



"The Marque"

This month:

Secretary's Report
Treasury Report
Events
TRminator
Early TR Man
Late TR Man

October 2015

MVT Officers

President: Lorna Ball, 937-746-5189
Vice President: Dan Stinson, 937-259-8242
Secretary: Karen Sipos, 937-572-5817
Treasurer: Harry Mague, 937- 426-3802
Membership: Valerie Relue, 937-667-5227
Events: Bruce Clough, 937-376-9946

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



Ted & Eden's TR8 Car-Jacked 9/14/15 at Hearth and Home assisted living center.

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.

President's Report~ Lorna Ball

No report for October.

Treasurer's Report:~ Harry Mague

Treasurer's Report: As of 1 September 2015, the club account had a balance of \$1833.41. For the month of September, the club had income only from 50/50 for \$11.00 and additional BCD Shirt sales for \$125.00. Total income for September is \$136.00. The club had the following expenses for the month of September: New Name Tags: \$10.50 and Marque mailing expense of \$3.60. Total expenses for the month of September were \$14.10. Account balance was as of 1 October 2015 is \$1955.31.

Secretary's Report: ~ Karen Sipos

MVT SEPTEMBER 1, 2015

President Lorna Ball began the meeting at Logan's Steak House, Beaver Creek with a toast "To the Queen". There were 29 members present. Lorna announced that she will no longer print out an agenda for everyone unless there is a need. Thus saving paper, ink, time and resources. Lorna passed around a card for Membership chairperson Valerie Relue, who has overextended herself while playing with grandchildren. She has injured her shoulder and will be 6 weeks recovering. No VP report as Dan and Mary are at the Montgomery County Fair.

Secretary Report: Karen Sipos asked for a motion that the minutes be accepted at published in The Marque. Carol made the motion and it was seconded by Stan. Minutes were approved by voice vote.

Treasurer Report: Harry Mague reported a balance of \$1832.32. Right on Budget. Looking forward to BCD check.

Events: Recap of Events. John Clifford & Tim Moore reported on the Indy Motor Day in Zionsville. Good show with about 130 cars. Awards were simple but nice. Both John and Tim received awards. Yanity's Tech Session was fun and helpful. Jim Sipos thanked all who came on the MI wine and quilt tour. Great time had by all. Club received a thank you from the Van Buren Hotel for staying there and being great guests. John Clifford reported on VTR where he received second place at the event. There were 200 cars and the event was very friendly and fun.

Future events were highlighted by Bruce Clough. Sept. 19th Metamora Run, meet at BJ in Germantown at 8 am.; Sept. 20th Dayton Car Show at the Carillion Park; Tech Session TBA; Oct. 3rd Farm Tour with the Miata club joining MVT for the run; Oct. 10th Fall Tour Meet at Clifton Mill and tour to the Spillway Lodge for dinner. Let Bruce know if you plan to participate for breakfast at Clifton Mill.; Oct. 24 Breakfast Run TBA; Nov 7th Tech Session TBA.; Dec 20th Golden Lamb dinner. Send email or text to Bruce ASAP if you plan on being part of this event. Jan 6th Event planning meeting at 6:30pm before the monthly MVT meeting at Logan's meeting room. Committee reports: Spares: Bruce had free gifts of extra light bulbs from his many replacements. Anyone want some. Newsletter: Church White reported that he is mailing some newsletter. Jeff and Jodi Barth offered to deliver the newsletter to the member in West Milton. BCD: Ellis and Lorna once again reminded the club that they will not be doing the T-shirts next year. There is a need for a replacement by Feb, 2016 BCD meeting. No Old or New Business. Comments: Lorna and Chuck will be in touch with Logan's manager each month with regards to service and comments. Please give you input each month to them and they will talk with the manager. 50/50 of \$12 went to Chuck White. Meeting adjourned at 8:20pm. Respectfully Submitted by Secretary Karen Sipos

Events ~ **Bruce Clough**

***MVT Events
Calendar as of Sep
2015 – By Bruce
(Earl) Clough***

September Recap

13 Beaver Creek Popcorn Festival – Tim was the only one there, but represented us well: "Was at the Popcorn festival Invitational Car show today and against some very stiff competition I managed to get best in class. Was a real nice car show and

having the festival right there was a bonus. Had an awesome grilled porkchop.”



Residents enjoy the cars

The goal was to get the residents engaged in the cars and talking to the owners, to enjoy the day. From the feedback it looks like mission accomplished! Hat's off to Tim Moore (1968 TR250), Dan and Mary Stinson (1980 TR7-V8), Chris and Cris Yanity (1976 TR7), and Ted and Eden Allison (1980 TR8).

19 Metamora Run – Perfect, just perfect. I had scheduled this day for a run because Bridgett and Alice did not have a volleyball game.

Wrong.

They rescheduled a tri-meet at Bradford on the 19th. Great. What next, threat of rain? Yup! That's okay, I need to find out if my TR7 trunk leak fix works.

14 Hearth & Home Day Out – Thanks to those who brought their cars out.



Wedgemite display at the assisted care facility



So the morning of the 19th after I check the radar that shows a wall of water headed our way from Indiana, I amble on over to Germantown and sit down at KJ's, a little restaurant that the locals go to for breakfast – the kind where you get that Bob Evan's \$7 breakfast for \$3.50 – that kind. I almost thought I was going solo, but then in comes Stan,

so we order breakfast. And pretty promptly food was delivered to our table.

