



P. O. Box 144, Bellbrook, OH
45305

**This month:
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Events
Fall Tour
Late TR Guy
FrankenStag
Subscribe to the British
Marque!**

November 2011

MVT Officers

President: Chuck White, 937-372-6631

V P: Ted Allison, 937-475-3885

Secretary: Stan Seto, 513-683-7974

Treasurer: Harry Mague 426-3802

Membership: Eden Allison 937-475-3885

Events: Bruce Clough 937-376-9946

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



Idiots abundant, pics from Jay

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

Obligatory Disclaimer

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

President's Column

Greetings fellow MVT'ers! I trust you have had your Triumphs out enjoying what have probably been the last few great TR days this season. As I write this, it's been raining and cool for the past couple of days with at least one more similar day to come.

Several of us have just returned from the MVT Fall Tour into southern Indiana and northern Kentucky. If you weren't along for the ride, you missed a good one! The weather was great, the roads were twisty, the stops along the way were tasty (except one ... ask Bruce!), and the natives were friendly. Okay, so the leaves weren't so spectacular but we had fun anyway. Thanks, Bruce, for finding even more wonderful roads less traveled! And thanks, too, to our tour buddies the Allisons, the Balls, the Cloughs, the Rutledges, and Stan and to the Ferratts, the McKitricks, the Stinsons, and the Wakefields for joining us for supper at Valley Vineyards on Sunday evening. I think everyone would agree this was a nice ending to a great season.

In my last few columns, we've talked about the duties and responsibilities of the officers and the election process as defined by our Bylaws. This month, we'll look into the customary annual awards. While they are not mentioned in the current Bylaws, I'm told they were covered in the original ones. (If anyone has a copy of them, I'd like a copy!) The information covered here was provided by past-president, Stan. Thanks, Stan!

Unlike the officer positions, you do NOT need the concurrence of the nominated member to place their name into consideration. All it takes is a nomination and second to get their name on the ballot.

Marque of Distinction – This is the club Prestige Award and is to go to the person (or persons) who have most personified the character of the club in the past year. Most nominees promote and serve the club at both internal and external functions.

Keep It On The Road – This award is for participating and driving your Triumph throughout the year.

Press On Regardless – The award for sheer gutting it out, over coming problems on the road and continuing on.

Most Improved – This award is for the person who worked on improving their car the most during the year.

Thanks for listening (or should I say, reading?) and I'll see you at the November meeting.

Chuck

Jay's Funnies from the web.

Idiots truly abound this month. A red Green style was established but when it came to the record breaking worst all time Wal-Mart pictures... well I draw the line. This is after all, a British magazine. Do credit us with some taste. The rest of you lot, off to Clackton!



Jay's Funnies cont.



Duct tape works wonders among those who lack funds and grey matter to engage otherwise obvious solutions to life's little challenges. Well, if the cup fits...



When Honda began flooding the market with cheaply bought power units, the Red Green fan club twitched with delight. i am sure of it.



OK, just one Wal-Mart shot. Lets make this a challenge. Make up the best caption and win a prize!



Most of the motorcycle crowd I know are not this impulsive.



Appellation resort luxury!
Look out, the rest may upset purists.



Here is an art - deco creation based loosely upon an Austin A40.
Wipe the tears and look upon the reddish part and you may recognize it.



If not stylish in the aero, perhaps then functional in the same.



Note the controls and seats.



Carol Rutledge sends us her heroine via the web. This Plymouth, Michigan (of course) native changes her own plugs and oil. Ms. Drummond enjoys motoring and regularly drives her car. At age 100+ she can still get joy out of her Packhard. Of course.



Two Classics, One Car
A Collector Shows Off Her Lifelong Favorite

If I owned that car, I would be driving it until I could't move too.



Ferarri Bicycle.



Rover version.



Mini. It figures. Darn watered down BMW.

Purposed Budget 2012 Miami Valley

<u>Description</u>	<u>Triumphs</u>		<u>Month</u>
	<u>Expenses</u>		
	<u>2010</u>	<u>2011</u>	<u>2012_{est}</u>
Awards Banquet			March
	\$400.00	\$450.00	\$450.00
Year End Awards			March
	\$500.00	\$600.00	\$600.00
Club Liability Insurance			April
	\$207.00	\$207.00	\$207.00
Ball's Pool Party			August
	\$160.00	\$165.00	\$170.00
Web Hosting			July
	\$154.00	\$107.00	\$130.00
Post Office Box			August
	\$60.00	\$62.00	\$62.00
Donations(\$500 for BTM in 2010)			Yearly
	\$700.00	\$150.00 _{est}	\$150.00
Marque Expense			Yearly
	\$171.00	\$91.00	\$100.00
Christmas Party			December
	\$164.00	\$200.00 _{est}	\$200.00
Summary			
	\$2516.00	\$2032.00	\$2069.00
			<u>Income</u>
Membership Dues			Yearly
	\$520.00	\$600.00	\$600.00
BCD(\$2200 in 2009 & \$2000 in 2008)			October
	\$1650.00	\$1800.00 _{est}	\$1800.00
50/50(average of \$96 over last 2 years)			Yearly
	\$100.00 _{es}	\$100.00	\$100.00
Brown Bag Receipt(\$146 2009)			January
	\$150.00 _{est}	\$160.00	\$168.00
Awards Dinner			March
	\$330.00	--0--	--0--
Summary			
	\$2768.00	\$2650.00	\$2660.00

