



September 2009

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- **Presidents Column**
- **Events**
- **Triumph Across-Update**
- **BCD 2009 picture album**
- **Summer Party**
- **Engine re-build Notes**
- **North Coast Car Show**
- **Part Three from Harry**

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 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.

September



BCD a hit again!

The President's Comments, September Marque, 2009

BCD 2009, our Twenty-fifth Anniversary meeting is behind us, but what a day it turned out to be...the weather co-operated like nobody's business and could easily have been why we the large turnout in spite of the economic times. As I write this column we had a total of 355 registered cars and only six no-shows from the pre-registered cars. The result was 349 cars on the grounds, a new high for BCD, beating the 2006 totals by two. Lorna got the shirts done and they looked great. We sold out the 2009 shirts and a couple dozen of the 2008 shirts, basically all that were on hand. The MG club sold out all the food, and we got the awards started on time and finished in what seemed to be a minute and a half. The new Grill made it so easy to keep up with the crowd and that was probably one of the reasons the food went so well. The awards also went well, in the club, Alice Clough won for TR7-8, Chris and Chuck White scored a plaque of Excellence in Premier Class and Melba and Glenn Bjornson won the Ranger's trophy. Due to the no-shows and people who just did not dig down into their bags and redeem the shirt coupon, we will have about seven '09 shirts to sell next year.

I'd like to say a **BIG THANK YOU** to the volunteers who turned out to help. We can't do this event without your help. Thanks also to everyone who brought Ice, another thing we really need at the show. We had about ten vendors when it was all over and the few that I talked to said they did very well, so I'm betting most of them will be back next year.

The day did not start well. There was no electricity, so no hot coffee early on. The scramble was on to find generators. Finally several showed up and were pressed into service.

Registration went well, and smoothly. One guy showed up in the pre-registered line and wasn't. We let him in and I think he later completed the re-registration. Traffic routing was a little different this year, and we sent all the cars through a single gate onto the grass from the parking lot and split them out nearer the registration shelter. We were pushing 300 by 11:00 AM and registered the 355th car at

about 12:20 o'clock. That's amazing when you think about it.

After lunch the ballot counting started, and a small team became a large team and by 3 PM we were tying down the last few names needed for the announcements.

Seven Families gathered at the Ball's for the post day pizza party and swim-around. It was all very relaxing. A couple of raindrops on the drive home but the weather was ignored the whole day. We'll probably do the roll-up around Labor Day. I wonder if we could do better next year??

The Triumph Tour to raise money for Post Stress Syndrome did not do well in the final analysis. I think we didn't get enough advertising out. Total collections amounted to about fifty dollars. We voted to augment that at the August meeting and someone has volunteered to take the donation to the Tour on the West Coast later this year.

Jimmy Carter is not improving. Marlene is driving now and the Carter's appeared at the August meeting. Please keep them in your prayers and keep talking to Marlene.

Membership?? Is growing slowly as we contact people and the checks dribble in. Are you delinquent??

Got a phone call the morning after BCD. The guy wanted to know if the rain that morning would halt the show. I told him I didn't think so as the show was held yesterday. There was some muttering at the other end of the line and the guy thanked me and hung up. Skip Peterson got a similar call on Sunday morning...I wondered if it was the same guy out looking for a better answer...

Went to Summer Party at Armagh, PA the next weekend. There's an article and pictures elsewhere in the paper this month.

Today, 20 August, I spent several hours this afternoon at the Rutledge's Tech session. Master of Ceremonies was Harry Mague as he showed the rest of us how to setup and time a TR6 engine, using a screwdriver, and some wrenches, a timing light, dwell meter, two color tune sets (thanks to Phil Daye) and a Unisyn, an awful lot of sweat and a small number of cuss words. He set up the distributor first, and then worked on the carburetors for a bit, went back to the distributor, then back to the carbs, applying a light touch and some number

of new parts, but when done, the engine was ticking over at 1100 rpm, had a blue flame and would start at the twist of a key.....Great job, Harry. Others there were Mike McKitrick, who gets to come again to help Roger setup his convertible top and the aforementioned Phil Daye. Roger will get this car back on the road if Carolyn has to kill him, as it is her car....