The wrong food.

We told the waitress that this wasn't our food, and since she was not our original server there was no way for her to know. We waited a bit more, then a bit more, and our correct food came out – and it was good (and it was well cooked –ask Stan). When it was time to leave we were told the food (not the drinks) was on the house since we got the wrong food and we had to wait, sweet! Boy did we tip well!



9AM came along, but no other MVT'er did, so we took off. I found some roads less travelled, way less travelled, with twisty-turny layouts and some wooded sections, as we headed southwest. There was this sneaky VW on my tail that I couldn't shake! One time in Indiana I was sure we were going to get doused by a particularly dark rain cloud, but it skirted north of us (whew). We drove through a few spits of rain and headed to Metamora down Stone Church and Duck Creek roads – absolutely great sports car roads. Also great roads if you are a big game hunter – several wild turkeys, and I'm not talking about the boubon kind, bolted out in front of Stan – since I was in the lead I didn't see it all. Somehow he managed to avoid them with fantastic driving skill, or luck fueled by adrenaline, probably the latter.



Just after that I was hoping that I didn't "run into" the same situation when two squirrels, one chasing another bolted out in front of me – since Stan was behind I couldn't just stand on the brakes, and since the road had many blind curves and there was traffic coming the other way, I did the only thing I could do – closed my eyes and gritted my teeth.



Yeah, kinds felt that way. The big game hunter – hope the buzzards send me a thank you note, or Stan...oh, I almost forgot – some advice:



Farmers: Do not let your chickens roam on the road. We understand the political value of advertising your product as "Free Range", but would like to keep them from being embedded in our grills...

Fortunately the chickens escaped... We got to Metamora a bit after 10AM and pulled in to park. Across the street a van pulled into a drive with a pretty low tire – we let them know about it, and since I had an air pump I offered to let him use it. We soon had his tire back up and he let us know that he managed/owned one of the small restaurants in town and we should stop by for a free lunch. Whoooo-hooo! Twist my arm! We walked around, and noticed another lady kinda following us. Stan, never being the shy one, asked her what was up. She had thought I was a lost cousin – think "Earl" was his name. Earl? C'mon - after we convinced her (had to show my driver's license) that I was not Earl we continued looking at shops, and looking over our shoulders.

MY NAME IS EARL!

In the end we didn't buy anything, but I had my eye on several old oil lamp shades and that inflatable pig. We had our free lunch (more munchies than lunch really, but we like free!) and decided to head south on Indiana 229 – another fantastic sports car road – to Oldenberg. We managed to get there before the last coffee shop closed, had some coffee, and headed south to Batesville (but never went to the casket factory). Several more small critters tried to commit suicide, including what I think was a coyote that ran out in front of Stan – hard to tell in the rear-view mirror. We stopped once since a porta-john truck had lost its load on one of the turns – what a mess – glad we didn't have to drive through that. Blue-goo for the masses! I wasn't happy since I wanted to take a picture, but my dad-burned phone's photo app was acting up!



From there we took some more great backroads (I blundered into years back – it seems like you are driving through fields and you probably are) into Brookville, stopped at the McDonalds for old times sake and hoisted a toast to Ted Allison. From Brookville we ambled eat notheast and found a little diner in Ohio. Rain clouds all around, but not a drop on us, yet. From the looks of the cars and bikes this was a popular place. Several folks there really liked the Ferrari I was driving <smile>. I think we were the only ones that weren't covered with tatoos, so I think that made us special – our service was excellent and we also found out they were having some good specials on food and drinks, so we essentially paid nothing for our afternoon snack. Another great set of tips from us to service and ask Stan about the biker gals... No flat tires this time.

So tell me, how long do you wait for cows on the road?



Yeah – bovine speed bumps. Somebody left the gate open and they were in the middle of the road. I started honking the horn, but they seemed oblivious. Where was farmer John?? Bessie and her buddies were just standing by blocking the way chewing on a little cud. Finally I got a bit tired of this and started moving forward slowly yelling "pardon us, excuse us, pardon please, sorry, need to get though, please move your tush!" – the Holstein wave parted and let us through, although Stan was hoping I would be going faster so he could have steak! Hopefully the farmer will find those cows....then again he's probably still looking for his chickens.

Now came parting time – around Hamilton I headed northeast and Stan headed southeast. Got home

still without getting wet – the rain was east of me at the time and I could see blue sky to the west! Oh well, I will have to find out if the car leaks later. I did stop by the Donut Haus on the way back and bought the family some good fat pills!



Sorry that there weren't more club members along to get the road kill, farm animals, free food, donuts and blue-goo – and no rain – maybe next time! Earl, your Event's Chair....

19-20 – Dayton Concours d'Elegance –

What a day – Tim Moore writes:

"What a neat show. Never been to the Concours d'Elegance before. There were some very nice cars there to say the least. They had us in the first row right at the entrance so everyone that entered the show had walk past the car. You know what they say, location, location, location. It was quite a crowd too. Roy took some pictures as we drove up to accept the award. Thanks Roy. I was quite pleased with the reception the car received. The TRminator has done me proud.....again. Oh btw we took Best in Class"

Here are a few pictures (thanks Jeff & Tim!)



Tim gets the TRminator ready....



Spitting in the grass...



Stern warning issued, next come cuffs....



Tim is still working on the TRminator....



Winner and still champion! Kids, this shows that hard work (or maybe bribery???) pays off...

