



The Marque

"All the news that's fit to soak up oil"



What up?

June 2018

MVT Club Info

Miami Valley Triumphs is a non-profit club founded to preserve and enjoy Triumph and Standard automobiles. You do not have to own a Triumph or Standard to be in the club, just be interested in the preservation of the marque. For more info on joining the club and dues please contact the MVT Membership Chair (contact info below).

President: Stan Seto, 513-683-7974

Vice President: Dan Stinson, 937-259-8242

Secretary: Patti Clifford, 937-836-0286

Treasurer: Harry Mague, 937- 426-3802

Membership: Valerie Relue, 937-667-5227

Webmaster: John Coutant,
john.coutant@gmail.com

Events & Newsletter Editor: Bruce Clough,
937-376-9946, portabezi@hotmail.com

Club Address – MVT, P.O. Box 144, Bellbrook, OH 45305.

Club Website:

<https://www.miamivalleytriumphs.org/>

We are also on **Facebook** at

<https://www.facebook.com/groups/1654893204751113/> - this is a closed group so you will need to request joining.

Please send comments/suggestions to: miamivalleytriumphs@gmail.com or to the PO Box.

Cutoff date for next month's Marque is the 22nd of the month.

MVT is a Chapter of the Vintage Triumph Register (<http://vintagetriumphregister.org/>) and Center of the Triumph Register of America (<http://triumphregister.com/>). We actively participate in activities of these clubs and their endeavors to preserve the marque. In addition to the above national clubs you also might want to check out 6-Pack (TR6/TR-250) <http://www.6-pack.org/j15/> and the North American Spitfire Squadron for Triumph Spitfire and GT6 owners <http://www.nasshq.org/>.

MVT Monthly Meeting

MVT Monthly Meetings are held on the first Wednesday of each month at Archers Tavern Kettering, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015. We are in the meeting room off the bar at the front of the tavern. We have dinner and socializing at 6:30PM and the president usually ruins our fun by starting a meeting at 7:30PM.

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. We also don't vouch for spelling or grammar – the editor is an engineer...

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 a location as published on the MVT website or in "the Marque", and/or by Email. General membership meetings are at 7:30 pm with informal dinner starting at 6:30 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.

Technical advice given within is the opinion of the writer and should not be construed as professional advice nor relied upon. They are not official advice of Miami Valley Triumphs, MVT officers, or MVT members. As with all maintenance and repairs the reader should do their homework and get multiple opinions.

This month's contents:

- **Officer's Reports**
- **Events Galore**
- **Tales of the FrankenStag**
- **Late TR Guy**
- **Classifeds**
- **MVT Store**

Officer's Reports

President's Report

Hope to see you at Archer's Restaurant on the 6th of June. I encourage anyone who knows club members who are not regularly attending, to give them a call of invitation.

I would like to thank all the club members who sent me condolence cards on the loss of my brother, Russell, they all were appreciated. I also got cards from several members in the MG club and the Texas Triumph Register (as well as a number of phone calls). They have all helped in this difficult time.

We met with the MG club on the 15th to continue the BCD Meet discussions, there is a report elsewhere in the Marque.

Work on the TR3 continues. The clutch hydraulic system is completely installed, but needs to be bled, the engine ignition system is re-wired and I've got a set of slave plugs in while I wait for a set of new Bosch Platinum plugs to arrive, and the battery is on the charger. So, get the fan and radiator on, and the front bracing bar, and we should be able to start and run the engine.

May activities have included the tech sessions and what was the Second Street Market show to support the BTM, but moved to Miamisburg, which I hope went OK.

The weather in this month has been summer hot and actually pretty wet, and as I write this, we have two more weeks to go and the up-coming week has a number of iffy days in it. The beneficiary of this weather has been the weeds, which grow about twice as fast as the grass. My back yard looks like a jungle. You can't mow because the rain keeps the ground too soft.

The year continues to be young, and car events are about to become more numerous, so polish up your Triumphs, change the oil and filter and make sure the brakes and all your lights work and let's go to some of them.

Best regards, Stan Seto, Stan Seto

Vice President's Report



Blast from the past – your VP, Alice and Mary at the TRA 1995 Reistration Table

Treasurer's Report

As of 1 May 2018, the club account had an actual balance of \$2506.29. That is a change from balance that was reported last month. After closing the month, I received the bill for the club liability insurance from VTR for \$255.00. Therefore starting the month of May, the club balance was \$2506.29. For the month of May the club's income was from 50/50 for \$16.00 and \$240.00 from annual Club membership. Total income for the month of May was \$256.00. The club had only one expense for the month of May, \$50.00 for the Gift Basket for the Silent Auction for the British Transportation Museum Car Show. As of 1 June 2018, Club's account balance is \$2712.29.

You humble servant Harry

Events Chair Report

Summer fun has started – several shows and activities in May and June brings us even more – June is also TRA National Meeting month and this year it is in Blowing Rock NC, which is on top the Blue Ridge and should be a great time. As always, if you have something you want on the schedule let me know – see you at the meeting on the 6th.

Events Tsar Bruce

Membership Chair Report

Valerie was given the month off. If she were here she would say:

"Dues are due, so if you have not paid, please pay or we send the MVT Donut Squad over to your house to fix your car!"

Webmaster Report

None this month – our Webmeister John Coutant has it all under control at <https://www.miamivalleytriumphs.org/>

Marque Editor's Report

I thought getting Inca and The FrankenStag ready for the summer was going to be an easy chore. Due to family and friends issues we have not really been able to go over them after winter slumber. Just needed to check a few things. Right. Oh well, at least we get articles!

Cheers – Bruce

MVT Events

Past Month's Events

May 2018

2 - MVT Monthly Meeting Minutes

The meeting was called to order by President Stan Seto at 7:36 PM. There were 30 members in attendance.