Thanks for listening, Stan Seto

Events

1 August – BCD 2009 !

see pictures elsewhere in the Marque

As if that were not enough,

TRF-Summer Party also a feature elsewhere in text.

Triumph Across Update

Hello All,

Today 19 August 2009, John Macartney driving the TTA STTAG known as "Uncle Jack", lead by Glenn Merrell driving a 1973 Stag with Paul Lugo riding in the passenger seat, reached the 14110 foot (14115 feet in actuality) summit of Pikes Peak Colorado at approximately 10:00 am Mountain time.

The STTAG behaved perfectly (actually both Stags performed admirably), the temperature needle never reaching midrange, the ZS carburetors providing constant power band all the way to the top of the Colorado 14er. This was after a hot drive from Amarillo to Raton NM for John the day before, then a drive from Raton NM to Colorado Springs for a night over.

A pleasurable change was dry temperatures in the 50's F as opposed to lows of 80's. I'll get some photos up on FLICKR in the next day or two.

John and the TTA Stag are now in Lafayette Colorado where the 6000 mile service list is being performed right around 8000 miles completed.

Next event is a Meet and Greet with British Motoring Club of Northern Colorado, Sunday the 23rd of August.

If you are a Colorado British Car enthusiast, come on by!!

We need caravaners to travel with John and the STTAG from Ft. Collins to Omaha the 24th - 26th with a stop over at Pioneer Village near Kearney NE the 24th. If you have never been to Pioneer Village, you are missing a huge collection of cars, tractors, airplanes, and all sorts of Americana history.

Cheers!

--

Glenn Merrell

TSN Admin

<http://www.triumphstag.net>

<mailto:StagByTriumph@triumphstagclub.org>

Italia 2000, Best in Class (between two cars) and Best of show and it deserved it.

20 Aug-Tech Session at Roger's

23 Aug-NorthCoast Show

23 Aug. -Gathering of the Geezers- Kil-Kare Hall of Fame Ceremony



Arthur continues to make appearances at the local cruise-ins. One headlight was missing as I was changing out the dead bulb. It fit right in with this lot. Here he is drawing some attention from the rat rod guys at Daddy Katz on South Dixie. Thursday nite is cruise nite and several feature a band.

September 2009

5 Sept. - R/C Flyin at the National Museum of the Air Force. No gate admission. Lots of talented flyers and incredible scale aircraft.

17-20 Sept- Rebel Run Car Show in Lima Ohio.

18-19 Sept -Waco Fly In at Troy Oh. (if you missed Andy Himes party in Moraine Aug 22)

20 Sept - Indian Hill Road Tour. See Stan for details.

20 Sept. Concors De Elegance at the Carollon Park.

26 Sept -Pretzel Fest in Germantown.

27 Sept.- SCCA autocross at Kil-Kare.

October 2009

Initial Itinerary for 2009 Miami Valley Triumph Fall Tour

All times in 24 hour clock – sorry, bad habit of mine! Note that you do not have to have a Triumph to be on this tour. In fact, if you are thinking of buying something bring a bigger vehicle!

Friday, 9 Oct

Meet by 1500 at Tim Horton's, Xenia (38 N Orange St (937) 372-1341) Get your coffee and donuts, or they are also a Coldstone Creamery, so get ice cream. We will leave promptly at 1500. We will

get on US 42 and head north. The goal is to take US 42 northeast to OH 229 and cut across to Mt Vernon where we can pick up OH 3 to get us up to Wooster. Dinner is undefined at this time, but they do have a restaurant at the hotel. They have a similar restaurant in the Hilton at the Fairfield Mall – anyone want to scout?

Hotel - Hilton Garden Inn in Wooster - 330-202-7701, although I made my reservation on line. We picked that location since it will be the host hotel for the 2010 TRA National Meeting and we want to see what it's like. My recommendation would be to make reservations ASAP since the Wooster College Fighting Scots (aye laddie!) have a home game on Saturday.

