



"The Marque"

This month:

**President's Report
Secretary's Report
Treasury Report
Events
Early TR Man
Tales of the FrankenStag**

November 2016

MVT Officers

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
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 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 6:00 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.

President's Post:

The President's Comments – November 2016

It's the end of October and we will be meeting at the Ex-Tumbleweeds Restaurant, Archer's courtesy of Curtis Hayes, who researched the place, took the time to stop by and talk to the manager and closed a contract for at least one meeting, Thank You Curtis.

October turned out to be a near perfect driving month and the club took advantage of that with the Fall Leaf tour to Carter's Caves and the Miami River run, which I really wanted to go on. Time was also filled in with some key technical sessions requested by the members and orchestrated by Bruce, the Events Guru.

The weekend of the river run, I went to Trenton, NJ to be at my 60th High School reunion. It was about a 570 mile run across Ohio and Pennsylvania (love going through those tunnels on the PA Turnpike). The tough part being in the going-home traffic on the way in, around Philadelphia, and the going-to-work traffic when I left on Monday morning. One of the things I did on Sunday was to take my older Brother, Russ, to the cemetery where the parents were interred, when I took him to the airport to catch a plane to Houston. Cemetery was opened when we got there, we found the mausoleum, but it was completely shuttered, no going in. He took a picture and we headed back to the main gate, only to find it padlocked!! I then drove down the fence line to a second gate and it was padlocked too. We decided to keep going around the perimeter of the place to see if there was a third gate. About half way around I saw a break in the fence. I drove over to the break and saw we were at the top of a fairly steep embankment (but not a shear drop) to a fairly wide sidewalk running along a side street. The embankment was planted with trees and bushes, but directly in front of the car looked to be a straight shot to the sidewalk and at about a 40 degree angle to straight down. I just told Russ to hang-on and pushed over in first gear, with light brake pressure, so we would roll, but not slide

sideways. We reached the side walk OK and I straightened our direction to miss a telephone pole and then concrete wall and drove up the sidewalk until we were at a place where I could ease off the curb, back onto the street. It worked pretty well actually, although someone is going to wonder about the tire tracks we left back on the slope, the car weighs 3700 lbs, it's not light. We did make it to the airport OK.

The overnigher to Carter's Caves was very enjoyable, sorry so few came on that tour. It was further than I expected but the lodge was to expectation, but not cold enough to have a fire in the fireplace. On the return, I broke away in Hillsboro taking 50 back into the Cincinnati area, so missed doing dinner in Waynesville. There should be an article in this edition.

November, we look ahead to the Election and possible tech sessions and maybe a late Autumn drive somewhere. Hope to see you at Archer's.

Best regards, Stan

Treasurer's Report:~ Harry Mague

Treasurer's Report: As of 1October 2016, the club account had a balance of \$3333.44. For the month of October the club had income from 50/50: \$8.00 and we sold extra BCD shirts for \$25.00. Total income for October is \$33.00. The club had the following expense: mailing of the marque and name tag mailing for \$26.15. Total expense for October is \$25.15. Account balance is as of 1November 2016 is \$3340.29.

Secretary's Report:

Miami Valley Triumph Meeting
October 5, 2016

The meeting was called to order by President Stan Seto at 7:36 PM with a hail to the Queen. There were 23 members in attendance.

Agenda (Changes & Additions) – no additions or changes

Officer's Reports:

President – Stan Seto said his comments

were in the Marque. He has sent an email to Skip about the close out meeting for BCD but has no response yet.

Vice President – Dan Stenson had no report. He said he was glad to be here.

Treasurer – Harry Mague reported we have \$3333.04 in the account. No expenditures anticipated until December. A vertical sign to advertise the MVT booth at British Car Days is being looked into by Val and Greg Relue.

Secretary – Patti Clifford asked for corrections or additions to the September minutes. There were no corrections or additions. Lois Bigler made a motion to accept the September minutes, seconded by Tim Moore– motion carried.

Membership Chair – Val Relue was not in attendance. We currently have 43 members.

Events Chair

September Events

The Concours d'Elegance had a beautiful day. They had 200 cars and motorcycles. British Transport Museum had 2 cars there. There were approximately 5500 visitors.

The Farm Tour started with breakfast at Tim Horton's in Fairborn, followed by a drive to Yellow Springs for the Bob Poole Orphan Car Show. Lots of nice cars, several Deloreans and a Bricklin (several members commented that the Deloreans don't come to our show, but do go to others in the area. Not sure of the reason.) Then on to the Farm Stand.

October Events

October 3-7 - VTR at Tanglewood Resort in Texas

October 15-16 - The MVT Fall Tour starts at 9:00 at McDonald's in Waynesville. There will be a stop at "Home Place" to buy fake food, Rankin House in Ripley (renovations should be complete by then). We will cross the river in Augusta or Maysville into Kentucky. We will ramble thru the back roads to Carter Cave State Resort. If we get there early enough, Stan Seto will lead a nature hike. Sunday includes a Chuck White Sunday Morning (late

start). We will reverse directions home.

October 22 – Little Miami Tour start at Clifton Mills for breakfast, tour the area roads, then dinner at Valley Vineyards. Or if you prefer Chili, the British Transportation Museum is having their Chili Cookoff that day.

November Events

November 12 – Last Tour (TBD)

November 19 – Tech Session – will be either the Manifold on Ted Allison's Stag or helping Harry Mague transfer his car to the new frame.

December Events

December 3 – Holiday Soiree

December 18 - MVT Christmas Dinner (Please send ideas for venue to Bruce Clough)

Committee Reports

Regalia – Pete Stroble says get in line, before Tim Moore buys it all.

Technical – Bruce Clough says Woody's brake kit worked. Stan Seto is working on a cam problem. Seems to have enough clearance but hangs up. Old bearing is ok, new one rubs.

Spare Parts - none

Newsletter - Mike McKitrick said "it's there".

British Car Days – Still waiting on date for close out meeting to get totals.

Old Business – Chuck White has 32 requests for the new name badges.

New Business – With the closing of Logan Steakhouse, we are looking for a new location to hold the monthly meetings. The Dayton Mall Logan's does not have a separate room.

