



The Marquee

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



Fun at the Market Car Show

June 2017

Dues are Still Due!!!

May is our traditional MVT membership renewal month. You will note that it is now June, which means that if you have not paid your dues they are really due! Renewal dues are \$20 and provide you not only with great camaraderie but also the inside scoop on all things MVT! Pay via cash or check (payable to MVT) at the June 7th membership meeting or enlist the assistance of the US Postal Service and mail your check to Miami Valley Triumphs, PO Box 144, Bellbrook, OH 45305. Thank you – don't make us come after you (just kidding...)!

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 marquee. 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

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 Marquee 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.

<http://archerstavern.com/archerstavern/>

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.

This month's contents:

- Old cars and new people
- Officer's Reports
- Events
- MVT Classifieds
- New MVT Flag Info

Officer's Reports

President's Report

Hope to see you at Archer's Restaurant on the 7th of June. I encourage anyone who knows club members who are not regularly attending, to give them a call of invitation.

May was a good Driving month. I went south bound to the Florida Keys on the 7th, back in town by the 20th. The TR3 got me there and brought me back, some 3000 miles. Florida was hot (94 - 96 F) and humid. Found some new clothing that helped keep me cool. We drank a lot of water, wine and beer. Key West is not a destination any more. Having been there, have no strong desire to go back. We did have a big group for this trip, 13 bodies and ten little sports cars and one largish Ford Crew cab truck (easy to spot in traffic). Details of trip will be an as-yet-unwritten story, coming to you about August. Took 200 pictures just to help Bruce flesh it all out. (*Ed: 200 pictures? Lordy, lordy...*)

Yet to occur in May is the Dayton Market Street show and I hope the club gives Harry and Pete's event good support.

So, we are coming into June. Big events this month are the mid-month Bourbon Tour and Triumph Register of America National Meet in Edinbrough, IN., about 2 hours away and just below Columbia, Indiana. That venue that should get strong support from our club.

If you have not registered for British Car Days, Dayton, I invite you to do that before too long. Several in the club are registered already. .

My sense for this year is that the club is doing a lot for the members in the way of Tech sessions and small get-togethers to work out car problems, and that's good to see. Please consider the engagement of young people to help keep the traditions of the British Sports Car movement alive and well.

Best regards, Stan Seto

Vice President's Report

No report this month. DO we smell? Is there some reason he doesn't send us a report? Danny, we are lonely, we desire a report. We have searched the world over for a report. We have asked sages, gurus, and oracles for the report, or a glimpse of a report, but the answers are all the same: "Answer fuzzy, try again."

While we send out Magic 8-ball out for calibration we await your report at the meeting, may it be all that it's cracked-up to be.

Treasurer's Report

Treasurer's Report: As of 1 May 2017, the club account had a balance of \$2640.31. For the month of May the club income from 50/50 was \$18.00, membership renewals for \$420.00 and \$50.00 for car show to be matched for donation to food bank. Total income for May was \$488.00. The club had the following expense: mailing of the marque for \$6.10, a donation to "Dayton Food Bank" for \$100.00 matching the car show receipt, \$107.24 for new tent and \$47.70 for web site construction. Total expenses for May were \$261.04. The account balance as of 1 June 2017 is \$2867.27. Please remember that May was Membership Renewal.

Membership Chair Report

While you are preparing your budget for the month of June, and you have not yet paid your annual dues, please do. Don't make Guido come after you. The dues are \$20 and can be paid by cash or check (payable to MVT) at a monthly membership meeting or by mail to Miami Valley Triumphs, PO Box 144, Bellbrook, OH 45305.

If you have any dues related questions or concerns, please let me know.

Thank you!

Valerie

Marque Editor's Report

A little less verbose this month. We had a lot of events going on, both in the Triumphs and out, that kept me from putting as much stuff in here as I would have liked. It's amazing how long we can make these newsletters when printing costs are not a worry. I remember when I was editor back in 1985 and that was a big worry, but then again, we ran our treasury out of a shoe box...

MVT Events

Public Shout-Out to Steve Miller of MG Automotive – Steve noticed at the Market Car Show that I had lost most of my master brake cylinder fluid (due to an internal master cylinder failure due to age) and flagged me down. Thanks!!!!

Past Month's Events

MVT Monthly Meeting – 3 May 2017

The meeting was called to order by President Stan Seto at 7:36 PM with a hail to the Queen. There were 25 members in attendance.

