



**AUGUST 2007**

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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 Fuddrucker's Restaurant on Kingsbridge Drive, behind the Dayton Mall, unless otherwise noted in the "Marque". General membership meetings are at 8:00 pm with informal dinner starting at 6:00 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.



**First Edition**

**The President's Comments,**  
**August Issue of the Marque,**  
**2007**

July was quiet. Several cars met at Fudrucker's on the 14<sup>th</sup> for the pre-run up to the Ball's Pool Party. The Clough's lead the driving tour and were joined by the Rutledge's, Stan Seto and the Daye's. Two TR3's and two non-British cars. We toured out east for about two hours, getting to the Ball's with in five minutes of the 3 PM start time. The Pool water was great, and the children are growing up, they hogged both the shallow end and the deep end. Club members attending were about twenty two in round numbers and again the weather cooperated tremendously well. The food was great, more salads, fewer potatoes and not very many bugs or ants. We had a music session after eating and the kids were back into the pool. This event is a really cool gathering, and it is too bad more members don't attend, as it is a great socializing event.

BCD Day is nearly upon us. We still need a couple of more people to volunteer for ballot counting, and the word is: Bring ICE even if you do not have a cooler, the MG Club expects to have a lot of cooler space. But that aside, plan to be there, it should be another great event. Oh, and pray for good weather, please.

Hey, Vic Belle seems to have spent a lot of June in the hospital with heart bypass problems and complications. We didn't find out until just before the Pool party. We sent him a card, but if you have a church prayer list, please put Vic on it.

Also, we have some new club members, look for them at the meeting which falls on the First of August. I'll be there, so plan to come.....

Thanks for listening, Stan Seto

**The Vice President's Report**

Summer is sure a hot season. This year was a dry one. I guess our loving creator knows what he is doing though. The grass needed much less mowing. That alone was a gasoline savings. Humm, think I will pour the balance of unused petrol in the Spitfire and celebrate! I finally took off the intake manifold and the Stromberg 150 that I was so sure was plugged up somewhere. I replaced it with the Stromberg that I had run so flawlessly on the 74 Spitfire. The reason that I was interested but hesitant to change them had to do with a lovely little manual choke. I guess it goes with my lawn mowing heritage. After years of operating Fords with chokes made from coiled bi-metallic springs, I was just sure that an automatic choke controlled by a spring would not give the performance desired. (60's Fords are notorious for being cold natured at start up because of this very thing). The change over gave opportunity for a lesson for my son. I

was a bit hasty and found the nut loose on the butterfly shaft later. Sigh, humble again. Well would you believe it? The fast idle dropped from 3000 to 2850. (sarcasm). The low idle refused altogether. It must be in the electronic ignition. I would love to hear it calm down at idle of about 1200 or so anyway. A few more tweaks. The new carb is correctly set as far as the richness. I will do some short range runs to get it tweaked.

The nose and rocker panels are getting attention. There was an earlier lesson for Rj (which he says is permanently etched into his memory) where he learned to disengage the clutch or at least first gear before starting. The resulting charge under starter power left a mark where it struck the rear of the TR-6. In fact, the whole of the bonnet is upon bent mounting arms. I think I will let Rj change them. If he is a good boy, (and he always is) I plan to donate a rocker for his GT6 project. What a guy! He is just so easily pleased just to receive sheet metal gifts. How many parents can say that?

Next to the Spitfire in bay 3 sits the evil TR6. It continues to fight restoration efforts. I re-installed the carpet bits and many trim panels. I must say, it began to look rather more like a TR6 again. I still refrain from buying that last piece of replacement sheet metal for it though. As we are not relating on good terms, a small cash offer would cause it to find a new home. I used to dream of those lovely exhaust notes. But recently my confidence has taken several hits as it manages to deteriorate in ways that no Ford could ever manage. Another member of one of my clubs has found the same degree with his machine. It is amazing. This car I refer to is

immaculate. What could possibly go wrong after a little fettling. His ride is so much nicer, I can only envy him. Yet he plans a sale. The real question of these matters is; a) Can I part with an effort so great in sweat and hours? b) Will someone else cheaply buy my efforts and smile at me whilst motoring happily for years after? c) How much of the "he-man" mystique does a husband lose when the wife watches such a capitulation? And d) Will my wife make me sleep in the hanger if I drag one more car home as she says I will?