Actual Club Financial Status

<u>Year</u>	<u>January 1st</u>	<u>December 31st</u>
2008	\$2963.17	\$3516.19
2009	\$3516.19	\$4715.46
2010	\$4715.46	\$4502.42

Treasurer's Report: As of 1 November 2011, we will have a balance of \$2777.45. Since October 1, 2011 the club had the following income: 50/50--\$7.00, membership income: \$60.00. Total income for October is \$67.00. The club only had the following expense: Post Office Box Renewal for \$77.00, Marque Expense for \$26.33 and Final Awards Dinner Cost of \$95.97. Total expense for October is \$199.30.

Miami Valley Triumphs Monthly Meeting, 05 October, 2011

Meeting was held at Tumble Weeds restaurant on Dorothy Lane. President Chuck White convened the meeting at 19:29:30 hours. There were twenty-five club members and the Clough's two children in attendance. There were no changes or additions to the agenda.

Officer's reports –

President White opened the meeting and gave a toast: "Hail to the Queen". He had no report to give this month.

The Vice President, Ted Allison, was his usual jovial self and commented he was still breathing.

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

Membership Secretary, Eden Allison, reported that 35 have signed up for 2011 – 2012, so the five or six of you not declared for 2011 need get your dues sent in.

The President requested that the Membership Secretary give one last notice and give them time to reply before severing them from the Marque in November.

He further asked that in 2012 the club stick to the renewal bylaws that state the membership renewal time starts on 01 June and completes on 01 September.

The Treasurer, Harry Mague, has a separate report of our finances, elsewhere in the Marque. It sounded like we were solvent.

Events Chairman, Bruce Clough –
Fall Tour to start from the Red Onion in Monroe on Friday 14 October. It will end at Valley Vineyards in Morrow on Sunday evening at the dinner time and those not on the tour can join there.

On 05 November the club will rejoin at the Corwin Peddler for Guy Fawkes Day celebration. Starts at 7:00 PM, costs \$10.00 ahead, or \$15.00 at the door.

03 December is date for Holiday Soiree Lois is in-charge.

There will also be a Tech. Session in November. "What" is to be decided.

Committee Reports

Technical – Stan announced he retrofitted his car with Toyota light truck calipers. They are dual piston and have more pad area, so car should stop better.

Spares - No Report this Month

Newsletter – Randy had no comments.

BCD – There will be a close-out meeting sometime in October.

Old Business –

Regalia – Pete Stroble said the stuff is available to whoever wants to buy it..

Phil Daye Update – Still in stress, attitude is good, but has some problems with day-to-day chores, such as dressing himself. His treatment is reduced to chemo only, every other week. Hard to assess if he's getting better. Cheyenne continues experiencing some troubles. She's seeing a Psychiatrist.

Marlene - We found her, again. She has had a second surgery on her leg, but lost the

use of it, so she's in rehab to regain use. She expects to be home by Thanksgiving.

Forrest – no report.

New Business – Elections are coming up. More next month. Chuck reminded us to use the electronic ballot system this year. Paper ballots will be available at the March meeting.

There was "Split the Pot", won by Duncan Clough, and in the amount of \$7.00. Harry's back to selling tickets, 2 for a dollar. Good for him!!

Meeting was adjourned at 19:54:20 Hours. Next meeting will be 02 November at 7:30 PM at TumbleWeeds.

Submitted by Secretary, Stan Seto.



MVT Events Crier!

From your MVT Event's Chair – Bruce Clough
Here are some things to keep on your horizon. You can also find these on the MVT web sites event's list

<http://www.miamivalleytriumphs.org/events/events.html>

or another excellent resource is the Little British Car Company's website event's list:

<http://www.lbcarco.com/cgi-bin/gen5?runprog=lbcnews&prog=2F6367692D62696E2F67656E353F72756E70726F673D6C626576656E7473&o=>

3 Nov – MVT Monthly Meeting, Tumbleweed Restaurant, East Dorothy Lane in Kettering in front of Elder Beerman's. Dinner and BS at 6:30PM, Meeting and more BS at 7:30PM. Pres Chuck will hand out the agenda, and we will kick tires in the lot afterwards.