Curtis Hayes will contact Archer's (replacing Tumbleweeds in Kettering) to see if they have a place for us. Paying a fee for the room was mentioned causing a groan from Harry Mague! Chris White showed the Greene County Visitors Guide featuring a TR3. Lois Bigler has a TRA 30th anniversary (in Springfield) brochure to give away to interested party.

Split the Pot – Lorna won the \$8.00 pot. Pete Strobel won a certificate for a wiring guide from British Wiring.

Submitted by Patti Clifford, Secretary

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360 at The Serpent Mound on the MVT Fall Tour – Duncan and Alice photobomb – More Details Below



Peek-a-boo! Little Miami River Tour – More Details Below

MVT Events Calendar November 2016

Events Chair Ramblings

We hit the road!

The weather this fall has been great for driving, and the leaves have obliged. Thanks to all who came out for the events we had. November looks to be a busy tech month with Harry swapping frames on the TR6 and Ted needing help on the Stag. Remember to save up your not-so-goodies for the Holiday Soiree and the brown bag auction coming your way in December!

Back to the future

The meeting place this month is Archers, a brand-new place in a familiar location – where Tumbleweed was on East Dorothy Lane. We are even in the same room we used to meet at. See you there.

October Recap

Time for the last stop – Village Restaurant in Waynesville for Peanut Butter Pie. Only problem was that the place was closed for a wedding. Went to Stone's Tavern down the street and guess what their special was – yup PBP! Perfect!

15/16 – MVT Fall Tour

Wow – what a weekend run. Words cannot do it justice, but here we go!

We headed down to **Carter Caves State Resort Park** in Kentucky via the side roads. We've been to Greenbo and Blue Lick several times, but never to Carter Caves which is really not much longer a drive. We rendezvoused at the **Waynesville McDonalds** (where else?) and headed south from there. The day started out cool, but we knew it would become less cloudy and warm up as we headed south. And south we headed. We wound our way southwest of Wilmington and caught US 68 headed south. The first stop of the day was at

The Home Place, a shop owned by a wonderful Mennonite family that now has expanded their operation to include a larger deli and dry good store. Everyone bought food and some other gifts and knick-nacks. I did note that they no longer have the fake food props out, but that is okay – Alice would tell you that I do not need any more anyway! Heading south from there we stopped at the **Meranda-Nixon Winery** to grab some bottles for the night. The wine was okay – some not the best, others good, but the dogs were a hoot and immediately garnered everyone’s attention.



Rankin House left, admissions and gift shop right



View of the Ohio River looking southeast from the Rankin House front lawn.

Once wined-up we headed to Ripley – the day was sunny and warm, so we headed to the Rankin House (history of this at: <https://www.ohiohistory.org/visit/museum-and-site-locator/john-rankin-house>). One of the delights of the day was sitting on the front lawn of the house and staring at the Ohio River and Valley – the view is wonderful.

This is one of those places in Ohio that one can just lean back and watch the world go by. The birds are actually mostly flying below you, boats are on the river, and you can see the cars on US 52 going through Ripley. But reality kicked in and folks indicated it would be nice to get some lunch. Hmm, just so happens that Ripley has a soda shop named Rockin’ Robin that you can still get phosphates as well as floats and shakes and malts and decent sandwiches. We headed downhill and found parking across the street on the floodwall.

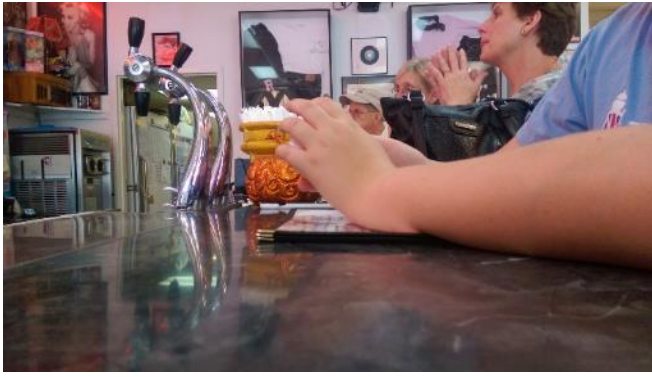


MVT’ers on the stairs that will take you down to Ripley from Rankin House.



“Ripley Gothic” – bad hair day for me (I should be happy I have some) and Duncan looking up some history – great cell signal there...

Two persons on wait staff and one cook for a sunny warm Saturday afternoon at a soda shop full of patrons. It took us a long time to get orders in, to get our drinks, and to get food – they were short-staffed and slammed. The good thing was the food was all good, the bad thing was this seriously ate into the time we had that afternoon to visit places.



Waiting for service at Rockin' Robin – they were short staffed that afternoon

Heading south along the river we crossed at Maysville KY and headed to a quilt shop – **Apron Strings**. While the women-folk headed into that store Stan, Duncan and myself found interesting stuff in an art shop called **Eats**. Eats specialized in rock and other geologic materials turned into art. NOT CHEAP, but very interesting and very well executed. Duncan found an interesting piece that would go well for show-and-tell at school, so he received an early Christmas present. Out of Maysville we caught the AA Highway headed southeast and were to **Carter Caves State Resort Park** in about an hour.

Carter Caves is an interesting place – here is a URL where you can read more about the caves and other parts of the area physiography: ky.aipg.org/guidebooks/2011%20guidebook.pdf

On the drive to the lodge you pass many caves and rock houses. Once checked in Duncan, Alice, and I went for a hike on a “fairly flat” trail to see a nearby rock bridge.

We found out that “fairly flat” in Kentuckian means elevation changes limited to several hundred feet and trail inclinations less than 60 degrees. It was a little workout taking that loop. We also discovered that 0.5 mile doesn't mean 0.5 mile. Obviously the park is using a “placebo effect” against the hikers to keep you thinking it was closer! Anyway, it was a good workout and scenery was beautiful. Did we mention the 60+ft cliffs several feet off the trail without any barriers? Okay, we won't...