26 - Bob Poole Orphan Auto Show

Every year the Studebaker and Packard Clubs co-host the Bob Pool Orphan Car Show (Bob Pool owned a Packard dealership) for Marques that have come and gone, like Packard, Pontiac, Crosley, and yes, Triumph. This is in the parking lot (grass lot) across from Young's Dairy. Perfect. Tim suggested that the club should go, and it was an excellent suggestion since the camping trip Duncan and myself were going on was cancelled – what a better way to spend a Saturday that with the family at Young's!

Rendezvous was the Tim Horton's in Xenia, White's Tim Moore, and three Clough's in two cars showed up. Mike McKitrick joined us for coffee, vittles, and conversation, then the convertibles headed towards Young's.

The car shows at Young's are actually across US68 from Young's in an open, but well kept, field. Besides the Bob Pool show the AMC folks were having a little show of their own, and it brought back memories of the days I drove a Gremlin daily, and the Concorde and Hornets my parents had. Didn't see any bowls of goldfishes on the seats though.

We were there fairly early, but still Roy and Vivian beat us there with the Spit, so that meant there were 4 Triumphs joined later by a non-club Spit (which we carded, don't worry Prez!



Alice driving Inca into the Bob Pool Show – yes that is a King Midget in the background!



Bob Pool show from across where the ice cream is – yes that is a Crown bus as well as Studebaker dump-truck. All orphans are welcome!



Triumph Row looking from the TRminator – good club showing for a small show on short notice!

Although there was a slight chance of rain the weather during the show was anything but that – sunny and warm most of the time. Everyone popped their hoods and had a steady stream of folks asking questions (“...hey, I used to have an MG like that...”).

Later on the Bigler's joined us to look at cars, and between Bob Pool and the AMC show there were

lots of cars you don't normally see. My favorite was this:



A low mileage Yugo convertible that was working! Now that's an orphan! Yes, behind it is a Metropolitan that was towed in by a Hudson Hornet...

We stayed until the awards were announced. Voting was popular choice, but no MVT'ers won anything – Studebakers, Packards, and things older than ours tended to win. Never mind, it was a good time and we'll try to do a better job next year getting it on the calendar.

So now it's time to be on to October!

October is a BIG event month – the weather is cooler, the trees are turning, and there are wonderful views to be found all over Southwestern Ohio. There also is a chance that something might pop-up on the 17th, so stay tuned to this Triumph channel! How about a tech session? That sounds good – Ted/Eden, will you be home and will you buy donuts?



3 – 2015 Farm (Market) Tour – Harvest – it's that time of year again – time to open the trunks and fill with gourds. Or maybe pumpkins, or maybe other food stuffs, dunno, but I do know it's an excuse to hit the road. We will rendezvous at The Donut Haus in Springboro (305 W Central Ave, Springboro, OH 45066) at 12PM and plan to be at Caesar Creek Winery by 4PM. No pig farms, or any other farms as far as I know, just markets. Bring/buy cheese, crackers and other munchies – the invite will be out to the MGB and Miata clubs as well.

7 – MVT Monthly Meeting – Logan's Roadhouse, Fairfield Mall (Beavercreek) location (off N Fairfield Rd in front of the Best Buy). Meeting starts at 7:30PM, but if you'd like to join us for dinner at 6:30PM that would be fantastic! We are in the separate meeting area behind the bar to the left as you come in.



10 – Fall Tour – Due to Alice heading back to work I had to cut a couple of days off this. It's probably at least a week in front of peak color, but the 17th is already booked! Plan to make a day of it, a big day! We will meet at 8AM at Clifton Mill in Clifton for Breakfast – ***I will need a head count*** - We will end up at the Spillway Lodge near Cowen Lake for dinner around 5PM. Between will be a lot, I mean a lot, of Fall driving on Southwest Ohio roads. There are shops, there are stands, it will be a big time. Need pumpkins? We might find you some!



31 – Fall Breakfast Run – The leaves are mostly on the ground, there is a chill in the air, what better time to head for breakfast and maybe a short tour/shopping later? We will meet at the Waynesville McDonalds (get your coffee here for the start) at 8AM. We will head to the _____ right after that. Costumes are optional.

November 4 – MVT Monthly Meeting – Logan’s Roadhouse, Fairfield Mall (Beavercreek) location (off N Fairfield Rd in front of the Best Buy). Meeting starts at 7:30PM, but if you’d like to join us for dinner at 6:30PM that would be fantastic! We are in the separate meeting area behind the bar to the left as you come in.



7 – Last Tech Session 2015 – More coffee & donuts – details TBD – maybe we might actually get to working on Ted and Eden Stag’s electrical system...



14 – LAST TOUR of 2015 – yes, one last time – probably tops down only for the foolhardy, but what the heck. Probably won’t be all day, but probably will end up at Valley Vineyards for their fantastic dinner. Family car tour friendly!

December



5 – Holiday Soiree – You can never get your brown-bags done too soon! Will be at Bergamo as the last few years, it will be fun as usual. Rest of the details are TBD, but you do not need those to collect your White Elephants....



20 – Holiday Dinner Out – Golden Lamb in Lebanon, 6PM. We will schedule a shopping trip beforehand to Warren County shopping establishments and hope the weather is a bit Christmas like, but not too wintery. I need a head count to set the room and the menu, so if you and yours are planning on going I need to know – and I will remind folks at the next three meetings. We will arrange it so if we have an influx at the last moment we can handle it!