Agenda

Changes & Addition) – no additions or changes

Officer's Reports:

President –President Stan Seto said his TR3 is back on the road – he is getting it ready for a trip to the Florida Keys. Stan said he would like to see us set up a call system to remind members, (who do not regularly attend meetings), of the date of the next meeting to encourage attendance.

Vice President – Dan Stinson said he was glad to be here and glad that Stan was in attendance.

Treasurer – Harry Mague reported we have \$2640.31 in the account after expenses. Liability insurance has been approved and is all set. Harry reminded everyone that club dues must be paid in May.

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

Membership Chair –Val Relue reported that we have 44 members. She reminded us that May is the month to pay club dues and they can be mailed to her home address. Dues remain \$20 per year.

Events Chair – Recap of March Events

April Review:

* Indian Creek Distillery trip was very nice. The group learned a lot about distilleries. They have the oldest working still in the US. The best part of the tour was Christine Yanity's face when she tried the whiskey – Priceless!

*Jim Sipos thanked everyone for helping at the tech session in Columbus. He is getting closer to getting it back on the road!

*The Spring Class Driving tour had about 110 cars running that day (not too many triumphs due to the weather.) A donation of \$100 was made to the Dayton Food Bank.

UPCOMING EVENTS

May 5 – Tech session at Bruce & Alice Clough – the garage will be open from 9-11 for anyone who wants to use the lift or needs help.

May 13 – Western Wine Tour will begin at the Old Schoolhouse Vineyard & Winery located at 152 Ohio 726, Eaton, OH 45320 at 1:00

May 20/21 – British Car Day XXXIII at Quaker Steak & Lube in Columbus. More information at:

<http://events.r20.constantcontact.com/register/event?oeidk=a07edp6x4m1b13df2df&llr=aabpbbmab>

May 27 – 2nd Street Market Show. Harry Mague says he needs help with parking. There is an open house at the British Car Museum after the show. He currently has over 30 door prizes. We will be looking for a new venue for next year as the Market is getting so crowded that there is no room for us to park. Possibly near Austin Road area.

June 10/11 – Cincinnati Park Car Show. There will be a tour of the Packard Museum.

Week of 11-17 – Bourbon Trail Tour mid week. More information will be coming.

June 21-25 – The TRA Nationals will be held in Columbus, IN. The Clough's and White's will be leaving at 9:00 on Tuesday, June 21 if anyone wants to join them. They plan to make a few stops on the way.

June 22- 25 – Mid Ohio Heritage Grand Prix. For more information: <https://svra.com/events/2017-vintage-grand-prix-of-mid-ohio/>

Committee Reports

Regalia – Pete Stroble was absent

Technical –John Coutant asked for feedback on alternators in generator form. Bruce wondered about the logistics of the shape. John Clifford asked for recommendations for someone to bend pipes for the exhaust system. Don Bigler said they used someone recently and would call with the information.

Spare Parts – Bruce Clough would like any old wire harnesses be given to him instead of disposing of them.

Marque - If you have something for the Marque, email Bruce at clough-owenclough@outlook.com. He would like article submitted. Please let him know if you find errors on the webpage. Our new club email is: miamivalleytriumps@gmail.com.

British Car Days –Stan Seto says we have 9 cars registered already. There are 2 vendors signed up for the show, AAA and White Allen (they will be bringing Land Rovers this year).

Old Business –Lorna Ball found a 10 x 10 tent with sides for \$100.00. Alice Clough made a motion to purchase the tent, Bruce Clough seconded. There was discussion on a plan B, if the tent was not available, but Lorna assured us there are plenty in stock. Motion carried. Greg & Val Relue brought copies of the flag to vote on purchasing. After MUCH discussion, it was decided on the version that spells out MIAMI VALLEY TRIUMPHS. Then we discussed colors. After much more discussion, it was decided on a beige flag with dark green writing. Scott Huey made a motion to purchase the flag, Bruce Clough seconded. Motion carried and Greg will be ordering the flag.

New Business - none

Split the Pot – Lois Bigler was the winner of \$12.00

Motion was made by Tim Moore to adjourn the meeting, seconded by John Coutant. Meeting was adjourned at 8:21PM.

Submitted by Patti Clifford, Secretary

Spring Lube and Tune

Bruce threw open his garage for those that wanted donuts, coffee, and a reason to get their hands dirty. A few MVT'ers stopped by, but none brought a project so we spent some quality time on The FrankenStag replacing a temp sensor. All had donuts, all had coffee. All had fun.