Rock bridge close to the lodge at Carter Caves

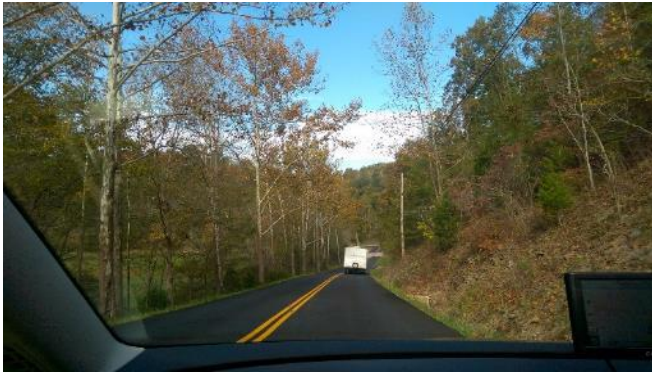
At the lodge the same time we were there was a wedding, so parking was at a premium. Not only that, all the rooms were full and Roger and Carol had to stay down the road a bit. We had dinner at the lodge restaurant (tolerable) and headed back to watch the Ohio State game, or, more accurately, watch Chuck White watch the game.



Carter Caves Welcome Center - Stan taking a picture of me taking a picture of him. Yes, we need a life

The next morning we slept in. It was for Chuck. He owes us! We hit the road northeast about 11am headed to Portsmouth via roads less travelled.

The goal was to get to Portsmouth OH and the famous restaurant, **The Scioto Ribber**, before the church crown hit. We failed. The wait was going to be 45 minutes. I put our name in and we sat outside in the warm sunshine.



On way to Portsmouth...the roads less travelled, unless, of course, you are talking about the trailer in front of us...

For those of you that have lead a virginal life of never having eaten at the Ribber, you need to stop that right now and head down OH 73 to Portsmouth. The ribs are huge and wonderful.



Waiting at The Ribber for our table

Someday we will repeat this trip, heading down to Portsmouth for lunch at the Ribber and then take in the murals and shops, but on this trip we headed up OH 73 for the Dayton area right after lunch. In a little over an hour we stopped at **Serpent Mound State Memorial**. I'm always amazed at the construction and views from the site. They have a tower where one can view the entire earthwork, and you can walk around (and over it in one spot). We then hit OH 73 heading northwest towards home. There are two roads in Ohio that I love to travel on. OH 247 from Hillsboro to the Ohio River, and OH 73 from Locust Grove to Hillsboro. In both cases the roads are twisty-turny, but since they tend to run along the tops of ridges rather than in creek/river valleys the vistas are wonderful. Any chance I get I drive them. There are other roads more twisty-turny, but few more picturesque. Maybe OH 78 from

Burr Oak State Park to McConnellsville, maybe...



Looking west from the tower to the other side of the Ohio Brush Creek valley just past the tail of the serpent.



Overlook of the Ohio Brush Creek from a prominence at Serpent Mound



Peanut Butter Pie – 'nuff said!

At Hillsboro Stan split off towards Cincinnati, but the rest of us kept going towards Waynesville and peanut butter pie at the Village Restaurant.

Ohhhh, peanut butter pie.



What? No pie for you!

After pie we went our own separate ways. We had a wonderful time and we hope next year more MVT members will join us. I am thinking Burr Oak State Park

22 – Little Miami Valley Tour

Clifton Mill/Wilberforce-Clifton Road/Clifton Road/Grinnell Road/Hyde Road/**Miami Valley Pottery**/Hyde Road/West Enon Road/Ohio 235/Hilltop Road/Fairground Road/**The Pumpkin Barn**/Fairground Road/Trebein Road/North Valley Road/Upper Bellbrook Road/Van Eaton Road/Stewart Road/Washington Mill Road/Ohio 725/East Franklin Street/North East Street/East Walnut Street/West Walnut Street/North West Street/**Bellhop Café**/North West Street/West Franklin Street/East Franklin Street/Ohio 725/Schnebly Road/Richland Road/US 42/**Apple Country Farm Market**/US 42/Old Stage Road/Sears Road/Penewit Road/Cook-Jones Road/Old Stage Road/Franklin Road/US 42/Corwin Avenue/South Maple Street/**Double-D's BBQ**/South Maple Street/Corwin Road/Middletown Road/**Hisey Park**/Middletown Road/North Clarksville Road/Oregonia Road/Corwin Road/Olive Branch Road/Corwin Road/Wilmington Road/South Waynesville Road/Ohio 350/**Fort Ancient State Memorial**/Middleboro Road/Strout Road/Gilmore Road/Ohio 123/Anderson Road/Shawhan Road/**The Workshop of David T. Smith**/Shawhan Road/Stubbs Mill Road/Ohio 123/East Main Street/South Broadway Street/West South Street/**Miller's Antique Market**/West South Street/South Sycamore Street/West Main Street/East Main Street/Ohio 123/Stubbs Mill Road/US 22/**Valley Vineyards**

Yup, that was the tour in a nutshell. Oh, you want photos? Okay, have some photos...



Clifton Mill. Breakfast for the masses. No, Duncan could not complete the pancakes, nobody could...



Miami Valley Pottery looking towards the front where greenware being readied for firing



John Clifford in line to pay – this shot shows the finished pottery for sale at the back of the shop



Parking line at the Pumpkin Barn. Not so great this year – several of us bought pumpkins, but also folks said we needed to take this stop off the list...



The line-up at Hisey Park – group picture



Another shot of the LBC+1 on the tour (big American Iron off the picture)



Not sure of the statement Jeff was trying to make with the socks?



In line at Apple Country Farm – we actually found Red Raspberry Jalapeno jelly (ask Tim about that) and bought many jars.



Even less certain of this statement, help?



Males playing with the wildlife at Fort Ancient

Tail light arguments at TWODTS



Before dinner at Valley Vineyards



Carol pointed out John working on his car at The Workshops of David Smith...



After dinner at Valley Vineyards



But it wasn't enough to rescue the chicken from Michael and Alice...

22 –British Transportation Museum's Chili Cook-off & Cruise-in.

