



"The Marque"

This month:
President's Report on State of the Club
Monthly Meeting Minutes
Treasury Report & 2013 Budget *(proposed)*
Events
Early TR Man

April 2013

MVT Officers

President: Lorna Ball, 937-746-5189
Vice President: Ted Allison, 937-475-3885
Secretary: Stan Seto, 513-683-7974
Treasurer: Harry Mague, 937- 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.

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 **Logan's Roadhouse 2819 Centre Drive Beavercreek OH**, unless otherwise noted in the "Marque". General membership meetings are at 7:30 pm with informal dinner starting at 6:00 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.

Secretary's Report: ~ Stan Seto.
MVT Meeting Minutes – 06 March, 2013

The March Meeting was held at Logan's Roadhouse on Centre Drive in Beavercreek, Ohio. The President, Lorna Ball, opened the meeting at 7:28 PM, with "Hail to the Queen!"

There were 20 club members there and the two Clough children. This is Election Night, and paper ballots were handed out to those members who had not voted electronically. There were about eleven electronic ballots received by the Secretary before Noon on 05 March. The paper ballots were collected and all ballots were counted by the club Secretary and Mike McKitrick.

Officer's Reports

Madam President requested that the secretary cast one ballot for all those candidates running unopposed for elected official or awards. See below. Lorna also commented on new members Jim and Karen Sipos attending their second regular meeting with us. She then asked Lois Bigler to recap the upcoming Awards Banquet at the Beaver Creek Golf Club on the evening of the 9th of March. Lois kept it short, come at 6:15 and we'll eat around 7:00 PM. Lois also took a quick head count of attendees from this meeting who planned to attend.

There was a shuffle of duties as Seto and McKitrick moved to count ballots and Lois Bigler took over the secretary Duties (Thanks, Lois).

The Vice President said he was happy to here on the last meeting in office.

The Secretary, Stan Seto, commented that the February minutes were published in the Marque and asked that the minutes be approved. Motion was seconded and passed with no opposition.

The Treasurer, Harry Mague, reported current club status (\$4178.59). There is a report in this copy of the Marque.

The Membership Director, Eden Allison, reported that the club membership is still at 37 members.

The Events Chairman, Bruce Clough - Reported that his TR3 body was up on saw horses and thanked the club members who came to help him that day. Valentine's Day at the Golden Lamb was a big success for the 16 members who attended, and he'd try to make it an annual event.

He announced a Tech session at his home on 23 February 9more work on TR-3?

He reminded the club of the Awards Banquet on the 9th of March and then listed the following events: April 20, a one day Spring Tour. 18 May, Webster Street market show in downtown Dayton. 19 May, Columbus British Car days. TRA Registration form is now available, get them in.

Committee Reports

Technical – No Report.

Spares – Bruce Clough is looking for a single piece TR-3 steering column. He likes them better than collapsible model.

Newsletter – Mike McKitrick said he would like to update his publishing software to better match his operating system, see motion below.

Regalia – Pete said he brought stuff if anyone wants to see it.

BCD – Start up meeting of 2013 will be at 7:00 PM, 26th at Poelking Lanes.

Old Business – Registering the MVT Logo. After further investigation, Harry Mague said State of Ohio has three ways to do registering, none of them very secure or for very long. Recommended the club drop the action. There was general agreement and the action was stopped.

New Business –

The Secretary announced the election results:

Officer Positions

Vice President – Curtis Hayes

Membership Director – Valerie ReLue

Events Coordinator – Bruce Clough

He did not announce the Award winners, but these were announced at the Awards Banquet and the results were as noted below.

Awards

Marque of Distinction – Chuck White

Keep It on The Road – Ted Allison

Press on Regardless – Jeff Barth

Most Improved – Bruce Clough.

Congratulations to the winners and to the new Officers.

Lorna requested that we have a contact person for Moss Motors to send their literature to. Chuck white received the nomination by local acclaim.

Lorna also announced that Beverly Stout's Mother had died and a motion was made to declare an Honorarium.

Lois Bigler reminded us that the Con Cours D'Elegance at Carillon Park this year features the Corvette StingRay, Ferrari and Aston Martin (100 years old) Marques.

Debbie Ferratt made a correction to the award winning (Super Bowl) recipe published in the Marque, three cans (of evaporated milk), not two.

Bruce Clough reminded us that the 2014 TRA Website would be up and running soon. He still needs help with the events and an introductory letter needs to be written.

There were three motions made, seconded and voted on.