The Mini. I have managed to brave the 100 degree heat in order to get some more of the Mini structure together. The goal I set for this summer was to have the Mini done or near done by summer's end. After all, the Mini runs. The only thing it requires stop also is a new master brake cylinder. Surely this is doable with another four weeks of freedom. Ha! You laugh. And is it because that you also have experienced the joy of finding the brass nut? I am not kidding. There really was an issue at the brake line on the rear sub-frame. After an effort to re-attach the lines, I discovered a five inch long copper (yes copper) line with a tired old brass fitting attached. I have a double flare tool. I decided to cut off the end of the line, fit a new compression nut and re-flare the end. If it sounds simple, you realize that it would not be read with great interest had something not gone wrong. The trail to find this nut led me through Ace hardware (too big), Pep-Boys, (What kina car is this from?) and also ( you realize of course that this is copper line and it usually is only going to hold about 300 psi where most lines need to go up to 900), Auto Zone (puzzled look), Advanced Auto parts (nope) , Home

Depot ( plumbing fitting eh?), Lowes (stocks the next size larger) and finally Genuine Auto Parts. You try asking that many people if they have brass nuts in one day and see if you can do it with a straight face. The lad on the phone invited me to try my luck at his store. He said that he stocked them. Fresh off of lunch hour with a different counter attendant, it took some insisting that he did indeed have what I needed and look again. Whala! I finished the rear sub frame assembly and with help from my best bud Rj, we will have it on by the time you read this. Is that not typical of the car hobby? An hour will destroy the car in parts removal, but it takes days to rebuild a car in a way that is suitable for operation. Little things can halt the process of restoration for a long time.



Chuck also sends this picture from the Cincinnati BCD. The new location seems to be a hit. MVT members placed again! Good job on a award winning day.

Late TR6: Harry Mague (1974 TR6)  
TR4/250: Paul Corcoran (1967 TR4A)  
Chuck & Chris White (1965 TR4A - 1st in Class)

Rep photo



Chuck and Chris sent the Marque office these shots from the web. They are of MVT representatives attending VTR 2007. Were Ted Allison and his wife Eden the only MVT attendees?

## Treas. Report August



**And lastly, a note from a fellow  
Triumph fan.**

**To:** [info@miamivalleytriumphs.org](mailto:info@miamivalleytriumphs.org)

**Sent:** Sunday, July 15, 2007 5:58 PM

**Subject:** car show

Please add this event to your calendar and  
bring your Triumphs north!