A great time was had by all at BTM's first Chili Cook-off & Cruise-in October 22. Ten crock pots of chili competed for gift baskets and trophies (and the coveted bragging rights). Sample cups with a blind numbering system led to connoisseur tasting and voting. Once you made up your mind, you were invited to pig out on your favorites. Top it with the cheese, onion, sour cream, crackers, Fritos, etc. of your choice and you were bound for heaven. The Beano and anti-acid jokes were everywhere but no ill effects were seen. The stomach pump went unused.





Pot's of Chili @ BTM

46 attendees voted for their favorite chili and Nancy Edgerton won their vote for People's Choice. A well-known BTM glutton selected Jeannie Smith's recipe for the Judge's Choice. Also entered were the chilies of Nancy Stroble, Ellen McCarthy, Chris Clark (Columbus), Mimi Miller, Jim Halas (Delaware), Sherry Bosse, and Amanda Hawker. Thanks to all of the cooks for their efforts. Without them, it would not have been the success that it was. Who knew that there were that many tasty ways of making chili. Thanks also to Amanda Hawker for organizing the event and overseeing all of the details that made it a great event.



The debate on the best chili

All had fun in the company of fellow enthusiasts; the British cars gave the right ambiance; and the chili, deserts, and beverages fueled the evening. The Cruise-in outside featured two beauties from the Packard Museum's collection. Adding to the balance sheet, BTM made money to carry forward its Mission and we gained two new members. Can't wait for next year!

29 – Tech Session – “Operation Bait & Switch”

Harry received his new TR6 frame, but had just one little problem – all the rest of the car was on his old frame. No problem – we bring out the power of donuts! But would that be enough? Barely!



Desserts and toppings!



Notice how we are all standing away from Harry

The Events Tsar was running a bit late to the party, but by the time I showed up there seemed to be a gazillion other MVT'ers there, and why not! I was a beautiful day. Harry had the TR6 up on blocks, but to move the body we

had to lower it a bit. That ended up to be a bit of a chore due to jacks. We finally got the body off the old frame (and it was a mess) and on to a 2x4 trolley. The engine and rear end was swapped over to the new frame (which is a work of art).



Body off – the old frame and its evils, are evident



Body on trolley



Engine and rear end on new RATCO frame – sweet!

Thanks to all who showed up!

November 2016

2 - MVT Monthly Meeting – NEW LOCATION!!!! We are going to be at Archers on East Dorothy Lane in Kettering. This is where Tumbleweeds was and we'll be meeting in the same area. Address is 2030 E Dorothy Ln, Kettering, OH 45420. Dinner at 6:30pm, meeting at 7:30.

12 – “Tech Session 1” – We will be helping Ted with the Stag. 0900 at Ted and Eden's place on Diplomat in Beavercreek. He will have donuts and coffee, which I think we run on around here!

19 – “Tech Session 2” – Harry's or Ted's, Frame or Engine Which will it be? Might we have a dark horse? Who needs to see us eat donuts?

December 2016

3 – Holiday Soiree – Start collecting your brow bag goodies! As usual we will be at Bergamo in Beavercreek. I can smell the food now! We have appetizers and liquid refreshment first, followed by a feast, then followed by the infamous BROWN BAG AUCTION.

So, what is the BROWN BAG AUCTION? Glad you asked. The idea is you put a bunch of stuff you don't want – hopefully some Triumph parts and hopefully something silly that will make us laugh – into a brown grocery bag and then secure the top. Decorations are always welcome, and the more inventive, the better. Duct tape is always fashionable. You then bring the bag and we auction it off to the highest bidder.



Church Whyld trying on his auction winnings

It really is very simple, and what lovely stuff folks put in those bags!



18 - MVT Christmas Dinner – Location will be the Paragon. Time is TBD, but usually early evening for cocktails and later for dinner. Hang on and the Event's Tsar should have info by the meeting.

January 2017



4 – Events Planning and MVT Monthly Meeting - If you want to be in on Events Planning for 2017 show up at 5:30, if you are coming for the dinner and meeting – dinner is at 6:30, meeting at 7:30.

April 2017

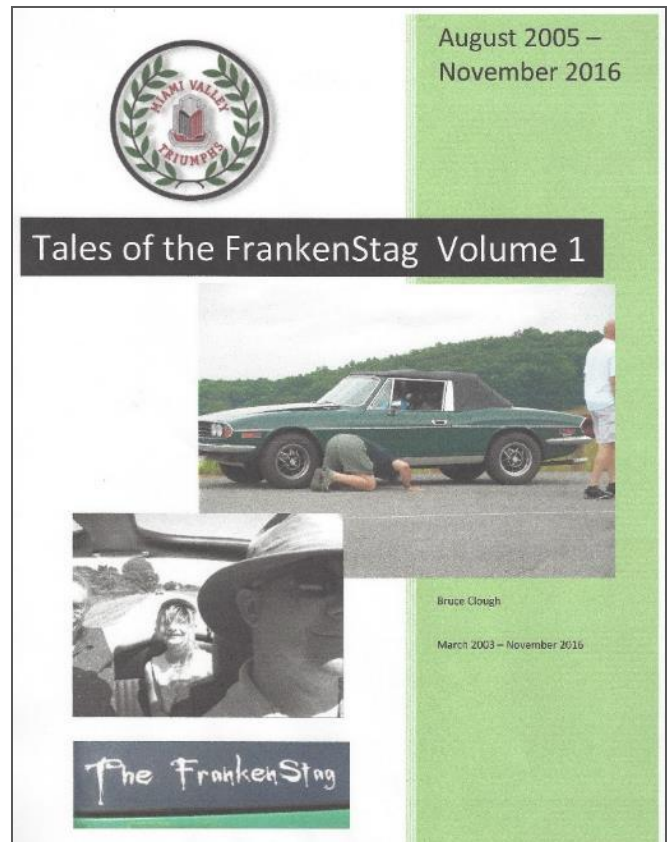
22 – Cincinnati Sports Car Spring Tour – Just in from John Coutant: *“Had a lunch last week and Kurt announced that they are planning a Spring Tour next April 22nd. Remember he put on the big “goat mud” tour 2 years ago but scaled it back to a very small one this year. He said if he puts the work into a bigger event, he wanted to do something that gave back to charity. Still in planning but looks to be challenge to clubs to participate and donate to the charity of their choice. He was taking about up to 7 different routes for different classes of cars (e.g. no 62 Caddys on tiny back roads). I should have more information by our planning meeting in January.”* I think MVT is up for a challenge!