The First motion was made by Stan Seto and seconded by Lois Bigler – That the MVT Club permit Mike McKitrick to select and choose the software needed to upgrade his computer and to clear the cost with Madam President before he purchases. There was no discussion. There was a voice vote: near majority of "Aye's" and no "no's".

The Second motion made by Stan Seto and seconded by Mike McKitrick – That MVT declares an honorarium for Beverly Stout's Mother, Betty Jean Devena and in the amount of \$50.00. The matter had been discussed so we moved to voice vote: near majority of "Aye's" and no "no's".

The Third motion made was by Bruce Clough and seconded by Harry Mague – That the club make Chuck White the new Moss Motors contact. The discussion having been done, we moved to voice vote: near majority of "aye's" and no "no's".

Split the Pot - \$8.00, Chuck White's ticket won. He donated the funds back to the club.

Meeting adjourned at 8:08 PM.

Respectfully submitted, Stan Seto, Secretary

Treasurer's Report: ~ Harry Mague

Treasurer's Report: As of 1 March 2013, we have a balance of \$4178.59. Since March 1, 2013 the club had the following income: 50/50 for \$16.00. Total income for March is \$16.00. Thanks to Chuck White for donating his winnings in the 50/50. The club had the following expenses for March: Donation of \$50.00 to Dayton Hospice, Awards banquet cost of \$890.61 and MVT award trophies for \$220.00. Total expense for March is \$1160.61. Balance for 1 April 2013 will be \$3033.98.

Events: ~ Bruce Clough

Upcoming MVT Events

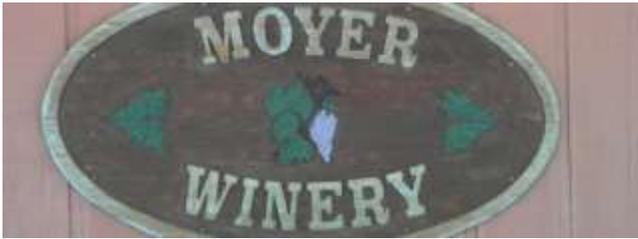
April 2013!

Upcoming Events From your MVT Event's Chair – Bruce Clough – bclough@woh.rr.com 937.238.4962

3 Apr 13 – MVT Monthly Meeting – Logan's Roadhouse – off of North Fairfield road in front of Kohl's/Best Buy/Lowes and across from the Fairfield Mall. Dinner at 6:30PM, meeting at 7:30.



?? Apr 13 – Re-do of the March Tech Session at the Clough's – We will figure a date out at the meeting. Bring your part (or whole car) to work on – get it ready for the Spring. Address is 1726 Sutts Trail, Xenia – in the wilds of Greene County....if nothing else he'll hand you some sandpaper and you can sand the Grey Ghost...



20 April 13 – Spring Tour – just a one-dayer this time, but early to rise! Goal is to finally have a lunch at Moyer’s Vineyards on the Ohio, and drive OH 247 one more time. You can plan on an early morning meeting at the McDonalds, I-71 and US-68, and us heading towards Hillsboro from there, maybe stopping at the gas station on the south of Hillsboro so Stan can get another “Press On Regardless” nomination? I would also like to stop at somewhere interesting for dinner – the restaurant at Cowan Lake is one idea – what other places could we stop at on the east/northeast side of Cincinnati? Ideas (The Precinct is an excellent idea, but too close to downtown...) ??? Anyway, maybe this is something else to work out at the April meeting???



18 May – Webster Street Market Show - sponsored by the British Transportation Museum. First real car show of the year – bring them out and have a great time!

<http://www.metroparks.org/Parks/SecondStreetMarket/>

You can get a registration form at:

http://www.mgcars.org.uk/british-car-museum/files/2012MARKET_MEET.pdf

Fill one out, send it in, and we’ll see you there!

19 May – Columbus British Car Day – at the Quaker Steak & Lube off Polaris parkway on the north side. Here is the link for information for this year’s meet:

<http://www.buckeyetriumphs.org/BCD/bcdindex.htm>

2 Jun 13 - Fort Meigs Perrysburg, Ohio - 15th Annual British Return to Fort Meigs British Car Show - All British Marques welcome. The Lake Erie British Car Club will be hosting their 14th annual car show "The British Return to Fort Meigs" at the Fort Meigs Historical Site, Route 65, Perrysburg, Ohio. The show runs from 10 am to 3 pm. After viewing and voting on your favorite British vehicles, you will have opportunities to tour the restored fort from the War of 1812, shop at one of the vendors or sample some tasty food. Voting by popular vote. Dash plaques to the first 200 registered, goody bags, and lots of door prizes. Pre-registration is \$12.00, day of show is \$15.00. Event shirts will be available. Mark your calendars now! See you there. Contact: Tony Shoviak. Phone: 419-878-2041. Email: tenntony@roadrunner.com or visit www.lebcc.org.

