



November 2008

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- Late TR Guy

First Edition

MVT Officers

President: Stan Seto, 513-683-7974

Vice President: Randy Wakefield,
937-367-4993

Secretary: Phil Daye, 513-360-7262

Treasurer: Carolyn Daye,
513-360-7262

Membership: Mike McKitrick 937-
429-5331

Events: Bruce Clough,
937-376-9946

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



Figure 1 The falling leaves float by my window, The falling leaves began to fall.

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.

President's Remarks – November, 2008

The TR3 is running. Turns out that when the distributor was rebuilt the electronic block inside the unit was shifted to a new position. We had been trying to start it with the advance set well ahead of top dead center. Once that was known, it was a matter of about fifteen minutes to get it started and the distributor reset to about six degrees before top dead center. It took us a little longer to get the idle reset to about 1000 rpm, and after I took the car out for a twenty minute drive, we had to reset the idle again. The car then went up on jack stands so I could change the oil, check the transmission (add a pint) and differential (OK) and grease the suspension, drive shaft and rear bearings. I pulled the wheels and cleaned them and the splined shafts and degreased them, checked all the brake linings and fuel hoses. Now I'm ready for the fall driving season.

Took the car out for a longer drive, a hundred miles, prior to the Fall Leaf Tour, and it felt like a new car, clearly it has more acceleration now that the distributor advances are working correctly, and it looks like the rebuild of the carburetors and sealing a very slight leak at the fuel pump outlet is going to yield higher gas mileage, which was pretty good to start with. When I got it home, I again had to re-adjusted the idle speed down.

We've had the last meeting to reconcile BCD Day with the MG Club. They presented us with financial sheets that covered the last several years and the 2008 meeting. We've done well. In the areas around us, clubs holding BCD Days have seen a measurable drop in participation. Our BCD was within 3% of 2007 for participation and we had more vendors there this year than last, so we must be doing something right. Most of the meeting was spent discussing 2009 and our 25th Anniversary Celebration. We will feature Morgan's (100 years old) and Mini's (50 years old). The North American Spitfire Squadron wants to hold their Spit Together (annual meeting) at our meet, and the BCD committee has set aside money for a better shirt and design. We will also award every 25th car registered a special prize, and Skip is thinking about having special hats to wear and to sell for the event. Stay tuned.

November has time for a weekend tour of Indian Hill down here in the Cincinnati area, mark your

calendars for the 9th of November, a Sunday, and maybe a tech session to work on someone's car (Vick Bell, perhaps) and looking down the road there's the Holiday Soiree in early December.

Reminder that it's past the time to pay 2008 – 2009 club dues. Let's get them in.....

See you all at the meeting,
Thanks for listening, Stan S.

Editor's note.

The day that the winds hit our valley, power was interrupted for a week. The next week, after I had escaped the first round, DP&L crews must have borrowed the wire that worked and I was out of power for three days. In the mess that was September, there was no input for our Marque so it went up on the web site as executive columns only. My apologies if there was any angst to bare. Cleaning up fallen trees kept us busy for a long time.

The Vice President's Revs

I have a new toy. It is a remote start switch. I had one before but an error in hooking it up one day produced a tingling lesson in polarity. With the insulation cooked off of the wires, it was no use. I have missed it several times over the years. There just didn't seem to be any in the tool bins for years. Then I went by Pep Boys. There it was. I brought the little tool home thinking that I might try to get that old TR-6 running at last. In case you are a bit in the dark about such things, I will briefly explain. When the driver advances the key positions past "On" to "Start"; there is a wire that goes hot with voltage. That wire goes to the starter assembly. It energizes the relay circuit so as to cause the heavier battery line to conduct high flow of current as needed to run the starter motor. And the starter motor cranks the engine around until some eager spark plugs ignite some fuel in the cylinder bores of said engine. So she starts up! I was looking casually for the reason as to why I could get a few volts to that line and yet the starter would not crank Arthur over.



The new toy would tell me right away if the problem was indeed in the rough electricals under the dash. The starter as you may have read in previous issues was removed and tested. It operated well on the test bench at the nearby auto parts house.