January 2016

6 – Events Planning and MVT Monthly Meeting - If you want to be in on Events Planning for 2016 show up at 5:30, if you are coming for the dinner and meeting – dinner is at 6:30, meeting at 7:30.



Do you have those annoying rattles coming from your doors? Well step right up folks, I got just the thing you need. Not only will it stop those rattles it will...



But seriously if you have those rattles chances are that the 40+ year old felt in the window channels has perished. This was one of the projects I did to The TRminator. It's not a complicated fix and you can do it at home.

But you do have to disassemble the window mechanism, which sounds worse that it really is. When you take the window channels out it's a good idea to mark them as to from whence they came since they look similar but are not. This is what my channels looked like.



Its kinda hard to tell from these small pictures but the felt is in sad shape indeed. So I bead blasted them into submission.



You need to have gone to Lowe's or Home Depot or your hardware store of choice and acquire some 2" Industrial Strength Velcro. I then cut a piece of the fuzzy part (hope I didn't really need to clarify which part to use) and placed it over the edge of the window which I had secured in a wood vise. I then pushed the channel onto the Velcro to sort of

give it its shape. More of a trial fit if you will. I then removed the film and leaving the Velcro on the window I now again pushed the channel onto the Velcro forcing the Velcro into the channel. Viola.



I suppose you could trim the excess Velcro away but I just wrapped it around the channel.



Now, to get the Velcro into that area that had the nylon blocks...that's a bit fiddly since the adhesive

on the Velcro is VERY sticky but it can be done.



Just cut some small strips to size and very gingerly fit them in without letting them touch anything....like I said, it's a bit fiddly.



If you managed to accomplish this then you should enter yourself into the Operation Game Championship.



Cheers mates, Tim Moore



October 2015 Bruce Clough (bclough@woh.rr.com)

Okay, he's farting around with the windscreens again!

Remember a couple of years ago when I was trying to find a windscreen I liked on the Grey Ghost? First I went with the stock windscreen, but found it boring and not very sporting (and also I was having a fit trying to get a bottom seal that would work and the glass was delaminating and I'd have to get new glass soon – practical things).



So I decided to cut down a spare windscreen I had – this was very cool...



...but also left me looking through the bar on the top of the windscreen and I never could come up with a decent rear view mirror!

I then decided to go with Brooklands screens, but I could only find one new one for sale across the USA, so I bought a part of replica Ken Richardson Test Drive Plexiglas screens that looked pretty cool...



Fast forward a year – the Plexiglas screens are cracking on several edges. Bummer! I could stop-drill them and glue, but that would look bad – worse than my self-engineered solutions usually do. So, I took them off and found another Brooklands Screen (for some reason now there are many of them available), mounted both screens, then found out too much wind makes it under the screens, so I built wind deflectors to cover that gap.



There is more wind to be sure, but at least I can fully snap the tonneau, and it does look a little "cooler"...

Okay, he's farting around with the lights again!

I can't help it! I really can't. It's a sickness brought on by long years of engineering. Last month I stuck the Superbright LEDs H4 LED bulbs in the car – the patterns was better than when they were

in The FrankenStag, and I thought they were livable until I spent about an hour driving the car at night. They just are not what I'm looking for, especially pattern, after living with modern cars, so I got another pair of Truck-Lites 7" LED "sealed-beam" headlamps. Huge difference.



Truck-Lite 7" Headlights at low beam

I can't say enough about these headlights as replacements for old 7" incandescent sealed-beams. Light is brighter, whiter, stronger, and uses a lot less current. Installation was easy and instructions good.

I want to be seen clearly now! Part II

I wrote this over a year ago:

I like the idea of daytime running lights, but I don't really want to run headlights all the time. Modern cars now are using LEDs for daytime running lights, so I headed out to the local auto parts store and bought a pair of LED "Driving lights". No way are these driving lights since they do not put out anywhere near that light, but they put out enough to be seen in the daytime.



Daytime Running Lights

I mounted them just under the bumper on the nose. The nice thing about LEDs is since the power consumption is much less than incandescent bulbs I can connect these directly to the ignition circuit so

they come on when the ignition is on – no need to add a switch (just a fuse to the light wire to handle any shorts – 1 amp fuse)

Okay, fast forward to now. I finally had a chance to really look at these during the daytime and they really don't put out that much light, less than other DRLs, much less. I do want to be seen, so I headed off to the Web and found a pair of these:



Bright (10W) LED lamps, narrow beam (25 degrees) and well-made polished aluminum housing. I mounted them under the bumper where the old ones were and added a separate relay and power line. The prior ones were powered directly off the ignition, these are powered off a separate circuit and engaged by the ignition.

Wow, what a difference. You can see these clearly during the day, and at night they are a bit distracting, so I had to design a circuit that would only allow them to come on when the lights were out (like daytime driving) or when the brights were on anyway – that added another relay. (Essentially I told them don't come on when the low (dip) beams are on).



DRLs for sure!

Now came the issue of the turn signals. The prior headlights had LED turn signals built into them.



H4 Insert Headlamps with LEDs built in – anyone want a pair?

At the bottom of the lamps were a semi-circular row of LEDs that blinked amber. Since I replaced the headlights those were now gone. I needed turn signals, but what?

I tried to blink the DRLs, and that worked during the day, but since they were arranged to only work at night with the brights on this was a problem for night driving. The solution was separate LED turn signals, but what? I didn't want to mount anything on the grill, and I didn't want anything on the bumper, or the bodywork. I tried to find units that could mount behind the bars in the depression in the inner fender for the original turn signals, but I couldn't find anything that would fit.