9-17 Jun – TRA Tour - come with the Clough’s for great fun to and from TRA! **Look for the info later in this column.**

20 July – Tentative Date for MVT Pool Party at the Ball’s. Also look for Part 2 of the Rutledge Tour!

2 Aug – Afternoon/Evening Set-up for BCD.

3 Aug – Dayton BCD. You cannot escape this.

31 Aug – MVT Run – driving somewhere over twisty-turning roads!

21 Sep – Harvest Tour – Another Excuse to drive your car!

28 Sep – Fall Tech Session – Clough’s Garage – get the car ready for the Fall Tour!

4-6 Oct – MVT Fall Tour – this time to the east of Columbus – expect a weekend drive (two night stay – leaving Friday and returning Sunday).

2 Nov – Last Fall Tech Session Clough’s Garage

9 Nov - Guy Fawkes Tour & Bonfire

7 Dec – MVT Holiday Soiree and a light tour.

That’s the planning so far – want to discuss this at the January MVT meeting. Oh, as if you might not know...

June 2013 – Heads-up – the announcement of the 2013 MVT Triumph Register of America National Meeting Tour d’KY

MVT – as you may, or may not know – every year I put together a tour to and from the Triumph Register of America’s National Meeting. The goal

is to enjoy the trip there and back – exploring new places and revisiting good places - and staying at inns and lodges you might not know about.

This year the TRA meeting is at Kenlake State Park in Western Kentucky on 12-16 Jun. The goal is to spend a couple of days getting there, and taking a couple of days to come back. Sure – you can drive that in a day easy, even in a Herald (smile), but the goal is to visit the scenery you are passing by, not just note it. We will start the tour on Sunday, 9 Jun by meeting in Wilmington OH at the Frisch's Big Boy and head southwest from there.

Sunday – the goal of this day is a lazy cruise to Ripley for lunch, cross the Ohio on a Ferry to Augusta KY to do some shopping, and then head toward Lexington (via at least one winery) staying that night in Versailles KY at:

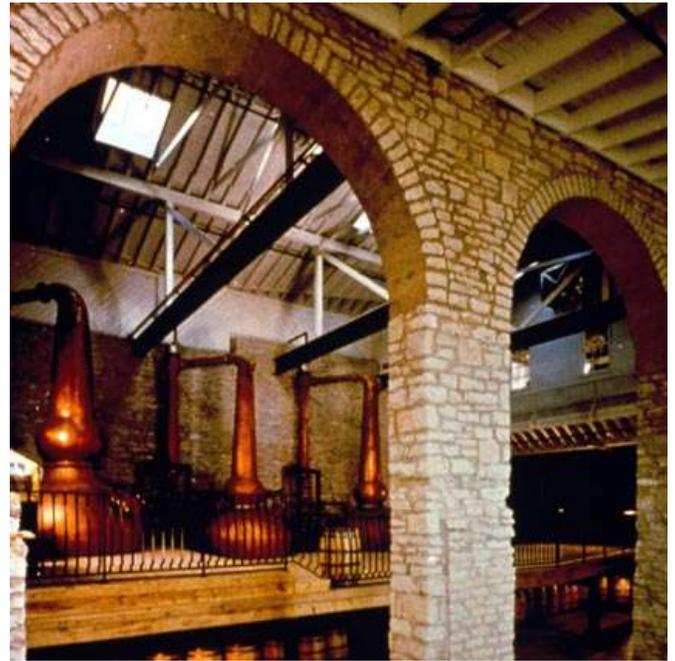
<http://www.montgomeryinnbnb.com/>



There is also a chance we'll try and stop by a place featured on Drive-ins, Diners, and Dives. Monday – we are going to do the Bourbon Trail.

<http://kybourbontrail.com/>

...of course staying sober, but also enjoying good KY whiskey. We have always wanted to do this, and were planning it for the 2011 Fall Tour, but ended up doing wineries instead.



We should be hitting 4-5 distilleries that day and ending up in Bardstown at the:



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

Tuesday – Leisurely cruise to Kenlake, stopping by a few places, including Bill Monroe's home town. I'll bring a mandolin, who has the Banjo? That night through Sunday morning we will be at Kenlake:

<http://parks.ky.gov/parks/resortparks/kenlake/default.aspx>

President's Report: ~ Lorna Ball

(The President's Report on the "State of the Club"; presented on March 9th at the Awards Banquet.) 32 members attended the banquet.