Western Wine Tour

I (Bruce) put this together since I think folks think I am Southeast-Dayton-Centric. Okay, I am since that is where I live, and as a child of Appalachian ancestors, the lure is to the south and east away from the glacial till plains. That said, there are some new wineries in the till plains to the west and north, so I decided to put a tour together to cover those. Heck, wine is wine. Maybe...

We met at the Old Schoolhouse Winery just north of Eaton. This is one class place – wine was decent and they actually have vintner running the operation – and they had food (okay, it was

cheese and crackers in packages, but food is food) , which was good since we had no lunch.



MVT Team at the Old Schoolhouse Winery enjoying the wine, crackers, and conversations

We sampled their wares, bought a few bottles, and headed north to Kennedy Winery.

Avoid the Kennedy Winery.

Okay, I'm sure their sweet wines are fine, but the dry and semi-dry ones are, uh, not that great. We has a red called "Twisted Oak" that only I was able to drink. It reminded me a lot about experiments gone bad. The only good thing was there was a sweet or two that was drinkable, but I don't drink sweets as a rule. We ran away. We didn't even take a picture.

We ran away to the Bear's Mill. Not a winery, but we were in the neighborhood and we like the place. They have unique foods for sale as well as artwork from local renowned artists. As usual, the wares are good and I bought a jar of Maple Bacon Onion Jam, I kid you not!



See. I'm not kidding!

From Bear's Mill we headed to the AR Winery, but about halfway there the float valve on one of the Moore's 250 carbs decided to stick open. That put us on the side of the road for about an hour while Tim fixed his car, I got wounded, and Tim collected a chicken (more on that later).



Tim working hard for his chicken!

Once underway we got to the A. R. Winery. Again, the sweet stuff ruled, with the most interesting thing being a lime-flavored wine. Not my tastes, but what the hay. It was there that the Rutledges caught up to us and brought Tim a chicken they found at a pet store – no, not a live chicken, but a dog toy. Tim loved the chicken.



Tim and his chicken, never to be parted!

We decided to not go to the Old Mason Winery due to time and the fact we know their wines are decent, and headed to dinner at the Hickory River BBQ in Tipp City.



Empty plates at dinner!

The food at the BBQ was excellent! We said good-byes there and headed off into the sunset. Only the Old School House Winery received a passing grade from me - the other two we visited are not of my liking. As I said, the Old Mason Winery was not visited, but the last time we were there the wines were palatable.

2nd Street Market Car Show



MVT Winners – John, Roy and Tim. I think we need to work on Roy’s fashion...

May 27th dawned a bit iffy – low clouds, rain the night before, a chance of rain later on in the day, but I got out the TR7 and Stag and got them ready for the drive (essentially checking oil, tires, and switching garage door openers). Alice, Bridgett and myself headed on down a bit past 9AM. Drive in was dry and uneventful. Plenty of parking. Alice and Bridgett headed off in search of breakfast while I wandered around cars. Here are a few shots of the cars at the show:



Triumphs



Big Healeys & Jags



Minis, Old and BMW



Sprites, MGs, and the Lone Sunbeam

At the end awards were given out. John Coutant, Tim Moore, and Roy Owens all came home with

hardware – great job folks! So what did I learn at the show?

- Brake Fluid Leak – found out most of my brake fluid had leaked out of the master cylinder, glad I keep a bottle in the car! More in “Tails of The FrankenStag” later in this month’s Marque.
- Triumphs rule – what was with all the Triumphs compared to other marques? Usually the MGs have a larger crowd – not this year.
- Crash? When we were leaving we saw an accident on 3rd Street east of Keowee – it looked like a MG-T series roadster (with suicide doors) crashed up on the sidewalk going westbound. The car looked grayish in color – anyone know who that was?

We tip our hats to the British Transportation Museum folks for hosting the show – thanks! A good time for all (except my brake master cylinder...)

The Upcoming Events

June 2017

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.

10/11 – Cincinnati Concours - Ault Park, Cincinnati Ohio - Sunday June 11, 2017. Discount 2017 Car Show Tickets Now on Sale!

<http://www.ohioconcours.com/>



13-15 – Bourbon Trail - Back in 2013 we made a few stops on this, now’s the time for the rest of the story. Buffalo Trace, Woodford Reserve, Jim Bean, Maker’s Mark, Willett, Four Roses, Wilderness Trail, Jefferson Reserve, Barton’s 1792 Distillery, Heavenly Hill – many places to visit! The only question is – can we?