Agenda Changes & Addition – none

Guests and/or new members – No new members or guests in attendance.

Officer Reports

President –President Stan Seto said 2018 has not been a good year so far. Besides losing his brother, Russ, he has had several other friends pass away. He is hoping the rest of the year is better. He read a letter from Mike Hado, a member of the Texas Triumph Register, about his brother's accident. Russ' daughters are trying to sort everything out and will have a service later,

probably in July. Stan thanked everyone for thoughts and prayers.

Vice President – Dan Stinson said “I’m here”.

Treasurer – Harry Mague was absent.

Secretary – Patti Clifford said the minutes were in the Marque and asked for additions or corrections. No corrections. Tim Moore made a motion to accept the minutes, seconded by Bruce Clough. Motion carried.

Membership Chair – Val Relue reported that due to the death of Russ Seto, we now have 44 members.

Events Chair

Review of April events:

- 14 – Spring Classic Drive Tour
- 21 – Tech Session at Jackson Galloway’s house.
- 28 – Buckeye Triumph Swap Meet at Ohio Wesleyan University.

May

- 5 – Tech Session at Roger Rutledge’s. He needs help with his front suspension.
- 15 – British Car Day meeting at Poelking Lanes at 6:30 PM.
- 19 – British Transportation Show at Miamisburg from 9 AM to 3 PM. (<https://www.britishtransportationmuseum.org/>)
- 19 & 20 – Columbus British Car Show at Polaris (<http://events.r20.constantcontact.com/register/event?oeidk=a07ef0uw42ia40a5c29&lr=aabpbmbab>)

Since there are no planned road trips, Bruce Clough said watch for a Flash Tour.

June

- 2 – Ft Meigs Show in Toledo (<http://www.lebcc.org/>) or Roadster Factory Swap Meet near Pittsburg, PA. (<http://lhbcc.org/event/the-roadster-factory-swap-meet/>)

- 14 – Indiana Car Show tour from London Indiana to Brighton Indiana (<http://www.ibcu.org/london-to-brighton-run.html>)
- 18 – 21 – TRA National Meeting in Blowing Rock NC. (<http://triumphregister.com/tra-national-meet/>) See Bruce if you want to caravan

July

- 14 – 2nd annual Pool-less Pool Party at Ellis’
- 17 – 22 – VTR in La Crosse Wisconsin (<https://justbritish.com/event/vtr-national-2018-la-crosse-wi/>)

Committee Reports

Regalia – Harry Mague was absent

Technical – Did you know you can use nail polish for the timing marks on the crank pulley???

Spare Parts – Chris Yanity had brochures of the Columbus Car Show and mentioned the Roadster Factory Part Swap on June 2 in Pittsburg, PA.

Marque – If you have articles or pictures for the Marque, email Bruce at cloughowenclough@outlook.com. Please let him know if you find errors on the webpage. Our club email is: miamivalleytriumphs@gmail.com

British Car Days – Approximately 40 cars have registered so far.

Old Business –none.

New Business - Bruce Clough said a VTR membership campaign is underway. We are a VTR chapter and he would like to see more MVT members join the VTR. Information will be in the Marque.

Split the Pot – Al Smith won \$17.00

Adjourn - A motion was made by Tim Moore to adjourn the meeting, seconded by John Coutant. Meeting was adjourned at 8:20 PM.

The next meeting will be June 6, 2018 at Archers.

Submitted by Patti Clifford, Secretary

5 – Tech Session @ Rutledges – A motley crew of MVT’ers showed up for donuts at Rutledge’s.

While we were there we helped Roger with TR3 front suspension work.



MVT Club members are always leaning forward to pitch in at tech sessions

We didn't get it all done, but Chris Yanity volunteered to help Roger later on. Thanks all who showed up!



THE CITY OF **MIAMISBURG** 

19 – BTM Show.

British Cars at the Burg

John Coutant

The British Transportation Museum held its 15th annual car show this year in Miamisburg, in conjunction with Miamisburg's Spring Fling Festival, at Riverfront Park. A change in venue from the previous shows held at the 2nd Street Market.

Unfortunately the weather forecast was not great with rain on Friday and more predicted on Saturday. Whether it was the forecast or British overload from watching the Royal Wedding, not many cars showed up early in the morning. The drive up from Cincinnati was dry though and things were OK until coffee and a huge apple fritter were purchased, then the sky opened up with a downpour. After getting the sidecurtains out and on, both the car and the driver were pretty wet.



Liquid Love From The Clouds

By the time the coffee and fritter were consumed, the rain stopped and moved on. Radar on the phone showed nothing coming so time to wipe down the car and put the sidecurtains away. Things were not bad the rest of the day and the sun came out until it was time to wrap up and present the trophies. There were a few sprinkles as everyone drove away.

Not sure of the final numbers but around 50 cars did show up. Harry and Jay drove their TR6s and one other TR6 joined them. I was the only TR2/3 but a TR4 showed up very late. The nice '48 Triumph 1800 also showed up. There were also two Spitfires. Chris did not bring his TR3B but showed up to look around and say hi.

20 – Columbus British Car Day – 9:00 am - 3:00 pm, Quaker Steak & Lube, 8500 Lyra Drive, Columbus, OH 43240. Featured Marques – Bugeyes and TR250. More info at:

http://www.buckeyetriumphs.org/?tribe_events=british-car-day

As far as we know no MVT members attended. I know having it on Sunday puts a hurt on the newsletter editor so we don't go.

This month's Events - June 2018

June 2018

3 – Ft Meigs Show - From the Lake Erie British Car Club: *We are looking forward to this year's annual car show "The British Return to Fort Meigs" in Perrysburg, Ohio on June 3rd. This will be our 20th annual event! Here is the registration form you can complete and return. Hope to see you all there!*

Registration form can be found on line at: <http://www.lebcc.org/>

2 – TRF British Car Swap Meet - Saturday, June 2nd at The Roadster Factory. Free Admission. Come to Buy or Bring Parts to Sell. TRF Will Offer a Long List of Slightly Damaged Body Sheet Metal and Other Items. Free Beer and a Lunch of Some Sort... Come Early, Stay Late...