June 2017

21-25 - Triumph Register Of America National Meeting - A quick note to let everyone know that we have selected a site and contracted with the hotel for next year's National meet. The hotel is the Hilton Garden Inn of Columbus/Edinburgh Indiana. Both Columbus and Brown County/Nashville to the west have numerous attraction that will meet the needs of our event. It is located east of the French Lick area that was discussed in this years officer's meeting. They have hosted several car clubs including the Pontiac GTO, Austin Healey, and Cobra groups in the past. Stay tuned for more.

Now available – The Complete Incomplete Tales Of The FrankenStag!!!!

Yep, just when you thought it was safe to come out again, we have released a compendium of the first ten or so years of modified old car blues, or bliss depending on your view.



Only available in electronic .pdf format, there are no plan on moving to hard copy, so order yours today – the price is right – free!



November 2016 - Bruce Clough

bclough@woh.rr.com

Author's note: Resurrected after 27 years, here is an article I wrote for the Marque back in 1989. At that time, before I took my meds, I was much more brash and uncouth. I told it as

I saw it. I did an article series for the Marque where I wrote up product reviews on parts you get from vendors – how well they were and what to look out for. I rated them in fit, finish, and function.

This is my favorite – this got me in hot water with TRF as well as won me the best newsletter publications by VTR. (okay, actually it was the series) It had to do with the lowly thermostat. So, with no further comments, from the distant past I give you:

Repro Report: A Tale of Two Thermostats

It was the best of times, it was the worst of times, and my 30 year old thermostat on The Grey Ghost needed replacement. Better safe than overheated. This started me on one of those journeys to discovery that we watch on TV Sunday afternoon. Unfortunately, I didn't like what I saw! It brings home the lesson that as car owners we must know our car and what should go in it. We also need to examine parts shipped from vendors and know when those parts will, and won't, work as originally intended. Back to the beginning:

While getting The Grey Ghost ready for Spring frolicking I noticed that fluid was spurting out of the radiator overflow recovery bottle's own overflow. Usually this is caused by a dummy (me) filling the system too much, but in this case it was caused by blow by at the head gasket. Never mind, but it got me thinking about the health of the rest of the system. Those avid readers of my rhetoric will remember the water pump replacement, so at least that's good, and the radiator was refurbished when the car was restored. The only thing that wasn't replaced after rescuing the car from a Fighting Illini electrical engineering professor was the thermostat.

Why?

1. It was original.
2. It was the one that came on the car and checks showed that it still worked fine.
3. I'm cheap.

Thirty years old. Now I'm paranoid what if it breaks down? To let me sleep at night I ordered a new thermostat:

Thermostat

- Vendor TRF
- Manufacturer: **Quinton Hazell Automotive Ltd., Nuneaton, England**
- Part Number **QTH100**
- Cost **\$4.50 plus \$3.70 S&H**
- Fit **Probably A**
- Finish **B+**
- Function **D**
- Installation Time **Not Applicable (I never put it in)**

The astute reader is saying to himself "Hmm, Bruce didn't like this part. You're right, I got a part that would fit, but not function correctly. I knew things were different at first glance, it just didn't look like the old one - something's missing. That something was the collar which blocks off the recirculation port in the thermostat housing. A difference which could lead to overheating in the summer unless modifications are done to the recirculation system. A few figures should explain the difference and why the part received won't work as originally intended by the manufacturer. Figure 1 compares the two types of thermostats, original and what I received. The new thermostats lack the collar assembly and a small port in the main valve. So what problems does that cause?



Figure 1 – T-Stats

A bit of background on how the cooling system works first. The following description is from the TR2/3 Workshop Manual, Cooling System Chapter, pages 1-2.

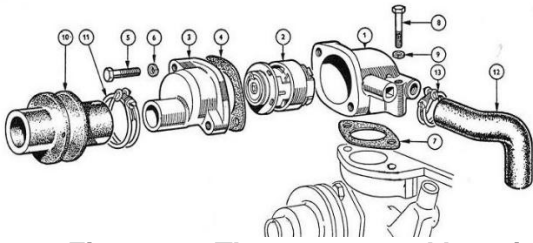


Figure 2 – Thermostat and housing

The Thermostat (Figure 2) is fitted in the cooling system to control the flow of water before the engine has reached its normal working temperature.

When the engine is started from cold, water is circulated around the cylinder block by action of the water pump impeller through matched apertures in the impeller pump housing and the cylinder block. The water circulates round the block and and cylinder head into the thermostat housing. If the water has not reached 158o F, the thermostat will remain closed and the water will pass into the by-pass passage and down to the impeller pump housing to be recirculated through the block by rotation of the impeller, being driven by the belt at twice crankshaft speed.

When the water temperature rises above 158o F (70oC) the thermostat will commence to open and allow the water to pass into the radiator. This new circulation of water allows the impeller pump to draw water from the lower part of the radiator. The thermostat is fully open at 197oF (92oC) and at this stage the bypass is sealed off, this sealing avoids loss of cooling efficiency when it is most required. The radiator temperature for normal motoring should not exceed 185oF (85oC).

So what happens if you put the thermostat I received in? When cold there is no difference, but when warm, water still recirculates without going through the radiator since there is no sleeve to block the bypass port. This decreases the cooling capacity of the system. The cooling capacity of the system is roughly directly proportional to the amount of water flowing through the radiator. The diameter of the main valve is 13/16", the recirculation port, 9/16". The water flow at constant pressure is a

function of the area of the ports, so 70% of the water goes to the radiator, and 30% returns to the block without cooling, i.e, cooling capacity is reduced by about 30%. Yikes. As anyone stuck in a summer traffic jam would note, this loss of capacity can be the difference between coming home and simulating "Old Faithful" at rush hour!