Early on the 13th we will rendezvous in West Chester at the Bob Evans, off Union Centre Blvd near the Muhlhauser intersection. Be there at 8AM for breakfast and we will leave at 9AM. First stop is Jim Beam’s American Stillhouse. Okay, probably we will do a pit stop beforehand... After that we will head over towards Bardstown KY to work the distilleries in the city. We will stay that night around Bardstown and have the usual tourist dinner at Talbot’s Tavern, then the next day we will head via distilleries and the random winery towards Lexington and stay around Lexington the night of the 14th. On the 15th we will head north to the wineries around Cincinnati and then home. This is a “drive your daily driver” event and feel free to invite friends along. Since it involves tasting demon liquor we will be watching each other and enforcing designated drivers. To this date all on the runs have managed to stay sober and safe and we plan to continue that.

Lodging Information

Night of the 13th – General Nelson Inn, 411 West Stephen Foster Avenue • Bardstown, KY 40004
Reservation Line: (800) 225-3977
<http://www.generalnelsoninn.com/> (as of the time of this writing they are updating the website so you have to make reservations on phone).

Night of the 14th – Capital Plaza Hotel in downtown Frankfort, KY - <http://www.capitalplazaky.com/>

Make hotel reservations now. They do have military rates just in case you were asking Chuck...



Rik Barns, Heavenly Hill Distillery



Don't ask...

We will be picking designated drivers and watching so folks do not drive after they have tasted too much. What's there not to like in moonshine aged in burnt barrels?



21-25 - Triumph Register Of America National Meeting at the Hilton Garden Inn of Columbus/Edinburgh Indiana. Alice, Bruce & family will be heading over to Columbus on the 20th. We will be meeting at the Another Broken Egg Café at Austin Landing (<http://anotherbrokenegg.com/location/miamisburg>) around 9AM and from there drift over to Columbus at a leisurely pace. At least one winery on the way is open. Don't ask me how I know that. Wednesday morning we plan a visit to Brown County before the official TRA events kick off. More info the TRA Website - <http://triumphregister.com/tra-national-meet/>.

22-25 – Vintage Grand Prix of Ohio - Mid-Ohio Sports Car Course, Lexington, OH

<http://www.svra.com/events/2017-vintage-grand-prix-of-mid-ohio/>

July 2017

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.



MVT Summer Party from distance past – I see Jim and Cathy Quillen in this picture! (Cathy thinks it's from 1994...)

8 – MVT Summer Tour & Party – We will take a calming afternoon summer drive through pastures a plenty and end up in the Ball's lap for a MVT blow-out party. Steaks provided by MVT and cooked by Ellis.



CINCINNATI BRITISH CAR DAY JULY 9, 2017

- DOOR PRIZES
- COFFEE/DONUTS
- FOOD/DRINKS
- SPLIT THE POT

- SNO-CONES
- DJ MUSIC
- VENDORS
- OVER 70 AWARDS

FEATURING OLD AND NEW MINIS



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

SPECTATOR ADMISSION
ADULTS - \$5.00
CHILDREN - FREE

9 – Cincinnati British Car Day - Harbin Park, Fairfield, OH. As with most prior years MVT will meet in the Middletown area (or maybe we pick the western part of West Chester??) and drive over as a group. More info:

<http://www.bccgc.com/2017-british-car-day/>

29 - Yanity-Clifford Tour – The date is set, now the suspense builds as John and Chris develop the wonderful tour that will keep us on the edge of our sets!

August 2017

2 - 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. Due to the celebration of the Events Chair's birthday his dinner and cake will be on the club. Now we'll see who really reads these calendar items!

3-5 TRF SUMMER PARTY 2017—We Will Stick to Our Traditional Dates, August 3, 4, and 5. Cost Will Remain the Same as Last Year at \$99.00 for One Person in One Car—Other Options Will Be Available. Price Includes Driving Events, Car Show, Field Party with Picnic Feast, Event T-shirt and Lots More. Camping on TRF Grounds Is Available, Hotel Rooms Will Be Blocked, and Everyone Will Have Fun Driving Cars, Eating, Drinking, and Socializing on Our Beautiful Farm and All Around the County—You Know, “The Usual Thing...”



DAYTON OHIO

BRITISH CAR DAY

MG CAR CLUB SW OHIO CENTRE MIAMI VALLEY TRIUMPHS

5 - Umpteenth-Annual Dayton British Car Day – let's get ready! As mentioned above you can register now at:

<http://www.britishcardaydayton.com/>

Yes, we will be looking for volunteers, yes, we will be bugging you to get registered, so why don't

you just save the grief and volunteer/register now?