Hello everyone. Welcome to the MVofT annual Awards Banquet, looking back on 2012. Last year at this time, Chuck asked us to be thinking of those who were not able to attendMarlene Carter, Phil Daye and Forrest Gwinn. Marlene Carter still struggles with health issues. We lost Phil on my birthday, July 13th, when he lost his battle with brain cancer. Thank you Bruce for your wonderful tribute to Phil in the August Marque. On October 13th we lost Forrest. Both of these men were our friends and active members in the club and will remain sorely missed. In August our club made a \$50 donation in the memory of John Coutant's mother and Carol Rutledge's mother and a \$100 donation made in memory of Phil and Carolyn. In November a donation was made in memory of Forrest. On a happier note, in February, club member Dan Stinson was welcomed back after a serious auto accident. It is wonderful to see him doing so well.

Our club remained financially solvent in 2012. Our starting balance was \$4,305.78 and our ending December balance was \$4,429.86. I think we are a fortunate group to have this kind of money in the bank. It pays for many of our gatherings in full.....such as this annual banquet, steaks for the pool party and our Christmas Soiree.

We moved in October from Tumbleweed's to Logan's Steak House. Everyone is pleased with the move for sure.

The guys had 6-7 tech sessions this past year. There were a couple for Ted's Stag, one session at Jeff Barth's and others. Early in the year Pete Stroble made a proposal to the club to adopt cars at the British Car Museum. Several members went to Wilmington to see all the cars and make an evaluation. One car the "Pit Crew" has been working on is former member Roger Larson's donated Herald. There were I believe, 3 tech sessions for the museum. As far as any of the details of those tech session...let me point out that girl Presidents are EXEMPT from having to talk about carburetors, radiators, regulators, generators, alternators and spark plugs. I think it's in the by-laws. With the earlier mention of Pete, let me point



Wed – Sun (morning) will be TRA, and we'll let the folks doing it let you know later what the fun activities will be. After it's over Sunday we will be heading north across the Ohio, taking in some wonderful southern Indiana roads and ending up at my favorite Indiana State park – Spring Mill, which has a fantastic lodge:

<http://www.in.gov/dnr/parklake/inns/springmill/index.html>



Monday #2 – we will head for home, but not on the interstate – maybe visit a few towns we blew through while visiting Metamora a couple of years back, dunno! There's a few decent wineries on the way also!

So that's it in a nutshell, a fun time is being planned – more updates as get them – if you are planning on going better make reservations now.

out that in January he took over handling the Regalia. Thank you so much for that Pete.

Through the year we welcomed new members Jim and Karen Sipos and Vern Campbell.

We had some great gatherings in 2012. On February 5th we had the Super Bowl Party at the Clough Ranch. A smaller turnout than usual, but great food, conversation, wine, commercials and oh, yeah, football!!! Every year they open their home to us and we are never disappointed...always a fun time. Thank you Bruce, Alice, Bridgett and Duncan.

In March was our banquet and the votes were counted! Lois did another fine job planning this event, a great turn out and we used this room for the first time and really liked it and here we are again. I am sure the planning of this event is one of the many reasons Lois was honored with the Marque of Distinction Award. Both Press on Regardless and Keep it on the Road went to Mr. Stan Seto and Most Improved was rightfully awarded to Tom and Debbie Ferrett for their TR3. And, then the officers. Both Stan and Harry were re-elected to the positions of Secretary and Treasurer respectfully. And THEN, a 65 year old gal was voted in as your President. What were you people thinking? Just remember, you get what you pay for!

July 7th was the pool party at our home. The temperature was a balmy 103 degrees, making the water even more inviting. Most went swimming before AND after the meal. There was a road trip priorall those brave souls in that heat! Master Chef (and fudge chairman) cooked the steaks to perfection, great dishes and desserts were served up and a good time was had by all. It is always our pleasure having you.

BCD : Another successful year. Started off a bit shaking with the gates locked and waiting for the Park Patrol in the rain! The gates were unlocked at the same time the rain stopped and all was well with the world. We had 253 registered cars. Bruce served as the morning MC and did a great job. We sold all but 17 shirts. The 50/50 pot was \$225.00. The heat index was 104 degrees! Many club members walked away with awards. I would like to thank Chris and Chuck for their work with the National Drive Away Cancer project. There was a donation jar at the shirt booth and as a result, a

check for \$120.00 was issued to the cancer society. Our club received a profit check for \$1,500. Everyone works so hard making this event such a great success. Thank you to everyone. Afterwards, 14 members gathered on our back porch relaxing and going over the events of the day AND inhaling pizza, chips and dessert.

