



**This month
President's Column
Jay's Funnies
Treasury Report
Monthly Minutes
BCD 2011
It Ain't Rocket Science
More Tales of FrankenStag
In Memoriam; Carolyn & Jimmy**

September 2011

MVT Officers

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Treasurer: Harry Mague 937-426-3802
Membership: Eden Allison, 937-475-3885
Events: Bruce Clough 937-376-9946

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

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

Obligatory Disclaimer

"The Marque" is the official publication of the Miami Valley Triumphs Car Club, P. O. Box 144, Bellbrook, OH 45305. Views stated in the "Marque" are not necessarily those of the officers or members of the club. Technical data is provided for information only and no liability is assumed for suitability, applicability, or safety. Miami Valley Triumphs is a registered chapter of the Vintage Triumph Register and a local center of the Triumph Register of America. Membership is \$20 yearly and is usually paid in May. Non-renewing members are deleted from the mailing list. Meetings are held the first Wednesday of the month at Tumbleweed Steak House in Kettering, unless otherwise noted in the "Marque". General membership meetings are at 8:00 pm with informal dinner starting at 6:00 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.



Mystery of the Iron solved.

The Prez Says ...

Thank you to all the volunteers and participants at these year's Dayton British Car Day! You're help and participation made it one of the best BCDs in the Midwest again this year. There was the threat of rain early, but Bruce Clough took care of that (ask Lorna for the details!) From the comments I heard, most of the nearly 300 registrants enjoyed themselves.

Thanks, too, to Ellis and Lorna Ball for opening their home and pool for a much needed 'after BCD' decompression gathering. Many of us joined them for pizza and refreshments and a most enjoyable evening. Thanks, guys ... you're the best!

While the bulk of the LBC shows have drawn to a close for this year, there are still a number of opportunities left for us to enjoy them. Bruce's Farm Stand Tour is coming up on Saturday, Sept 10th, the Beaver Creek Popcorn Festival car show on Sunday, Sept 11th, and the ever popular MVT Fall Tour weekend will be Friday, Oct 14th, through Sunday, Oct 16th, to name just a few. Get your car out and enjoy all the beauty that fall has in store for us and I especially invite you to join us in the MVT hosted events.

On another note, begin thinking about how you can support the club by becoming more involved. Whether it's volunteering at BCD, helping Bruce plan or lead an event, filling an elected office, or just suggesting ways to improve our meetings, your help is needed and appreciated. Elections are coming up in a couple of months and I would be thrilled to have a slate of nominations with more than one name for each position.

Cheers,

Chuck

Jay's Funnies

Muscle Head Moron Quotes for the Record.

1. Chicago Cubs outfielder Andre Dawson on being a role model:
"I wan' all dem kids to do what I do, to look up to me. I wan' all the kids to copulate me."
2. New Orleans Saint RB George Rogers when asked about the upcoming season:
"I want to rush for 1,000 or 1,500 yards, whichever comes first."
3. And, upon hearing Joe Jacobi of the Skins say:
"I'd run over my own mother to win the Super Bowl,"
Matt Millen of the Raiders said: "To win, I'd run over Joe's Mom, too."
4. Torrin Polk, University of Houston receiver, on his coach, John Jenkins:
"He treats us like men. He lets us wear earrings..."
5. Football commentator and former player Joe Theismann:
"Nobody in football should be called a genius. A genius is a guy like Norman Einstein."
6. Senior basketball player at the University of Pittsburgh:
"I'm going to graduate on time, no matter how long it takes."
(Now, that is beautiful!)
7. Bill Peterson, a Florida State football coach:
"You guys line up alphabetically by height..."
And, "You guys pair up in groups of three, and then lineup in a circle."
8. Boxing promoter Dan Duva on Mike Tyson going to prison:
"Why would anyone expect him to come out smarter? He went to prison for three years, not Princeton."

9. Stu Grimson, Chicago Blackhawks left wing, explaining why he keeps a color photo of himself above his locker: "That's so when I forget how to spell

my name, I can still find my clothes."