12 – Indy BCD – Info forthcoming



16-19 – Vintage Triumph Register National Convention, Princeton NJ - <http://vtr2017.org/>
The Events Chair is planning on going this year – FrankenStag away! The VTR site is fully functional for hotel and meet registration. We will make this at overnight trip heading there and back, but exactly where those stops will be is TBD right now.



27-30 – 9th Annual Put In Bay Road Race Reunion - Classic sports car owners recreate the post WWII road races around the island from 1952-1959 and again in 1963. More info can be found at:

<http://www.pibroadrace.com/>

September 2017

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.



Dayton Concours d'Elegance at Carillon Park

16/17 – Dayton Concours - <http://www.daytonconcours.com/>



16/17 – Mothman Festival – Pt Pleasant WV, who wants to look at shiny cars in a Councours when you can celebrate the Mothman?

22 – Farm Stand Tour (Orphan Auto Show????)

29 – Yanity Run? (trip to Little Miami River Café)

October 2017

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.

7 - Wine Tour North? Need host

21-22 – Fall Foliage Tour – Possibly to West Virginia This Year

November 2017

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.



4 - Guy Fawkes Tour and Party – who is Guy Fawkes? Well, let's just say that had he succeeded in his dastardly scheme the world would be a bit different!

<http://www.who2.com/bio/guy-fawkes/>

16-19 It's a Wonderful Life: A Radio Play – Undercroft Players. This beloved American holiday classic comes to captivating life as a live 1940s radio broadcast. The story of idealistic George Bailey unfolds as he considers ending his life one fateful Christmas Eve. Auditions Oct. 3 & 4, 2017

***Special Note: We will have commercials for local businesses during this production. If you would like to purchase an ad for the program, you will also receive a commercial performed by the cast in our show. See the Donation/Sponsor tab for more information. ** (I think*

18 – Last MVT Tech Session of 2017...

December 2017

No separate membership meeting due to the Soiree

2 – MVT Holiday Soiree – Queen of Apostles Community, Bergamo Center

3 – MVT Christmas Dinner – Location TBD but maybe around Austin Landing...

Technical

Tales of

The FrankenStag

June 2017 - Bruce Clough

Butt Holders & Brakes

Interviewer: So, tell me Bruce, why are you changing out the seats, again, in *The FrankenStag*?

Bruce: We've had this car since Summer 2004 and it's time to think about seats, again.

The first several years we had it the seats were original. Driver's side ripped, both sides side bolstering foam gone, bottom diaphragms rotted out, they looked okay from ten feet, but that was about it.

Phil Daye mentioned an upholstery shop in Middletown he used that he said did a good job inexpensively, so I spent \$500 and had new seat covers made, installed, and foam replaced – black seat with green piping. They looked good...

..and rode bad – the "bucket" part was eliminated by piled foam so not only did you sit higher (my forehead is above the windscreen) but also you slide sideways in turns. An added bonus was the fact it changed the angle of my legs on the pedals that led to severe knee discomfort after a couple hours driving. Nice!

Interviewer: But you replaced them, right?

Bruce: Well, no. Since I'm stubborn, I put up with this from about 2006 to this spring, putting 1000's of miles on the car and complaining the entire time. I finally got sick of it and decided to do something.

I pulled up the Rimmer Bro's website and costed out new seat covers, foam, and all the strapping that goes inside the seat. Well north of \$1200 for the pair, and that is without installation or shipping/duty charges.

Interviewer: Gosh, that sounds like a chunk of change. Did you buy them?

Bruce: I needed to sort through my alternatives. I could buy the Rimmer kit and then have a good upholstery shop install them, but now we're looking at

somewhere over \$1700 for everything for the FrankenStag – putting new, shiny, stock seats into the FrankenStag. Didn't seem right.

Interviewer: Would kinda ruin the car, right?

Bruce: Yep, would shoot my creds all to Hades.

I thought through some alternatives. I checked around for Miata seats. Needed vinyl seats, not leather or cloth. No dice. Also looked around for some TR6 seats, but all those I found were in the same shape as the Stag seats, or worse.

I also looked at aftermarket racing seats on ebay and elsewhere, but could not find black vinyl with black stitching.

Interviewer: Did you give up?

Bruce: Nope, I did what all good red-blooded American males would do, I begged.

Interviewer: Did it work?

Bruce: You bet, it actually engineered a win-win.

Interviewer: How's that?