I made the connections and double checked for errant grounding. Here we go. Contact! The engine spun two thirds of a spin and stopped. Further presses of the trigger yielded only relay clicking. It was indeed an electrical gremlin! And it seems that the tightly re-built engine is still tight at one point in the rotation.



The question now is whether to continue to crank it slowly or dig and try to find a spot that is assembled wrong. Not knowing the correct answer now may see me ruining a good re-built engine. That rough spot can be coaxed through by putting a Ford sized wrench on the front pulley and firmly applying a vibrating force. Once the 20 or so degrees of dragging are done, she spins under the starter just fine. I sure would love to re-discover the joy of driving a TR. Money woes should not stop me this time. This is just a matter of fettling until I get it right.

Well, on to the more entertaining portions of the Marque! The club has been on some outings. Stan and Bruce have sent us some good reading so on we go.

R.L.

Minutes for October Meeting

Meeting called to order @ 7:33.

President report: How about the WIND of 08, everybody will surely remember this long week. The covered bridge tour had 52 entries. This was a nice tour, saw 8 bridges. This took 1.5 to 1.75 hours.

The Greene County farm tour was through 6 farms and no pig farms. This took about 2 hours and 60 miles.

Stopped at the Village restaurant in Waynesville and ate. The restaurant ran out of pie. The president's brother is coming up from Texas and is going to help on the carburetors on the TR3. What a good month. Let's all get out and participate in the club events, they are fun!!!!!!

Vice President report: Good evening, good to be here. The Marque was not issue do to the power outage.

Treasurer report: \$2086.16 in the bank.

Secretary report: nothing to report.

Membership report: 32 paid members. Events: in the Marque somewhere. Nov. 9 will be a tour of Indian Hill a suburb of Cincinnati. Stan will lead and advise further. Start at the Saab dealership on Madison Road. Take I71 to east on I275 second exit will be Indian Hill-Montgomery Road. Right to Madison Road will leave at 1:00.

December 6 is the Holiday Soiree and BROWN BAG AUCTION, same place as last year, see Lois for details.

OLD BUSINESS: car badges will be available at the Nov meeting, they are 4 color and 3" in diameter. Thanks to Brian Smith, cost?

NEW BUSINESS: BCD in 2009 will be celebrated as our 25 year, it is also the 100 for the Morgan and 50 for the Mini. If you are artistic enough and would like

to provide some art work to be looked at for 2009 event let Stan See your stuff. 50/50 won by Harry Mague. Meeting closed @8:24.

Note From Tim Buja

-----Original Message-----

From: On Behalf Of Ann and Tim Buja
Sent: Wednesday, October 15, 2008 2:24 AM
To: triumphs@autox.team.net
Subject: [TR] Triumph Trans-America Stag status

If you're curious on how the TTA Stag project is coming along, visit <http://www.triumphtransamerica.org.uk/>

for a couple of photos on the current status of the project. The ISOA volunteers and draftees should be finishing up the bodywork this weekend, and if everything goes well, Uncle Jack should be wearing Sapphire Blue by Sunday evening.

If you're in the Chicagoland area this weekend and want to help with what we'll be doing in the far western suburbs, go to the ISOA website at <http://www.snic-braaapp.org>

This weekend's TTA Stag work session is listed an event with a map link to the festivities on the home page. Full details are at <http://www.snic-braaapp.org/modules.php?name=News&file=article&sid=14>

Tim Buja - Rockford, IL

British Museum Covered Bridge Tour



On the way



Here is the line up of vintage Triumphs. Chris and Chuck's red TR is up front. Bruce seems to be navigating.



The Miami Valley Triumphs Car club went on an extensive tour of Southern Ohio's nostalgic covered bridges.



The photo ops are many in golden fall foliage. Here Bruce stops to click a shot.



Two way traffic, no waiting! It is a modern convenience for the turn of the century!



Brubaker Bridge. (with modern hazard signage).