Thanks,

Eric Langreder

North Coast Triumph Association

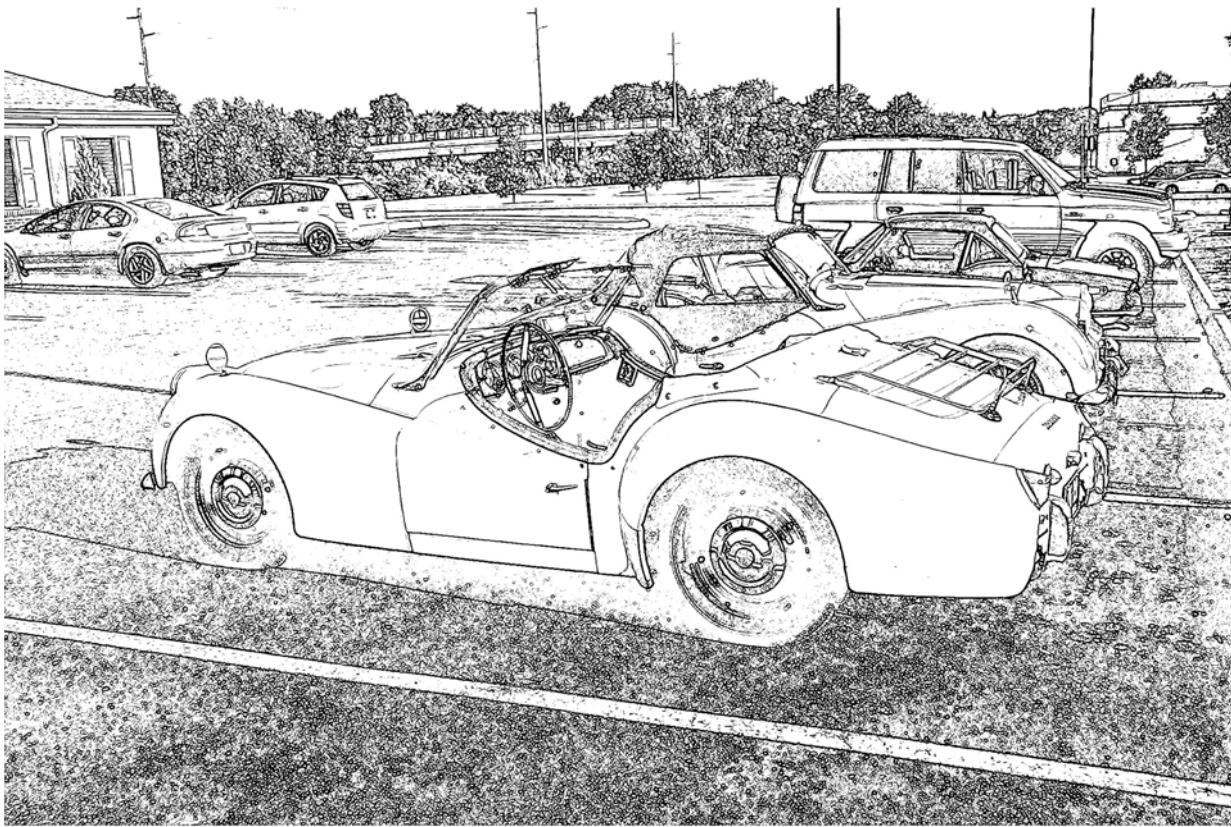
North Coast Triumph Association 16th  
Annual British Car Show

The Brits Return to Shaker Square!

Sunday August 26, 2007 9:00 - 3:00

info at [www.nctaweb.com](http://www.nctaweb.com)

**For the young'uns**



**TRA : One last look.**

The deadlines for magazines are notoriously early. Our newsletter went to press on the very day that I received some nice TRA pics from Chuck. Here then, is a share of Chuck's fine photography



**Figure 1**Overnight stay.



**Figure 2**Waiting to enter the Glen



**Figure 4**Rolling Hills,still TRs. Below: Seto, Bolich and Corcoran TRs.



**Figure 3**Whites TR 4 keen for action.



## Bubble Bubble Toil and Rust Trouble.

If you are gazing at your car someday, and you notice little bubbles, Let me be the first to say “I’m soooo sorry”. The onset of bubbling paint is caused by rust under the surface of the paint. It shows the truth that the metal is succumbing to the oxidation process. What is so alarming about the event, is the way that great old cars just crumble when they reach a fragile state of structural integrity. Notice the bubbles in the picture below.



After a pass with the grinder, either there will be shiny metal, smooth tan light rust residue, heavy pit corrosion, or else (horrors) a hole!. The longer that the



corrosion takes place untreated, the weaker the panel. Once a hole appears, the repair process requires replacement or major patchwork.

In the case of my TR6 rear valance panel, the rust had eaten a hole in the

middle of the panel. What was patch worthy in the center was a disaster at the ends though. Because the ends were gone, there was nowhere to bolt the valance to the quarter wings. This panel requires replacement.