Bruce: I sent out an email to the club, MVT, asking folks if they had any old seats that they might have lying around that they would part with. Tim Moore let me know that he had a set of seats from who knows where that were originally in the TR250 sitting around in the garage that needed a new home, and the price was right – free. I did have to promise that I would never bring them back if I remember right. I got a pair of seats, and he had one less thing to move around.

Interviewer: Well, that was easy.

Bruce: Well, not quite. The seats I got had decent covers on them, but the foam was shot.

Interviewer: But you should just look what they are up and find foam kits, right?

Bruce: I first had to figure out what they came from. Tim told me he was told they were from a GT6, so I looked up GT6 seats. These looked a bit different, so I kept poking around the Internet and determined they were from a 1970-71 Spitfire or GT6.

Interviewer: Great, you found it.

Bruce: I did, but it wasn't really great since those seats were a transitory type just used for a couple of years. Neither Moss, SpitBits, or Rimmers had any kits, or even just foam, for them. I had to contact Richard Newton's firm in the UK – they had seat foam kits for them. Took a bit of web-time to find those.

Interviewer: So did it take you long to get them?

Bruce: Nope – had them in a few days. I next contacted 2tall (Tim Krurso) and had him rebuild the seats. Took him a day or two to get them done. He

had to cut the foam a bit as well as reuse some materials, but he got 'er done.

Interviewer: So what did you do to install them?

Bruce: Well, my preliminary measurements showed the track width on the Spit seats to be about 3 inches less than the Stag seats, so I would have to design brackets to hold the seats. After getting the driver's seat out I laid in the new track in the car. I wanted to design brackets that were as simple as possible and also that used the existing holes.

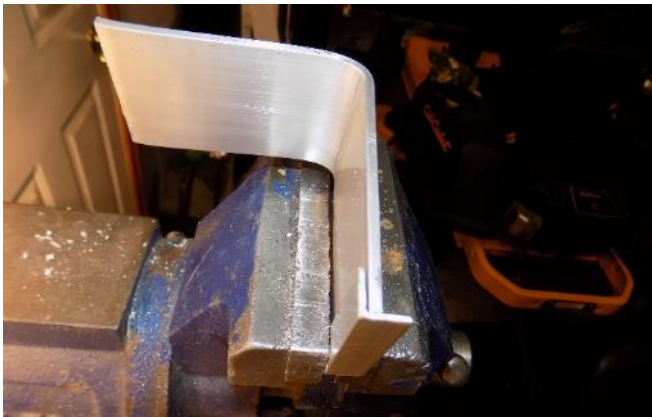
Turns out that the Spit seat bottoms project lower than the tracks, so I couldn't just put a couple of metal bars across to bolt the seat to, I ended up making four brackets for each seat. Here's a picture of me sizing the inner driver's seat brackets.



Interviewer: Pretty simple, eh?

Bruce: That was exactly the challenge, keep it simple and reuse holes and hardware where I could. No cutting the carpet, no new holes for bolts. Oh, you'll note in the picture the white power – that was foam crumbles from the Stag seats. - foam crumbles after one ride.

The brackets were as simple, and inexpensive, as I could make them. This has to hold me, and I need to be able to work it using the tools in my garage, so I used wide aluminum stock straps from Lowes. They attach to the Stag seat holes, and then press into the floor inboard of the new seat rails. I pop-riveted an "L" section on the bottom to try and spare the crappy carpet as much as possible. Here's a picture of me making up a bracket – bent aluminum, bench vise, and pop rivets. Perfect:



Interviewer: How did it work?

Bruce: Well. In fact, maybe too well. I am always scared when one of my fly-by-the-pants-seat designs works the first time. Here is a picture of the seat track mounted to the brackets.



The seat attached to the bracket with two bolts, so I went ahead and put in the seat and it fit fine as shown in this picture:



Next came the acid test - I put my butt in it. It felt fine, I was inches lower, and I could extend my legs much farther.

Interviewer: That's great, but does it really fit in the car?

Bruce: Well, that is also hard to judge since non-standard is the "C'est normal" for The FrankenStag. Comparing the seats, the Spit seat is narrower, back shorter, and it's about half the weight on the Stag seat. It actually was a joy to install compared to the original one. You can see that a bit better from this angle:



It also matches the rest of the car better.

Interviewer: Well, gosh, it does look better, but did the passenger's side give you any issues – how did it go?