Our Christmas Soiree was held December 1st with a large turnout. Always a fun time. With Bruce, the master auctioneer leading the way, the club made \$197.75 from the brown bag auction. Thank you to Harry for making the beautiful stained glass sign that caused a bidding war. I got the biggest kick out of watching new members Jim and Karen Sipos during the auction.....I don't think they knew what to make of any of us

The biggest decision made in 2012 is we are hosting TRA 2014 at Deer Creek State Lodge in Mt. Sterling OH. Bruce will be leading the way and it is up to all the club members to step up and support this exciting undertaking.

There were many tours and events throughout the year. May 2nd was the Car Show at the Second Street Market with many club members winning awards. The Spring Tour was May 5-6, beginning in Wilmington, traveling south as far as Cynthiana, Kentucky and ending Sunday in Mason OH. There was an Open House at the British Transportation Museum June 16th. July 15th, club members attended the last Cincinnati Car Show. August 18th was the long awaited and much enjoyed Rutledge Tour, taking us north thru Clark, Miami and Darke counties, beginning in Park Layne and ending at their camp grounds in the Piqua area. Thank you Carol and Roger. August 19th took us to The Pub at the Greene...again many club members walking away with awards. There was the Farm Tour September 15th.. The Fall tour was October 13th and 14th, taking us to the Deer Creek Lodge, checking things out for TRA 2014. We were so glad we found Curtis! He got lost that day!

I am sure there are events I missed but all the above sure is an indication of what a busy club we are. A special thanks to Bruce, our events czar, for arranging so many of the tours and events. You are awesome. And, while handing out thanks, a special thanks to Mike for his job as Editor of the Marque. A big job and it is appreciated by all of us.

And now----the presentation of the club's annual awards:

Keep It On the Road ---- Ted Allison
Press on Regardless ---- Jeff Barth
Most Improved ---- Bruce Clough
Marque of Distinction ---- Chuck White
(both excellent candidates)

Finally, I would like to recognize the newly elected officers:

Vice President: Curtis Hayes
Membership: Valerie Relue
Events: Bruce Clough

And, a special thanks to both Ted and Eden Allison, our outgoing VP and Membership chairperson. Great job!

In closing, I joked earlier on being your President but I have to tell you...I am enjoying the experience. Thanks to Chuck and Stan for answering all my "president questions" on how to handle different things that arise. It's a pleasure. Enjoy the rest of your evening. And, thank you.....



March 2013 Bruce Clough (bclough@woh.rr.com)

Introduction

Okay – it's going on the end of March and the weather will start to turn promising for bodywork, soon – hear that weather!

***Dang groundhog.
Pot Roast I say!!!!***

March I've spent working the things I can without having the car on the frame, which is essentially the electrical system, dash, and painting some piece parts. I've made decent progress. Our kids want me to make better process so they can do body

work (which I've told them I would pay good money for). That should scare all!



The Grey Ghost circa 1992



The Grey Ghost circa late 2102

Electrical Fun

Electrical systems are tough, especially if you are building one from scratch.

From scratch you say?

Yes, from scratch. I'm building this TR3B the way I'd like a TR3B to be. Now, I do not want an electrical system like a modern car, where half the busses are digital and you have to have several hundred pages to document the wiring diagram., but I do want one that has enough fuses that you can run a variety of things and know when something blows that you can figure out what it is. I also hate having dash switches carry a lot of current since that leads to shorter switch life – that's why we have relays.

Okay, more fuse and more relays – what else?
Well, I need to be able to attach the GPS and iPod/iPhone/tablet charger

GPS – why do you need a GPS? Simple – it's the speedometer – much more reliable than the stock one.

I need USB power as well as passengers. I also want more lights to tell me what is going on as well as a warning buzzer for things such as low oil pressure and alternator failure. I need to allow for a more modern sound system with things like Bluetooth attachment. Since the battery is going in the back and I am planning on using a gear reduction starter much of the electrical system physical architecture is different, and the decision I made to keep the firewall clean of anything except the windshield wiper means pretty much nothing is in the same place.

From scratch.

So what do you do?



Mocking up a dash – the new dash will be a lot smaller

Well, the first thing you do is get a notebook to write down your thoughts and actions. Since the wiring I'm going to end up with isn't like the original, I need to keep good notes, not just for the next person that gets this car, but for me. I didn't quite do this for the Stag and I found myself reverse-engineering my own engineering. Yikes. The first thing you do is start writing the requirements, like

- "Move battery to back, install cut-off switch."
- "have aux-power port on dash"
- "allow for modern gauges including tach"
- "have wiring run on one side of the engine bay only"
- "reuse control head"
- "replace oil pressure gauge with idiot light"

You need to brain storm what these are and then start thinking of the circuits that enable it. You also need to snoop around – I found on YouTube where a guy had modified his TR3A rear tail lamps to be both turn signals and brake lights – I want to do that, so I watched and learned.