5 Nov – Fall Tour-ette to Guy Fawkes Bonfire and Celebration at the Corwin Peddler:

There is still time to join us on one last tour before we kinda close down the driving events until the other side of February 2012. The first Saturday of November we will be taking a cruise to stock up on Fall/Holiday essentials and then end up at the Corwin Peddler for their Guy Fawkes Bonfire. Info for that can be found at their web site:

<http://www.thecorwinpeddler.com/>, or you can squint at the graphic above. Note that there is a fee, but you get something to drink and eat. We will be leaving from Cherry House Café, 1241 Meadow Bridge Drive, Beavercreek, OH 45434-6380. They are located right behind the McDonalds off of Dayton-Xenia Road, or behind the Krogers – take your pick. The plan is to show up there about 1130 for some light lunch, head to Yellow Springs for shopping (maybe some wine at Brandeberry Winery?) and getting in touch with the inner part of yourself, then stop by Cedarville for warm coffee, then off to Washington Court House for Holiday Shopping, then back toward Corwin for the bonfire – if we are early

Sounds like fun...

A bit more on Guy from the Wikiworld...

Guy Fawkes (13 April 1570 – 31 January 1606), also known as *Guido Fawkes*, the name he adopted while fighting for the Spanish in the Low Countries, belonged to a group of provincial English Catholics who planned the failed Gunpowder Plot of 1605.

Fawkes was born and educated in York. His father died when Fawkes was eight years old, after which his mother married a recusant Catholic. Fawkes later converted to Catholicism and left for the continent, where he fought in the Eighty Years' War on the side of Catholic Spain against Protestant Dutch reformers. He travelled to Spain to seek support for a Catholic rebellion in England but was unsuccessful. He later met Thomas Wintour, with whom he returned to England. Wintour introduced Fawkes to Robert Catesby, who planned to assassinate King James I and restore a Catholic monarch to the throne. The plotters secured the lease to an undercroft beneath the House of Lords, and Fawkes was placed in charge of the gunpowder they stockpiled there. Prompted by the receipt of an anonymous letter, the authorities searched Westminster Palace during the early hours of 5 November, and found Fawkes guarding the explosives. Over the next few days, he was questioned and tortured, and eventually he broke. Immediately before his execution on 31 January, Fawkes jumped from the scaffold where he was to be hanged and broke his neck, thus avoiding the agony of the drawing and quartering that followed.

Fawkes became synonymous with the Gunpowder Plot, which has been commemorated in England since 5 November 1605. His effigy is often burned on a bonfire, commonly accompanied by a firework display. It seems our use of "guy" for a male in America stems from Guy Fawkes day, so it is indeed appropriate to celebrate Guy and his, errr, accomplishments...



Dec – MVT Holiday Soiree: Like last year it will be at the Queen of Apostles Community

meeting room at Bergamo Mt St John, 4400 Shakertown Rd, Dayton, OH 45430 429-06510. Meet and greet 6PM (actually Lois will put you to work preparing, but at least you'll be given a drink to hold), dinner at 6:30, Brown Bag Auction, I repeat, Brown Bag Auctions about 7:30. Bring a bag full of old Triumph parts, automemorabilia, or other stuff (including ceramic and plastic fish) you don't want in a brown bag, and we'll action it off and pad the treasury. More info on that next month. Lois Biger's the POC for this at 937-253-1580.

MVT Classifieds



For Sale: 2200 CFM 16" Electric radiator Fan \$35, 1500 CFM Electric Radiator Fan \$20, TR7 Engine Fan \$10, Black TR7 Hood Cover (when it's retracted you cover it with this) \$25, a few 100/80W H4 bulbs - \$5, shop cleaned (tanked) TR7 engine block \$25 - more misc TR7 parts including a lot of engine stuff! Bruce 937-376-9946. bclough@woh.rr.com

MVT Fall

Tour

Events Editor - Bruce Clough

Well, I don't have a lot of time to write before I have to have this into Randy for the Nov 11 newsletter, so I suppose I'll just annotate pictures. I'm sure Pres

Chuck and the ever-writing Stan will have more to print. In general, all I can say is "wow, what a weekend – great weather, great roads, and great friends. Glad to hear that Ted and Lorna – who had to leave and head home early due to aches and pains – are feeling better.

Friday



Club members gather at The Red Onion in Monroe at the start of the drive Friday. This place is in the heart of Monroe and has good, if a little expensive, food. I had a cheddar-broccoli soup that was fantastic.



Triumph in The Red Onion parking lot, actual Triumphs. Note the wrapped period luggage on the back of the Rutledge's TR3B, how quaint...



Top erection time on Stan's TR3B. We ran into a few rain showers before we got to Indiana. They lasted long enough to make Stan put the top up, then they were gone.