Bruce: The only problem with the passenger side was fatigue. I was tired when I made the brackets so I made two of the same one. Once I got a good-night's sleep and made the correct brackets it actually bolted up better since I had done the driver's side first and knew what to do as far as fitting.

Once I made all the brackets I took them back off and painted them satin black, it looked better that way.

Now they are back in the car and you sit lower, are more comfortable, and not covered in foam dust after a ride. When these die I can replace with more common Spitfire seats that Moss (and the rest of the world) does sell covers for. Here's another shot of them in the car.



Interviewer: So what happened to the old seats?

Bruce: The Internet is a great place – I posted on the VTR Facebook group page that I had free Stag seats and the world beat a path to my door – gone in less than a day. Here is the picture I posted – they look good, don't they, but I did tell folks of the travails they would face getting them in the car.



Interviewer: Well, thanks for letting us into a little of your life with seats, thanks for sharing!

Bruce: It was a pleasure. Hey, do you need any old Stag seats?

Interviewer: Let me think, NO! So, changing the subject a bit, what do you think of brakes?

Bruce: Brakes?

Interviewer: Yeah, didn't you have a brake issue?

Bruce: Well, yes, I did have a little issue, nothing that cash couldn't solve. See, I was at the Market Car Show and Steve Miller of MG Automotive was looking at The FrankenStag and noticed that both sides of the brake fluid reservoir were almost empty.

Interviewer: Not good, eh?

Bruce: Not at all, Going is optional, stopping isn't. Fortunately I had a full bottle for DOT 5 in the trunk and

topped off the reservoir. You know, it's always a good idea to carry extra brake fluid with you in these old cars.

Interviewer: So both brake circuits lost fluid?

Bruce: Yeah, which means I either had a simultaneous failure of brake lines or calipers and or cylinders, or the master cylinder failed.

Interviewer: But you had to get home first?

Bruce: Wasn't too bad – the parking brake on The FrankenStag works fine and I have 5 speeds to play with, so I only had to hit the brakes only a few times heading home. If you know you have an issue you can compensate for it. On the drive home I lost negligible fluid and pulled into the garage just fine.

Interviewer: So what was the issue?

Bruce: Master cylinder failure. After 44 years it decided it didn't want to work anymore.

Interviewer: 44 years? You had an original non-rebuilt cylinder?

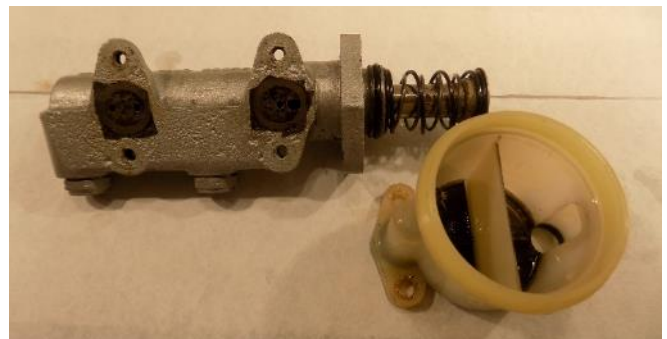
Bruce: Seems so. During the engine swap a few years back I didn't rebuild the master since the Stag factory manual does not have instructions in it for rebuilding them. That is sending a message, so all I did was clean the exterior, run a lot of clean fluid through it, and mount it back on the car. It was working fine then. Obviously it has reached the end of its service life.

Interviewer: Are you going to rebuild it?

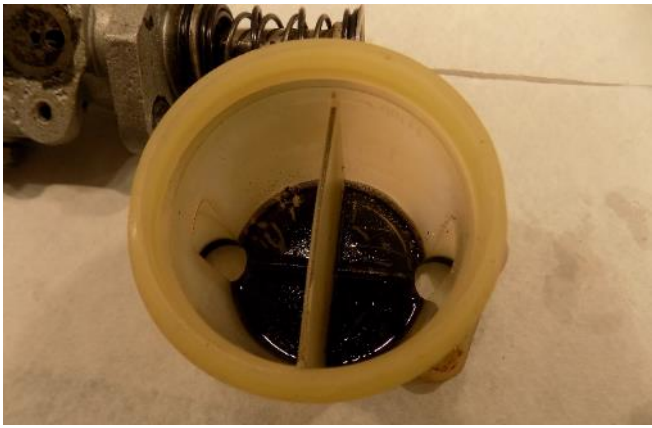
Bruce: After doing some research, no. Rimmer sells new Lockheed units at a reasonable price, so I'm just going to replace.

Interviewer: What was the failure?