One of the first things I learned was that the dash/control/instrument design and electrical harness are intertwined. Duh. I had to design the dash to design the wiring. So here were my requirements for a dash:

- Three gauges – tach, fuel and coolant temp. Rest are superfluous. GPS give better ground speed than the speedo ever did, the ammeter just let you know how bad the generator was at producing output, and the odds are you are not watching the oil pressure gauge when it goes south – for the alternator and oil pressure you need a light and a buzzer to get your immediate attention. Voltmeters are pretty much worthless if you have a good warning system. The reason they get in modern cars is that they are cheap compared with ammeters.
- No ignition key – just use an ignition switch to turn on and off the car and use a starter button (except a more modern one). Use the battery switch as well as removing parts to keep the car from walking away. (the old TR3 ignition key was worthless anyway – a wire with two alligator clips gets around that)
- Warning system for electrical generation and oil pressure – I've decided to use a "master caution-ish" circuit from aircraft – a buzzer and light will force you to look for other issues.
- Use switches that indicate it's on.

Another thing I decided to do was simplify functionality. For instance, I dropped the passenger wiper and eliminated the "self-park" feature. Let's face it, we're using Rain-X anyway and hoping we don't have to use the wipers. I went down to one wiper to make sure that anemic motor can move the blade fast enough if needed, and that passenger would just be screaming if he/she could see out anyway. If you're in enough rain where they can't see you're worried about being soaked, not seeing... If it was good enough for a TR2, it's good enough for me...I ordered the parts and put a dash together (well it wasn't that simple, but it wasn't hard – just time consuming).



Back side of the dash – well, I was going for simplicity, but something happened there....

...a week later...

Well, a lot of work has been done since I started writing. First of all, the simplicity went away – now we're up to 8 fuses and 12 relays.



Relays and fuse box in place and starting to get wires. I moved all the electrical system components on the inside of the firewall

Just to get this far was a little struggle. I had to estimate how much stuff was needed and how far apart all that needed to be so I could get fingers in there to fix it when it breaks.



More of the wires in place...

As I went along I laid in a wire, tied it in place, laid in another wire. Also I soldered on all the connectors and used shrink tubing on every connection. This took several days in the evening to develop this all.



Wires that go to the new dash – note each one is tagged what it is and where the other end of it goes to.

Another thing I tried to do was to use Triumph color convention. Rather than using all green wire I bought an old TR7 wiring harness – lots of wire for \$20 – I could not go wrong! I cut that up and used it for wire so I have a decent selection of color codes to work with. Speaking of that, you need to keep track of what you are doing – I journaled the development of the wiring harness with copious notes in a notebook.



My notebook of TR3B love – keeping track of what I'm doing



Journal in action as I build the dash wire harness connectors

Since this TR3B now has a much-more complicated wiring harness these notes will come in handy when I finally develop the new wiring diagram.

One of the more trick parts was going down from two bundle of wires heading to the front end, one along each inner fender, to one going along the driver's side. I was doing this for cool looks, and since I plan to use all LED lighting the current draw is much less and I can get away with only one wire for each type of lights running forward.

One limitation I had was turn signals and horn. Just due to the design I ended up deciding to use the stock control head and steering wheel. I wanted not to use it, use aftermarket signals and horn push, but the integration difficulty was tough and the aftermarket turn signals look a little clunky. It's been 25 years since I rebuild a control head, as a matter of fact, it was this one – at that time all I did was clean it up, but now it needs cleaned and new wires installed. Thanks to the TR7 harness I had plenty of wire. All I did was take it apart, clean it up, solder connectors on wires, use shrink wrap you can buy on a roll from Home Depot to protect it, put it all back together, and solder the bullet connectors on it. Actually was pretty easy and I even remembered all the little springs and things that tend to fly all over the room when you take one of these apart!

