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## January 2009

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937-367-4993

Please send comments/suggestions to:  
[news@miamivalleytriumphs.org](mailto:news@miamivalleytriumphs.org)  
or to the P. O. Box.

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

#### Obligatory Disclaimer

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**Figure 1 Interesting moment at the Soiree'.**  
**Thanks to all who make this a calendar favorite.**

## The President's Comments, , January Marquee, 2010

HAPPY NEW YEAR! '09 is history and we are starting the tenth year of the 21<sup>st</sup> Century, Let us rejoice and be glad in it. And let's take a minute to remember those who were with us twelve months ago and are not now, and say a prayer for their survivors.

And...Let's take another minute to consider those less fortunate than ourselves (like MG owners and car owners who have outstanding orders with The Roadster Factory and club members who got eight track tapes with their Brown Bags or plates shaped like fish ...). I hope everyone had a Merry Christmas, and expect a large turnout on the meeting night, 6 January.

I have no idea how the Holiday Soiree went, the attendance, brown bag auction, business meeting and am assuming that as in year's past it went well, was well attended and all the brown bags were auctioned in good style by the intrepid master auctioneer, Bruce of Clough. One thing apparent is that the stuff in the brown bags has not deteriorated in quantity or quality if I judge the two bags and TR3 trunk lid that I snared. It's good to know we all still have our imaginations.

My trip to Anaheim, CA to attend the Fall ASTM International meeting was kind'a like never leaving Ohio, as the weather was cold (daytime ambient temperature never above 50 F, night time always around 37 F) and rainy for six of the seven days I was out there. The hotels were a stone's throw from Disneyland and, interestingly enough, only one hotel of the two we occupied was there nine years ago when we were last there. Now the very large parking lot that used to surround the hotel was gone. In its place

were a number of hotels, restaurants and a very large convention center (big enough to swallow up a 24,000 person convention of wireless equipment marketers and no one standing around outside). Saturday night when we flew in, we almost had to walk the last six blocks to the hotel, traffic was so thick (actually we should have, that last half mile cost us 8 bucks in cab fare.) We went out to eat after arrival, and ended up in a Johnny Rocket's because all the other restaurants had two hour waits. That convention was over Sunday at 5:30, and the area seemed deserted thereafter and for the rest of the week, as we only had 980 people at our meetings. We used the hotel conference rooms, not the convention Center. It was not unusual for the hotel to house several conventions at the same time, and a lot of them were fund raisers with booths in the vestibule area selling all sorts of stuff.

2010 will bring a list of great driving events, and there are a number of cars and MVT members who could not come on these events last year, who can come in 2010. We'd certainly appreciate your attendance as well as the attendance of the stalwarts who typically attend.

Thanks for listening, Stan Seto



**Figure 2 Car dealer supports Rose Bowl bid.**

**Events 2010 now being planned.**

Be sure to attend the meeting in January and February as we elect new officers. The year is fresh and new. What adventure awaits? Here is a skeletal beginning to our plans.

January

- 6-Monthly Meeting
- Festival when available  
(nominations for officers)

February

- 3-Monthly Meeting
- Super Bowl Party
- Winter Tech session T.B.A.

March

- 3-Monthly Meeting
- Awards Banquet

April

- 7-Monthly Meeting
- Spring Tech session
- Spring Tour

May

- 5-Monthly Meeting
- Scottish Weekend
- Cols. BCD

June

- 2-Monthly Meeting
- TRA

July

- 7-Monthly Meeting
- Cincy BCD
- Pool Party
- VTR

August

- 4-Monthly Meeting
- Dayton BCD

September

- 1-Monthly Meeting
- Farm tour
- Fall Tech session

October

- 6-Monthly Meeting
- Fall foliage tour

November

- 3-Monthly Meeting

December

Holiday Soiree'

This will be our monthly meeting in December.

**December Meeting Minutes.**

An immediate call for dismissal was accepted by the greater number attending the Holiday Soiree'.