Saturday, 10 Oct

We will be on the road fairly early, 0800, so we can get to NE Ohio with plenty of time to visit wineries. The goal is to hit several wineries and shops in the Geneva, OH area, (we will try for lunch at Ferrante Winery) then head back south, hitting at least one more winery in the Ravenna area and some shops before ending up in Alliance, OH. No, I don't know dinner location yet.

Hotel - Comfort Inn 2500 W. State St. , Alliance, OH, US, 44601 Phone: (330) 821-5555

Sunday, 11 Oct

Again, want to be on the road around 0800. This has two benefits, it gets you moving in the morning, and it ensures you aren't up drinking to the wee hours of the morning. Morality enforcer, that's what I am. Actually the goal is to get out the door and down the road to be at the Warther Museum by opening time (0900) so some can view the museum while others get their knives sharpened! We will head out of there and head southwest through Amish country to Raven's Glenn Winery for their Sunday Champagne Brunch. From there the road home is undefined since it will depend what shops are open where! I don't think we will end up in Waynesville for dinner, but who knows!

Of course, details are subject to change!

Jay sends us some humor.



There I Fixed It

From Jay via i-net. Mr. Fix its



There I Fixed It

Hummmm.



There I Fixed It

Seen it.

The Big BCD Show 2009



A lovely and rather large sign points the way as we gather for what would be a great day. We have been blessed with weather perfectly suited to car shows for the majority of our BCD history. Expectations were running high as the motor-masses gathered.



registration is always a bee-hive of activity. Stan anchored the registration well again this year. Roger, Lois, and Chuck are in the foreground logging the entries. Cheyenne, Bridgette and Bruce stand ready to distribute the goody bags.



Lorna, Eden and Carolyn seated at t-shirt station ready to greet the masses. Hi, Alice, you will have a good day winning class with your TR7! Alice also

created the highly effective ballot scoring technique and later pulled her scoring team together for a near record time at ballot counting.



The Bjornsen TR parked gleamingly on the show field. By the time these cars were shipped and handled, they could not have possibly looked this good. This cars deep wax coat reflects a shine as if it were a deep still lake. Chrome wires add a brilliance in contrast to others like the swoopy XK parked next to it.



Stan Seto's TR3 seems to wear a pleasant expression as the morning sun reflects from its bright work. Stan remained busy the whole of the day providing these pictures as well as directing parking and anchoring registration. Great job Stan.

(Thanks to Chuck for the pictures)



Paul Corcoran returned with his cheery pastel yellow TR4. This car has trophied several times and increases the challenge of judging a winner wherever it goes. Of course, keeping company with other high end TR owners adds to the competition, but in a brotherly way. Paul regularly shows with our next example.



Chuck and Chris White brought another of MVT's hard to beat examples. This meek little TR4 is an absolute contender to win class in any show it graces. It was presented in flawless shine and kit.

BCD received a fair amount of press this year. With a little help from Dayton Daily News staff writer Skip Peterson. Several pre and post event articles outlined the days festivities.



By the way, Happy birthday Bruce. We won't tell what the odometer reads. (it was a milestone number).



Here is Harry Mague's TR-6 parked with the Premier class. The class is for returning winners of last years class voting. Harry's car is featured in part three of the restoration and ownership of this car. Many cars have an interesting history behind them. Many people comment on the author's 72 Mustang when it is shown as a survivor in the local cruise-ins. Having a known history of length is a compelling presentation of our cars.



Rj and I are conversing with the MG owner and probably wondering who has more friends voting

for us. Surprise ! The little car on the right won the class. It was a good choice. It was a charming little car. The TR6 was twelve years in getting here. I purchased it in 1998. Attempts to dis-assemble it met with dire crumbling and strong emotions. Now that we are on better terms, Arthur and I may spend some time in the hanger getting a new look on.