6 - MVT Monthly Meeting at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.

9 – Caesar Ford Summer Fest Car Show. Caesar Ford Park, 520 S. Stringtown Rd., Xenia. Registration 10am-Noon, Awards 4PM. No

registration fee, dash plaques for first 100 cars – brought to you by Greene County Parks & Trails.



14 - London To Brighton Run - On November 14, 1896, the first London to Brighton Run was held in England to celebrate raising the speed limit from 4 to 14 mph. IBCU celebrates the 122nd anniversary of this event with its annual rally/tour across Indiana, for all British cars.

Participants will enjoy an approximate 100 mile drive along some interesting roads in central Indiana, answering challenging questions and taking photos along the way. Trophy plaques will be awarded to the top ten finishers.

More info at: <http://www.ibcu.org/london-to-brighton-run.html>



18 – 21 Triumph Register of America National Meeting: Reservations are now available at

Chetola Resort for Triumph Register of America's National Meeting 2018 (TRA 2018), hosted by the Triumph Club of the Carolinas (TCOC). The dates are June 18 through 21, 2018, with Concours on Wed. the 20th, Banquet on the 21st, and check out on Friday. We went with mid-week since June is a big wedding month. Individuals can check in 2 days early or stay 2 days longer at TRA price which is \$139/night for one bedroom lodge room – quite a deal for this upscale resort.

BIG note on reservations. The Lodge itself at Chetola only has 41 rooms. The majority of their accommodations are condos. They have one, two, three, and four bedroom units. They have agreed to give us the same price per room on the condos as rooms in the lodge. So a one bedroom will be \$139/night, a two bedroom will be \$278/night, etc. Please take a note of that and visit their website (below) to see where the condos are in relationship to the Lodge – all are within walking distance. We can foresee 3 couples from a club getting a 3 bedroom and then it can become “party central” for the rest of the members of their club – hint, hint, nudge, nudge. Condos also have kitchens, multiple rooms with living space and most have a pull-out couch for more sleeping space, in other words, a deal!

When registering please mention that you are registering in the “Triumph Register Block”, registration phone number is: 828-295-5500. The resort website is:

<http://chetola.com/>

TCOC is planning on having a TRA2018 website up and running soon. If you need to contact anyone in that club prior to that message me and I will give you contact info.

Update on MVT Caravan to TRA 2018:

We will be leaving for TRA 2018 on 16 June which is a Saturday and fairly early in the morning since we will have a few stops along the way. Last time we went this way we stopped in Portsmouth, OH to take in brewery and quilt store. We could also go via Maysville for a stop in Ripley.

Night of the 16th we will be staying at Jenny Wiley State Resort Park in Kentucky. We stayed there

on the way to TRA 2012 and it is a decent place. We will complete the drive to Chetola Resort on the 17th.

Returning we will pretty much do the same thing, leaving on the 22nd and getting back the 23rd staying at Jenny Wiley. The neat thing is that since we are talking a Friday and Saturday there will be lots to see along the way!

July 2018

4 - MVT Monthly Meeting at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.



CINCINNATI BRITISH CAR DAY JULY 8, 2018

NEW! AWARDS DONE BY POPULAR VOTE BY
CAR OWNERS!!

• DOOR PRIZES	• SNO-CONES
• COFFEE/DONUTS	• DJ MUSIC
• FOOD/DRINKS	• VENDORS
• SPLIT THE POT	• OVER 70 AWARDS

CELEBRATING THE 60TH ANNIVERSARY OF THE AUSTIN HEALEY BUGEYE SPRITE

	
HARBIN PARK 1300 HUNTER ROAD FAIRFIELD, OHIO 9:00 A.M. - 4:00 P.M. AWARDS AT 3:00 P.M.	FOR MORE INFO, FIND US AT WWW.BCCGC.COM FOR MORE INFORMATION CALL BOB MEYER 513-856-9062

NOW TWO WAYS TO PRE-REGISTER, (1) COMPLETE THE FORM ON THE BACK AND SEND VIA U.S. MAIL OR (2) REGISTER AND PAY ONLINE VIA PAYPAL ON THE CLUB WEBSITE WWW.BCCGC.COM
BOTH METHODS INCLUDE A FREE EVENT T-SHIRT IF DONE BY 7/1/2018

8 – Cincinnati BCD On behalf of the British Car Club of Greater Cincinnati, I would like to invite you and your club members to our British Car Day on July 8, 2018. Registration fees are \$15 through 7/1 and \$20 thereafter. Hope to see you on the 8th, Greg Thomas.

Note that they have gone to a popular choice format for voting. We will caravan down. Meet at the Middletown Bob Evans (SR122 and I75) at 8AM for breakfast, we leave for Harbin Park at 9AM.



11-14 - BritishV8 annual meets are for all enthusiasts of performance-modified British sports cars. We're informal. There's no Club here, and there's no Car Show either. There certainly aren't any Judges. Just come prepared to have fun and to share ideas about improving some of the world's most wonderful automobiles. Bring a friend and bring your camera!

The twenty-second annual British V8 meet will be held in and around Dayton, Ohio from July 11 through July 15, 2018 at the Holiday Inn Dayton/Fairborn across the street from Wright State University. The overall theme of this year's meet is aviation. There will be visits to The Museum of the United States Air Force, Waco Field, and various historically significant sites related to the Wright Brothers.