And then it hit me. "What would 'Pimp My Ride' do?"

Exactly, I back-lit the grill opening with bright LED strips.



Yeah, it's a bit over the top, but on par for The Grey Ghost...now I just need a pair of Alfin brake drums...

The Continuing Adventures Of...



Bruce Clough

October 2015

Michindiana Tour

Hat's off to the Sipos for a great Michigan/Indiana tour. This time we decided to take the TR7 rather than the FrankenStag – there were only two of us and the TR7 handles better, albeit less room inside. TR3 you say? Naw, not for rides where I'm expecting rain!

And rain it did! But more on that later....



Getting ready to head out from the Englewood Tim Horton's.

But not on Friday – Friday was sunny and blissful! Top down, no hat, some sunscreen. Glad nobody got a shot of me after we got near Shipshewana (IN) since I looked like Yazoo Serious on a bad hair day! On went the hat!



Lunch at an interesting roadside outdoor diner somewhere in Indiana – had a fried cheeseburger – that’s right – similar to chicken fried steak but the cheese was inside...Ask the Sipos to tell you where this place is and stop there!

We spent the evening at a pseudo-Amish restaurant (similar to the Der Dutchman of local fame) – food was good and there was plenty of gift-shop space to shop in. Made it back to the hotel and found out that we had only one bottle of wine for the whole crew. Bad planning – won’t happen again!

Saturday this was the usual view from the TR7 driver’s seat:



Hard to see, but in that rain is the Rutledges in their TR3 with the top down. Freaks!

It rained all day, but kinda snug and warm in the TR7 we took it all in stride. We headed to the SW Michigan lakeshore area of Michigan, and we went to many, many different wineries. All were somewhat unique, but the best was the Round Barn, yes, it had a Round Barn.



Round Barn beyond Inca

MVT piled in there and bellied up to the bar...



“Dang, so many wines, so little time!”



Solved that “can’t make up my mind” issue

We had lunch at a restaurant/brewery that the Round Barn folks owned. As usual too many beer choices – this is “Flight 3” – the stouts and porters...



Nice froth, good beers, except one...

If you go there do not try the “Raisin Hell”, supposedly a stout-ish drink with raisins in the mix. Nobody liked it!

After lunch we got back on the road and tried more wineries. The last one we went to, Free Run Cellars, was also a venture of the Round Barn crew and pretty good.



Free Run Cellars In The Rain – what else?

We were trying to get back in time to have dinner at another semi-Amish place, but we were running late so we stopped by a little place on US12 and US131 near White Pigeon, MI – The Country Table. Menu had so many options Robert Irving's head would spin, but the food was good and in retrospect they get good ratings, so it was a stellar find! That night we did have plenty of wine, so we sipped a few and lamented on the rain, but marveled at the places we were at.

Of course Sunday was sunny, at least the first part of it. Heading home we stopped by the Pickle Factory and Satek Winery. At Satek we had some of the best wine of the weekend. It also had Roger fixing the TR3B. He earned a chicken shot:



Braaak! Braaak! What'cha doing Roger?

The car was running rough, like it was only hitting on three cylinders. It was, the lead for #4 had fallen off! Just a few minutes for the fix, but long enough to earn a chicken shot! Speaking of shots...



Perfect color for a Porta-John...

The rest of the ride home was somewhat uneventful. Folks peeled off when they got near the route home. I tried to lead Roger and Carol between thunderheads so they wouldn't have to deal with a tropical deluge while driving. We got a little wet, but didn't have to go through any storms. Picture of the run:



Jodi Barth swears off beer forever after tasting the "Raisin' Hell"

Anyway, did over 600 miles on this tour, no real failures for the TR7. No real failures for anyone except for poking fun at the Rutledges. I did notice a few things:

1. Tail lights were weak.
2. First time we tried them one headlight didn't want to come up. Cycled the switch a few times and it began to work
3. Headlights were marginal – I thought this had the Hella H4's and Silver Star Sylvania's in it, but the light output didn't show it.
4. Trunk bottom had some standing water in it and the trunk mats were wet.
5. Had some drips from around the windscreen – it's coming in around the glass itself, the top was pretty tight.
6. Heater blower only worked on 1 and 2 settings, not 3 or Max.
7. This stick shift is kinda long...have said that since we've owned it....

So, I have a few things to work out.

Tail Lights

I've been through weak tail lights before on TR7's – on Freebie actually. Issues were very similar and what I did was very similar to what I did back in 2009 with a help from a bit better technology. The following is what I wrote up for a 2009 Marque on TR7 tail light upgrade. Where things are a bit different this time I'll note it with comments in a shaded box!

And now the old article:

Upgrading tail lights

This all got started when Odd (pronounced “ode”) Hedberg from Sweden told us on the Wedge email list of his adventures upgrading his TR8 lights to LED – especially the back ones.

I had been toying with doing this when I went “all-LED” on the Stag a year or so ago, but at the time the LEDs were just not bright enough to be used in locations where they have to go in sideways, such as TR7 taillights.

Well, now we have a new breed of lights, surface mount lights that are brighter than older LED types, and some lights can product 3 watts or more of output – this is more than normal bulbs. Time to reconsider.

Another thing I wanted to do was to use the rear fog lamp as a rear fog lamp and not a stop light. If I bought some dual-filament bulb holders I could turn the separate tail light and stop light areas to both being stop and tail lights – doubling the light output. Hmmm.