There are no minutes.

Current nominations as of 7 Nov, 2009

Pres.- Lois Bigler  
 Treasurer- Carolyn Daye  
 Secretary- Stan Seto

Most Improved Phil Daye  
 Bruce Clough

Press On Regardless  
 Stan Seto

Keep it on the Road  
 Ted Allison  
 Jeff Barth  
 Mike McKittrick

Marque of Distinction  
 Stan Seto



**Figure 3 Annual Soiree another big hit. Bruce is seen auctioning artifacts.**

# Restoration of My TR6

## Part 6

### Painting and Body Mating

As last we left the continuing saga, the engine was rebuilt and mated to the transmission. The engine and transmission were mated to the frame and the suspension rebuild was complete. I had a rolling frame. The body had been delivered to the body shop along with the rolling frame. A trial fit of the body to frame showed the continuing frame problems. The body shop had done its best to straighten the frame but this would continue to plague me for years. It was now decision time for paint. For background, in the original factory build of the TR6, the front and rear quarter panels were bolted to body and body sealer was used between the panel and the body shell, and then painted. Anybody who looks to buy a used TR6 knows that this area is one of the first to rust as any water splashed by the tires ends up in the body sealer cracks causing major rust problems. Many owners when restoring the cars have to care for this problem area. With this in mind, I was trying to decide whether to paint to quarter panels and then bolt them on without using the sealer or as in the original factory paint job, bolt on the panels with sealer and then paint. I talked at length with the body shop owner and he would paint it either way, but he had never seen this type of problem. I went out on the Triumph internet web posing the question and got lots of replies with the solution split pretty much 50/50. I guessed at the time that my "6" would not be a daily driver and would not be driven much in the rain, but I was worried that with all the frame problems, mating the body to frame could also cause cracks to form in the paint along the seam. The decision was made. Each of the body panels would be painted off the shell and then bolted to the shell. No seam sealer would be used. I postulated that this would not allow water to stay in these areas and in the long run would prevent rust from forming.

With the decision finally made, the paint was chosen. The paint chosen was a product by BASF called Glasurit. It is a two part epoxy paint with a lifetime warranty. The original color was selected. In my case it is a red called pimento. All the panels and shell were prime and painted. This system doesn't use a clear coat. Once the paint is sprayed, wet sanded and buff, it would take several months for it to finally cure. Once cured, upkeep is minimal.



Body panels prime and painted.



The Body Shell Painted and still on the Slave Frame.

With the shell and panels painted, next was the mating of the frame and shell. I was lucky enough to have made friends with the owner of the body shop. He had some open space and he allowed me to work in his shop. I first placed the shell on the frame to see if there were going to any more problems. The shell seemed to fit OK, but with the help of shims. I had purchased a body mounting kit from the Roadster Factory (RSF). I didn't tighten the shell to the frame because I wanted to mount the doors to see if the gaps were close. Once the doors were mounted, the old frame problems became apparent again. More shims to compensate for the incorrect bend in the rear made the door gaps pretty close. It was at this moment when the big problem with the frame raised its ugly head. To adjust the tow to be close, it caused the left rear tire to rub on the body shell. No matter how far I move the body shell to the right, the tire was still too close to the body. Also, as mentioned in an early part, the left rear shock damper didn't quite line up with the trailing arm. The bottom line conclusion, the left rear angle support that the trailing arm attaches to was incorrectly welded. The left side of it was an inch forward too much and slightly right of the correct position. So this was the dilemma, tear the frame apart, shim, or what. And Chris and I had bought our new house in Ohio and I had to get the car together enough to ship!



This picture shows the tow too incorrect and the tire is closer to the body than it should be. I got the body position close enough to be able to move the car. I put off the decision for now, but it was definitely something that I was going to have to deal with. There not much else I could do at the body shop.

The body shop guys help me get the bonnet and truck hoods on and the car was delivered back to my house in New York. I was in major interior installation work.