Bruce and Alice Clough entered this pretty red TR7. Bruce is otherwise seen at the wheel of a beastly Stag V8! This is one of two TR7s driven to the show. Detailed articles can be found in back issues of the Marque featuring Bruce's efforts to make these cars what they are.



This is Alice's car. And hooray, Alice won class this year with the yellow TR7 above. It is always a pleasure to win a class. Alice, though was otherwise occupied and Bruce presented the car in the motorcade of winners. The tradition of driving by the announcers stand is a nice feature of BCD. Its no pebbly copy either. Right.



Returning winner of class Mike McKitrick displayed in the Premier class. Mara and Mike brought this TR-7 to show quality in rather quick fashion. This car came from bare and treated metal to the shine you see with careful preparation. A great result, no?

Mike has kindly offered many a hand to club members over the year. Hats off to Mike.



Don and Lois Bigler have owned Triumphs as well as other fine antique cars. Don's Morgan was joined by many more this year. It was a feature marque at the twenty fifth BCD. This was also the 100th year of Morgan cars. Don and Lois' car was featured in a newspaper article as well. Congratulations to the Biglers on their notoriety. The spotlight was overdue upon a wonderful pair of folk as well as a grand automobile.



The Barth's pretty blue Spitfire looks racy sitting on its prominent silver wheels. Thanks Jeff for the North Coast pictures found elsewhere in this issue. The North American Spitfire Squadron is guided locally by its president Mike Ross. The NASS group attended in fair number again this year. Their activities were enumerated to cover the entire weekend. Commander Ross always puts on a quality event.



Here is the TR4 line up on the show field. Weather was magnificent. We all prefer six tenths broken and winds west at under eight. This shot was taken during one of the sunny outbreaks as clouds rolled by. Is that not Paul's TR4 second in the row?

Turn the page, BCD 2009 continues!



At the head of the Premier class line is Ted and Eden Allison's Stag. Ted worked on this car to improve its already strong performance. The car has been shown at many local and distant car shows in the country. If Ted hears about a show overseas, don't be surprised to hear us announce that he is going on long a trip with his Stag to a car show.



Ah, adu dear summer days. This years BCD was a hit once again. A record number of cars were on the field this year. Can we beat it again next year? There were classes that were down this year that may return next year. And what of these Morgan lads. Will they return? Only time will tell. Lets hope more of us are restoring, not parting out. Mr. Obama will certainly not buy these beauties in his plan for triple the original offer. I wonder what the most cars present for MVT is? Was it this year? It seems so. RW



Her member Roger Larson smiles for the camera. A little later a Dayton Daily News photographer took a less kind shot of Roger napping in his obviously comfortable convertible. Roger has owned and shown this Herald for many years.



Spits. Winners in class.



Mike Ross and the NASS tent.

Here is your cut-out-and-paste-together diorama picture of BCD.





this last shot is a bit off. Sorry.
The series was shot from the last car in Premier
looking North.



Considering how other peoples day progress, I can
only say that our days was simply smashing.
(Thanks Jay for photo via web)

Roadster Factory Summer Party '09 – “we’re back!”

Bruce Clough

Well, we went to TRF Summer Party this year - first time since 2004. We came, we saw, we had a good time. It's a shame that more mid/southern Ohio folks don't go to this being it's so close. Oh well, maybe next year, and Charles said there will be a next year.

Since I no longer have the time to write long articles, I will tell this in pictures. Not normal pictures. More human interest of the family! So on with the narrated photos....all taken with my cell phone!



This is Inca pulling the modified Trailer. This used to be a small pop-up, but the tent had shrunk and molded, so off went the tent and I replaced that with lots of places to attach bungee cords to.



This is a view down the table at the Grapevine Restaurant in Indiana, PA at the Bill Sweeting Memorial Dinner – Bill died after a bout with

cancer, so the Triumph Wedge Owners Association decided to do this in his honor. We packed the place – about 40 wedges showed up, 28 in the caravan to the dinner (folks were impressed that Alice didn't drive like a girl ;-)).