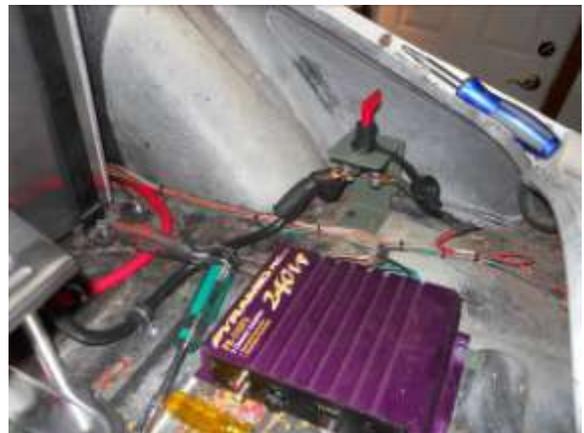


Putting a new wiring harness on the control head



Building the Harness going forward

I also had to mock-in the battery and connection hardware. I decided to move the battery to the back like I had done on Freebie and The FrankenStag. And while I was at it, decided to mount a battery cut-off switch and stereo amp. The battery switch has a removable key, so it will double as a theft deterrent device. Since I won't have a normal ignition key in this I'll probably rig something else to keep it from wandering away – like take the rotor out - that works well.



Amp and cut-off switch in the trunk...

Once I got that in place it was time to put the dash in, steering wheel with control head, connect up a 12V source, and do a smoke check.



New dash in place. This is an interim dash until I work some remote switching technology...

The smoke check discovered I had to re-wire the turn signal indicator circuit, but besides that everything seemed to work. Scary.

Wiring Harness

Boy do I hate building up wiring harnesses - did I mention this yet? Tedious work. I had it together in the car, but I needed to cover it to protect it. As you might have guessed if you are a long timer - maybe Danny and Mary do along with the Yanity's - the last one I built from scratch was for TR Stealth in 1988. Granted that was a much more complicated car than The Grey Ghost, but for the Grey Ghost I actually want it to look somewhat nice. Just open wires using nylon ties ain't gonna cut it. Just past the smoke-check I added a few things to the harness:

- Added several diodes and connect them up to the relay pairs driving the tail-lights so I could get the turn signal indicator on the dash working. Long story there, just know you cannot just connect this to the output of the flasher.
- Added the shielded 1/8" jack for audio out from the iPhone so I can play music. I was going to put in a Bluetooth unit, but I decided to run with what I had on the shelf, which was just the amp and no Bluetooth unit. I suppose I can add that later if needed...
- Fixed the wiring to the wiper motor - what I diagramed and what I did didn't match!
- Added several grounds into the loom - just to make things look a little better.

As I wrote earlier, the smoke test went well, all things seemed to work fine. I still need to develop one wiring diagram for the car rather than a series of pages in a journal, but I am pleased.

Next step is to cover the wire with loom. Although there are gobs of choices here, I decided to go with a woven-split loom from Jegs. It looks better than the corrugated plastic loom and is easier to work with. I got plenty in various diameters from 1/8 to 1", but you need more, you also need to tape down the ends of the loom. Lots of folks use electrical tape for this, but that tape really isn't designed for either the interior or exterior environment of a car. One possible method is to use shrink tubing; however that gets problematic for bigger diameters as well as "T" intersections. I decided to go with cold waterproofing tape - you wrap it over itself and it forms a permanent bond.

I removed the harness from the car with the relays in-situ - they had to come out anyway and they help to hold the wiring harness in shape around that section. It will go back on the same way. I now had to find a place where I could lay it out like it lays out in the car. Basement. It needs some space.



Naked wiring harness on the basement floor waiting for my luv...wait, I didn't say that right, I really do not have an attachment to wire...

I then spent two nights working slowly along the harness, clipping the nylon ties holding things in place, slipping on the loom, and securing with the tape. Not hard to do, but tedious. I really couldn't

put loom near the relays, but with enough wire ties the wires are not going anywhere. Doesn't it look good?



Covered wiring harness

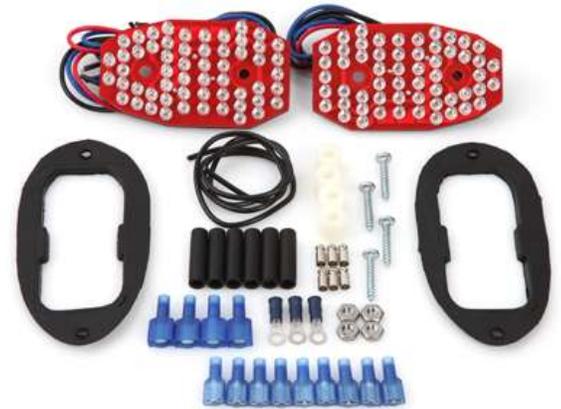
I still have to figure out a connector for the alternator wire – I want to have a totally separate engine harness for that. Oh well.



Left-over wires – anyone need some????

