



"The Marque"

**This month:
President's Column
Treasury Report
Monthly Minutes
Jay's Funnies
Tales of the FrankenStag!
Events**

July 2012

MVT Officers

President: Lorna Ball, 937-746-5189
Vice President: Ted Allison, 937-475-3885
Secretary: Stan Seto, 513-683-7974
Treasurer: Harry Mague, 937-426-3802
Membership: Eden Allison, 937-475-3885
Events: Bruce Clough 937-376-9946

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

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

Obligatory Disclaimer

"The Marque" is the official publication of the Miami Valley Triumphs Car Club, P. O. Box 144, Bellbrook, OH 45305. Views stated in the "Marque" are not necessarily those of the officers or members of the club. Technical data is provided for information only and no liability is assumed for suitability, applicability, or safety. Miami Valley Triumphs is a registered chapter of the Vintage Triumph Register and a local center of the Triumph Register of America. Membership is \$20 yearly and is usually paid in May. Non-renewing members are deleted from the mailing list. Meetings are held the first Wednesday of the month at Tumbleweed Steak House in Kettering, 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.



Summer time, Rose of Sharon in full bloom!

President's Report

Hello there MVT'rs. Is it REALLY July already? Our convertible driving season will be half over soon! Sorry I missed the June meeting but heard that our VP took over and didn't miss a beat. I told him not to do too a job or he might find himself nominated for President next time around. ☺

It was great to see so many of you sign the BCD volunteer sheet. We need EVERYONE participating. Ellis and Alice are working to streamline the ballot counting process. This would mean more people needed. Even if you do not make the next monthly meeting (July 11th), please fire me off an email and STILL volunteer your services the day of our show. It is our big money maker. We had another BCD meeting June 18th and everything is falling into place just fine. I received the art work from Skip Peterson and the shirts are at the printers.

And, I will go ahead and invite you all to our home afterwards (weather permitting) for swimming, chit chat, pizza, chips and great desserts. It is always a fun time with lots of relaxing after a long day.

Remember the Pool Party July 7th. Must RSVP no later than morning of July 5th.....we will be ordering YOUR steak at that time. Also let us know what covered dish you will be bringing.

Hope you all are enjoying your summer.

Treasurer's Report: As of 1 June 2012, we have a balance of \$2909.91. Since June 1, 2012 the club had the following income: 50/50 of \$8.00 and \$110.00 from membership. Total income for April is \$118.00. The club had the following expense: Marque expense plus annual Domain name expense of \$28.09. Balance of 1 July 2012 will be \$3019.82.

MINUTES FOR JUNE 6TH 2012 MEMBERSHIP MEETING

PRESIDENT REPORT: In the absence of president Lorna Ball vice president Ted Allison conducted meeting. Ted introduced new member Jim Sipoes, owner of 1959 TR-3A living in Englewood, OH.

Also on prospective new member Vern Campbell of Miamisburg, Oh with TR 250.

Nomination to accept Marque as written Don Bigler 2nd by Harry Mague.

TREASURY REPORT: The club is solvent at this time. As the marque stated balance of 2909.91, with the payments of membership, minus the cost of pool party, will probably stay around the same.

MEMBERSHIP REPORT: 24 paid members (Eden noted that she will start prodding the 17 not paid yet.

EVENTS REPORT: The 2nd street market car show in may produced several club award winners!

Chuck & Chris White, Harry Mague, Mike Mckitrick, Curtis Hayes, and Don Bigler.

Harry Mague went to the Ft Meigs car show reported it was very hot there not much shade, and on the tarmac, stayed until 1 o'clock and left. The best of show to Harry seemed to be a Triumph Motorcycle.

Chuck White reported on the Hot Spring, Colorado car show, they were expecting (wanting) 1000 cars but only got 117 cars, including 5 Motorcycles, 31 states represented, lots of unusual cars worth seeing but show was so unorganized it was painful attending. Also Jeff and Jodi Barth went to the Springtime in the Smokies car show in Tenn. reporting that they had present Princess Margaret's Rolls Royce there. Ted and Eden Allison also attended the car show explaining that they did something very interesting. Any of the registrants having children 13 years and over were given ballots for voting on their favorites, promoting young people to get interested in the cars. Ted says maybe we should consider something similar to this to get younger people interested in our cars!

June events: Mid Ohio Vintage races will be June 22nd through 24th with Popular choice car show on Sat. and judged car show on Sunday. Can race all weekend. Note that Bruce will do caravan starting on 18th till 26th Also June 20th through 23rd early TR 2's and 3's in Little Switzerland, NC.

July events: July 7th pool party at the Ball household in Franklin, bring only covered dish, the steaks will be provided by club and Ball's will have soft drinks bring your own Alcohol if desired. Bruce will lead tour prior to party meeting at the Bellhop Cafe in Bellbrook leaving at noon. Ellis will meet members there to pick up dishes that need refrigeration and such. Also on the 7th is the Glen Impke car show in Columbus.