10. Lou Duva, veteran boxing trainer, on the Spartan training regimen of heavyweight Andrew Golota:

"He's a guy who gets up at six o'clock in the morning, regardless of what time it is."

11. Chuck Nevitt, North Carolina State basketball player, explaining to Coach Jim Valvano why he appeared nervous at practice:

"My sister's expecting a baby, and I don't know if I'm going to be an uncle or an aunt."

(I wonder if his IQ ever hit room temperature in January)

12. Frank Layden, Utah Jazz president, on a former player:

"I asked him, 'Son, what is it with you? Is it ignorance or apathy?'

He said, 'Coach, I don't know and I don't care.'"

13. Shelby Metcalf, basketball coach at Texas A&M, recounting what he told a player who received four F's and one D: "Son, looks to me like

you're spending too much time on one subject."

14. In the words of NC State great Charles Shackelford:

"I can go to my left or right... I am amphibious."

15. Amarillo High Schooland Oiler coach Bum Phillips when asked by Bob Costas why he takes his wife on all the road trips.

Phillips responded: "Because she is too ugly to kiss good-bye."



Interesting pic, no?

Treasurer's Report: As of 1 September, we will have a balance of \$2684.75. Since August 1, 2011 the club had the following income: 50/50--\$6.00. The club had the following expenses: Business Cards-\$46.86, Postage for the Mark-\$30.48, New Domain Name-\$39.90 and Donation to Hospice-\$50.00.

Events by Bruce Clough –

Farm Tour (stand) is go for 10 September

Miami Valley Triumphs Monthly Meeting, 03 August, 2011

Meeting was held at Tumble Weeds restaurant on Dorothy Lane. President Chuck White convened the meeting at 1933 hours. There were twenty-five club members and three guests, and the Clough's two children in attendance. There were no changes or additions to the agenda.

Officer's reports –

President White opened the meeting and gave a toast: "Hail to the Queen". He noted that Susan and David Wildasin were visiting, as was Trevor Bihl, a guest looking for a local car club to join. Trevor drives a Land Rover.

Chuck welcomed back Valerie and Greg Relue, members who have been gone for awhile, and welcomed new members Karen and Jim Sipos.

Chuck then mentioned that the upcoming BCD event would be the major topic of the meeting and thanked all those who were volunteering to help.

The Vice president was missing from this meeting.

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

Membership Secretary, Eden Allison, reported that 24 have signed up for 2011 – 2012, so get your dues sent in.

The Treasurer, Harry Mague, has a separate report of our finances, elsewhere in the Marque.

Events Chairman, Bruce Clough –

Twenty-four members attended the Pool Party at the Ball's. A rollicking time was had by all and the amount of food consumed broke records.

BCD Cincinnati in Fairfield was well attended and MVT took 4 of a possible five first places.

The Roadster Factory summer Party will be on 12-13 August, some MVT'ers would be going.

Indianapolis BCD scheduled for 27 August.

Bruce plans a Farm Tour for 10 September and

The Fall Tour is planned for 14 -16 October and in the direction of Madison, In.

Committee Reports

Technical – No report this Month.

Spares - No Report this Month

Newsletter – The president would like us to cut mailing's to just three and have everyone else on electronic copy, to save on postage.

BCD – Stan Seto read the Meeting notes from the 28th of July meeting. He asked the membership to support bag stuffing on Friday night, 5 August and asked that everyone should

bring ICE, in a chest on Saturday. We expect a big crowd if the sun shines.

Old Business

Business cards – Were handed out and it was immediately noticed that the club email address ended in “.com” instead of “.Org”. It was recommended that the club pay \$20.00 to change the “domain” to accept “.com”.

Deceased Members Memorials were discussed for display at BCD in August. Lorna Ball will take care of Carolyn's and Chuck White volunteered to do Jimmy Carter's.

Phil Daye Update – He's doing as well as can be expected with the chemotherapy and radiation treatments. Cheyenne is doing well at what may well be her next foster Home. The club is guardedly hopeful that Phil will make a near complete recovery.