BB Gun Shoot Contest at TRF. Nope, Bridgett didn't win, Duncan didn't win. Crowd did duck though when the folks running this tended to point the BB guns towards the crowd.



Camp Chuck with the author. Theme this year was “Safari”, with (I guess) the idea being to attract Land Rovers. It didn't work, but it did attract Chuck! Chuck Davis, as usual, was at his theatrical best. The TRF grounds stayed dry throughout the meet since it really didn't rain there until Sunday night, well after folks had left. No repeat of the '03 (or was that 04?) Mud Bowl!



This is toooooo much engine for a Spitfire. Kids – don't try this at home!



Camp Chuck at breakfast. Chuck had the gizmos. Also he didn't snore very much – his gizmo fir that is working also!



Bonfire at TRF. What do you want from a cell phone camera with no flash! Hey, it got the fire. Give me a break!



Clough Poker Run team working hard! We had both wedges with us, so it was the boys against the girls! I think the girls won, but don't hold me to that.



Proof you can flip an omelet while camping. I can't, but Alice can.



Car Show – our wedges flanking Tim Lamoncha's 650HP TR7. Yikes!



Our CMAS plaque at the Coventry Inn – it does exist!



Reliant + 2 Kids acting like the Reliant. Priceless. Hey Biglers - yours is in better shape!



WHaaaaaaaaaaaaaaaaaaaaaaaaaaaaa????? Does this thing have afterburners?



Darrell Floyd (North Coast Triumphs) accepting his rubber chicken. Darrell blew a rear U-joint on his GT6 at the autocross. Ouch!



Dinner at the car show. This is the “pub-ish” sports bar on the main drag downtown in Indiana (PA). Good food!



Awards ceremony at the car show. Whaaa? Can't make anything out? What's the matter with your eyesight?



Sunday Morning – camp tear-down. Yes, he really had his entire camp in that Jag. Yes, it was crowded inside it!



Camp Chuck coming down! It had threatened rain, but we only had some wind and a few sprinkles. Oh, 5-bars! Full cell signal at the TRF Polo Field!



Nirvana 1 – Comfy bed. We stopped at Salt Fork Lodge on the way back to unwind before getting home. After three days in a tent with D&A it was a relief!



Nirvana 2 – Pool. D&A wanted to swim. I wanted to read. Alice just wanted to drink. Girl in bikini is for Huddy.



Salt Fork at night. Last time I was there was for TRA'92. Still was a nice place to relax and is in a beautiful setting!



Home. No place like home. Really, no place like home, except maybe Camp Chuck!

The Roadster Factory Summer Party 2009
Continues



African Safari decor...don't like it and don't want to reproduce it. Kudos for original thoughts.



A rather famous face in a special Place. photo by Stan



Stan Seto's cheery TR3 in the line up downtown. Thanks Stan for the pictures.



Flying race wedge in Group 44 colours



A unique body style by Farina of Italy. It's a TR4 chassis I believe. It is called an Italia 2000. Sweet, no?



John Swauger and unknown lady.



A shot of the bright end.



Stag Engine Rebuilding Lessons Learned - from the Stag Email (we don't guarantee anything about these tips, except they were from the Stag Email List - caveat emptor)

Well, the Stag engine rebuild is finally complete and is back in the car and running. Reflecting on this 2 year ordeal, I'll pass along some lessons learned when trying to accomplish this in the States.