July 9th through 13th is MGA meet at the Marriot

hotel on Patterson Blvd in Dayton

August event: On the 4th is our BCD car show at Eastwood Park in Dayton, Oh.

Technical Report: None

Spares Report: TR6 part available, see Greg Relue if interested

Regalia Report: Chairman absent

Old Business; None

New Business: Lorna Ball told Ted she had couple of thing to discuss but would wait until next meeting.

Comments: None

50/50 drawing \$8 won by Andy Mckinley. (No official adjournment - people just left)

Tales of the FrankenStag

July 2012 - Bruce Clough

Let's see, where did we leave off last month? Oh yes, I remember – I came back from a test drive and the trannie was trashed. Pulled the fill plug (that just happens to be magnetic) and it had large chunks of metal on it – not small shavings, but chunks of metal. Rats, and that oil drained sooo clear. Oh well, so much for that trannie. Emailed Ted Schumacher – he had a good used trannie and metallic oil pump with gasket for \$350. Deal. Took a day off work to drive up to Pandora to retrieve this trannie:



Next Victim – Rover box out of an SD1 that will head into the Stag

The box looked good, I had to take some SD1-specific mount stuff off it at Ted's, but besides that it would bolt right up to my engine. He didn't have the metal oil pump, but said he's ship it off to me as soon as it came in. Okay, that could be an issue due

to available time to work on this, but we'll see. I then tutored Ted on the copying and burning of DVDs, grabbed lunch at McDonalds, and headed home.

Post Mortem – I thought the failure of the trannie was due to either the oil pump failing or me forgetting to fill the box up with oil. In section showed the parts to be from synchronizers and the oil was full, but dirty. So, it had oil, and the failures were in the front of the box, not the back bearing that the oil pump services. The box was just bad and I didn't know about it – the oil I drained from it after I took it off the donor was clean and very little metal was in it. Oh well...

Since I'm trying to get some time on the car before TRA I decided to order new fiber oil pump parts rather than wait for the metal one to get here. I can always put it in later. Ordered new front and rear seals also as well as gaskets and a rear bearing (why not)...Moss expedited and the parts all arrived quickly, so it was time to take the back housing off the trannie.



Inside of the back end of the Rover box used in later TR7s and TR8s (and Rover SD's and a few other cars/trucks to boot...) - to the left is the selector shaft. Note the shop rags in the holes in the casting so parts of the gasket I was scraping would not fall in.

Back housing? Yep, I took the back off since the oil pump is located on the inside of the back housing, bolted to it under the output shaft. To replace the pump you have to take the back off, which means you will also have to get a new gasket and rear oil seal for the output shaft. While you are at it you might as well replace the front oil seal also – to replace that you need to take of the plate in front of the transmission. Oil dripping out

the back can cause a mess, oil leaking out the front can ruin a clutch.

Now, if anyone is curious, the oil pump is a gear type, with two rotating gears forcing the oil out between them. The gears are made with fiber (phenolic-type material) and the small gear is driven by a short steel shaft that goes into the end of the bottom shaft of the transmission. The pump looks like this:



Rover Box Oil Pump – this supplies oil to the rear output shaft bearing. The pump gears are fiber rather than metal, so wear and damage can be a concern.

Note the long pick-up tube – this picks up oil from the main part of the gearbox. You can clearly see the fiber gears. You can also see the wear on the gears:



Old Transmission Oil Pump Gear on Left, New One on Right

Clearly there was a lot of wear here on the one in the trannie, but even then there was enough that it still pumped oil. I actually kept these as spares since the spare set I had was out of one of those old

boxes I got from Rich Ludwig, and they had considerably more wear, if you can believe that. Okay, now to start putting this back together. The first thing to do was to scrape off all the old gasket material, and since this was the first time this transmission had been opened since it was made the gaskets put up a valiant fight. I had to use my Craftsman Gasket Scraper for the whole removal, and that was for both sides since the gasket split in the middle rather than coming off clean. One thing I did note when I put on the new gasket (from Moss Motors) that at one point it did not cover the entire metal face, but enough that it could still seal.



The one place where the rear cover gasket didn't cover all the metal, but enough to work

I also took a few parts out that weren't needed, the speedo drive in specific – I don't have a speedo on the car, so the gear can go. I also replaced the clutch fork and a few other odds and ends.



Left-over/replaced parts after trannie was repaired.

Once buttoned all back up the trannie seemed to shift okay static, will have to get it out on the road to really see how good it is.

Starter Motor Mounting Blues

I don't know if Jim Croce ever sang about "Totally depressing, low down mind messing, working with Stag starter motor blues...", but I can identify. Any Stag owner can. With that Stag exhaust manifold and Stag inner fenders in place getting at the top mounting bolt is a real pain. I considered myself very lucky that in taking the motor off a stubby open box wrench just happened to fit. I can't take that to be a given all the time, so I had to figure out how to capture the top nut (bottom is very easy to get to). Here, look for yourself...