Odd told us that Tex Automotive out of the UK sold dual filament bulb holders that will fit the TR7 holes, and I got enough of them to do both wedges ☺.

Note – finally got around to doing that!

But wait – before he could have any fun, he had to take off the front turn signal lenses to polish the plastic lenses. Yes, that's right, he decided to do something he really didn't have to, tempted fate, and lost. Okay – so I found out that the right hand side light had a missing mounting stud – really missing – ripped off the housing missing. The dreaded prior owner (DPO) tried to take this off at some time and busted off the stud (notorious for that).

Okay, so what to do. Hey, I'll order a new one! \$70. Okay, well maybe I'll save money and get a used one from ebay. Cheapest was \$24 and they all had busted studs. Yikes!

Okay, fix what you have – I attached a 5mm bolt to a washer cut to fit the housing, scuffed up the mating surfaces – and epoxied the bolt/washer on.

Ta-da, instant stud. I will use a bit of anti-seize when I put it back together...



New stud epoxied on the old front turn signal housing – new stud to the right

Where was I? Oh yeah, LED bulbs...I also went on line to buy a few different LED bulbs before I settled on a specific type for a specific application, but more on that later....

Fixing the sockets

First thing I had to do was install the new bulb holders. I thought this would be simple, all I need to do is add two wires and two connectors. Simple right?

Right.

I went to really look at the sockets in the light housing and I noticed that the gasket between lens and housing was a lot worse off than I had originally thought – so bad part of it was falling off on the passenger side housing. After taking it apart the gasket fell out in numerous pieces and I noticed the chrome plating was peeling off on the reflector area. Shipwright's disease again. Google that...



Old Tail Light Lens Gasket. Old gasket that has fallen apart. Bad gasket, bad!

Out came the 0000 steel wool, and off came the plating – it seems to be about 3 atoms thick. Painted both with chrome spray paint – nice and reflective again, and with LED light the paint won't get any heat.



Original tail light housing, The other was worse than this...



Restored tail light housing – shine on harvest moon...

Note – I still had the chrome spray paint left from Freebie, but I had to order both housing-to-body and lens-to-housing gaskets – all were shot. I had to use Victoria British or pay Rimmers shipping charges. Turns out that VB uses the same vendor as Rimmers does. Both gaskets were a smidge too small, so they had to be stretched a bit to get in position, but once there they sealed. You cannot buy gasket material at local car stores for this – it needs to be thick black foam plastic.

The wiring was simple, and of course I soldered the connections and used shrinkwrap over the connections – don't use the crimp connections if you have the time, do it right. I added a wire to the turn signal since I will eventually convert the side marker lights into combo LED running and turn lamp indicators.

Note – I also added ground wired for the dual filament bulb holders – they had an earth lug, so why not use it? Can't remember if I did that for Freebie or not...



Wiring for the dual filament sockets

The LEDs

You only have a gazillion choices on the web. I decided to go with surface mounted LEDs arranged to give off light over most of a sphere to ensure I get a good distribution of light from TR7 rear sockets. I tried two types, one using 18 surface mount LEDs, the other using less, but higher power surface mount units.

I've given up on the LEDs that seem to be normal ones jammed all arranged together, such as the ones on the Stag. Light output is marginal – need more light to make sure I'm seen during the day.



Repainted housing in body for trial fit – not my high-tech retaining clamps – I go through quite a few of those ties rebuilding things.

So I've gone to using newer surface mount technology - less LEDs per light, but higher output. This is critical for wedge use since only one of the four lights in the rear housings are actually pointed towards the lens – the others are a 90 degree angles. Need to get good light coming from the sides also.

Back to the lights

LEDs – Light Emitting Diodes – solid-state devices that can last thousands of hours. They've been around since the Seventies, but now we've figured out how to get a lot of light output from them, enough for flashlights and, car bulbs.

We used several different types in the TR7. They are seen in this crummy picture:



To the left is a 12-LED 1157 amber light that will go in the side markers in front (more on that later) all LEDs are aimed in one direction. Just below that is a white 9 LED BA9 (9mm base) that will be used as front running lights. Just to the right of the 12 LED bulb is a red 18 LED 1157 that I will compare with the 13 LED 1157 that used different LEDs – the brightest will be used – these are arranged to fire on sides and front, best for reflector housings light the back of the TR7. To the right of the 13 LED light are two types of 63 LED towers – they use less powerful LEDs, so they use a lot of them! They are old-school, but cheap.

I ended up using 13 LED lights in the back (two red 1157, one amber and one white 1156 on each side) and the white 9 LED and amber 63 LED up front. I also went to clear lenses up front since the 63 LED lights were amber – that should give the car a more modern look. Below the lights are the three-LED festoon lamps I used to replace license, trunk, and door lights.

Note – Lighting technology has come a ways since 2009. Now you can get LEDs brighter than the regular bulb from numerous vendors using the latest LED technology, but you still have to ensure you have enough lumens for the job. I use SuperbrightLEDs.com units since they rate the lumens for the bulbs and I can compare that to the normal incandescent.

I mentioned that I was going to use the 12 LED lights in the side markers – that's so I can also have them flash with the turn signals – another safety feature. Here is a shot of a before-and-after, showing the mod:



Essentially I cut a hole big enough to stick the light in, then used Liquid Nails to glue it in and Plumbers Goop to seal it. Ground connection was made using a discarded fuel line hose clamp and the running/turn signal wires were soldered to the bulb. Wait – you say – you had to ruin the light housings – you can't take them back to original! Don't lose any sleep – they were already busted, held together with epoxy glue and wire ties. This actually makes them more structurally sound, if you can believe it!