On the Spitfire, bubbles were cleaned up more readily. A light sanding revealed the tell tale light tan of no-pit rust. By widening the sanding pattern, we begin to see the extent of the affected area. A more pitted area would require the same process as light or no pitting. The material I like to use on rust is called “the good stuff”. It neutralizes the rust and leaves a coating of rust resistant phosphates. Then, when dry, a layer of primer paint can be applied. For deep pit rusted areas I spot up the holes with a daub of bondo, spot putty or a thick coat of sandable primer. It depends on how deep the pits are. The correct use of bondo body putty never involves big gobs. It was meant to be a way of evening out a slight depression in a body



panel.

Spot putty does the same and leaves a finer grain to be sanded. After much sanding, the Spitfire gets a top coat of grey paint. I used colours that were applied to Spitfire aircraft circa 1942. In future, never mess with bubbles unless you are prepared to greet and treat as needed. The exposition of bubbled areas will always bring the

responsibilities of good body work.  
RW

# Tales Of The FrankenStag

August 2007 - Bruce Clough



Ughh, Popped An Eyeball Out – Ouch!

## “I’m back at the cooling again....”

As I reported in our TRA '07 report last month, the Stag cooling system I put together in response to the Branson Debacle wasn't quite up to the trip to TRA 07 and back again, I ended having to run the radiator fan while on the interstate, in addition I ran the heater and heater fan when I was going uphill on a hot day. Oh, the fan thermostat started not to work and I manually had to turn on and off the fan. Yes, better than Branson, but still not there, and uncomfortable for those riding with me. So, two years later I'm back into the system again. From the symptoms – engine temp rising with speed, having to run the fan when ram air cooling should be good cooling, and having to run the heater - I'm coming to the conclusion I already know: the radiator frontal area and air flow through that, are not enough to do the job. After Branson I increased the depth of the radiator, but not the frontal area since the front structure of the Stag limits the size to about 21"x16". In comparison, the TR7 is 23"x17". Increasing the depth is only about 30% as good as increasing frontal area. In addition, the airflow into that radiator is blocked by the bumper/license plate/valence combo. I built a small spoiler, but that doesn't seem to be very effective at speed. So, I need to attack two problems - increased

frontal area and better Air Flow. I decided to do this as part of a diabolical, radical plan.

## **Better Air Flow – To get a cleaner flow of air to the radiator.**

One of the things I want to do is allow incoming ram air a straight access to the front of the radiator. That means I need to get stuff out of the way, and I have lots of stuff that can get moved.

**Relocated the license plate** – I took the plate and put it under the front bumper originally after I got back from Branson, but for some reason put it back on its chrome bumper mount. Why? Dunno. Maybe I thought the home-made front spoiler was good enough? Maybe I liked the looks, because that central plate on the big chrome mount does look attractive, if not expensive. Back it went under the bumper, with the idea that it comes off for shows. I think this will considerably clean the air flow up at speed. Looks to me that the plate will deflect air from the intakes that are essentially behind it. I'm not an expert in computational fluid dynamics, but I played one on TV...

- **Remove Inner Lights, Replace With Grill** – What? Yep, the outer lights are 60/45 H4 halogens anyway, no need for the inners that are just replicas of that – I had them pointed down to not blind folks anyway. Took the inner lights out, cut off the back of the headlight bucket, glued in a metal screen, and glued a couple of aluminum strips inside the headlight retaining ring. The picture tells the story – more air getting in while maintaining the styling cues.



**New Grill With Extra Air Holes Where Inner Lights Used To Be. Looking More Like A Rod Everyday! Great TR6, errr, Stag Front Spoiler**