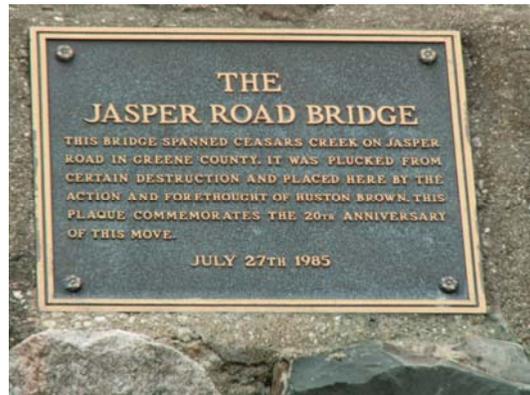
Bruce, Bridgette, and someone eagerly practicing for great homemade ice cream.



1877 ? Is that the build date or is this bridge number 1877?



Impressive span for an early bridge.



In case you can not read this tiny plaque as printed, it denotes that the Jasper Road bridge was built over the Caesar's Creek and remained until peril caused Huston brown and company to move it to a safe historical site in 1985.



An ornate bridge built in 1870.



On the farm with agricultural engines switched off.



On the bridge.



Greene County Ag beauty is really colourful.



On the way near Germantown, Ohio.



The crew stops to make themselves hungry. Or have they unearthed the great pumpkin?



After a short rest, the fun continues.



Lamas and Alpacas are a treat especially as Nativity scene extras. Here they are on their home turf.



Duncan examines the local livestock.



I hope your wives are not getting any expensive Christmas gift ideas here guys.





MVT Fall Tour 08 – Can't Get Any Better Than This!

By Bruce Clough



If you weren't there, you missed this view!

This had to be one of the best Fall Tours ever – the weather was perfect, the roads great, the views fantastic, and only that pesky Rutledge car to keep us entertained!

About 12 of us met at the obligatory I-71 and US-68 McDonalds meeting place with, get this, two TR3's in the crowd. Wow, actual Triumphs! After enough coffee to ensure we had to stop quick we headed south under a partly sunny, cool fall sky. We took lead in the TR Montero and the Whites brought up the rear in the TR Escort. Through Wilmington and down US 68, which we jumped

off of at Cuba (waived high to Fidel) and went over the Martinsville Road covered bridge, where a few of the locals watched us cruise past.



TR Envy-A Ford wasn't good enough for the Whites...

Our first stop was Lynchburg, at the northwestern corner of Highland County. Several shops caught my eye in the adverts, but not as much as this:



Whaaa – Frogs in the window??

Not frogs, but a Crosley and an Issetta, and a whole slew of motorcycles in an old shop on the west side of the street. All looked a bit worn, but very restorable!

We shopped for a few items. I picked up some smelly candles for the truck (actually the apple scent was nice) and some Bluegrass CDs, the kids found a few things, but Alice didn't find much. We popped back in the cars and continued south along the western border of Highland County, nice rolling country with lots of standing woods, but now searching for a place to get rid of that

coffee, which we found near Sardina in Brown County just off OH 32.



Excited Shoppers in Lynchburg

Feeling much lighter, if not better, we headed to Winchester where we saw a Masarrati and, get this, a TR4 (under cover, seen better decades). I know Chuck remembers where that car is. After heading through town I brought the caravan down to Graces Run Road, which we ran in the opposite direction on Ray & Mary's Adams County Tour a few years back. Hasn't changed much – still an excellent road with a covered bridge that allowed a TR3 brake check or two.

Graces Run turns into Wheat Ridge Road which has Miller's Dry Foods, Bulk Foods, Furniture, Bakery and-everything-else Amish Megaplex at the end of it. This allowed us to stop for photo ops!



Photo op – TR3s @ Millers

Now the Miller family has one sweet operation going here – good food, good prices, and playgrounds for the kids. Everything us “English” love and the service is excellent, in fact, all the times we've been there Mr. Miller has been chatting with customers in the furniture

showroom. I took some pictures of patio furniture he has – we'll be back!



Chuck servicing females @ Millers

About this time I began getting complains about lunch, so we headed south along OH 41 to West Union to the Big Boy to stuff our faces. Filled with food (or pumpkin pie) I first headed the group to an antique store west of Bentonville (run by a lady from Xenia, go figure) where we picked up a few more goodies, then headed off east via roads like this:



Roads Like This

East of Bentonville I (as usual) relied on the DeLorme map (no Tom-Toms here) to find roads less traveled. Since we were past the farthest glacier's advance the countryside was pretty broken up with roads that lead every which way. We headed a bit south toward the Ohio Rive, but then headed north up the sides of Ohio Brush Creek.