Marlene is in rough shape and we still need to keep her on the prayer lists. She has help coming in from Springboro to help here day-to-day.

Forrest is going to his church's Prayer meeting s on Wednesday evenings, so is not attending MVT.

Tax Exempt Status for the club – Harry Mague is working this issue. We now have a new EIN number. The Club has a federal tax exemption but the state exemption is still pending.

Post office Box Key – will cost about \$10 -12.00. Club voted to buy a new one by voice vote.

New Business

Participation in the Xenia Community Festival was discussed. Horror stories from past attempts at this sort of thing damped the club enthusiasm. No vote taken.

Doing submissions to the British Marque Car Club Paper was discussed. Any submissions will be at the hand of the President.

Harry Mague made a motion for a memorial fund donation in the range of \$50.00, to Honor Chuck White's Mother and to be sent to Hospice. Stan Seto seconded and the motion carried on a voice vote.

There was "Split the Pot", won by Mary Stinson, and in the amount of \$6.00.

Meeting was adjourned at about 20:30 Hours.

Next meeting will be 07 September at 7:30 PM at TumbleWeeds.

Submitted by Secretary, Stan Seto.

MVT Classifieds

For Sale: TR7 Header - \$50, 2200 CFM 16" Electric Fan \$35, (5) TR4 intake Manifold, \$20, a few 100/80W H4 bulbs - \$5, more misc TR7 parts including a lot of engine stuff, in fact, I have a bunch of engine stuff and a free engine stand I'll give away – but you must take engine stuff!

From: Michael Anthony [mailto:manthony@maainc.com]
Sent: Friday, July 15, 2011 11:43 AM
To: mgaetano@britishinvasion.com
Subject: The British Invasion in Stowe, VT is almost legal!

BCD 2011 – 06 August, 2011

It's all about the numbers, isn't it? "40% Chance of Rain, 30%, 20%, Cloudy with small chance of Showers" was how the weather lead-in to the weekend went. The day started out cloudy and cool and ended up just a little too warm to be entirely comfortable, which worked out great for the pool party at the Ball's afterward. 1 at the end of June, 50 by mid-July, 135 by the cut-off date to get shirts for the cost of registering, but the forms and emails kept coming in and by 3 August we had 172 electronic and write-in registrations with the write-ins out numbering the electronic by about 8 to 2 for every ten received. When Dave Gribler and I reconciled

the PayPal receipts versus the electronic sheets I normally got when someone registered electronically, it turned out there were ten more Pay Pal's than what I received, including The Clough's and the Stroble's, both of whom let me know prior to the show. So, we have some problems to straighten out here.

The car numbers seemed to stack up like this: 182 pre-registered (59 were electronic) with three vendors pre-registered. 296 total registered plus eight uncounted electronic registered for a total of 304 registered in. Of the known pre-registered, ten did not show up, and of the unknown pre-registered there was at least one who did not show, so, I think we had between 300 and 306 cars on the grounds. We know one motorcycle that was pre-registered did not make it due to a trailer problem in the parking lot.

4XL shirts and medium shirts with long sleeves were another facet of the numbers. The gentleman who wanted the 4XL shirts waited until about ten days left before telling us. Lorna moved swiftly and manage to cover the request and when we gave him the +25 dollar bill for our efforts, we convinced him to register in April for the 2012 event. The person who wanted the long sleeves was also told to register in early March, to allow us to react to the request.

Spectator numbers, more than were at the Cincinnati BCD, but no official count. Chuck White and his helper had their hands full parking cars in the fields surrounding the entry road, and directing cars to Registration. When I walked out there, they were parking in three rows for over the length of a football field (that was out there too.) So we had hundreds of spectators, but maybe not 1000.

There were two on-going events at this year's show. Fiftieth Anniversary for Jaguar, and the American MGB Association National Meet. Did it draw cars??

Jaguar had 14 XKE's, 14 XJS, XJ6/8 sedans and one each XK120, XK140 and XK150 cars at this show. If there had been no threat of rain leading into the show, those numbers would have been a little higher.