Well, try one was a bust. As I told the guys on the Wedge Email list:

Well, you'd think I'd know after being an electrical engineer all these years - that I shouldn't expect to hook a bunch of diodes and an electronic flasher together just as the old filaments and bi-metallic strips were and expect it to work.

But I did. And I did this without beer.

Clough, what are you talking about?

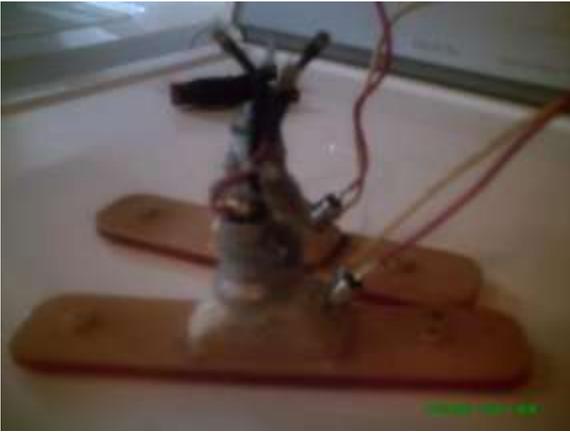
The dual driving lights/flashers for the side lights.

I'm doing this to get the side markers to flash when turning. If you connect them up as you would incandescent filaments using the electronic flasher unit they will only work for turn signals, and you get to choose high or low brightness.

Huh?

Okay, I was lazy and decided rather than the elegant "reverse engineer the circuit, figure out the issue, and build a fix" I took the brut-force way and added another LED bulb to the side lights. They will see me know, in fact, half the state will. And it doesn't really use much more current!

Here's a picture of the mod:



You're right – this is getting complicated, but remember – it's a hobby! The back light mods were similar except I used red 12 LED 1157s – and I checked to make sure they would work in the dual circuit – which they do! Having to use only one light assembly made it much nicer – here is one ready to be installed in the car – note that I had to run the extra turn signal light wire to it.



I know – a great picture! Sorry – it's that \$50 digital cameras/camcorder/MP3 player again! My phone takes better pictures!

Note – since I didn't want to mar the existing front side markers, and I didn't have another pair, they are just side markers on Inca, no turn signals here!

Okay – so now it's about a month later, +/- \$150 for a bunch of LED bulbs, shrink wrap-tubing, materials, and a headlight bracket. How is it? I like it – the LED bulbs result in a just as bright light (more in terms of brake lights) with a lot crisper turn on and less current draw-neat! The weight distribution is better and I got a lot of clutter out of the engine compartment. True we did loose trunk

space, but I can always actually use the luggage rack. I also learned a lot about what Goop can be used for!

Note: One thing that has changed is that what cost nearly \$200 five or so years ago now costs \$300 – albeit with brighter/better lights. One might ask why I didn't go with some Lite-Zupp units here – although they make the 90 degree lights that fit, I wanted 360 illumination to fill up the reflector. Okay – that's all the old stuff, now back to the future!

Heater Blower

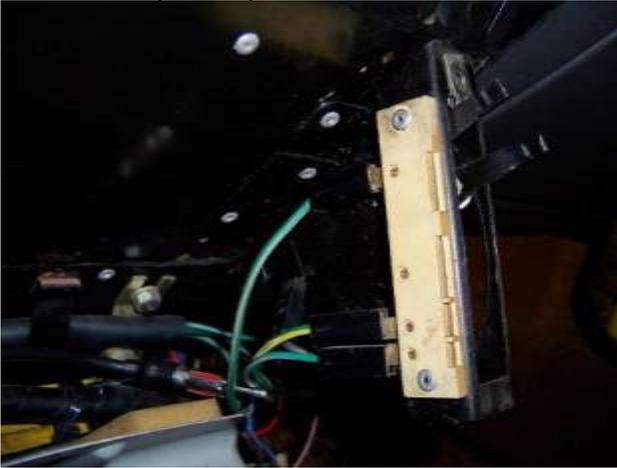
From the symptoms and how the circuit is designed my guess was a broken wire or broken resistor unit (a variable resistor with discrete steps that determines fan speed). I was close it turns out. Of course, to get to the heater motor resistor unit you have to take off the center console, mid-dash, and the radio has to be removed. This is the level you have to go to for clear access:



I took out the shift lever so I could do another fix (more on that later). The yellow vertical strip in the center dash area is the resistor pack. I immediately discovered something:



Obvious simple fix, just watch:



There, done! QED! Wow, I wish all of life was that simple! The connector fell off. Nice. Now all speeds work like a charm!

Shift Lever

Alice has had a general complaint that the shift lever is too long and her knuckles hit the radio sometimes if she is not paying attention to shift. Bruce has had a general complaint that the shift lever is too long and his knuckles hit the radio sometimes even if he is paying attention. We've had a shifter to use as a replacement around here for a couple of years, a gift from Ted Schumacher. Since I have the lower dash apart anyways I might as well try replacing the one in the car with a shorter one. Eyeballing length, I figured I needed to shorten this about 1.5". I wrapped a piece of masking tape where I thought the top of the threads should be:



I then dug out the shifter Ted gave us and lined it up next to the original shifter (and it is the original shifter in the car), interesting:



The one Ted gave us was almost at my guess. I decided to use it without modification. Why the difference? I asked the Wedge List and got this reply from Tim Greenlee: "The lawyers at British Leyland thought the shifter length had to increase with the Federal bumper requirements."