If you happen to have a non-skirted thermostat in your cars, it'll work, but within limits. As long as the ambient temperature is low enough, or enough air is moving through the radiator, or a combo of both, the fluid going through the radiator will cool enough to keep from overheating. The thermostat will just open a bit wider to allow a greater flow through it to compensate for the bypassed fluid. However, on a hot day, or sitting still, the fluid temperature will heat up enough to push the thermostat wide open. Once that happens you have reached the maximum radiator flow limit, and the heat will start building up. If the engine is not shut off, or forward motion doesn't begin, there is the possibility of overheating, loss of coolant, and even engine damage. Now, I'm sure that some of you are driving around with the wrong thermostats in your car for quite some time and are saying "We're running fine, I haven't overheated yet". Don't push your luck, stay out of hot "climes", and avoid rush hour.

Back to my problem at hand. The thermostat I received doesn't block the bypass. Thus even though it fits, it won't work correctly. The part simply isn't a good replacement for the original, and I don't consider it a true replacement part. I assume that vendors will sell me a correct part, or if not the correct part, notify the customer that this part will fit, but is not a direct replacement and modifications are required, either in driving habits or system changes. If modifications are required, they should detail the modification required, the tools/expertise it takes, and the time required. The owner should be warned of the consequences of ignoring the modifications. In the case of the thermostat, the failure to do modifications could result in overheating and inconvenience on his/her part, and possible engine damage. A

bit severe? No, I don't consider this severe. I know that the technical staff of the part suppliers are composed of people who know TRs. I have to assume that they know this part is not a direct replacement. I'm assuming they offer the part as a courtesy to those in need because the right ones aren't available, and a little is better than nothing.

That's fine, and you can live with it if your informed, but what compounds the problem is most TR owners don't know what a correct thermostat looks like or how their cooling system works. Most TR owners never had the car originally, so, when they need a new thermostat they will accept the vendor part verbatim. In addition, those having work done by a shop must be extra careful that the shop doesn't put one of these thermostats in without informing the owner because they probably don't know any better either. The problem isn't totally the vendors, as car owners we should know the operation of our cars so we can spot problems like this before they occur.

This outlines two different problems. The first is the lack of a true replacement part. The second is owners who don't know the operation of their car and will put wrong parts in. You should know your car and suppliers should sell the right part or warn of required changes. Two lessons learned.

So what about my problem at hand? I either have to find a skirted thermostat that works or modify my cooling system so it doesn't need one. If you can't find a skirted thermostat that works buy Bob Schaller's "More BS About TR's" which gives the only alternative if you're stuck with the replacement thermostat. You can get it from TRF. I didn't want to do this since it would require blocking the bypass, and I didn't want to take the pump housing off the block to do this right. Besides, my engineering "gut feel" says that you should have water circulating to eliminate the chance of hot spots, especially farther back in the head I'm not going much further into modifications required for using replacement thermostats, except to say that a hole needs to be drilled in any plug to insure that water can circulate to eliminate hot spots. More tips can be found in Bob's

book, available from Bob, or give me a call and I can get the info to you.

Back in the garage, I was reaching for my pipe plugs to block the bypass when I remembered seeing somewhere that British Frame and Engine (run by Ken Gillanders of TRSC) was selling OEM thermostats that he finds around the world. A quick call confirmed the fact that he did stock them, but only one was left. More are expected soon. Needless to say I had him ship it to me.

Thermostat

- **Vendor** British Frame And Engine
- **Manufacturer** AC, England
- **Part Number** N/A
- **Cost** \$22.00 plus \$3.86 S&H
- **Fit** A
- **Finish** B
- **Function** A
- **Installation Time** 0.75 Hours

The thermostat was an AC reproduction of the original Smiths unit, but performed the same in every way. You could tell it was new old stock, there was a slight bit of tarnish on it. These are old thermostats, so I checked it out on the stove before installation. It worked fine so in the car it went. Fit was perfect and it worked like a champ. The only thing bad about it was that it was a 187oF thermostat, a bit warm for me, but beggars can't be choosers.(Note: later on I found a 158o thermostat and put that in.)

Wrap up

To be fair, from looking at my parts catalogs and supplier's price lists, TRF isn't the only supplier that sells "replacement" thermostats, they all do (or almost all). Makes sense, the original has been out of production for years. To be even fairer, TRF doesn't even list a thermostat, you have to ask for one. There seems to be a universal problem with supplying a proper thermostat, probably due to manufacturing difficulties (more on this later). I brought up the thermostat issue with The Roadster Factory. I was told that the reason

the thermostats weren't listed was because they were the wrong thermostats and were only sold to people who sounded desperate. When I ordered one over the phone. This might be the case, but I didn't sound desperate, and I got a thermostat anyway. As I alluded to above, I did go through my latest parts catalogs to try and find a disclaimer on the thermostats. I couldn't find any in the catalogs I have. Going to the big suppliers, I've checked Moss, TRF, and Victoria British. Being the largest of the vendors I'd expect them to say something first. As far as I can see none say anything. Moss shows the early thermostat in their catalog, but looking up the part gives a cross reference to another "replacement" thermostat, a call confirms that it has no skirt, but Moss is looking into sources for the correct ones. Victoria British list a thermostat for \$4.95, the picture shows a collared thermostat, but the price says "replacement"(every skirted thermostat I've bought new was over \$20 - so the \$4.95 is circumstantial evidence, but I think it will stick). As I mentioned earlier, TRF doesn't list thermostats and is supposed to warn customers of the use of replacement thermostats, but I never received a warning. My sources tell me that somebody is trying to get several thousand thermostats manufactured in England. Supposedly, the original tooling is still around and can be used. I have no idea when, or if, these will show up on the streets. I've been told that the process to make the original thermostats is a "lost art". I'm openly wondering if anyone has ever approached a manufacturer and asked them to build something that meets the thermostat requirements, not whether they could make something that looks like the original. This allows more options, and possibly a solution. Just a thought. Meanwhile, I'm somewhat concerned about vendors selling the replacement thermostats. To me this boils down to a matter of trust. We trust the vendors to sell the proper part, they trust us to write checks that don't bounce. Speaking for myself, I don't have time to worry about the fit and function, I push that

responsibility on to the vendor. I don't think that's unreasonable, I'm a customer who's paying for a service and I'd like the correct part. In this case I think all vendors should be careful about selling the correct parts. Maybe this is the one part where problems like this crop up, maybe not. I'd hope that all vendors will review their parts list to insure correct parts are being sold. I'd like to think that I can open the box and stick the part on the car and it works (or I'm given proper modification instructions). That's the way it should be - as a customer I would expect no less. In closing, what can we do to insure that the correct part gets on the car? Just two things: Inspect each part when it comes in to insure it's the right part. This assumes that we...