MGB's were slightly more numerous – there were 60 MGB's and 5 MGB-GT's in attendance, plus 10 MG-TC/-TD/-TF's, 16 Midgets and 2 MGC's. So they did have a good turn-out. We might have seen a couple more cars but for the threat of rain.

Aligned against there entries, there were 12 old Mini's, 8 New Mini's, 6 Lotus's, and 3 Land Rovers. Not to mention 8 Sunbeam Alpines and 8 Sunbeam Tigers.

The Triumph contingent was composed of 8 TR3's, 12 TR4/250, 23 TR6's, 8 TR7/8's, 12 Spitfires and 5 GT6's. A respectable number of cars.

We also had 3 Rolls-Royces, 2 TVR's, 10 Austin-Healey's (100, 3000, & Sprites). This did not represent all the entries, but does cover the most numerous, once past the three major participants (MG, Jag, Triumph).

The event got rolling on Friday night with the stuffing of the bags and the layout of the car parking. Saturday morning there were club members in the park just after seven, all wondering where the coffee was and rubbing the sleep out of their eyes. We got our first real registrant at about quarter to eight and were above 200 registered before 9 O'clock. Not much action from 9 to 10 but by then the weather had declared itself and cars began streaming in. Ballot counting started near Noon and that chore was completed just before 3 PM, which was the goal, and awards presentations had started.

The park was pretty cleared out by about 4 and I was over at the Ball's by 5 PM. Smaller crowd there this year than last, but when the pizza's arrived at 6:30 all five were demolished by 7 PM.

It was another good day, we were blessed with a large and generally enthusiastic crowd and by day's end I had been told by at least ten people, all strangers to me, what a great meet this had been. I wonder how long we can keep it up?? Oh, Mrs. "Skip" (Jennifer) told me they had sold all the food, Terrific!!!

I'd like to Thank all those who helped at registration, some of those being The Bigler's, the White's, Bridgette C., Harry Mague, Chris

Yanity and Jeff Barth, Roger Rutledge, Curtis Hayes and his companion,

BCD, the next chapter.



Skip Peterson and Mike Edgerton at Concours de Elegance show. Now that BCD is history, we turn our attention to late September.



Creating the MVT home away from home.



Skips MGB



Mike sends girls aflutter again with his manly ironing skills. Envious MG guy checks out his technique as women swoon.



Checking in at Registration.



Raven beauties.



Little German cars try desperately to block the procession of nobles.



Tr6



Memorial table established to honor those who we all miss so much.



Premier Group



Deb enjoying show.



Lotus draws much attention on entrance.



Rear of Riley Elf.



Cat collection



Pretty Blue Spifire.



Rare...RARE!!!



No swimming today.



This Herald rumbled. Later, we found out why. This is exactly the sort of car that Kustoms of America is welcoming to its new modified import classes.



Alternate power supply most ample.



Sexy silky Spitfire.



Tr4 and TR250 row remained empty until late morning.



Nice examples then filed in to round out the show.



Tr6 row down a bit this year.

British Car Day 2011 – Give Us A Full Report

By Bruce Clough



Past Class Winner In Premiere Class This Year

I'm too dang-gone lazy to type much, so I'll let the pictures do most of the typing. Split this into two parts, the event itself, and the MVT cars in attendance. I love the Internet since I can stick in a whole bunch of pictures...

The Event



Our Crack Balloting Crew Hard At Work. Or is that our hardly working balloting crew is on crack?



Nothing like the exciting looks on the faces of the next generation of Triumph owners at the show



Mike was doing a heavy business all day at the BCD Dry Cleaners operation. We expect profits from this to top the food stand next year...



Paul was there, naturally...



America's Got Talent: the Lorna/Skip team practicing. Sadly, they were eliminated in the first round...



Lorna kept trying to win, here she is with Vic Snively practicing for Dancing With The Stars



Shirt booth – hope I spelled that right...



...she finally gave up and sold wares...



Paul Newman, or was that Greg Norman, even showed up...



Plenty of cars – about 300 came to the show, not shabby!