14 – Pool-less Pool Party

Stay tuned for more information on this event. We usually have a tour to the Ball's where we will pretend we are swimming where their pool used to be. The club buys the steaks which are cooked

by Chef Ellis oh so perfectly, and MVT members bring in pot-luck food. **BYO Beverages.**



Chef Ellis wants to see you at The Pool-less Pool Party!



17 - 21 VTR 2018. LaCrosse, WI. The following is information courtesy of Minnesota Triumphs on the meet:



"Nice day trip from La Crosse. Head up 61 for a stop at the Lark Toy store and pick up a few

Christmas presents. Rated top 10 in the US. Next stop the National Raptor Center. Get up close to a Bald Eagle. Head over the river to WI and have BBQ at Pier 4. Head up the bluff for a great view from Buena Vista Park and finish off the tour with a wine tasting at Danzinger Winery.”

REGISTER ON-LINE AT http://tinyurl.com/bcd-columbus-2018 BRITISH CAR DAY XXXIII at Quaker Steak & Lube, Columbus, OH SUNDAY * MAY 20, 2018 * 9:00 am to 3:00 pm REGISTRATION 9:00 AM - NOON <small>(Only Pre-registered cars admitted on the field after noon)</small>	
PRE-REGISTRATION (by May 12): \$15 first, \$5 each add'l - DAY OF SHOW: \$20 A PORTION OF YOUR REGISTRATION FEE WILL BE DONATED TO: The British Transportation Museum in Dayton and The Wounded Warrior Project	
The first 150 registrants will receive an event dash plaque and registration pack Popular-vote car show	Rocker Cover Races Parts & Regalia Vendors
HOST HOTEL - CAMBRIA SUITES - POLARIS COLUMBUS Join Us On Saturday for TWO Fun Events: > Driving Tour (11:00am from Cambria Suites) - Hosted By Buckeye Triumphs > Hospitality Suite (From 7:00-10:00pm) - Hosted By Central Ohio MG Owners At Cambria Suites - Polaris (\$8.00/Person)	
DON'T FORGET TO BRING YOUR ROCKER COVER RACE CAR THIS YEAR, CLASSES FOR KIDS AND ADULTS Need Rules? Please send an e-mail (BRITSatPOLARIS@AOL.COM) or a Self-Addressed stamped envelope to the Registration Address)	
Host Hotel: Cambria Suites Polaris - Columbus, OH Phone: 614/841-9100 Rooms have been blocked for Friday and Saturday night (5/18-19) under "BRITISH CAR SHOW" at \$129/nt, plus tax Unassigned rooms released on April 18th	Hospitality Suite at Cambria Suites Lyra Drive & Gemini Pkwy (by COSTCO) from 7:00-10:00pm (\$8.00/person)
WEB: http://www.buckeyetriumphs.org/	e-mail: BRITSatPOLARIS@AOL.COM

August 2108

1 - MVT Monthly Meeting at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.



Report out from the 15 May BCD Planning Meeting:

BCD Meeting, 15 May, 2018, Poelking Lanes

Attendees – Skip Peterson, John Scocozzo, David Gribler from the MG Club and Stan Seto,

Harry Mague, Bruce Clough, Tim Moore and Greg Relue, from MVT. Skip opened the meeting at 6:30 PM.

Tim showed us art work (TR250) for the Tee Shirts, and asked for recommendations for a shirt color. He also quoted the shirt cost for different levels of color away from white (cheapest). We agreed on an art work color of red and a shirt color of Lime Green. Tim has ordered the shirts, almost all at \$1.99/ea., except the 2XL's (over two dollars each.)

Skip let us know that he talked to the one sponsor did not pay the \$150.00 they promised for the 2017 show, White-Allen. The person we talked to last year had been let go for incompetence and White –Allen promised to sponsor in 2018, so it looks like there will be new Jaguars in the 2018 show. However, AAA is looking very questionable now due to a regional sell-out to another managing group, so we may still have to seek further funding for 2018.

The park contract has been signed and the Sound System is also an agreed set-up. The food license has not yet been obtained.

Skip again mentioned that the MG Club concessionaires were talking about selling ice cream in 2018. Greg Relue commented that the Graeter's vendor had been firmed up. After some debate, the clubs agreed to bring that vendor back in 2018 and leave it opened for the 2019 show. Later, Skip indicated that the MG club had dropped the ice cream idea for 2018, but not for the thereafter. So, we have a peace of sorts on this matter.

Skip will handle awards and will order 300 dash plaques. The awards will be ordered in late June.

Ron Parks will again handle door prizes, Greg Relue, Vendors, and Harry Mague, the stuffing of bags. However for 2018 we are seeing a trend of fewer and fewer businesses passing along advertising for the Bags. Harry commented that even Apple Appliances (Hydraulic stuff) had not sent him any advertising this year for the BTM show.

Skip had fliers for the show, so there will be some mailings out and fliers available to put into cars at up-coming shows between now and August.

We also discussed the need for some traffic cones. Bruce planned to check with Alice and Skip with the SCCA. .

The next meeting will be Saturday 21st July at 10:00 AM at the Steak and Shake restaurant at the corner of Lyons Street and Rt. 741.

Stan S.

Just a reminder of a few things for the club:

1. We need your help – sign-up sheets for volunteer opportunities will be coming around at the monthel meetings between now and BCD.

2. We need to register your car and show up!

You can already register on line at <http://www.britishcardaydayton.com/>, so lets get registrations in!

9-12 Little Old Ladies in Tennis Shoes –
Undercroft Players Production
www.undercroftplayers.weebly.com

11 - Indy British Motor Days – Zionsville, IN.
For more information pls go to <http://www.ibcu.org/indy-british-motor-days.html>

16-18 TRF Summer Party - The Theme This Year is “County Fair”—Look for More Information and Online Registration Soon...

?? – Later August Tour – need host

September 2018

5 - MVT Monthly Meeting at Archer’s Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.