- **Removed the radiator-mounted transmission cooler** – the one I bought back in '05 went on the radiator in front. This blocks some airflow into the radiator and also adds heat to the air before it gets to the radiator. But how do you cool the tranny fluid? Read on!
- **Put on an actual Stag Air Front Dam (Spoiler)** – I made the original one since I was too cheap to order one, but I think it's time to see if one designed for a Stag would fit...so...I pulled out my trusty Rimmer Brothers Catalog(ue) and ordered the "short" air dam (the full one was a racing style one that gives little ground clearance up front). About \$180 as the exchange rate goes plus postage. I rationalized it by saying I stalled this purchase by my \$12 home-made one for two years. When the spoiler arrived, surprise – it was one made for a TR6 in the USA!!!! That was an expensive lesson to learn, good thing I usually bring lunches to work. As you would expect, it was close, but no bananas, fit. The spoiler fit fine in the middle where the air holes are, but to the sides it has a gap at the end, and the hole for the end bolt is right where the fender/front under valence junction is at. This is hidden by the front bumper. But still I'd say it was a miserable fit. Sigh.....

## **More Frontal Area – get a larger radiator surface to have the air flow through.**

The biggest issue here is working around the car structure. The top is on top, of course, and at the bottom a brace piece is right up against the lower valance, so there is very little room to expand up or down. Left and right expansion is limited by the bumper supports as well as running into the back of the headlight buckets. Either way you go you have some significant body work to increase the frontal area. I've decided that I probably can mount an tranny cooler where the battery is since I can cut out a front bulkhead section easier on that side (other side has horns & stuff in front), so to do that I had to:

- **Relocated the battery** – Back to the trunk with you. Back? Yep, back. When I got the car from Doug Braden the battery was duct-taped to the trunk floor – no kidding! It's back there again, but this time correctly, using a correct mount and correct wire. I've put in an Optima gel-battery that is much less prone to corrosion and a big-honking cut-off switch. Of course this meant mucking with the carpet and floorboard.... It also meant another \$\$\$ out the door. If this works well I might do the same thing for the TR7.



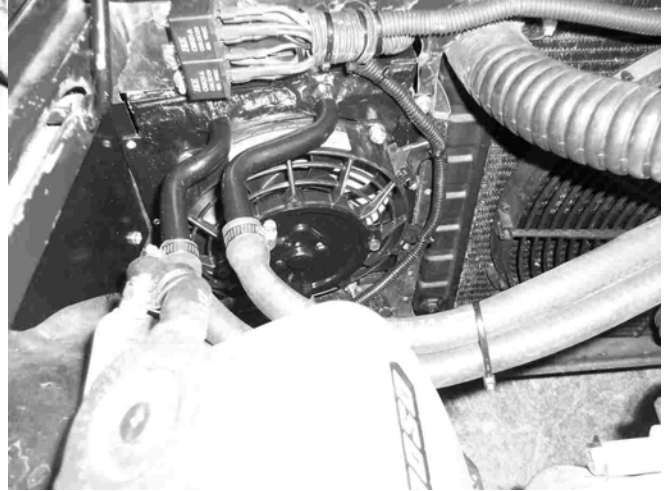
**Optima Gel-Cell Battery and Cut-Off Switch Mounted In Trunk Close TO The Location Of The Battery That Was In The Car When I Got It, Without The Duct Tape!**

- **Put a Trannie Cooler Where The Battery Was** – Now that I had all that room in front of the engine, I got out my sawsall, cut a big hole, and put in a

B&M Fan-Driven Cooler. Expensive, but it fits the bill. It also allowed me the chance to leak tranny fluid all over the garage and driveway. I love cleaning messes. Oh, you would not believe the issues I had trying to find 5/16 line hardware – I actually ended up making my own with a little bit of filing and solder. I love propane torches!



All the parts you need for an aux cooler, just add elbow grease!



#### Trannie Cooler Where The Battery Used To Be

- **Designed & Built An Aux Cooler –**  
The idea is to put as much frontal area as possible for a radiator. The left side front bulkhead has about 64 sq-in of space that can be used for a radiator, so the goal is to design a radiator that will go in there. They don't really make little radiators, so I'm going to have to make my own. I started with a Ford F-150 heater core, 7.5" square and a 7 inch electric fan to cool it. I don't want to put in an oil cooler since I don't want to run oil lines across the engine bay – I'd rather try to take the heat out of the water first – paranoid about oil leaks! The goal is to use the heater circuit, "T"-ing the heater flow to both the car's interior heater and also this aux cooler. I'm using a set of manual valves to switch between interior heat and increased radiator cooling. I'll probably stay with manual switches for now.