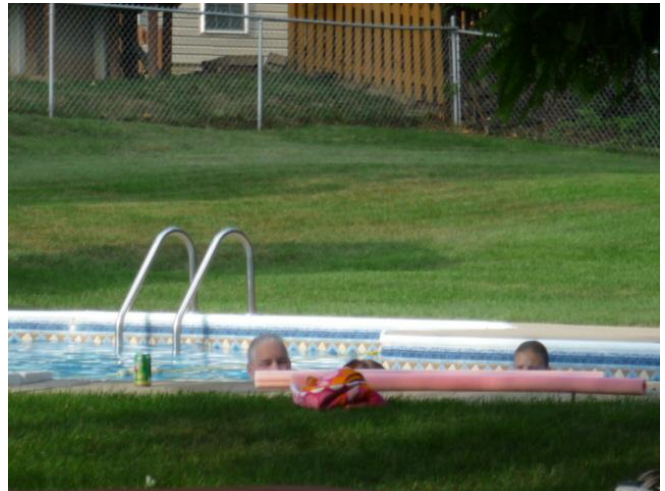
Memorial to those who passed – nice pictures/write ups about Carolyn, Jimmy, and Barb Smith (Dick Smith's wife in the MG club)



Afterward we headed to the Ball's and the Ball's pool. Here Stan sleeps on the sofa while Ellis is watching our kids beat on each other...



Did I mention that there were cars at the show?



More pool mayhem – Danny, Duncan and Bridgett discussing the merits of inflatable dolphins...



Nice selection of clubs and vendors were there, including Triple-C instead of Little British Car Co.

MVT @ BCD



I've put in pictures of some MVT cars that were in the show (and then some) – didn't get them all I'm afraid, so if you were there and not in here, I apologize! In general, the club had a good showing, but it can always be better. A lot of Triumph classes were taken by non-MVT members, so in the spirit of competitive

spirit, we need to get restoring and get cars to the show!



Close: Bigler's Morgan +4 with the TR3 Drive Train



Harry's Late TR6 in Premiere Class with White's TR4A just behind it



McKittrick's TR7ish in Premiere Class



Bath's Spit in Premiere Class also



Curtis Hayes's Spit leading the row



Yeah, it's Allison's Stag, or is that Stig?



Carol Rutledge's TR6 leading a row



Alice Owen-Clough's TR7, jeeezzz, another Teletubby...can't win!



And Roger Rutledge's TR3B in another



Debbie Ferratt's TR3A with Tom at the wheel

Oh, as you saw, the Wakefield's award winning TR6 was there also. Good selection of club cars made it, but more need to next year.

Hat's off to the MVT and MG club members that made the show a success again this year. A lot of people gave a lot of their precious time to make this show what it is – one of the best, if not the best British Car Show in the Midwest. Thanks folks!



Bruce Clough's TR7 - Chris Yanity's TR7 Coupe is just in the picture to the left. Dang Teletubbies, keep cleaning them off and we hit another...

This Ain't Rocket Science!



MVT Head Mess-canic – Sean Tenax

Disclaimer: This article was written by a flawed human being – ask his wife – and should be used as a general guide only, nothing authoritative. He is not a trained mechanic, heck, he's barely potty trained. Therefore you should use common sense and do your own homework before taking his words as Gospel. The author, the Miami Valley Triumphs, and the rest of the world are not responsible for your mistakes. Screw up? Go ahead and sue, he'll give you all his worldly worth – a pile of used TR7 parts. Picture above from National Geographic web site.



Yuck – what's this?

Oil, silly. On a concrete floor to be exact. Hmmm, now I know you TR3 guys are saying – heck, that's normal, but this is on the concrete beside the engine, not beneath the back by the bell housing. This oil ain't a-coming from the rear seal or oil pan seal – not even the

crankshaft front seal. It was dripping from the side of the engine, and it dripped every time the car was shut off, but stopped after a while. Hmmm...

A short ride up the lift confirmed it was coming from the oil pump area:



See, oil pump area! Yes, that is a spin-on filter.

TR7 101 – Since it's a bit more modern engine, the oil pump is not immersed in the oil pan, but up a bit on the side of the engine. Easy to access, but any leaks go to the garage floor below...