Lorna trying to find something decent to taste at Chateau du Hurl



Well, the grape juice was good – Welch's BTW...



After we got into Indiana we got to our first winery. This is Chateau Pomije. I think they should rename themselves "Chateau du Hurl" on the account of their wines



Well, at least the Southern Indiana roads were nice to experience



In the parking lot at Ertle Winery – now this place had good wines!



Fall foliage at Madison Winery



Ted and Eden at Ertle winery – they watched us taste and took pictures of out butts...



Duncan and Bridgett rolling downhill in the wonderful Fall foliage at Madison Winery – well, at least it is grass stains and not oil...



Chief White Eyes Trail (IN 62) – excellent sports car road, gave Lorna motion sickness



Paul made a surprise visit to the hotel in Madison where we stayed that night – dude gets around...



MVT Crowd at 605 Café – good food, bad service. Took forever to get refills on coffee, or your check. It is probably is the “in” place to be in Madison – they had a good wine selection.



...she takes “art” shots....



Don't give your daughter the iPod at the restaurant...



The evil pillow – the pillows we had Friday night seemed they were filled with chunks of foam – really strange to sleep on!

Saturday



Before heading south that morning we decided to shop in Madison for a little while. Madison is a pretty town with a lot of restored old buildings...



...and gardens with concrete dogs...



...and toy Weber Grilles (MVT bought 2)...



...and the Madison Coffee Shop where the author waited 35 minutes in line to get a coffee. Seems it was Chili Cook-off festival time, seems lots of people were in Madison for it and other events, seems the Coffee shop was having problems with help. It was entertainment watching the owner work as fast as she could – I tipped well – she deserved it!



Did we mention the Steamboats were in Madison that day also?



Yes daughter, that bow was that ugly...



You couldn't complain about the weather, at all...



Crossing the Ohio river - cool morning, not a cloud in the sky...



Rolling hills covered with changing trees as we headed into the Bluegrass part of Kentucky



Heading back out after Smith-Berry, we took some more fantastic roads as we headed east.



Roger looks at the tasting room at Smith-Berry Winery. This place gets my pick as the best winery we visited. They had 6 dry Reds out for tasting, and the all were good – do you know how hard that is for a small winery? Impressed! Note that the wrapping was holding up well over their vintage luggage.



Phenomena – Quilt Tobacco Barn. For some reason every tobacco barn had a quilt square on it. I think that was to try and disguise them against the anti-smoking activists. Not sure it was working.



MVT Arrives at Elk Creek Winery...



...and so did Paul. The guy who made his success with Halloween Express took that money and built this winery. Good wines, good food, and he also has golf, skeet, and other activities on the property.



Next stop was Prodigy Winery just a bit south of Frankfort (which is the capital of Kentucky, not Lexington or Louisville). Bridgett likes the little

sculptures you could stick a wine bottle in – I wandered why you needed to disguise their wine – actually it was not bad, or not that bad. Down the street was a Rebecca Ruth Bourbon Chocolate Shop – we have a box of those now...



The Kentucky Castle – this imposing concrete edifice is part of a place you can rent out for a wedding, or stay overnight – just west of Lexington. We stopped there so Carol could get some pictures of the TR3B in front of it. We stayed near Lexington that night. We had dinner at the Cracker Barrel across the street from where we were staying. I should have taken pictures since the service was “pure MVT tour” – in other words, bad. Ask Carol and Lorna – pretty screwed up, but it was a Cracker Barrel and not Flemming’s....

Sunday



The day dawned partly cloudy, but nice as we headed northeast through horse country. As always I'm impressed by the farms, which over the years have taken on a more corporate flavor – don't know how many signs I saw that said "XXX Farms, as subsidiary of YYY Corporation" The goal was to get to Augusta on the Ohio River upriver from Cincinnati.



We got there just as the clouds started to break up - there was a shop open, so we got some coffee and walked down towards the river. The river ferry at Augusta was running, so we watched that for a while...



Looked at the sights for a while, such as the visitors welcome center in an old caboose...



...and headed up river to cross back into Ohio.



Moyer's Vinyards, right on the Ohio River near Manchester, OH – the goal was to stop for lunch here. Unknown to us Rouch Racing was hosting a luncheon there that day, so no lunch, no wine

tasting. Drat. We headed north to West Union and found a Wendy's.



Nice fall day!