14-16 – Mothman Festival Sojourn – Point Pleasant WV and all points in between. Weekend of fun and “huh, what’s that?” There will be wineries, there will be interesting stores and parks, and there will hopefully not be a Mothman...

We leave at 9AM on Friday the 14th, drive to Point Pleasant to take in the museum, head back to the Ohio side of the Ohio for dinner and lodging – wineries along the way as well as fun festive sights!

Saturday we head to the festival – hang out at the car show for a while, do the festival things, and head out around noon for a unique hot dog place and eventually end up in Portsmouth (OH) area for the night and maybe the Scioto Ribber.

Sunday finds us heading home via roads less travelled with a few more stops to boot!

Join us if you dare!!!



**Dayton Concours d’Elegance
at Carillon Park**

16 - Dayton Concours D’Elegance – For more info pls head to <http://www.daytonconcours.com/>. We have a significant number of MVT members that go to this, and work at it.

29 – Farm Stand Tour XI – get your pumpkins here!

October 2018

3 - MVT Monthly Meeting at Archer’s Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.

TBD – several other tours

November 2018

7 - MVT Monthly Meeting at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.

17 – Tech Session - TBD

December 2018

1 – MVT Holiday Soiree & Meeting – Bergamo

16 – MVT Holiday Dinner Night Out

MVT Technical Corner

We are blessed to have several tales of woe and tribulations this month – aren't old British Sports Cars fun?

Project Trashy

By: "Crazy Jack" Galloway

Episode 7: The Triumph Awakens

I enjoy the company and camaraderie of the Triumph community. It seems that whenever you have an issue, five other owners have had that issue and all seem to agree on a solid idea of what needs to occur. There is no bickering like the Honda or Mustang owners about "you bought part X! That is trash and I now question your family's lineage!" Within the Triumph community is a membership born of busted knuckles, rust in eyes, sore back, and knowledge in the common issues with the questionable quality of engineering from Leyland Motors. This brings me to the next issue that Leyland Motors thought

would be of a good design....the exploding fan clutch.

Last episode I left off with the MVT members diagnosing the fan clutch as on the verge of failure. This design apparently has a tendency to explode. Being I had just spend the better part of 18 months trying to rid this heap from my life, I told the owner he needed to sell a kidney, and buy more parts. We got a new electric fan in the mail a few days later. The basic idea is that it has zip ties that hold it to the radiator and then you add power, and ground. A small temperature sensor is wired up, and along with a power relay you then have a working electric fan system! This ridded TRashy of 15 pounds of pulleys and brackets from the front end. I feel this is worth at least a half-second on the quarter mile time, and I'd add two mph to my trap-speed (speed at the end of a quarter mile dragstrip race). After some troubleshooting of wiring issues (apparently I gave it constant power to the switched lead and the fan ran constantly in winter...), a bypass switch was wired into the dash for safety so I would not overheat the engine and blow the new head gasket (in 5 degree winter weather). All was right in the world. I then decided, on a balmy 14-degree day, it was time to put TRashy to the test. With my neighbor's son in "hot" pursuit, I took TRashy for her first run in 10 years to the gas station. Amazingly enough, we actually made it! Much to the disappointment of neighbors who had bets I was going to push it home in the cold. After it was filled up, I decided it was time to test my luck, and we took it for a good five mile shake down run. I was hoping to see how fast I could get TRashy up to, but I was not surprised when I discovered the speedometer was broken. However, I was live-streaming the event to the TWOA Facebook group, and having a blast in the cold weather....with numb fingers and toes.

Upon returning home, I remarked that the brakes were a bit squidgy, and might need to be re-bled again. I could see the light at the end of the tunnel! Too bad I messed up, and it was a train barreling down on me. The brake master cylinder decided to randomly spring a leak. Calls were made, and a master cylinder rebuild kit was ordered. Upon removal of the master cylinder I

discovered that two of the three pistons inside were seized in their bores. I was driving around using the third piston, which is for a fail safe! I called the owner and asked if he had blown all the money from the sale of his kidney. Luckily he hadn't, and we ordered a new master cylinder and random brake parts from Woody. However, he wanted to know if the brake booster was in serviceable condition. Upon checking, it too was leaking and contained about a cup of brake fluid in it! So, that too was ordered, along with the missing proportioning valve which Uncle Ron removed for god-knows-what reason.

While the parts were on order, our illustrious (infamous) Technical Lead needed help filling in some tech sessions. Being that I had some random bits on hand, I volunteered to let the crew fix a few random issues. This was a double edged sword. A random coolant leak was quickly found by John Clifford! However, while removing the front subframe bolts to replace the 40 year old subframe bushings we discovered that one of them was sized in place. Jeff Barth and Curity Hayes were kind enough to work the offending bolt back and forth until we could get it to move enough so we could cut the bottom portion of the bolt off, and thereby remove the bolt! (The owner cursed profusely when I mentioned this was a 10 dollar bolt from Ted Schumaker). During all the festivities, Bruce Clough was kind enough to ensure the selection of Bill's Donuts was of high quality and could be enjoyed by the clubmembers hard at work...

A week later the brake systems parts arrived and, I began the installation of the parts. This then began a month of brake line issues. We decided to remove all the old rubber hoses and replace them. NEVER fix what aint broken. ALWAYS replace 40 year old rubber hoses. These two paradigms plagued my mental condition for weeks. Luckily I was over reacting and the front two hoses were replaced in minutes! The rear decided to be a pain, and being wise, I had the owner fight it for the better part of 3 hours. Amazingly enough, he didn't damage the adjoining metal hard lines, and all we needed to do was install the new flexible rubber line. From here, our focus turned to the new brake hard lines

that needed to be ran to the proportioning valve. I GENTLY bent the existing lines into place, but we had to do a flare on two of the brake lines to allow them to attach to the proportioning valve. After spending two days testing out how to do flares, I had given up. I bought a pre-flared line and ran a new line from the drivers side wheel well to the new (actually used and in good condition) proportioning valve. I then called out to anyone I knew who could possibly flare a brake line. One buddy responded and he ended up breaking the flare tool! I entered into a state of depression. This heap would never leave my house. I would have to sell the house with the condition of sale that the owner could be allowed to store the heap for an eternity in the third bay.

