shaft for a 3/8ths UNF Grade 8 bolt, screw it in, and lockwire it. The larger stronger uniform bolt takes the bending and shear load.

Fix Number 2 is from the TRA 1991 Transmission Workshop notes I've kept. Drill through the shaft with the fork on it and into the fork on the other side – drill size is not listed, but I'm assuming it's something like 13/32nds or 7/16ths, bigger hole that's there, but not bigger than the threaded hole in the fork. Then you get a bolt that right length such that it's long enough to go through the clutch shaft and contact the other side of the fork with threading that matches the old taper pin – you turn the shaft of the bolt at the right length so it will go through the shaft into the other side of the fork, but with enough threads at the head to engage the fork threads strongly. In this configuration the bolt going

I usually do #1 although I've done a combo of 1 and 3 before. As with Bob Schaller, I find that it's good enough to hold without the added complexity of machining a bolt.



Taper Pin Fix 3

Trannie Back Out Again!

MVT'ers came over on August 9th to help me get the OD trannie back out of the car so I could get Scott's trannie in. I kinda beat them to it since I started early and before you knew it I had the OD trannie out and Scott's trannie back in – we spent the tech session eating donuts, drinking coffee, and watching Ted fumble around on the TR8 transmission.

However, later that day I decided to see if this fixed my clutch disengagement issue I had with the OD trannie clutch (even with a good bolt in the shaft rather than the pin) where I needed more actuation distance to disengage that is normally required. It did not fix it, I still needed to set the distance to where the throw-out bearing was actually against the pressure plate actuation arms, not good since the throw-out bearing was never meant to take this continuous load.

Applying Occam's Razor (try the simple things first) I:

- Checked the linkage - all normal.
- Replaced master and slave cylinders with the spare set I have, still wouldn't disengage.
- Replaced the flex stainless braided line I used with a hard line, still wouldn't disengage.

All the simple things had now been tried. Time to look at the pressure and driven plates in the clutch. Out came the trannie. I am getting too good at this. I need to stop. Off came the clutch assembly. Inspection time.

I should have noticed.

Noticed what?

Asymmetrical wear of the clutch release fingers – one was a bit more worn than the others. This isn't much, but it's enough to keep the clutch from disengaging. Out came Mr Mastercard and another pressure plate was on its way from TRF.

Once that was back on I reinstalled Scott's trannie and found out to my delight I have a clutch. I also won't trust my highly-not-as-well-as-I-thought-trained eye to make decisions – measure!

I took the chance to drive the car around the block and discovered that even though the trannie inspected and bench tested well, the internals are making a lot of racket under load – probably the lower shaft bearings. Rats! Now what do I do... I work in the OD trannie that just happens to be out of the car.

Oh.

Might as well open it up to see why I can't get any oil pressure. Pulled several ball valves to make sure the seats weren't corrupted by dirt - didn't see any issues, then I looked harder...

I should have noticed.

Noticed what?



Can you see the problem?



Okay – maybe you can see it here better

The fact that I put the overdrive pump drive cam back in the car backwards late one Fall 2013 night.

Oh.

Reversed that, put the trannie together, and then swapped trannies...

...by myself, interior in to interior in, in less than 4 hours on a humid 90F day. Can you beat that? A challenge!

Drive around the block confirmed OD was working. Victory!

Austin-Healey Driving Impressions

Since I've put the trannie back in I've actually been driving this around a bit on sunny days. Folks really like my Austin-Healey, or at least that's what they call it. At least they are not calling it an MG...oh wait, sorry, we're supposed to be LBC friendly here, at least they don't call it a Yugo! The wind is pretty nasty, so you need the goggles. Essentially you are on a motorbike with wind

somewhere between a full and no screen. Even with the goggles it will push you around - fun. The bias ply tires give it that retro-handling, but the worm gear and peg steering is tight so it does go where you point it. Shifts are smooth, engine has plenty of torque...

...hood rattles up a storm! Since it is an old TR3 that is to be expected. I will work on the rattle when I put the TR2 nose on it this winter.

One thing I don't know is where the headlights are pointing, so if you are blinded by something in Greene County it might have been me...

I still have the oil leak, but I've determined it's coming from several gaskets and not the rear main seal. Replaced a couple of them, will get the timing cover gasket when I swap noses, or just deal with TG2 marking its territory a bit - it's less than it was....

Evans coolant, high efficiency water pump, and the Wizard radiator so far are working great. Hot days the temp stays parked on 180, and on cold days it's 170-ish. I do have to put high-octane in the engine (forgot about that) to keep it from dieseling after I turn it off.

Exhaust is there, but not as loud as the Stag. You can hear the radio while you drive up to about 55 MPH, but beyond that the wind noise takes over. The cheap "Go-Pro" knock-off Emerson camera takes interesting videos - the engine vibrations at certain RMPs cause the picture to vibrate - it's not the mount, but high frequencies getting into the lens or sensor that reduce down to visible wobbles on the screen. Oh well, what do you want for \$30?

You can never have enough Bling

Ever since I've seen them, I've wanted an Offenhauser valve cover for the TR3. They just look so retro and they are American, so with one of these on I can go to any rod show and not be laughed out of the park. All you need is just a few rod parts and wha-la, I can park next to the SS's. Wanted to get one at TRA, but Mark Macy was out of them - Mark has Offenhauser make up a batch every once in a while. Put my name on the waiting list and one arrived via the Seto Delivery Service in August.

Installation was straight forward. Only issue is the mounting studs are a bit too short to both screw the stud all the way into the head and to use the nyloc

nut provided. I decided it was better to make sure the stud didn't come out so I substituted just a stainless nut for the nyloc - so far no leaks...



Bling!

Post Mortem - the OD isn't working again.

Sigh.

Being obstinate it is. Where's my hammer?

TCF2677 Some progress at last! ~Mike