- Know as much as possible about how our cars work so we know what's the right part.
- If you don't get the right part, bitch.

I hate to use this quote, but as President Reagan said, "trust, but verify". Order the part, but make damn sure it's the right part. Anyone want to buy a thermostat...might it fit a TR6? *So, there you have it, an article going on 30 years old that landed me in hot water with TRF, an award from VTR, and a fine appreciation of thermostats. At last time I checked TRF still had some of Bob Schaller's books available, and have been for quite some time selling the correct thermostats!*

Tales of...



November 2016 - Bruce Clough

"If women don't find you handsome at least they find you handy" - Red Green

The Radicalization of a Dash



Last month I wrote about the dashes the Grey Ghost had gone through over the years. Then I realized, that was nothing compared to what the FrankenStag has gone through – almost tormented by me.

So let's head back to 2004. Later that year it dawned on us (okay, me) that we needed a convertible the family could ride in – I needed a back seat, but the Triumph choices were slim: pre-war roadster, 1800 or 2000 roadster, Herald, Vitesse, or Stag. I'm not really a fan of open fender roadsters, and Herald-based chassis cars back seats are too small, so maybe a Stag would work, but I hate working on that engine in that engine compartment.

Then Doug Braden offered to trade me his Stag (4.3L V6 with a Turbo 350 tranny) for our TR8. Alice, we have a family car! Well, it wasn't quite as easy as that – I had some engineering to do, and one of the things was trying to get all the gauges and other stuff in the dash working. First of all, let's look at a "stock" Stag dash:



Dead Stock Stag Dash, no not ours...

Nice fit and finish, plenty of wood, lots of gauges and controls. I was looking at something kinda similar:



FrankenStag Dash when we got the car

The only issue was that a lot of the lights, switches, and gauges didn't work. Some because they were not connected, some because they were broke or worn, and others simply because they couldn't (like connecting the Turbo 350 tranny to the Smith's speedo, or using the GM temp sending unit on the Smith's water temp gauge...). The parcel shelf was broke and the wiring behind it all was a real mess.

First thing I did was try to get the instrumentation working as well as a sound system, put the parcel shelf back in and clean up the wiring – I wrote about it at the time:

"I've also gone through and updated the instruments. I had to replace tach and speedo as they could not work with the engine/trannie combo the car had in it. I also went to an electric oil pressure gauge (someone had put a mechanical one in where the original clock used to be, at least they used a Smiths!), vacuum gauge, new voltmeter, big temperature gauge, new gas gauge (turns

out the Triumph sender is in the right range to use the aftermarket one). I also put in a clock, that works! I moved the idiot light cluster to the side of the steering column where I might have a better chance in seeing them, chance I say... The clock will be moved to the non-functional passenger vent and another voltmeter installed that directly reads battery voltage, not the "green" wire system voltage. This has a secondary use of letting me know when I left the battery cut-off switch on."



First "fix" of the dash – this would only last for about a year

I also discovered that the reverse lights were always on. That's because they were wired to a seat belt light buzzer switch (if you didn't have belts on, and the car could move, it buzzed) rather than a reverse light. That they worked in reverse for a while was just serendipity. I put in a manual switch until I can update the shifter.

I also eliminated the driver and passenger face vents. The passenger side was broken and since the top was down 90% of the time a side vent was deemed superfluous. They made perfect clock and gauge locations. I also went with all AutoMeter gauges from Summit Racing – this would start a relationship with Summit that still gets me catalogs today...



Close-up of dash – note where I put the radiator fan and fog light switches – under a smaller tach where the old tach went.

You will note that I took out the busted glove box and mounted a cassette deck in the glove box front. I also added a CD player on a vibration mount. Ugly, but worked. I think I had it in this configuration for over a year until I decided to actually put in a shifter that would work with the Turbo 350 tranny and tell me what gear it actually was in. I also put in an AutoMeter speedo that allowed you to calibrate it and matched the GM tranny.

So, next summer came and I finally decided to solve the sloppy shifting (the Stag shifter was mated with the GM tranny – what would you suspect would happen...) by putting in another shifter.



Goodbye central shifter, console, and dash parts!

I chose a B&W Hammer Shifter which meant the center console had to disappear - the B&W has its own console. That meant I had to find a home for the stuff that was in the center console, about three switches, and the heater controls. To have a reliable shift into reverse and know what gear it was in was worth it. For the heater I eliminated the hot-cold valve and just left the choice of air movement to defrost and warm feet. I moved the window and interior light switches to a small wood panel mounted to the center bottom of the dash along with the heater fan switch. I replaced the small tach with a bigger one to match the speedo. I also replaced the Cassette deck with a CD one and moved the switches that used to be under the tach to left of the radio. The wood glove box front started to fall apart at this time (bad glue for that plywood??) so I made a new panel from plywood and covered it with black vinyl and screwed it in place.



Next iteration of the dash showing the black vinyl radio/switch panel

This dash lasted about another year. I then was trying to update some cooling fan operation in the engine compartment as well as clean-up some engine wiring. Attempting to trace the wiring under the dash I ran into the rat's nest of wiring which was the result of three prior owners and myself. I decided it was time to make these wires neat, and to get to the wires I had to take the dash back apart (note that at time I was using a TR6 heater box rather than the Stag one). Here is where the narrative picks up:

"Next thing to do was to start putting the dash together. I made a decision that I wanted to get a glove box again as well as move the cigarette lighter (aux power plug) to the dash. This meant I had to do something with the radio and switches I had there in place of the original glove box. I also wanted to get rid of the ugly panel I put under the dash for the power window and interior light switches. But where to put it? Hmmm, no Stag heater, no vent function, so out came the center console vent and in went a switch panel, covered with a vinyl that matched the car color.