The oil was actually dripping from the part closest to the oil pan, which is where the puck sealing the oil pressure bypass valve is. The puck seal is via a rubber "O" ring. A-ha. This area is normally under no pressure since it's on the "pick-up" side of the pump, but when the car stops there is a pool of oil in that area and in the intake of the pump above. Sooo, if the O-ring was not doing its job...

We'd have a leak that would only leak when the car was off after a run.

Whaaaa-aaa! Watson, we did it! Mystery solved!

Now to fix the leak!

Getting the pump off

Okay, first step is to get out the manual and read it. Yes, read it. Sit down in a chair and put that 8th grade education to work.

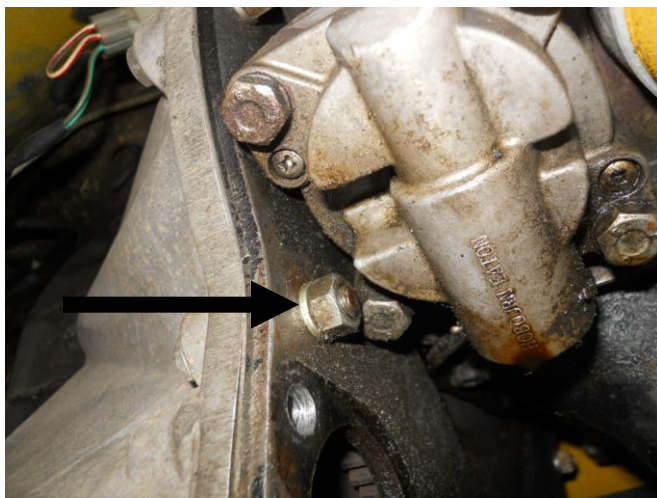
After you read it you get out the tools. To get the pump off you are gonna need ½ socket on an extension, ½ open-end, and 13mm wrench (I used a Gear Wrench-type).

First you use the 13mm wrench to take the slave cylinder bolts off. It's gotta get out of the way. Pull it off slowly and DON'T PULL ON THE ROD THAT COMES OUT OF IT. If that rod comes out of its snap-

in mount on the clutch fork you have to pull the trannie to re-attach – understand? Capisce? I just sat the disconnected slave cylinder on the K-Frame under the engine to get it out of the way – the clutch hose is more than long enough to reach.

TR7 101 – The TR7 was a victim of the transition of the UK to the SI (metric system – “Tish, you speak French”). The earlier “Dolomite-Stag based” TR7 engine is SAE, the later body is SI. This gives the TR7 owner a perfect excuse to go out and buy both tool sets...

Next you have to use the ½” socket and open-end wrench to remove a bellhousing bolt just below the pump:



That bolt – remove it!

Now you can use the ½” socket to remove the 4 bolts holding the oil pump to the block and take off the pump. When you do, oil will come out and so will the hexagonal drive shaft that runs up to the bottom of the distributor. The O-ring that’s between the pump and the block should also come off. Throw it away, do not reuse.

Okay, now let’s take this apart – there are two Phillips-head screws that hold the bottom plate in place. Take these off and use a rubber hammer and hit the bottom plate to pop it off. You might have to use an impact driver to get those screws out (I did - I put the pump in a vise and used the driver). When that happens both the pump rotors can come out along with the O-ring that seals the bottom plate. Throw that one away also.

Next get your needle-nose pliers out and take out the cotter-pin on the side which holds in the oil pressure relief puck. I was lucky, tapped it with a wrench and it came loose. Tapped it a bit more and the puck came out along with the spring and valve body. I also have a pump where the puck is corroded in and won’t budge. If you have to do it, hopefully it will just pop out...

Now, let’s look at what we have:



So, this is what’s inside the pump!