- Be wary of machine shops. I went to what was touted as the best in Portland only to discover that they reversed the orientation of the connecting rods to 3 pistons, lost the oil passage grub screws, failed to install 2 freeze plugs and installed 2 others so poorly they leaked badly and had to be replaced.
- Replacement grub screws with an Allen head top can be found at ACE Hardware in the States in several lengths and with the proper fine threads. 3 cost less than a buck. Always use RTV sealer when installing the screws.
- Never use anything but brass freeze plugs, much easier to remove if they leak. And always apply RTV gasket sealer to both the hole and the plug. NAPA stocks the correct freeze plugs 1-1/8" stamped part number 1135 appears on the inside.
- Just because something's leaking at the rear of the engine doesn't mean that's where it's originating. With the slope of the engine, water and oil will flow to the back. Thanks to all you guys who pointed this out to me when I thought I was going to have to pull the engine.
- Be wary of using a water pump rebuild kit. The kit I got was supplied with a sleeve and pvc washer already installed that went to a Saab! Even after discovering this and taking the sleeve off, the seal would not press into the brass basket. If it doesn't leak, I'll leave it alone from here on.
- I'll swear by E-Zlok threaded inserts (www.EZLok.com). Worked like a charm on my head for the exhaust manifold bolts. These don't require any kind of special installation tool, only a properly sized drill bit and tap; provide a steel thread to bolt into; and held the torque without pulling out. I contacted E-ZLok about local sources and got mine from a local hardware store in Portland for about \$2 apiece.
- Yes, you can cut an exhaust system apart! A prior owner had welded the exhaust pipes and mufflers into a single unit. I had to cut these apart to get the transmission and drive shaft installed. The dilemma was how to hold them together on reinstall. Home Depot carries a stainless steel band clamp around a rubber gasket for household plumbing lines 3" wide with two aircraft fittings in their plumbing supply section. Just loosen and remove the rubber internal gasket and this baby tightens right around both cut ends pulling them into alignment with little blow-by. The bands cost less than \$5 - about 1/3 what they sell for in the racer catalog if you could get the right size (you can't).
- You don't need to buy all the water hoses as a set. I bought a replacement for the curved water hose at the rear of the engine for less than \$10 by taking the old hose to NAPA and having the counterman match the curve against his stock hoses. Cut off what you don't need and clean up the ends on a grinding wheel if they're ragged.
- ACE Hardware carries a variety of T fittings and connectors with differing end sizes that I could buy as individual pieces (not a bubble pack) and return what I didn't use after I wrestled the vacuum and fuel line connections into submission.

- Saving the best for last. I will always take my business to Chinook O-rings and Seals (www.chinookor.com). While they have a \$5 minimum, I was able to find O-rings to seal the cam cover nuts (and got extras) and one to replace the seal on the distributor base (and got extras) for the minimum since most o-rings are priced much less than a dollar. They took the time to mic the old o-ring, the depth of the land and the o-ring expanded diameter after being trial installed on the distributor.

Cheers!

Stan



Photo of Bruce Clough Stag in the line up at the Roadster Factory Summer Party.

The North Coast British car show.



A lovely shade of blue. Nice wheels.



Spitfires of the Mk4 variety.



Other fine marques at Shaker Square in Shaker Heights, Ohio.



Now you are talking! A Lotus Cortina. Rj and I saw a couple race at the vintage races this summer. These are quick and classy sedans.



right view of shot at left.



Spectraflem purple eh? I have a few 60's Hot wheels around in this colour.

Thanks to Jeff Barth for the photos. Maybe we can ask him to share a little at the meeting of how the day went. Good job Jeff.

NCBCD cont.



MGA. Creamy and dreamy!



Super Seven by Lotus.



Wedge in Rouge.

The Meeting Minutes, August 2009

Meeting called to order @ 7:45. President report: thanks to all who volunteered at BCD. Vice President report: Glad to be here, directed traffic at BCD. More Morgans at the show. Treasurer report: 2677.65 to start the month, 2685.57 to end the month. Thanks to volunteers at the shirt booth, all shirts were sold this year. Membership report: 23 paid members. New member Dave Highland was at the meeting. Welcome aboard! Secretary had nothing to report. Thanks to all volunteers at BCD. Events are listed somewhere in the Marque.

Old business: Trans-America Charity Drive. A motion was made to donate 200.00 by Stan and second by Chuck. Motion approved. Club will donate 200.00. Motion made to re-reimburse Stan for the flyers he had printed. Motion approved and Stan gets his 200 back.

New business: Holiday soiree first Saturday in December awards banquet the third weekend in March to be followed up by Lois.