The dash torn apart to get at the wiring harness

The toggle switches are all lit so you know when something is on. Now to get a plaque made up that says what these switches are! I know, but others need to.

Staring at the instrument cluster, it was time to fix this. Duplication and ugliness. I mounted the idiot light cluster back in it and took out one of the voltmeters. I also got rid of the non functional brake warning light and the non functional rear window heater switch, the wires to run these having been corrupted by a prior owner. Off came the high temp light – another thing not working, and I got rid of the hazard flasher switch light (like I don't know where that switch is...). I then modified the instrument cluster wiring harness so it was using the right number of the right wires to do its job, writing down what I did. I probably got rid of another mile of wiring. I also switched the instrument lighting to LEDs rather than bulbs – something I'm gradually doing all over the car. Prior to this I decided to cover the less than stellar dash wood with more of the green vinyl. Result looks very "roddish..."

Now to work on replacing the idiot light bulbs with LEDs – since they don't make LED lights in that miniature screw-in base I'm going to have to build my own, which is why I bought a spare cluster off ebay...

Where the glove box was a CD player is, or I should say was. I had yanked that to put in a home-made glove box – now to put some gloves in it. Next to it I put in two aux power plugs and arranged a stereo jack so the output of an MP3 player could be fed into the amplifier. I left in the clock, but I re-did the panel behind it in vinyl. I put back in a short control cable for the heat/defrost selection. As much as possible I used green, or green paint. I've got the theme going...

An interesting thing during this reincarnation of the dash was the elimination of the radio. This was when I started using MP3 players and phones that had music functions with a remote-mounted stereo amp. Where the radio was I put in another glove box – more a "cubby hole". And a great one it was since when I accelerated everything flew out of it. Hadn't seen that coming!



New Center Dash Switch Panel



Okay – next reincarnation of the dash. Switches moved to the center of the dash, and all dash panels covered with green vinyl rather than wood and vinyl combo it had been



Another view of the dash at this stage. Note the air direction “T-handle” switch in the dash next to the glove box...

It stayed like this for quite a few years. In the summer of 2012 when we replaced the V6 with the TR7 drivetrain I had to completely rewire the engine compartment, so that meant the dash came out again and I had a chance to update. I went whole-hog. I noted that in the article I wrote at the time (below).



Dash back out again as part of the engine swap of 2012

“Officer, I can explain!” It’s very simple. I wanted two wiring harnesses going forward from the dash. The left (driver) side one was going to be the engine harness, the right side was going to be the front lights’ harness. To do that meant I needed to relocate the wires that run from the left side of the dash to the front (turn signal and parking light) to the right, and the engine wires in the right (basically the starter power wire) to the left. Oh, I also wanted to minimize the number of wires in the engine compartment so things look clean. To do this right meant I had to rip apart the dash wiring harnesses.

For those who have never redone wiring harnesses, re-running wires, cutting wires, making the connections with solder and shrink wrap, etc. takes time – let me rephrase – doing it right takes time. Plan on spending some quality time in the garage and going through a few nylon wire ties.



New dash instrument cluster being wired up – note I was still using the original wood one covered with vinyl.

While I was at it I made a few modifications to the modified dash to eliminate superfluous stuff:

Eliminated oil pressure gauge – face it, you have the gauge there to tell you of a failure rather than to look for trends, but a light and a buzzer does that much better from a human factors point of view.

Eliminated Speedometer – If you are good, you can calibrate RPM to speed within gears. If you aren't good you can use the GPS as a speedometer. I can do both.

Eliminated vacuum gauge – I can hook one up in the garage if I need to for trouble-shooting rough running.

Eliminated clock – see the GPS argument, oh yeah, the iPod “sound system” has a clock also...then there's the cell phone...

Eliminated cubby hole – all that was good for was dumping its contents on the passengers lap under acceleration, and all I ever put in there was the owner's manual and sunglasses.

I kept the 12V power outlets and everything in the center switch cluster. Doing these mods, as well as making the battery power connections under the right side of the dash and eliminating the separate headlamp relays (since I was both reducing the number of lights and replacing the illegal 100/80W H4 bulbs I had been using), meant I got rid of a lot of stuff from the car.



Dash just before the TR7 engine was put in the car



Shot of the dash showing better the “cleaner green” look

I updated this further in the Spring of 2013. I was tired of the chrome (or fake chrome) surround of the AutoMeter gauges, so I replaced them with a row of smaller black VDOs and the idiot light cluster. The air direction selector and fan speed was moved to the fan (and accessed by just reaching under the dash) and the emergency flasher moved to the switch panel. The original instrument cluster wood piece had to go and a vinyl-covered aluminum one was used instead. This is how the car looked from 2013 to about three weeks ago (although I put back in an FM radio/SD card player later in 2015).



Backside view of the updated instrument cluster using a aluminum sheet to mount them in. This actually was a shot when I went to replace it since the contact adhesive was letting go along the edges...

In September of 2016 I went back using a Stag gas tank (Thanks Ted & Eden!!!!) so I couldn't use the VDO gas gauge, using an early 70's Smiths gauge instead. To install this (and to eliminate a separate set of USB ports I put in the car in 2014) meant that the dash had to come out again. I also found out I was out of sheet aluminum, but I was not out of Plexiglas, I had a lot of that. Perfect!



See-through dash. Now I can see the smoke coming from the wires before it come out from under the dash!

What was better for The FrankenStag than a see-through dash? Nothing, that's it! So I made new dash inserts, including the top grille (where the GPS that I use as a speedo is mounted). Results were interesting, fitting the character of the car almost perfect.



Oh the nakedness of it all!

Of course the best part of this is now I can replace the white under dash courtesy lights with green LED strips at the top of the dash. Awesome!



Perrrrfect – green glow at night from under the dash...

While I was at it in September I put back in a normal trunk floor and obviously re-arranged the spare tire mounting. Nice to have a flat-space again in the trunk.



Back to the normally cluttered Stag trunk with a flat floor...