It's owned by an eclectic collector who buys and sells old car and motorcycle parts. Nice guy – we got to talk with him for a while



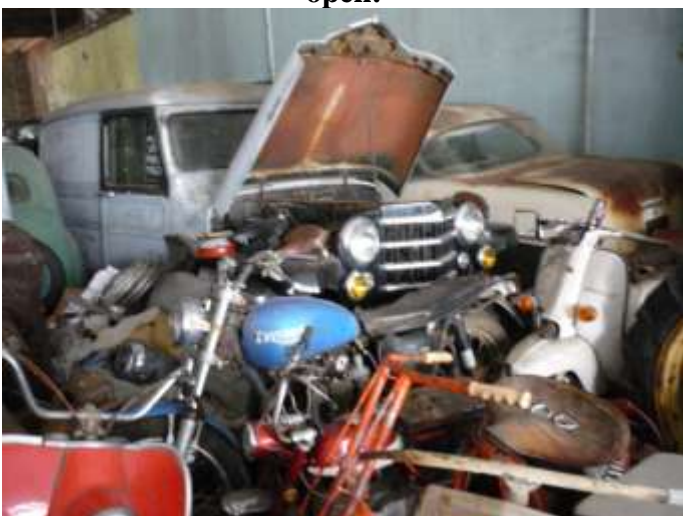
All the old bike parts you'd ever want...



You know that building in Lynchburg that has the Isetta's and Crosley's in the window? It was open!



Even a Triumph, or two, or ten...



Or even Indian?



There is a nice covered bridge in Lynchburg you can stick your kids in for photo ops,



Or go inside for photo ops looking out! After Lynchburg we headed west toward Valley Vineyards (note to myself, stores in Blanchester are not open on Sundays), where we were meeting a few more MVT folks for dinner, but we just had to stop at the “antique” store on the west side of the Little Miami River Valley on OH 350



This place has junk, and lots of it. Much of it is outside since nobody would steal it anyway. If you need something, odd are you can find it here in disrepair....



Finally, we made it to the end of tour celebration fete at Valley Vineyards. Looks as if the vintage luggage is doing fine...



MVT members enjoying dinner at Valley Vineyards – cook your own steak, grab a bottle of wine, go for it.

Post Mortem

So kids, what did we learn from this year's MVT Fall Tour?

1. Pomije is "wine sucks" in some language.
2. Don't give Ted a camera and turn your back.
3. Lorna gets motion sickness easy...
4. ...bummer to be you Ellis.
5. Chief White Eyes Trail is White Knuckles On The Grab Bar Trail if you are the passenger in a TR3B.
6. Do not expect you check to show up for a good 30 minutes until after you've eaten at 605 café.
7. Foam chunks do not a good pillow make.
8. If you see only one barista at a coffee shop in the middle of a festival, run away as fast as your fairy-fleeted feet can carry you.
9. You can get good wine in Kentucky, excellent if it says Smith-Berry on it...
10. Never give Carol a camera and set her loose in a castle.
11. The servers at Cracker Barrel in Lexington, KY got their training from the ones at the Amish Restaurant in Logan, OH.
12. There's probably more money in raising horses than betting on them...
13. Our luck as bad lunches at Moyers continues, this time we couldn't even get in to wait forever for service...
14. Service at the Wendy's in West Union was fast...
15. Piles of old bike and car parts are cool, just as long as somebody else has them.
16. Junk is junk is junk. Collecting it together is not considered antiques, just a tetanus or fire hazard.
17. And finally – if you cruise with the folks from MVT you will have a good time, meet interesting people, go fun places, and generally blow the carbon out of your combustion chambers.

The next long tour will be Spring 2012 – direction? Unknown. Be there or be square!

The Continuing Adventures Of...



Bruce Clough

Technical Stuff

As some of you know I'm the Vintage Triumph Register Wedge consultant, which means I don't know how to fix everything, but I know who I can vector a person to for help.

One of the things I'm active in is the Wedge Technical Forum which I scan for nuggets of tech goodness – there are a lot of folks with a lot of experience who impart it on a daily basis. Got three tech topics for this month:

Good Soft Tops?

Here's a question/answer on which convertible tops to get for a TR7:

"What it does need is a new top and lots of interior parts. I spotted an outfit on the internet called Autotops that had a TR7 top for \$350. It sounded pretty good and even had a zip out window and they claimed it was made in the USA. It's a far cry from the \$1100 that Roadster Factory wants and about \$500 from Victoria British. I wondered if you know anything about this company or have any other suggestions. Anybody know anything about Autotops?"

Why bother? An EZ-On brand top from topsonline.com is \$299, and this is the best top we've been able to determine from fit and finish. Made in USA to the old Anco paterns. Anco was the supplier of warranty tops in the

US for BL, and their design is the best in that it incorporates a forward reaching flap that seals window area best.

Wayne Simpson, Proprietor of the Last Chance Garage - Wayne@Last-Chance-Garage.com, Brick Township, NJ "Lover of Triumph's three bastard sons; TR7/TR8/Stag"

(Wayne is one great TR7 tech wiz, and is the maker of the head tool I used on the last Wedge engine rebuild I did.)