Now you know...

Prep was simple, clean and paint the lower shaft (did you know the unit that sticks in the tranny and the shaft itself are separated by a rubber isolator? Someone should tell them it doesn't work...). Put it in and it shifts (don't lose the "f" in "shifts" folks. BTW, if you do, the Word spell checker doesn't tell you a thing...) fine and my hand doesn't hit the radio.

Center Console

Wait – this wasn't on the list. Shipwright's disease. I noticed when I pulled it out that the read mounting points had crumbled away:



You can see the chewed-up mounting holes, the lower ones. The top holes are what the lid/armrest attaches to and that was badly cracked from the right hole in the picture above to the back edge. Reinforcement was required. Got out my trusty aluminum bench stock and fabricated a back

bracket for the lid mounting points and a pair of brackets for the mounting points to attach on the inside of the console. Before I attached the aluminum pieces with good epoxy I tried to glue the cracks shut the best I could. Good thing this was cheap and made of styrene, Testor's Model Cement worked perfect. Here's the console with the supports glued on:



Needless to say that is holding it.

Headlights

The raising/lowering issue was just corroded/oxidized connectors. Snap them apart, hit them with contact cleaner, wipe, and reconnect. They now work fine, but while they were up I really looked at the lights. Not Hella H4's, but Autopal H4s. Looked at the bulbs – not Sylvania Silver Star, but some nameless lights. A target of opportunity now presented itself.

Ever since farting around with the LED headlights in The FrankenStag I've been wanting to try out the "sealed" LED units Truck-Lite as well as other vendors, both reputable and cheap Chinese knock-offs, are selling. Although the imported units are at least \$100/pair cheaper than the US-made Truck-Lites, the Truck-Lites have a rock-solid reputation, great reviews, and longest warrantee. These used to be \$700/pair, but the march of technology has really reduced the price, so I bought a pair.



Truck-Lite 7" Headlights



Lites Off

They look decent on the car, and OMG, I can see clearly now!

Center Console Lighting

This is an experiment in progress. If you have a Wedge you know that the dash lights are pathetic compared to a modern car. The center console lights shining down on the heater controls are the most pathetic of them all.

These are little incandescent units that are mounted in a spring steel clip attached to a separate mid-dash piece arranged so they shine down, but they have to shine down through as dark green filter. Even with new lights (and the ones in Inca are about four years old) the light cast is dim of dimmer (did I say the instrument lighting Rheostat is bypassed totally – this is max voltage to the instrument lighting).

Just for kicks when I put the center console back together I took out the green filters and used my remaining LED lights of that size (cool white ones, remainder of the last time I tried this) on one side. A check showed the incandescent lights were probably a bit too bright, but the LED ones were about right. I need to order two more...



Lites On!

On the initial drive at night I noticed that these are aimed up a bit compared to the AutoPal halogens. They are brighter, and the light is the whitest white. This is a vast, vast improvement over what was on the car. If you get a chance, do this upgrade.

Speaking of LEDs – I took the pair that was on The FrankenStag that gave weird patterns and put them on The Grey Ghost – the patterns seem a lot better – will report back on this since maybe it was just the smaller body/lens of the 5.75” that was screwing the light pattern up.



Later note – the light pattern is better with the larger reflectors, so I left the LED bulbs in.

Even later note – I got a deal on another set of Truck-Lites, so those are on now – look for the Early TR Man...

Trunk Leak

Little did I know when I was wiping up a little leakage on Saturday and Sunday mornings that Lake Inca was under the spare tire. We had about

an inch of water down there. Did I ever tell anyone the spare tire compartment is in good shape with no leaks below? Yes, it holds water. The first thing was to sop up the water, then I decided to coat the compartment’s bottom with truck bed liner to stop any rust should my leak stop attempts fail. I have leftover spray liner if anyone wants some. Hopefully this stuff is tough. But where was the water getting in? The seal is only a couple of years old and still very compliant on the top. I know it is contacting the trunk lid – I checked that. The only thing I could think of is that when it rains hard the water ponds in the front of the trunk lid and gets under the seal - going between the trunk edge lip and the seal. So how do you make the seal better? What I am trying is to make the lip thicker and more pliable at the same time. I thought a layer of plastic on the lip would increase the clamping force as well as to stop water coming in under. For the plastic I used some wide black 3M Scotch plastic tape on the lip and pushed the seal down over this. Hopefully this fixes it...

Just For Stan

Silicone “seals anything” wrap – get some! Great for radiator hoses!



Not to think I’m leaving The FrankenStag out

I installed a strap to catch the drive shaft if there is a failure. Those that have a car with a frame don’t have to worry about this since the frame will catch the falling driveshaft, but if you have a uni-body a failing front joint can cause the car to pole-vault and go flying off the road. The TR7 has a strap and it looked like the Stag did at one time, or at least the Stag has the holes in the right place for one! Tell

you the truth I couldn't find a mention of a strap in the Stag Parts Catalogue.



“Catch a falling driveshaft and put it in your pocket...”

Re-use Example of the Day

Old rusty TR3 steering wheels can be used for painting racks – give it a try!



Wedges Rule
BRUCE