Next meeting will be at the Pub On The Green on their patio.

50/50 Ted Allison.

Restoration of My TR6

Part 3

Decisions, Decisions, Decisions

With the dismantling of the car completed in March of 1998, it was decision time. First, the order for the replacement body order was placed with the Roadster Factory in March 1998 for \$6300.00. For those who haven't heard the story surrounding the body shells, when British Leyland closed the TR6 production lines, British Heritage bought the tool and dies for scrap. After that, British Heritage produced the bodies after receiving sufficient orders. My body arrived in the United States at the Roadster Factory in December 1998. After paying for the body shell, the Roadster Factory agreed to store the body until the spring. I had the body shipped to New York in June of 1999.

My immediate problem was the frame damage and what to do????? The frame was in worse shape than I thought. Besides the damage to the trailing arm supports, (both sides were bad), the right front frame was swiss cheese.



The rust has eaten more than half of the first foot of the box frame.

Both the rear trailing arms supports were also in really bad shape. The left side was broken and the right wasn't, but was close. I could get replacements for both supports from the supply companies but what to do about the right front box frame.

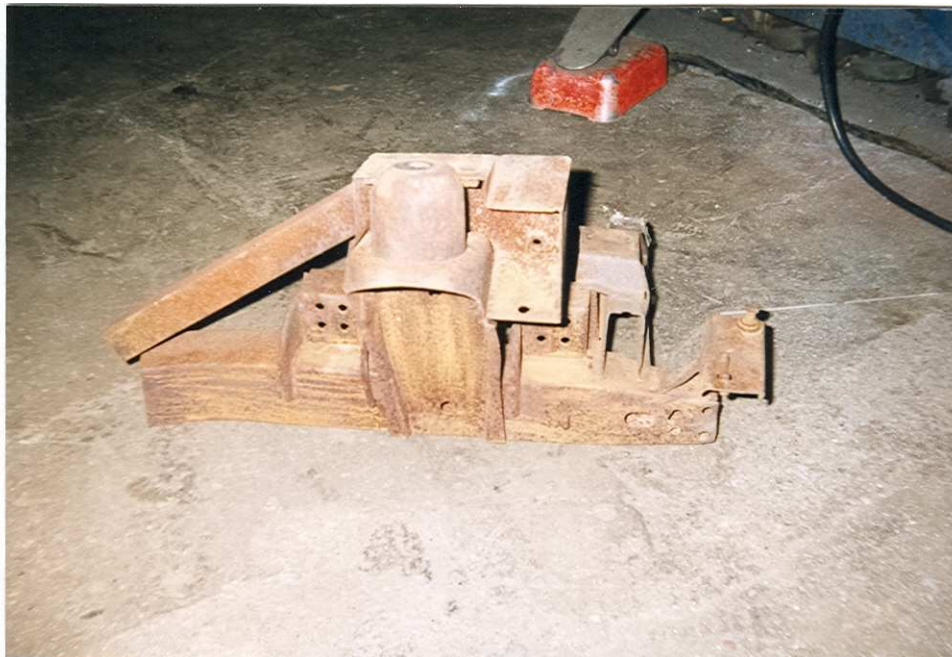
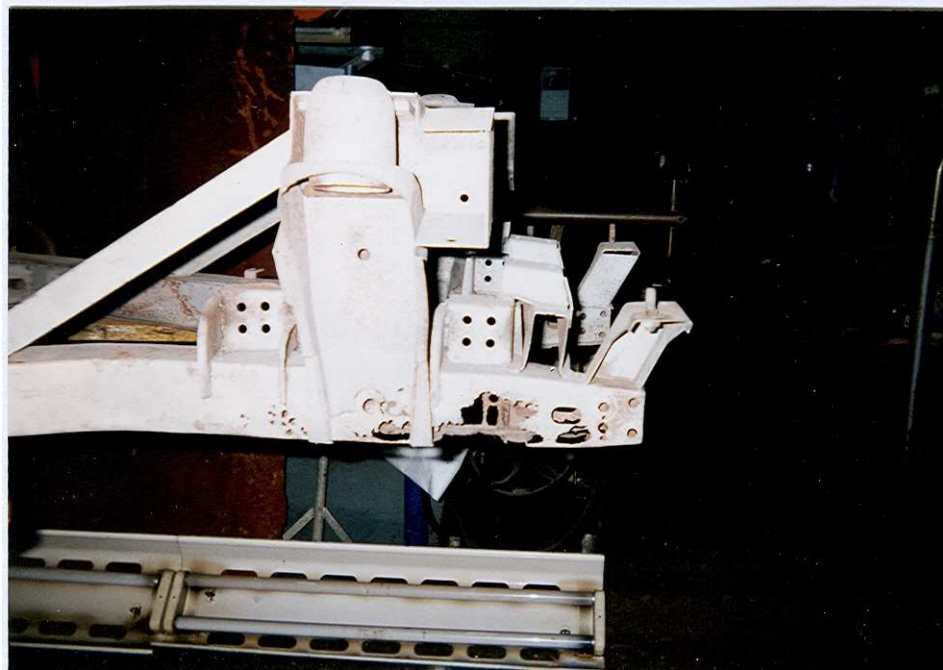