Reversionary Exhaust Engineering

Here's a question on exhaust system design and performance, specifically about the cross-over piece – many folks want to use systems where you don't use one to connect the two sides of the headers. I didn't use one on the last exhaust system I had on the TR8:

I thought (according to Vizard's book How to Build Horsepower) that a crossover was essential?

If you are referring to the 1st edition of "How to Build Horsepower, Vol. 1" (was also covered in his "Performance with Economy" book) then Vizard's testing indicated a cross-over is essential when using anti-reversionary headers and camshafts with narrow lobe separation angles. Note that Vizard has a completely new version of "How to Build Horsepower" (not to be confused with "How to Build Horsepower, Vol. 2" which covers induction systems) which does not cover anti-reversionary headers.

Anti-reversionary headers have a cone built into the each port at the header flange. The cone permits flow out from the exhaust port into the primary pipes but is designed to inhibit flow traveling the other direction (backwards up the pipes into the intake manifold via overlap from the exhaust). Some header designs used on Japanese tuner cars have the cone built into the primary pipes, instead of the flange.

I believe Jim Feuling had the patent for the anti-reversionary exhaust header flange and sold the rights to Cyclone headers. Cyclone was later bought out by another header company and the anti-reversionary designs dropped. The design requires a properly placed cross-over (close to the collector with h-pipe style cross-over) and a narrow lobe separation cam (narrow lobe separation angles are more sensitive to exhaust

back pressure) so results were mixed (worked when the above conditions were satisfied). When used properly, Vizard noted much improved low and mid-range power and part throttle fuel economy. In some cases, the power band came on 1000 RPM or so earlier. Vizard has also tested H and X pipe cross-overs on conventional headers and notes they usually increase average power and nearly always reduce noise levels. He also notes the mechanism changes depending upon whether or not mufflers are present. When mufflers are present, the cross-over permits sharing of the mufflers by each power pulse, reducing the apparent muffler restriction. Also, the apparent collector length of a header is a function of the design of the muffler (whether it acts as a chamber termination or an extension of the collector).

Vizard's most recent header article had a favorable mention of the PipeMax exhaust design software. I recently picked up a copy of it and it predicts the best and worst header dimensions (and overall exhaust lengths from collector to tail pipe tips) for reversion. It also outputs the best placement of h and x-pipes (very different locations).

My dyno testing suggests muffler design can have a significant impact on power. Some muffler designs were down 50 HP (on a 400 HP street engine) compared to other more efficient designs (e.g. Magnaflow straight through mufflers). Vizard recommends mufflers flow 2.2+ CFM per HP (the point at which there is a 1% loss in power between mufflers and open pipes) but be aware that going too large on mufflers increases noise. Also be aware that Flowmaster mufflers are very sensitive to location (relative to the collector).

Dan Jones

Dan Jones is an avid race car builder and always can be counted on for a good article or two about increasing power and response.

The Smell of (not) Success

I've had this experience before, but both times it was a gas tank that started to leak ☹.

Over the last two days I have smelled a whiff of gasoline in the garage after driving the "7". This

may not be a new smell because of the weather change I have started closing the overhead door after pulling the car in. Before the door was left open and even now if I open the door for a little while the smell goes away.

I briefly looked around the car last night but did not have the time to investigate deeply. Any know problem areas that I should start looking for first? I checked under the carbs and aside from some oil residue there was no gas.

Pat, the lines behind the fuel filler blanking plate where the vapor separator is located, is a common area for the hoses to deteriorate. They are out of sight, and not checked frequently and tend to provide that after shutdown fuel smell.

David Elsberry

Rescue, Scotch 33 & Gaffer's Tape

After the duct and other tape conversations we had after Stan's TR3B hose blew in September this bit of web knowledge by Carl McIver – an old hand at about everything - seemed appropriate:

Rescue tape and the Scotch 33 are all self fusing tapes, and you're looking at the consumer/sucker priced product as well as the Cadillac of self fusing tape. The 3M is marketed for electrical applications, however, due to its high dielectric capabilities.

I've been using this stuff for decades and it's been seen in my wedges a number of times. Use it on both military and commercial aircraft, as well as the high voltage stuff I do in research and development (mostly...) You can get a good review on all the self fusing tapes there are out there by going to mcmaster.com and putting "self fusing tape" in the search box. They usually have 10-12 yard rolls for about what you've been paying. I use it mostly now for high voltage stuff, and have moved away from the more expensive 3M stuff to the generic stuff they sell since I always put on more than I need, and that gives me more bang for my buck when it comes to volts per mil.