One night about a week later, by happenstance, the owner came over and was "fiddling" with the car. Usually I am like a hawk watching his every move because you never know what random thing he is going to "fix" next. However I saw him discover two small access panels on either side of the radiator. Once removed, you could easily remove the upper radiator mounts, and tilt the radiator forward. This allowed for access to remove the passenger side brake line!!! I could then have it re-terminated by a professional mechanic! Obviously then, the owner wanted to run an entirely new metal brake line. Grumble, grumble...

The next day, I took a newly bent line to the mechanic shop, and with the magic wave of 40 bucks of the owners money, we had two new flares on the new brake lines! That day the entire brake system was buttoned up, and later that night we bled the brakes the next day. Being that the system was freshly rebuilt, and ready to go, we tested out the brake on "the circuit" around my neighborhood. The local kids laughed as I cruised in style with good brakes, and no doors, hood, or trunk lid again.

Thus ends this months tale of woe and despair. I am running low on stories (or lies depending on who you talk to) on the tale of TRashy. This months tale takes us up to March of 2018. But fear not, I have a few more stupid ideas the owner has decided to fund, and next month you'll laugh as I possibly conclude the Legend of TRashy! Or

not conclude. It depends on if I can get someone to help with the latest issues...

Tales of The FrankenStag

By Bruce Clough

Time to get ready for TRA 2018. Going to be taking the FrankenStag, but need to get it ready for the drive after a long slumber over the winter. Well, this ought to be easy – already had it running, all I want to do is check the front wheel bearings. Okay, so what do I do first? Ahh, chock the wheels...

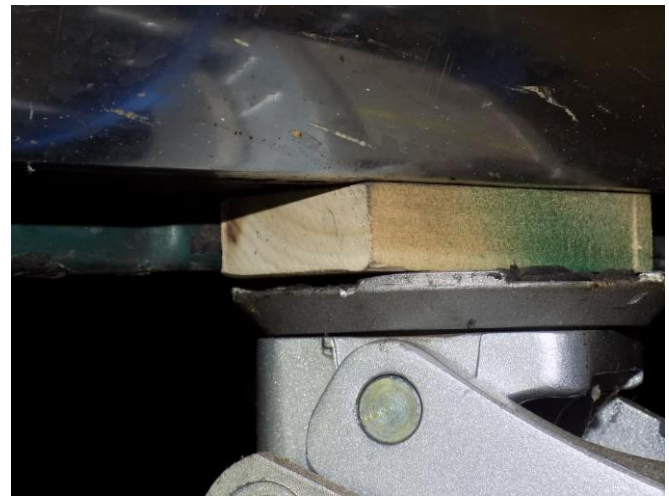


Nothing works better as a wheel chock as the old hammer the work crew that built or storage shed left here. Now to jack the passenger side front up first.

The Stag uses locating pins for the jack to fit into. If you are using a floor jack you shouldn't just jack on that pin – I made several wood blocks with a hole in them to fit the jacking point:



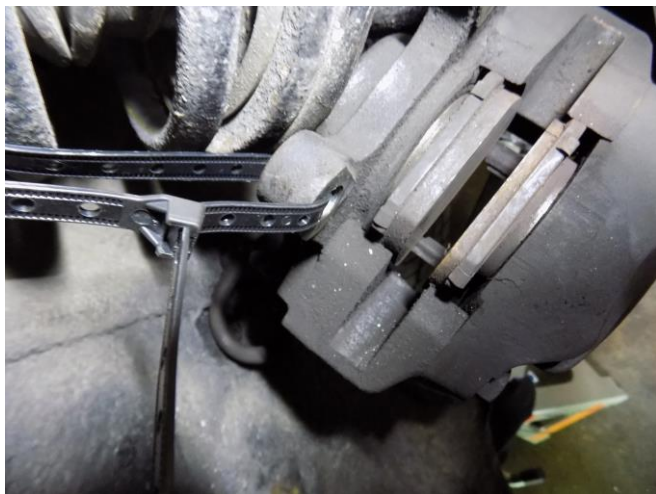
Here is what it looks like in action:



So I jacked it up – but before I get under the car to work I always make sure that if it falls off the jack it is not going anywhere by using a jackstand and also placing the tire under the engine. Be paranoid here.

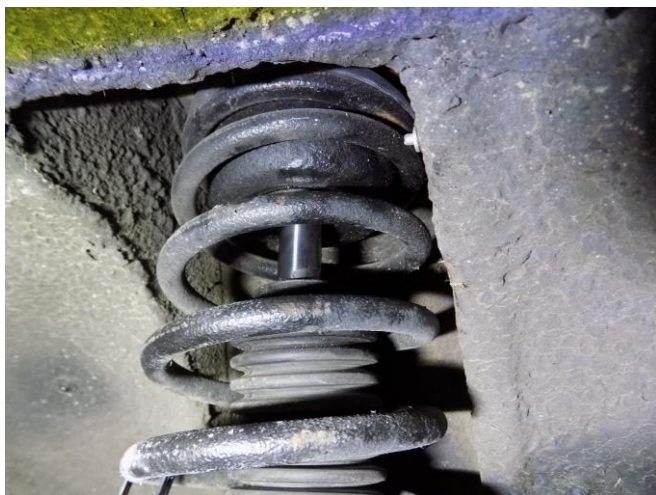


Okay – to get to the bearings I need to take the calipers off, and to do that not only do you have to remove the bolts holding the caliper on, but also need to loosen the rest of the bolts holding the hub carrier to the strut. Easy peasy to loosen them, but why is the caliper so hard to get off the rotor? After pulling the caliper off I tied up the caliper to the strut spring using a big nylon tie and saw this:



The outside pad has twice the wear as the inside pad. Sigh. I rebuilt these calipers quite a few years back and it looks like the outside is working a bit more than the inside. A quick check of the driver's side showed the same thing. Crap. You can't get rebuilt calipers in the States. I ordered a pair from Rimmers – not cheap. Not cheap at all.