LED Taillights

I went out and bought a pair of the LED Moss Taillights for TR3. I want to ensure we are seen when driving this car. They are somewhat expensive (\$90/pair), but they are made in the USA to fit the lights exactly, so you get what you pay for. So what did we pay for? The kit gets you two lights and all the mounting/attaching hardware you need. You are going to have to remove the current "guts", the bulb holders, from the light fixture, then you use longer attachment screws to hold the light board to the light fixture and then into the speed nuts on the car.



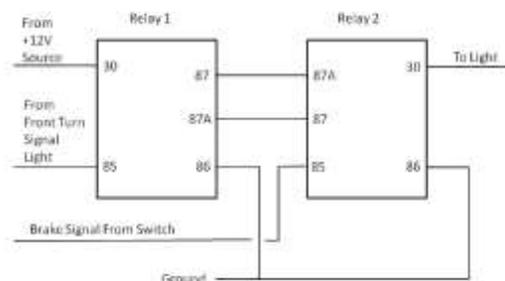
Moss Tail Light Kit

To remove the guts you have to drill out two copper rivets - I used a 1/8 drill to do this. You then insert a couple of plastic spacer tubes into the light board, put the light board over the fixture, and screw it down. The blue wire attaches to taillight wire, red to brake wire and there is a black wire for grounding. Probably took me an hour to connect it up for a trial.

Brightness? Brighter than stock, considerably. The brightest core of the beam is directed up at an angle (since the circuit board the LEDs are on follows the contour of the light fixture, the LEDs are pointed at an angle, not directly backwards), but since you will be putting the plastic lens over the lights that will redirect the light a little lower towards the back.

They are bright.

Now to modify the normal taillight circuit. I wanted the taillights to work both as a turn signal flasher and as brake lights, so that way I could eliminate the separate turn signal lights and replace those ugly lights with a smooth back between the taillights. Lo and behold I found a guy on YouTube who did that and drew out the circuit.



Rear light relay circuit

It's what's known as an exclusive-OR config, essentially it acts like a brake light unless the turn signal is on, and then it acts as a turn signal. I just used some standard relays and it seems to work fine (as long as your voltage is above 10 volts, below that it doesn't work well! It also was one of the reasons I ended up with a lot of relays in the car!



New fuel cell in place

Well that's about all I have time to write about. Hopefully by the next report the body will be back on the frame working gas line, brake line, and other interface issues...then back off for body work!
Cheers – Bruce

Purposed Budget 2013 Miami Valley Triumphs

<u>Description</u>	<u>Month</u>	<u>Expenses</u>			
		<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
<u>Purposed</u>					
Awards Banquet	March	\$970.00	\$920.00	\$807.00	\$920.00
Year End Awards	March	\$500.00	\$600.00	\$660.00	\$480.00
Club Liability Insurance	April	\$207.00	\$207.00	\$200.00	\$210.00
Ball's Pool Party	August	\$160.00	\$165.00	\$145.00	\$150.00
Web Hosting	July	\$154.00	\$147.00	\$130.00	\$130.00
Post Office Box	August	\$60.00	\$77.00	\$76.00	\$80.00
Donations(\$500 for BTM in 2010)	Yearly	\$700.00	\$190.00	\$250.00	\$200.00
Marque Expense	Yearly	\$171.00	\$102.00	\$82.00	\$50.00
Christmas Party	December	\$164.00	\$130.00	\$155.00	\$175.00
Misc Expense*	Yearly	\$42.00	\$259.00	\$187.00	\$125.00
Summary		\$3128.00	\$2797.00	\$2692.00	\$2520.00
<u>Income</u>					
Membership Dues	Yearly	\$605.00	\$750.00	\$725.00	\$700.00
BCD	October	\$1650.00	\$1425.00	\$1500.00	\$1500.00
50/50(average of \$96)	Yearly	\$100.00	\$100.00	\$110.00	\$100.00
Brown Bag Receipt	January	\$168.00	\$202.00	\$200.00	\$200.00
Awards Dinner	March	\$330.00	--0--	--0--	--0--
Misc Income*	Yearly	\$62.00	\$123.00	\$320.00	\$100.00
Summary		\$2915.00	\$2600.00	\$2854.00	\$2600.00

Actual Club Financial Status

<u>Year</u>	<u>January 1st</u>	<u>December 31st</u>
2010	\$4715.46	\$4502.42 (-213)
2011	\$4502.42	\$4305.78 (-197)
2012	\$4305.78	\$4467.93 (+163)

*Misc Income and Expense include: Memorabilia bought and sold, new checks, name tags, BCD Shirts