I put off the seats rebuilds although I did order replacement chestnut color seats, foam and interior trim kits from RSF. I had the gas tank refurbished at a place in Albany New York. They are dealers for a gas tank repair brand call "Gas Tank Renu". The chrome was refinished in upstate New York thru a guy I met in a MG club in Upstate. My old wiring harness was usable but in really tacky shape. A new one was order from the RSF. All my gauges were original and worked. Work on the engine continued with fuel pump, alternator, carbs, brake servo, brake master cylinder, and clutch master cylinder cleaned or rebuilt and installed. Replacement leather dash pads were installed.

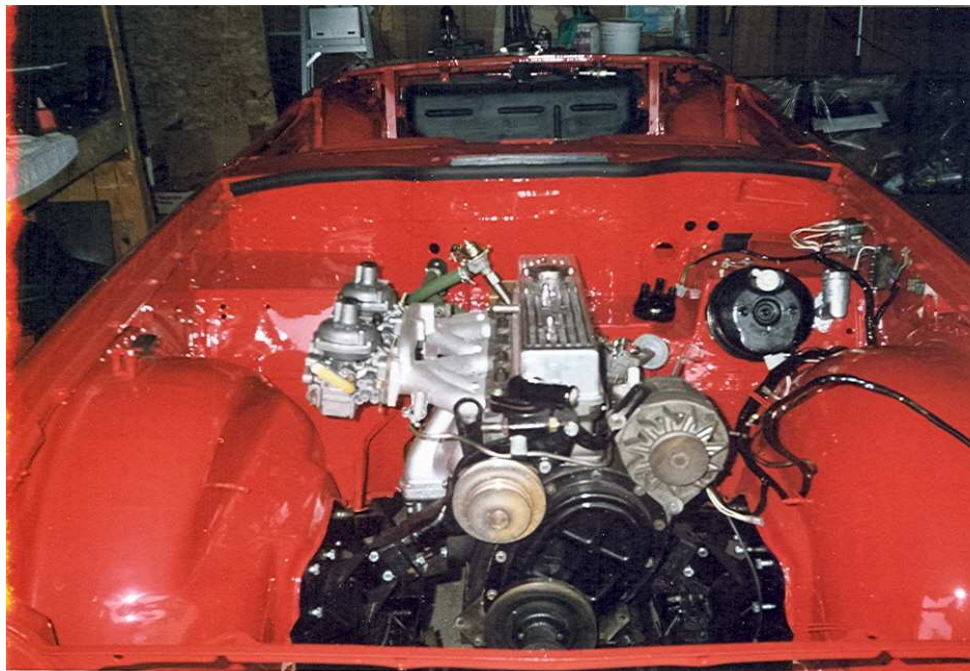


Metal Dash, Leather Crash Pads and the Wiring Harness.

One of my remaining big projects was to renew the wood dash. The wood of my dash was in pretty good shape, the finish was cracked in several places. The problem with the original dashes is the veneer is very thin. You have to be very careful stripping the old finish so as not to damage the veneer. I was able to strip off the old finish, stain the veneer, and after several coats of polyurethane the dash turned out rather well.



Getting close. Notice the steering column installed. All the couplings for the steering column were rebuilt with new parts.



The Engine Compartment Just About Done.

All these actions were taking place in the winter of 1999. We moved to Ohio in the spring of 2000. The car was driven, for the first time in 2 ½ years, to the moving company in Rome, New York. It was placed on the moving truck and in the spring of 2000 it ended up in my garage in Ohio surrounded by boxes. I had not tried to get the car aligned nor even close to



a final tune, but it ran. That first time you start a rebuilt engine and transmission is quite a great feeling. That entire summer on 2000 was about the new house, but the boxes around the car steadily shrank. That fall, I finally started working on the finishing touches. That is about it for this part. One more part where I'll discuss the frame work around and all the little touches that made my "Six" showable. Happy New Year all.