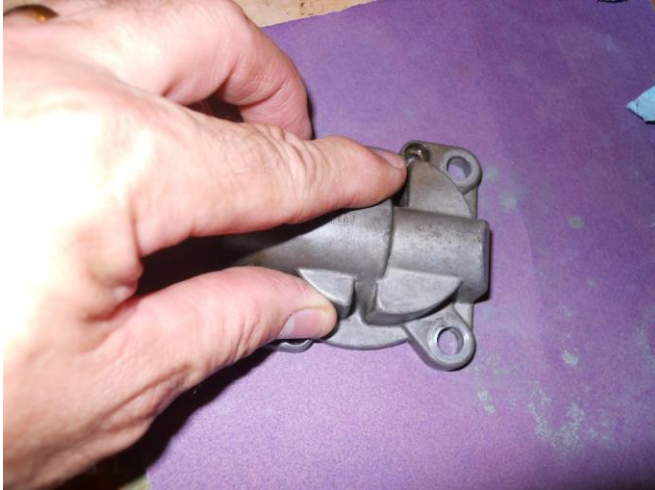
The leaky O-ring is in the center bottom, it goes around the puck just above. With this apart I can look at the inside of the bottom plate (upper left) and can see some scoring due to the drive rotor rubbing it. These shallow grooves can allow oil to go under the rotor and decrease pump efficiency.



Groovy baby! Not bad, but...

These grooves are not real bad, but I might as well take care of them.

Just got out some 320 grit software and put it on a clean, flat surface, then I just work the plate in a circular motion until the grooves go away.



Working the plate...



Groves almost gone...

It took me only about ten minutes of work to resurface the pump end. Inspection of the rotors showed them to be free of nicks and other wear, so they can be re-used. Now to put this back together.

As far as new parts are concerned. The only thing to replace are the three O-rings, all ordered from Moss Motors, in stock, and there in a couple of days. Assembly is just the reverse of taking it apart. Make sure the chamfered side of the pump is toward the top (block side), and the O-rings stay in place during assembly. The drive shaft goes in the oil pump and the oil pump goes into the block. It will self-locate into the bottom of the distributor gear shaft.

Put the bell housing bolt back in, then attach the slave cylinder, making sure the rod goes in the center of the slave cylinder. Obvious, but I have to say it.



Back in place in the block.

The smoke-test of starting the car showed no leaks and good oil pressure, and still no leaks on the floor. Maybe I won this one?

Tales of the Franken Stag

September 2011 - Bruce Clough



Well, the stuff besides the block is ready, and green – okay, so maybe the gnome isn't...

I found some neat “Racing Green” engine enamel at Summit Racing, so I bought a few cans and have been painting away while waiting for the block to be done. Matches the exterior somewhat well. The goal is to pretty much paint everything on the engine green except the carbs and a few other things. This is kinda an “anti-bling” thing, so we’ll see how it comes out.

It’s coming down to the wire here – the goal is to drive this car on the at least one of the fall tours, if not all. Question is, can I get it together on time? Will the Mastercard withstand the charge? (*evil laughter...*)

While I was waiting for the engine block to come back from the shop I tried to install all the gizmos in the engine compartment I could, like the ignition coil and the radiator expansion chamber and even the hood release mechanism.

This is known as treading water.

I even went and re-did the brake line routing, never did like what I had done originally, so now came the chance to fix it. Fortunately, all I had to do was to

re-bend the existing lines and figure out easier ways to tie down the lines.

Which reminds me – remind me to bleed the brakes before I take the car out for a drive.



Ignition coil mounted on the firewall close to where I think the distributor will end up.

About this time the engine shop called up and said your engine is done. Now, remember I was just going to freshen up a engine, not rebuild one.

Wrong.

I ended up having to line bore, re-sleeve, polish, yadda, yadda, yadda. Spending a little more than I thought – that’s what you get when the engine ain’t as good as your imagination is. Well, at least it’s pretty.



Engine block just back from shop. Shiny. Like them new plugs. European compression pistons, 0.020 over.

Looks pretty, doesn't it? It better for what we have into it!! While they were at it, I had them modify things a bit. One of the things I’m going to try with this car is get away from the mechanical water pump and try an electric pump, so that meant...



Blocked-off water pump drive hole – there's another plug under this one that blocks the hole to the inside of the engine block, so one plug get's water, the other, oil.