Ohio Brush Creek runs between the Appalachian

Plateau to the east and the lower lands to the west, and you can see the Appalachian Escarpment on the top of the ridge to the east. Waggoner Riffle Road runs between the creek and the escarpment and is one fine drive!



More Vistas approaching Shawnee Park, note the scented wax in the Baggie – wonder where that came from?

Once we got to OH 125 we headed east towards Shawnee park, and OH 125 is another excellent drive through the Shawnee State Forest to the park. The lodge is on top a ridge with an excellent view of the lake way below, nice rooms, and a great little gift shop (more on that later).



Shawnee State Park Lodge “Driveway”

We checked in and headed toward the pool to get some exercise and wetness. Once we got that out of our system we met the rest of the club for a good dinner – and anytime you can get broccoli soup with fried sweet potatoes for dinner it's a good thing. We were joined for dinner by Mike and Mara McKittrick who had driven down that

afternoon in their TR7, so now we had three Trs... After dinner we adjourned to the coldest room in the lodge (they gave us this room to use) for some playing old folk tunes and talking shop to the wee hours of the morning (okay, to about 10 – 10:30 PM). Fortunately for us, the kids went right to bed, and right to sleep.

I woke the next morning to find heavy frost on the cars and dense fog in the valleys. Cold morning, but the sun was out up here on the ridges, so it soon began to burn off the frost. We all ate some good breakfast, and leisurely piled in the cars to leave, but not before buying some goodies in the gift shop, such as hats, shirts, and books on Outhouses, I kid you not. See, it was a great gift shop!

The plan for that morning was to head west along the Ohio River, which we did. Just a bit east of Ripley about Aberdeen I took some roads to the north that I knew were excellent sport car roads, running along the valleys leading away from the Ohio. We were not disappointed. Names such as 763, and Scoffield Road are forever etched in our memories, not to mention the spilled coffee on my shirt.

The back roads dumped us out into Ripley where I headed to the river down town for Ice Cream. See, Lorna wanted Ice Cream, but Lorna and Ellis couldn't make the trip, but we designated Carol Rutledge as honorary Lorna and had Ice Cream at a soda shop. True soda shop, they even advertise Phosphates! Anyway, we did call Lorna from the shop and she was so taken by the moment that she decided to meet us for dinner, with Ellis even.

Filled with ice cream we went a tad up the road (OH52) to an open antique mall. I like this place, they have Hot Wheels for Duncan, lots of beads for Bridgett, great furniture for Alice, and I found another Tootsie Toy TR3. Wow, another Triumph!

From the antique mall we headed up US 52 until we got to Clermont County then headed north along the Clermont/Brown County border. The weather continued to hold out wonderful, but somebody asked about the Bengals game, so a few of us tuned in to give updates to those without radios. What a miserable experience having to listen to them loose again, and in such a terrible fashion! Although the land in Clermont

County tends to be somewhat flat after you get away from the Ohio River, there are enough creeks and draws that the drive was still fun, especially if you follow my maps! We were just north of US50 when it struck...



Breakdown!

The accelerator linkage came off the Rutledges TR3 – I ran back to their car while Alice manned (womanned?) the digital camera. We had it fixed in a few minutes and were on the road again. Phil even found a beat up bungee cord which I stuck in my pocket to give the Rutledges later.

Next stop was Blanchester where one antique store was open. I do note the antique business in Blanchester has gone downhill with less shops, and the ones open, with less stuff. We still managed to find a few goodies to purchase before we headed west toward the Little Miami River Valley



Fix!

Is that duct tape? Oh yes, and on the Rutledgemobile again. Classic fix for a classic car. It doesn't get any better than this! Okay, after we have appropriately “ribbed” the Rutledges for having to pull off the side of the road yet once again, we headed south on US22 past Morrow (do you know the Kingston Trio did a song spoofing Morrow called “To Morrow”? Think “who's on first” and you'll get the drift). Now, why would we go past Morrow on a beautiful day with the Bengals being blown out of the water by the Steelers? Simple: wine.