Bruce: Not absolutely sure, but it seems like internal seal failure. I tried to do some forensic investigation, but could not get the master cylinder apart easily. The reservoir came off quick – here's a view of the cylinder out of the car.



The crud in the reservoir was amazing. Let's look at that closer:



But beyond that I didn't get it much apart. The Teflon end washer was rusted into position and I decided it wasn't worth the time to dig it out. I'll save the heroics for getting the new master cylinder installed. However, I could tell by the feel that the seals were gone inside. This will go in my yard-art bin.



January 2017 - Bruce Clough (bclough@woh.rr.com)

Being Cheap Worked For A While...

For about the last four years I've been running a set of tires and wheels on The Grey Ghost I bought from the Owens'. The price was right, and after replacing a few spokes and buying new tubes we were in business.

Fast forward.

I've driven TGG a few times this Spring, and after the last run really looked at the tires and saw significant sidewall cracking on all four tires, much more than last fall.

I knew this would occur sooner or later since the tires date from 1996. The sidewall cracking is now to the point where the tire is unsafe and that mean TGG has been sidelined except for moving around in the garage for the last few weeks – and this is just as I've put normal plates back on it to legally drive it to work.



Sidewall cracking on TGG tires

I also took a look at the wheels themselves. I like the 48 spoke wheels for the look, and since I'm not autocrossing, or Alpine Rallying, the car I feel perfectly safe with them also. I found a few loose spokes on each one. I can repair these, but it means that I'll probably have to strip and repaint the wheels since I have to apply heat to loosen. So now we're looking at new tires and rebuilding wheels. Due to trying to get new seats in The FrankenStag and "summer" hitting I have no time, but it turns out TRF had 4 new 48 spoke wheels, so I ordered them as well as ordered a set of 155/15 Vredestein radials from Tire Rack, and what the heck, ordered a set of new tubes to boot.

Due to the miracle of modern consumer logistics the parts all showed up in two days and I took them down to Harworth Tire in Xenia who have mounted wire wheels before for me. They did an excellent job and I swapped out the wheels – looking good.



I needed to find a home for the old wheels, but just as I asked Chris Yanity volunteered to provide a home – what a guy!

More on oil leaks

Going with the alloy oil pan has allowed me to focus in on all oil leaks. The old pan flange was the source of

most of the oil. With that gone I can also see where more oil is coming from:

- weeping from the fuel pump primer shaft
- coming from the front plate-engine block junction
- slight weep around the breather tube hole

The most oil is coming from the front plate juncture. I knew some was coming from here and it kinda made me scratch my head since I was very careful about flatness and coated gaskets when I put the engine together. I'll retorque the front plate bolts...what the heck!

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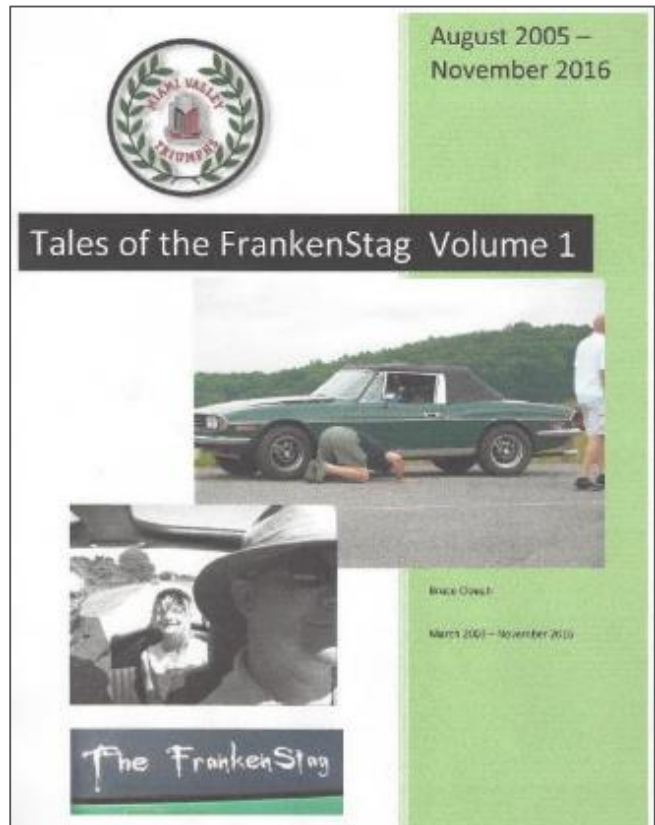
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