Since we're discussing this stuff, I've learned the best way to work it as well. It really needs to be kept clean the whole time you're working with it. Wash your hands and use alcohol wipes or equivalent. Leave it on the liner as long as possible. For starting it, I pull it all the way

around what I'm wrapping, pinch the free end against the long end, pinch, and pull. Then I start wrapping. For removal, use a very sharp knife, like a razor blade, and just score it lightly while you pull it away. I've got some of this stuff keeping a rusted sink drain joint from leaking as well, and its been there for years. If you want to know my other two favorite tapes, go look up gaffer's tape and 3M VHB. The gaffers tape is the perfect OEM looking replacement for the tape used to hold the wedge wire harnesses down (it also sticks to everything, tears easily, comes off years later with no residue, and can even separate from itself, unlike duct tape.) The VHB tape is the only double backed tape I use for anything, and I've used it for all sorts of stuff. This stuff sticks so good I've had to work really hard getting two flat and rigid surfaces apart when I needed to. I last used it to hold a fuseholder on my son's car for his amplifier and didn't want to drill holes in anything. Not worried about it every coming off (again, clean surfaces are a must.) It's a foam tape, so I can't use it in vacuum chambers, but the gaffer's tape has found its way in some for a matte black background for cameras. Probably not good for high vacuum, but huge pumps cure all outgassing ills.

I like the latter tapes so much I often leave a roll of the gaffers' tape at all of my customer's locations throughout the company, and often when I return I find they no longer use duct tape anymore. This is one of those products that cost more than duct tape, but you will never want to use duct tape again after using this stuff.

Carl McIver

Don't Lose Your Cool

Finally the last bit of advice comes from the Stag email list, not the Wedge list, but since the Stag engine is kinda doubling of a TR7 engine, it's appropriate. The response if from Randall, who pretty much responds to everything on the Stag list, but he usually knows what he's talking about, so I tend to read his responses...

(Excerpt from a longer question on how to keep a Stag from boiling over) ...I use a 50/50 mixture of blue antifreeze and distilled water as I > believe

the 50/50 mix is about optimal for heat transfer and elevated boiling point. Radiator was back-flushed thoroughly 2000 miles ago...

I don't know that this would be relevant, but it's worth a thought. I have been struggling with marginal cooling on my TR3 for a couple of years now. Everything seemed to be fine, but the temperature gauge would run higher than it should. The problem was most noticeable at 65+ mph, but also existed at slower speeds. Not enough to boil over; but with a 160F thermostat I was seeing temperatures in excess of 200F even on reasonably moderate days.

Radiator had been "boiled out", flushed and checked for flow several times. Lots of other things, including different water pumps, different arrangements of shrouds and air dams, blocking the thermostat bypass, etc.

Finally, I insisted that the shop try rodding out the radiator. They boiled it and checked for flow first, it still looked "fine". But when they rodded it out, they got "an incredible amount of mud" out of the tubes. Apparently the tubes were all evenly coated on the inside with a crusty brown mixture that I surmise is probably a mixture of rust flakes and stop leak. They were finally able to force the rods through all of the tubes, but it leaked in multiple places afterwards, so I've now got a new core installed. Haven't really had a chance to put it to the test yet, but preliminary results are encouraging.

The other thing I would look at is whether you have a small head gasket leak. LE1473L is sidelined with a small compression leak that produces symptoms similar to yours. Under modest, low speed driving, it exhibits no problem. But under heavy throttle, it instantly boils over (literally steam coming out before the temperature gauge can respond). Apparently the gasket only leaks compression into the cooling jacket when cylinder pressures are high (full throttle). The gases pass harmlessly through, until enough of them build up to "vapor lock" the water pump, which causes instant overheating. There is a simple test that the radiator shop can do, or you can buy the tool to do it yourself. I had them do it the first time (under \$20), then bought a tool on eBay for about \$25.

One other comment, mixing 50/50 will actually reduce heat transfer. It does raise the boiling point, but not as much as it reduces the heat capacity of the coolant. If you don't need freeze protection, then the best coolant is pure water plus a product like Hyperkuhl or Red Line Water Wetter that provides corrosion protection and reduces surface tension.

-- Randall



Tales of the FrankenStag

November 2011 - Bruce Clough



It Lives!

...but before we cover that part of the news, the rest of the story...

It's Integration Time

As some of you know, my background is aviation technology, and some of the more interesting times I've had is trying to get a bunch of new technology to play together.

FrankenStag is no exception, except it doesn't fly, in fact, it doesn't drive yet.

Need to fix that. First off the block, just trying to fill up the oil pan without a lot of leaky drips...no, not you guys...



What's this? Read on...

Valve Cover Blues

The astute readers amongst us will notice the picture above is the TR7 valve cover upside down. What I'm doing is fixing an oil leak. An oil leak caused by me having to cut and trim the gasket to fit. You'd think that one could at least get the gasket right, but it was too big (long) in several parts where it goes around the camshaft sprocket. I had to cut lengths from it to fit, then glue back together using Permatex Aviation brush-on gasket stuff. Yes, I tried gaskets from other parts vendors, but they were the same gasket and didn't fit either.