#### Aux Cooler Together And In The Stag. The Front Bulkhead Is Now The "Wall Of Cooling"

I was going to have a separate sensor control the aux cooler, but for now I've just connected it to the same sensor that drives the radiator fan. I have a variable control that goes from 150F to 210F, but I don't think I'll have that in until this winter. The Aux Cooler, with a radiator size of 50 sq-in and a dedicated fan, should provide significant increase in cooling, if not add another quart or so of fluid to the system. It's also more neat stuff loaded in the engine bay to talk about at car shows.



**Mess Of Extra Plumbing I Had To Install For The Aux Cooler – Thank Goodness Lowes Is Open Until 10PM!**



**In The Lab Of Evil Dr. Clough, Torturing Fan Switches - No, Alice Didn't See This One!**

### ***Other things-***

While I was at it I decided to fix some things that needed it:

- **Put in an engine mounted fan switch** – Actually, this more correctly is put back in the switch. I replaced the variable unit, which in my opinion should not have failed after only two years, with a manifold mounted one. Fortunately, I saved the original switch, which checked out at 185F on, 170F off. Glad I don't throw some things away. This meant that I had to modify the engine wiring harness, so that kept me busy for a while. The original reason I replaced it was that the switch isn't variable and that the fan was on for long periods of time after the engine was turned off. The disconnect switch in the trunk solves that problem!
- **Replaced thermostat** – Since the engine was running hot, it's always had a 160 thermostat in it. Since the cause of the engine running hot was insufficient radiator cooling capability, putting in a 160 thermostat won't do squat except make you feel good. I put in an 180F unit that goes with the original heat range degree thermostat like the engine would have had in it. No, I don't know what I was thinking, I've had several courses on thermodynamics and I should have known better.

- **Reworked Front Bulkhead Wiring Harness** – I had to add wires for the trannie and auxiliary cooling fans, so I went ahead and rebuilt the harness and added an extra relay for the aux cooler fan, I also fixed some wiring irregularities with the old wiring while I was at it.
- **Moved Overflow Container** – since this was right where the aux cooler is going I moved it to the driver's inner fender. Now it's easier to get at anyway!
- **Tightened up trannie pan bolts** – yep, it started to leak a bit, so I tightened them up.
- **New Front Parking/Turn Signal Lights** – Since I had to pull these out anyway, it's time to get new ones. Although they looked good from the outside, the driver's side lights had frozen into their sockets and the passenger's side ones were actually in rear light mounts I modified to fit the old housing after the original sockets went bad (they cam bad when I traded for the car). The new ones were different from the originals, and actually from each other with different wiring plugs – I had to make some changes on the passenger side unit.

So, we'll see if this works. I think it will help a bit, but not enough. Biggest problem is that I'm dealing with a front end geometry designed for rejecting heat from a 3.0L engine producing

140hp and I have a 220hp 4.3L engine in it. I'm sure I'll be on to Phases II and III soon!

## ***Phase II – This Fall***

Several items I have ongoing right now. The plan was to do them after BCD, but I'm working them as time permits.

- **Install a finned tranny oil pan** – I got one, I just have to put it on. Difficulty is that I can't clear the right side exhaust pipe. Nothing that a few days effort with more pipe and a hammer won't fix – Just kidding, I'm going to have to redo the left side header. Anyway, this will drop the tranny oil temp a bit as well as look really cool, that is if you're being run over since that's the only way you'll see it.

## ***Phase III – This Winter?***

In the end I have to deal with getting the main radiator to reject more heat, this means...