This was the better side. Notice the left attachment to the main frame is barely attached. The replacement crossmember can be seen at the right. The left crossmember was completely separated from the main frame.

If I undertaken this project today, I would have scraped the frame and bought one of the new ones, but in 1998 it was not an option. The rear could be repaired with new part but the right front was another matter. I was reading an article in the VTR magazine about a guy in Wisconsin named Chris Mills who might be able to help. After several attempts to contact him, we finally talked for quite awhile about the problem. His solution was to cut off the right front frame back the angle support and replace it with one he would cut off one of numerous frames he had.

I now had a plan, but I had to find a frame shop to do the repairs. After going to several shops in the area, I thought it was hopeless for this frame. The shops almost laugh me out of their shops after showing the pictures of the frame and describing what I wanted done. The guy that was doing my engine rebuild, (we'll get to that later) suggested a welding shop that had done muscle cars in years past before switching to commercial welding. I approach Evanciew Welding with the problem. During slow times, they take on projects like mine. They were actually excited to try and repair the

frame. With replacement frame parts ordered, the frame was dropped off in June of 1998. The frame was sand blasted revealing even more the problems with the right front.



Chris Mills comes thru with the replacement.

After 4 months of work by the welding shop, the frame repairs were complete.



Front end repair. Notice the reinforcement to the main frame. The center crossmember was reinforced with a u-channel which covered from side to side. I had serious concerns whether this could be aligned properly.



This picture shows the repairs to the trailing arm crossmembers and center section of the main frame. I got the frame back in October 1998. The next question is how to protect the frame over the long run. Just painting would not stop any rust on the inside of the frame and using a product like Waxol on the inside would not stop rust already present. My solution was to have the frame galvanized. There is a company in upstate New York that had major contract to galvanize the poles used on signs on the New York State Thruway. They took on my small project and the frame was dipped and galvanized which will solve the rust problem hopefully forever.



The frame galvanize!!!! Notice the wheels, big mistake. The galvanization metal created a lot of problems trying to balance the wheels.

I made a big mistake in having the frame galvanized. I failed to tell the galvanize company that I was going to paint the frame. They have a process that allows paint to be applied, but with out the process, paint doesn't stick. As a consequence I had to etch the entire frame prior to painting. I then applied three coats of epoxy primer and 3 coats of gloss black 2 part epoxy paint to the frame and the suspension parts.



With the frame painted, plus all the suspension parts painted gloss black, the frame was put on the stands to begin the suspension rebuild. It was at this point that I realized the frame was not true and that I had some serious suspension problems. That will be discussed in the next part along with engine and drive train decisions. At this point I was into a major parts purchase. Between the US based parts suppliers and Rimmer Bros., I was able to find just about everything. And then there is Ebay!!!!!! Stay tuned for part 4. Happy summer driving.