Why is this a problem? Humankind can accomplish all sorts of fantastic achievements, but can't cut cork gaskets to the right size. There must be something I don't know...

When I was putting the oil in the engine for the first time I had oil dripping from the places I had glued the gasket back together. Reglued with black RTV. Hopefully this will hold. (*it did – Ed*)

Dip Stick Madness

I have another problem, I have no idea what the oil level is in the engine. I have no dipstick. In a "normal" TR7 the dipstick is in a long rubber hose that attached to the air filter housing, well, I have no air cleaner housing, and the dip stick that came with the engine is about a foot shorter than stock. I could do what I did on the red TR7 which is to cut it back and make a shorter tube out of metal.

Or I could just cut it back to the length to use the short tube that sticks out of the engine block that the stock rubber tube clamps to.

The easiest thing to do is shorten the dipstick and use the existing 3" tube.

Which I did, since I'm lazy and I can always get a longer dip stick should this not work out. I can always rationalize the easier path, that ability is not limited to Wally in "Dilbert". I do have to keep it from leaking around the top of the stick. I did this by layering on heat shrink tubing until I got an interference fit – be they never had anyone do this with it!



Dip Stick covered with shrink tubing – you are right, it's a lame subject for a photo, but it's my column...



Dip stick in situ – works fine!

Houston, we are go for engine start, aka, October Tech Session

I invited everyone over to the Clough Ranch (Château Rouge de Rocher) on the 8 Oct for a tech session. The goal was to work on any Triumph needing help before the Fall Tour, and if we ran out of things to do, work on the Stag.

Two Triumphs showed up, The McKittrick's wedge and this:



Hey, where are the other wheels?

Problem was, neither owner would let us touch their Triumph, sooo we had to work on the Stag. Which wasn't a bad idea considering the august crew that showed up to work on the cars



The Crew

Now, we did actually have some work to do in the car – the night before I cleaned the garage, then put gas in the Stag to see if any lines leaked (they didn't), and then I tried to start the car just for kicks.

It started, but ran like fecal matter.

Since it was late and I wanted to get out to dinner with the family, I didn't troubleshoot too much, except for the thought it was due to either ignition or lean mixture – it was backfiring out of both carbs and seemingly only running in a few cylinders.

Back to the 8th – after the MVT members arrived, and after I made sure they had donuts and coffee, we attacked the Stag. The Reader's Digest (what's that?) condensed version of this is that I had set the carbs up right, I just assumed a clockwise rotor rotation. It's not, it's counter-clockwise. Reverse plug wires 2 and 3 and "whoopie" the engine roared to life like it should have to begin with. Whew! I also managed to have a hose come off during all this (Looks as if I never tightened it during the "let's swap out hose parts to fit the pump" fun back in late August/early September), so the garage floor and driveway got a wash:



Yes, I do windows also

Anyway, due to the bad assumption on distributor rotation and loose hose clamp I duly gave myself the rubber chicken.



The rubber chicken – given to the MVT member who breaks down during an MVT event. I carry one with me wherever I go, it comes in handy.

So, thanks to Miami Valley Triumph members Danny, Ted, Harry, Mike and Chuck for the physical and mental help. I know we made progress since I see two very visible outward signs:



The engine is back together and...



The workbench is bare...

But...I didn't make my goal of having the car running by the Fall Tour, so the adventure continues...

Until next month – Bruce

Great Quotes of our day.

Dana Perrino (Fox News) describing an interview she recently had with a **Navy SEAL**. After discussing all the countries he had been sent to, she asked if they had to learn several languages?

His reply:

"No ma'am, we don't go there to talk."

And finally... the famous

Bellbrook(Redneck)Book of Manners

1. Never take a beer to a job interview.
2. Always identify people in your yard before shooting at them.
3. It's considered poor taste to take a cooler to church.
4. If you have to vacuum the bed, it is time to change the sheets.
5. Even if you're certain that you are included in the will, it is still considered tacky to drive a U-Haul to the funeral home.

*****DINING OUT *****

1. If drinking directly from the bottle, always hold it with your fingers covering the label.
2. Avoid throwing bones and food scraps on the floor as the restaurant may not have dogs.

*****ENTERTAINING IN YOUR HOME *****

1. A centerpiece for the table should never be anything prepared by a taxidermist.
2. Do not allow the dog to eat at the table no matter how good his manners are.

*****PERSONAL HYGIENE *****

1. While ears need to be cleaned regularly, this is a job that should be done in private using one's OWN truck keys.
2. Proper use of toiletries can forestall bathing for several days. however, if you live alone, deodorant is just a waste of money.

3. Dirt and grease under the fingernails is a social no-no, as they tend to detract from a woman's jewelry and alter the taste of finger foods.

**From the MVT journalists,
Keep your motor oil warm!**

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