Snack Time!

Valley Vineyards continues to be a favorite of our family, and this time of year they still have good wine as well as harvest sales with things for the kids to play with. So we had some wine, peanut butter fudge, and oatmeal cookies, talked a bit about the Bungles, more about cars, then headed up the Little Miami to Waynesville via a couple of reversals (I'll learn to read maps one of these days) where we met the Ball's for dinner. Trip Complete!



The End! - Just for Lorna!

Okay, so maybe not 100% complete – in retrospective this had to be one of the best driving weekends we have had in a long, long while. Perfect weather, perfect roads, and really no problems to speak of. I do lament that more of you could not have joined us. I did book-mark those roads to take another time in the near future, so you'll get a second chance!



Oh, never drive with your head out the sunroof!

Fall Tour 2008



Millers Bakery. Here is a good stop.

One



Let it not be said that we are real swingers but that we always have a swinging good time.



I don't think this lad is sure of something. What could the matter be?



See! There's another one. Hi, Bruce.



Now here is a pretty picture. A calendar shot for sure!



Bruce and Fam load up in the monstrous SUV. Alice! Did Bruce drop something?

Fall tour continues...



Ah ! I recognize this place. I honeymooned here in 1976. I wish that I had gone on this one. Shawnee is a great stop. My father grew up in one of the hollers. My grandpop was the caretaker of one of the early lodges near here in the 20's and 30's.



More motoring for the crew. It is so nice to drive them isn't it.



Best check for gear no matter what the occasion. Its always good to have beer.. I mean gear. Mira, Chris, Chuck and Carol await the result of the rifling.



Rockin Robin Soda Shop.



The lake is beautiful and a popular fishing spot.



Better plan to go next time. I will. Thanks to Stan for the pics.

MVT Fall Tech Session!

15 NOV 08 0900-1400

Don't let this happen to you!!! Oh, the shame! Oh the cost! Oh that rubber chicken! Be smart – learn how to fix that – or at least be able to do something, even if it's to stand by the side of the road and make snide comments to those getting their hands dirty!

This will be at Clough's Garage - 1726 Sutts Trail, Xenia, OH 45385. Phone is 937-238-4962, email: bclough@woh.rr.com, and we're off Washington Mill Road between Xenia and Bellbrook in the wilds of Greene County.

Food and drinks will be provided. You need to bring yourself in clothes that can get dirty, have some gloves so you don't skin your knuckles, and a project to work on if you have one.

Yes – this is another wonderful production brought to you by the fantastic MVT Events crew – no extra charge ever!



Help Me!!! He has a Sawzall and an attitude!

The Adventures Of Late TR Guy – November 2008

Can't Beat 1962 Technology

Bruce Clough

When we put Freebie back together we threw out the FI system that was on it (okay, so I sold it on ebay), got rid of the Stromberg TR7 carbs that came with the Bigler's car (although we used the manifold), initially used a set of early TR6 carbs I bought at the TRA '08 auction, then threw on a set of TR4 carbs I found somewhere.



That's right – TR4 Strombergs!

What I wanted to do was to walk the reader through the decision to use early TR4 Strombergs and why you might want to do that for your TR7. But before we do that let's revisit the stock TR7 carbs.

The Stock TR7 Set-up

The carbs that were used on most TR7s are pretty close to what was on the later TR6, CD-1752SE, with a twist. They had all the funky bypass valves, tubes, and gizmos, but used a Solex Fully Automatic Starting Device (FASD) rather than a manual choke.

Notice I didn't say they used an automatic choke, because the FASD is not a choke, but a separate carburettor. A choke restricts the flow of air in a carb causing an over-rich condition needed for starting. The FASD operates as a third carb dumping an over-rich air/fuel mixture directly into the intake manifold when the engine is cold. To run the FASD correctly, it needs separate water, air and electrical connections, but gets its fuel from the front carb.