- **Bigger, Aluminum radiator** – I think I can get another inch or two of width without having to bother the bumper mounts & I can rotate forward to get a bit more height. In other words, I can get a 15 – 20% increase in frontal area. Couple this with the increased efficiency of a modern aluminum radiator means that I can probably get that frontal area I need to drive at 70 mph all day long without running the heater. But, to do this I have to cut in the front bulkhead significantly. Not as much as parting out the TR8 last year, but still a lot of Sawsall time. I see Ellis smiling now... I'm also going to have to build a lot of custom shrouding – more aluminum sheets and pop rivets!
- **Bigger fan w/shroud** – I will go from the single 16" high CFM fan to either a dual 11" fan set-up or maybe a single 16" higher CFM fan with a shroud. What I do will be determined by the clearance I have between the fan back and the crank pulley, which I can't predict at this point. I think going with a thinner aluminum radiator I'll be able to use a shroud. We'll see.
- **Added air ports** – I might make a couple of more air ports behind the bumper to ease air access – other have

had to do this also, we'll see what the current configuration gives – hat to modify the external sheet metal – I can always put back in blanking plates for what I've done so far.

- **Other** – since I'll have the front of the engine accessible I'll probably replace the timing cover, chain, and harmonic damper while I'm at it – maybe even make the timing marks more assessable? If I do this do I go for an electric water pump? Speaking of electrics, I'm going to re-do the dash wiring harnesses also – what a rat's nest, and I think I did that!

## ***In Summary***

I spent a lot of elbow grease and money to try to reject heat from an engine too big for the car it's in. I've also come to grips that this car is not a normal car. It's a rod – not a Stag, but a FrankenStag, and it won't be normal. But, then again, neither am I! It's ready for Dayton BCD and to sweep it's class – yeah, right!

The TR7 still runs at ¼ to ½ on the temp gauge even on very hot days – my hero....

**British Car Days – Meeting Report – 24 July, 2007**

Skip Peterson and Jennifer and Eddie Hill, of the MG Car Club, and Stan Seto, the Ball's and the Daye's, of Miami Valley Triumphs met at Poelking Lanes at 7:00 PM to discuss BCD 2007.

We have one hundred and sixty six registrations received at the time of the meeting. Two are Metropolitan owner's, and five vendors and about nine cars from Georgia, mostly Triumphs. Moss Motors is shipping the Goody bags to Skip next week.

Lorna Ball has the Tee shirts under control, and Ellis will do the cards for the goody bags. Phil Daye reported as the Door Prize Chairman. He appears to have quite a few prizes in hand and he has sent the letter out to vendors. He is currently working on follow-up of the letters he sent out a month ago.

We will need to bring Ice as in years past, so start talking this up with the clubs. It does not matter if you do not have a cooler, space is available, so just bring it.

Skip said that the RAF Officer at Wright Patterson had not been transferred, and he will be on hand for this years judging.

Awards are in and in Skip's basement. We will not be coming up with a better speaker system than we had last year. The cost to get some trumpet speakers is prohibitive.

Balloting will be controlled by the MVT Team, this year. We still need three more volunteers.

Parking is being handled by the MG club and Eddie Hill continues to work on that. He did not have Lotus as a class, and Skip asked us to have an MGB-GT class and an MGC class. Ed has to go back to the old drawing board.

We plan to put the Metropolitans up front same as the Spitfires, last year.

Cash flow-wise we appear to be in good shape. We had about 159 registrations last year at this time, we have 166 this year.

We are not going to have a walk-in van or U Haul trailer to haul stuff to the meet (speakers, food, etc). We passed on a plan to ask U-Haul to

sponsor a vehicle for us and let them set-up at the show and advertise.

Window signs – Nothing said at this meeting. Stan Seto is building a couple of sign for Registration, so we can separate Pre-registered from Not-yet-registered.

Registration was cut-off on 20 July. We continue to get registrations and will continue to pre-register entrants.

Meeting was concluded at 7:40 PM.

This was the last meeting, See you Friday night the 3<sup>rd</sup> of August to stuff envelopes and lay out the parking. Everyone pray for good weather for that weekend.

Stan Seto