I also noticed that the dust boot on the passenger's side had come lose from the top – to put it back on you have to take the strut off and apart. That dog ain't gonna hunt before TRA. After TRA we'll rebuild both struts...

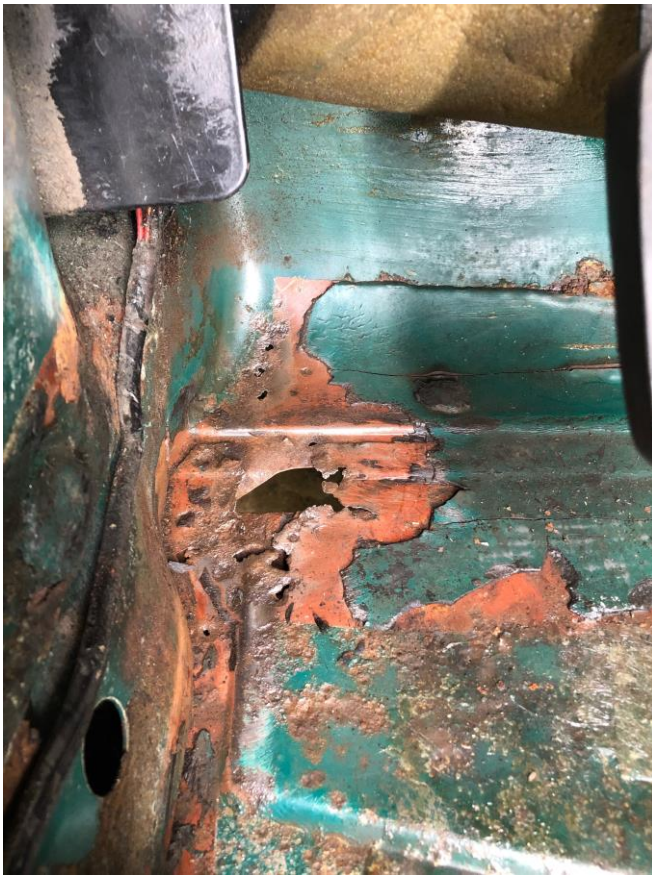


Great – I have the car hung up for a few days while the calipers are in transit (and hopefully Customs lets them right through). To speed things up a bit I decided to take the caliper off the driver's side. Just when I got the caliper hung I looked at the body under the driver's footwell and wondered what that hole was.



That holes was a rust hole from the footwell out. Nice, nice. So where are we? Front brake calipers pistons sticking, failed strut dust cover, and now a rust hole, probably due to water getting in around the windshield rubber (maybe – conjecture on my part). I do know that was not there the last time I had that part of the carpet pulled up probably 2008-ish. What a difference ten years makes.

Well, if there is one thing I can do, I can fix rust holes on cars that will never be in a concours. This is not rocket science, but a blatant application of chemistry, and I have all the ingredients in my paint cabinet. The first thing is to get the area clean:



Now we can see what we are dealing with. A bit more wire brushing and it was ready for the rust fixer - this chemically transforms the rust and also gives a surface body repair materials can stick to. Since it was 90F in the garage the stuff worked fast:

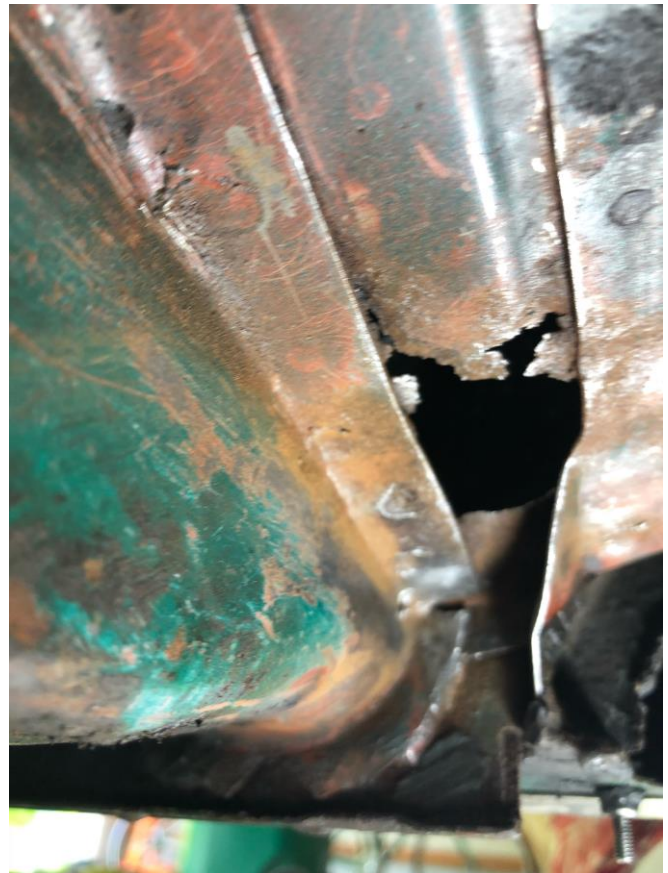


Black areas are where the nasty rust was. Next I get out the polyester resin (aka "Bondo", but Bondo is a trade name actually), add activator and brush it on for a thin base coat. Again, in a hot garage that stuff cross-links fast. Once that

base sets I go back at it with several layers of fiberglass mat and more resin. Once that sets I cover it with another layer of resin. By that time it looks like this:



Underneath is a similar story. Get underneath there with a power wire brush and scrapers. After a few moments I got it fairly well cleaned up:



Not much rust here from below – just the hole on top this is further proof the water was inside. Just as on the top we coat the cleaned up and rust-

fixed area with polyester resin and we end up with this:



Next to put on some layers of paint on this polymer pile.