So, connected to the TR7 carbs are all the fuel, air, emission and vacuum lines of the late TR6s plus the extra lines to service the FASD. This pretty much ensures that not only can't you put your hands in around the carbs to fix something, you can't even look in there to make sense of anything. The coolant lines are prone to leak (just what you need on a TR7), and the wax bulb thermostat in the FASD isn't know for it's longevity. Add into that the limited adjustability of the CD-1752SE needle height and you are crying out for a replacement.

But TR4 Stromberg Carbs?

TR4 Strombergs (CD-175) have gotten a bad wrap IMHO. They are really as simple as an SU, but use a rubber diaphragm to separate the air piston pressure from ambient versus the close machining tolerances of the SU. Same operating principle, same connections. Since the float bowl is integral to the carb body there is less chance of leaks compared to the H6 or HS6, but you still get the same range of jet variability, and you can use your finger, rather than a little wrench, to set jet height. I think they are a superior design to the SU and a perfect fit for the TR7.

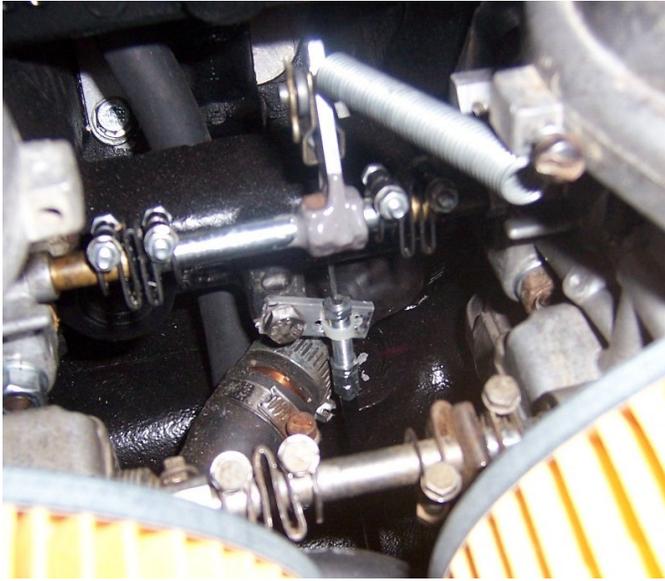
Perfect fit? Sure, since the TR4 and TR7 engines are close to the same displacement, the carbs should not need the needles replaced, they bolt up to the same holes. Yeah, we're going to have to do a few mods, but that what life is made for!

Mods?

Yes, mods. First of all the TR4 carbs throttle plates open in opposite direction than the TR7, which means that they rotate opposite. Since the TR7 never had a choke cable you have to add one. The TR7 originally had a vacuum retard and the TR4 a vacuum advance, and the fuel lines connect in slightly different places. To correct these took just a little time and inventiveness

- Throttle linkage – In order to turn the correct way I could not use the stock linkage, not the stock cable mount. I used a TR6 linkage (thanks Harry!) that goes between the carbs, but had to it to size as well as making another arm out of some aluminum bench stock. I epoxied the arm onto the shaft using the nuts already on the shaft rather than let it have some freeplay as on the TR6 - it's not going anywhere and I can adjust the air balance between the carbs just as you would on a TR4. The arm length I determined from what the TR6 used, and drilled a hole for the cable attachment pin to ensure I had full range of motion for the throttle plate. In place of the cable mount on the intake manifold I again just made a simple bracket from bench stock and nylon-tied the cable to it. The carb throttle shafts are worn a bit (I'll fix those later), so I had to add an external return spring. Originally I attached it to a bracket I mounted

on the intake manifold, but switched to a spring anchored at the carb top to get better leverage. Not pretty, but works...