For all you fraidy-cats out there, TR7 engines are not that hard to put back together. If you can follow directions, you can do it. The trickiest part is setting the valve shims, and all you need there is a good selection of shims and a feeler gauge. Take your time, clean and measure as you go along. I was somewhat lucky since I could re-use timing chain guides and tensioner[1]. I did replace the sprockets as a matter of course, and new gaskets are a required thing.

Anyway, less than a week after the block came back from the shop I had it put together enough to load it in the car. Green of very green – still have the anti-bling going on. Mated up the clutch and the transmission.



One green engine. Note the motor mount and one of Ted Schumacher's starters. Beach towel is the protect paint as the trannie goes in tunnel

Loading in the engine is always tricky. I thought it would be easy since the GM block & Th350 came out

easy, and this is much lighter than that. I originally used the stock engine lifting points, but I had to move back the mounting to a trannie attachment bolt...



Back lift attachment – used the rags to save block paint job

Worked well as you can see:



Engine going into the FrankenStag. These are trained professionals. Do not try this at home.

I had to take off the shifter extension – just didn't have enough room to maneuver and I wanted to get it

welded-up anyway. With the shifter off I managed to get the engine in, but it wasn't easy – I had to constantly adjust engine position and angle. Easy does it, a little at a time. To my surprise the motor mount brackets slipped over the studs on the mounts without a fight and the rear tranny mount bolted up. Strange. It worked. This bodes ill.



Engine sitting pretty in the car. Don't know if it works, but it looks green.

Next step is to start bolting on the externals, but that means work. I first built the engine wiring harness and attached the alternator (CS130 unit from a Saturn), then attached the carbs – yikes – now I have to build a throttle cable attachment and shaft w/attached lever – last time (Red TR7) I used a modified TR6 throttle shaft assembly, but I couldn't find one to use this time, so I pulled the H6 shaft lever from The Grey Ghost and modified it (finding another lever for the TR3B will be an easy task compared to much of the work needed on it). Fits like a charm.



Engine Bay – 24 August 2011

So now I'm working on the cooling system. I'm using an external Stewart electric pump in lieu of the block-mounted mechanical pump, and of course, the integration issues are non-trivial. More on that next month. I also need to paint and attach another hood since I couldn't find a low-rise scoop to replace the 68 Roadrunner scoop on it now.

Funny, Ted A. didn't want my old hood? Wonder why?

Drive shaft is off at American Clutch to get about a foot added. A foot, needs to be 47.5 inches long. Long puppy, at least for a Triumph.

Besides the engine, I'm also thinking about custom exhaust headers – okay, so not thinking, I need to get a custom exhaust built. Like the left side of an original stag engine it has to go forward to clear the stuff on the left side of the block, but I need to go forward even more due to the motor mount. So, if you know anyone in the local area that does this, let me know!

Will Bruce get the Stag back together so the family can all ride in one Triumph? More next month!

Notes:

1. The new Rolon tensioners you get are not quite original – you have to do some modification to them, and they don't oil the chain as well as the original ones – therefore I keep my original used chain tensioners. You are right, they are hydraulic tensioners...



Whatdayathink? Looks good, don't it! Right?



CAROLYN DAYE
1941 - 2011

The Miami Valley Triumphs lost a true friend in May of this year. Carolyn and her husband, Phil, have been members of our Club since 1991. Carolyn struggled in recent years with several health issues, but showed up at many events anyway with her wheelchair strapped on the back of their Triumphalways a part of the fun! She served as Treasurer of our Club. You would best remember her as being in charge of our BCD show shirt booth. She was a wife, Mother, Grandmother and friend..... she is truly missed.



JIM W. CARTER, JR.

August 24, 1940 – September 11, 2010

Jimmy, as he was known to his friends, purchased his first British car, a Triumph, about 1973. His fascination with them lasted a lifetime. As attested to by his lifetime membership in Optimist International, Jimmy loved being around people. That is why you could always see him in the food booth at every Dayton British Car Day from 1998 until his health failed him in 2008.