On the inside it was hit with two coats of etching primer then two coats of green engine paint (I was surprised I had any green paint at all!) that was close enough for body panels that are undercover...



Underneath the same painting strategy was followed – etching primer followed by topcoat:



Since this area is also susceptible to stone chips I decided to cover it with rubberized undercoating. Worked fine!



Looks very good – now to head back into the footwell to take care of a few other spots of surface rust I saw as well as fix some faulty gluing and a snap or two that are not working well...

Post Mortem on the Brakes – I ordered rebuilt calipers from Rimmer Bros – got here in five days and one of those was a UK bank holiday. Wow – fast shipping. They looked good, but closer inspection showed three of the four pistons could not go fully into the cylinders – need to go another tenth of an inch or so. That meant that I had to reuse old pads since new ones are too thick to fit unless the pistons retract fully. Really?

Oh, the bleed screws were not the same. That's right – one used a 10mm metric wrench, the other a 7/16" wrench. Rimmers rebuild, oy.

The Continuing Adventures Of...



Late TR Guy!

By Bruce Clough

Like the FrankenStag I had to get Inca ready for the summer. I already had set the carbs and checked the fluids – next thing was to put it on the lift and check the suspension and lube trannie and rear end. Just finished lubing the rear end and trannie and was in the midst of a general examination and I saw that aft the trannie:



Grease on the body – but where did it come from?

Crap.

Crap, crap.

Crap, crap, crappity crap.

Yep, the rubber boot on the driveshaft front CV joint failed. Here is the crack:



That little triangle to the left of the shaft is the crack. These are unreparable and when the rubber cracks CV joint failure will follow. Throw-away driveshafts – a great concept. All is not lost, I do have a spare:



Not the prettiest thing, but the boots, although showing their age with some surface cracks, it will do, it has to do!

Getting these in and out is pretty easy on the lift. In about 15 minutes I had them swapped. I then made a call to Ted Schumacher for a new drive shaft. This is made using u-joints not CV joints, but one still has some work to do to fit. I think Ted and Woody make & sell similar shafts, but Ted's is \$50 cheaper and a lot closer, so I ordered from him.



Now to find a permanent solution. The Wedge Shop sells driveshafts with U-Joints for \$400. I called Ted Schumacher to see what he could do and he is putting together a shaft for us that uses good-old U-Joints. It will not be here before publishing date.

So the month of May ended for Bruce fighting things on both Inca and The FrankenStag. The Grey Ghost is running fine (without the OD though) but I have the interim tranny somewhat apart but that was put on hold by the work on the other cars!

We will be ready for TRA, we will...

Does AAA Stand for The American Angst Association?

Wendell Terrill sent this one in:

Warning AAA Members: my British friend and I went to the tea and biscuits get together a couple of weeks ago and had a good time until we headed home. Running great in the TR3 one moment, dead on Dorothy Lane the next, we coasted into Bellbrook Automotive and called for a tow. As usual, AAA dispatch said it'd be about an hour, but asked why I didn't have the car fixed there since they were AAA affiliated. I just explained the garage was closed on Saturday (skipped commenting that too many young mechanics can't set points or anything else that

isn't computerized). The truck showed up about an hour later and then I learned AAA has some unwritten rules. The driver said he couldn't tow me out of that lot unless I had a written receipt showing I didn't owe anything to the garage! The driver called his boss then told me to push the car out onto the street and call AAA again. I called again, again was honest and was again told to expect to wait an hour. Steve Miller had said he'd stay at MG Automotive until the truck got me there. Just as the second tow truck arrived, I got a call from a supervisor with AAA who said they knew I'd been in the garage's parking lot and they weren't going to tow me! I watched the second truck turn and drive away. The supervisor then gave me the numbers for three towing companies, but said I'd have to pay for the tow myself. I called the first company, but while arranging a tow, the owner said AAA had just called telling him not to tow me! By this point my Irish temper was at full boil. Eventually, Hollis towing hauled me the six miles to MG Automotive and Steve discovered I had a dead coil.

The following Monday I found voicemail from AAA Customer service. I made four calls and left four voicemails without ever getting a response. I've filed a complaint with Better Business Bureau. As a AAA member for 20 years, I believe that AAA dispatch should've told me about this policy before leaving me stranded for two hours. My classic car insurance includes towing reimbursement so I'm asking myself why I pay for AAA for myself and the kids (5 policies!).

Be forewarned. If you break down, AAA would rather you risk getting totaled sitting on a busy street than to coast into a business parking lot.

The MVT Store: MVT Memorabilia

The Club has the following fantastic, wonderful memorabilia for sale. Show your colors in public, on your car or on you! Look at all we have:



MVT Enamel Car Badge - \$30.00



MVT Cloth Patch - \$12.00



MVT Pin - \$5.00



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MVT Window Sticker - \$1.00

All the memorabilia is available at each Club meeting upon request. Pls contact our MVT Memorabilia Manger, Harry Mague harrymague@aol.com.

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WANTED - TR3 Luggage Rack in as new condition (No drill , Hinge pin mounted type) Contact Chris at tryanity@gmail.com.

For Sale - 1974 TR6 - Nice straight car-excellent driver and damn good looking car. Contact Larry Tomlin for more information and pictures, ltomlin48@att.net, 937 361 4398