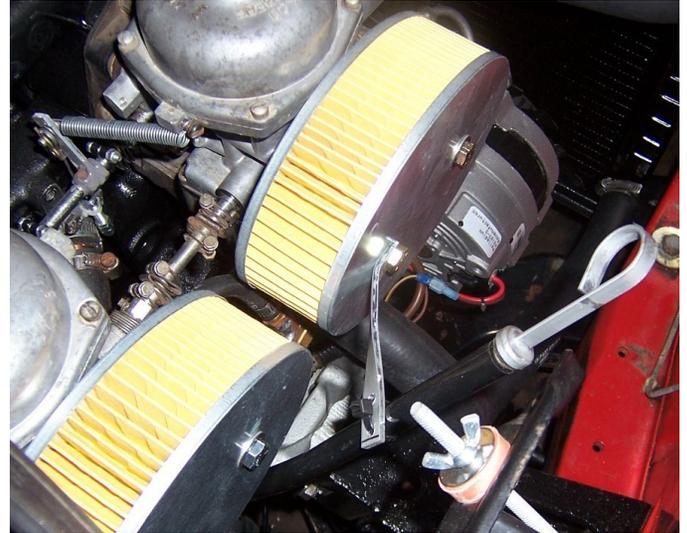


Up-Close and personal with the carb linkage. JB Weld is great stuff!

- Choke cable – finding a choke cable was easy as well as mounting it. I just used a cable from Advance Auto that cost me all of \$9 and even had a bracket with it. Finding a choke cable that would hold it's position was a bit harder. The cheap cable would not hold the choke in, the single TR6 or TR4 cable was not long enough, and the original style choke cable is over \$140! I'm still using the cheap cable with a clamp to hold it in place, but ordering a manual Stromberg choke kit which comes with a cable long enough, but that is still over \$100, sigh...
- Vacuum lines – easy. Got rid of them! Got rid of the vacuum retard on the distributor. Good riddance...
- Fuel Lines – this was also easy, just bent up some lines the right size and clamped them on!
- Air Filters – You don't think I was going to use the stock filter assembly, did you? Way too much stuff. On Inca I bought a pair of K&N filters, but since those have gone up about \$25/each! Time to use stock TR4A oval filters - okay, so I ordered a pair from Moss. They were terrible, with the holes with integral tubes not parallel! Yikes! Sold those on ebay for more that I bought them for, even after I told folks that they wouldn't fit. I love ebay, but that's another story... As an interim measure I put on a pair of SU H6 velocity stacks I bought at TRA. They didn't filter well, but they did allow me access to spray starter fluid if I needed to! I just put a pair of TRF oval air filters on and they fit fine. I used aluminum bench stock one more time to make a bracket to hold the oil dipstick end.

Everything is attached, car runs good, and all I'm doing is to wait for that choke cable, that dog-gone expensive choke cable. That very dog-gone expensive choke cable. Oh, I also bought another pair of Strombergs from England to get the floats since the floats in ours are cracking (closed cell so they

still work, but they look nasty. What I'll probably do is look for even another pair with good floats, rebuild those also, and replace the HS6's on Inca!



Air filters from TRF that fit!



TR7 Engine Swap – The Easy Way!

In the TR7 ROM (Repair Operations Manual, not Rough Order of Magnitude) it tells you to take the hood off, jack the back of the car up as far as you can, drop the front of the car as much as you can, and then using a lift where you can vary the angle of the load you can take out and inset the TR7 drive train if you are very careful.

Wow. I've been told by those that have done this it's not the easiest thing in the world. Well, I needed to get the engine out of Bigler's TR7 (aka "The Victim") and into Freebie. Fortunately the Biglers had just replaced the front shocks so that made it an easy choice – swap suspensions.

Swap suspensions? Sure, since the engine is bolted to the front cross member, and the struts to the cross member, the easiest thing to do is to lift up the front of the car and drop the engine and front suspension in one piece, then swap. All you have to do now is to drop the rear as much as possible and raise the front!

Since The Victim was pretty much stripped except for the drive train the jacking-up was easy to do. I just took the rear tires off, lowered the axle to the floor, disconnected the drive shaft and all strut & cross member mounting bolts, put a couple of dollies under the drive train, jacked up the front and rolled it out - slick!



Roll out the engines – we'll have an engine of fun! Okay, so maybe that won't make a good polka...

I did the same to get the shot drive train out of Freebie. After rolling the engine/suspension combos forward I lifted the engines off- the Victim's on to an engine stand, Freebie's into the junk pile – then swapped the front suspensions, dropped the fronts, and bolted them in – sweet!



Dropping the back of The Victim – put on the weight to compress the springs!

Now, putting the rebuilt engine back in Freebie was a pain since I had to use the book method!!! You can do it, but you have to take time!