Close fit for the top nut on the high-torque starter motor mounting/adaptor plate – bolt location shown - this is almost impossible to get to with the motor in the car – just like a Stag engine...

The solution was to notch the top slot to accept the nut, then JB Weld it into place.



Top nut JB-Welded into a notched bracket. Hopefully this will fix the nut access issue...

...and it did, the starter went in without much of a fight at all! Oh the transmission? Pretty much went in the first time we tried it. Scary...usually you have

to fight a bit to get the input shaft to line up with the clutch.

Note – Hat's off to Chuck White, Scott Stout, and Mike McKittrick who helped me get this out and in again – Even when I bench-pressed 300lb for fun getting this in would have been a chore, so I appreciate them taking a little time to help me!

Dang-gone Engineers, they made me mad again...

What cost \$190 and an afternoon? If you guess "replacing stripped-out trannie housing threaded bolt holes" you are correct indeed!

For some reason lost to modern man, the attachments on the TR7 trannie are either NF bolts with nuts on the other side, or NF bolts that attach into threaded steel...except, except the bolts that hold the clutch slave cylinder on. For some reason they go right into the aluminum bell housing using 8mm-1.25 threaded bolts and I want to give that designer a noogie. Sure they will hold, (sure!) for the first person who attaches the cylinder on the production line, the rest of us have a decent chance of stripping the dumb things.

Which I promptly did – I probably should add that I had noted thread damage before and knew if I had to take this back apart again I was in for trouble.

Okay – it's Saturday afternoon, how do I fix this? Well, I could do something like my relatives and screw in a slightly larger SAE bolt that would self-thread and probably hold, or I had both a Locktite Thread-Repair kit and a Helicoil I could use. Nope, I'm going with the nuclear option - I drill the hole out thread both the trannie and the engine back plate with 3/8" NC thread. That will hold! Not so easy though due to the engine oil pump and front cross member. No drill I have, nor any neighbors have, is able to get at that top hole, and the bottom one is iffy.

Easy solution, just go out and buy a right angle drill with a short-as-head-as-possible.

Not so easy – ever tried to find one? Another complications is that since I want to use it right away a battery-operated one isn't an option. I need 110V on a cord. I drove all over Dayton and finally found something that would work at Home Depot – a Rigid modular tool – a motor base that you can snap-on all sorts of tools. The motor unit and right angled drill set me back \$190 bucks... and they worked like a charm. In 5 minutes after getting back I had the holes drilled. \$190 for

two holes, but I had to get the car back together... The holes tapped out easy – used a 21/64ths drill and 3/8ths NC tap, and the slave bolted right up without any issues. They should, the silly things...



This is what \$190 looks like. Not very impressive, but it worked like a charm, and I suppose that's what's important. Eating regular meals is sooo under-rated.



This is a tap going into the holes that \$190 made – note that we used a lot of packing material in the slave cylinder hole to keep drilling & tapping debris from falling inside. Due to clearance issues I had to use a ratchet on the tap rather than the more traditional metal bar – you have to be a bit more careful doing it this way.



This is the slave cylinder attached to the car using bolts in the holes \$190 made

Back to the air cleaners again...

To steal the words of Earl Pitts (American!), "You know what makes me angry, so angry that I'd swipe the fish out of the mouth of a rabid Grizzly Bear?" Well, it's trying to put on K&N Air Filters with one hand. You have two sides, the element, the gasket, two internal spacer tubes, and the bolts you are all trying to hold in place while you try to attach the nuts on the back of the carb flange with no finger or wrench space. hand space. Solution to the frustration is use the filters on the TR3 and go with Velocity Stacks! Besides, they look cool, I'll figure out the filtering later...



Wow, I bet this makes it go faster!

Wrong

Now that I had it back running yet again, I decided to take it out for another decent drive, put a few

more miles on it. Decided to drive down to Bellbrook.
Made it two miles then I heard a loud “bang” and other interesting noises from the rear end. Got the car turned around, but that was about it – the drive was locking up.
Out came my AAA Card.
Out came Tony.



Tony getting the FrankenStag ready for the drive home

After AAA got the car back into the garage and on the lift I did an inspection. What I found caused me to use some words I’ve not used in a while. Evidently the outer u-joint on the passenger half-shaft let go. The resulting force ripped one side of the yoke apart, pushed a u-joint bearing cap into the training arm, knocked two other big holes in the arm casting, and generally trashed any chance of driving this to TRA.
The worst thing was I took extra pain to examine those half-shafts when I replaced them over a year ago. They seemed in good shape- I was more worried about the outer wheel bearings. Moral of story – trust nothing, rebuild everything. Real moral of the story is that I should have bought the Goodparts Axles I should have bought in the first place...but that would spoil the story.



Holes in the trailing arm & busted yoke



The U-Joint bearing cap embedded in the other side of the trailing arm as seem though one of the holes. Wonderful

So here it is 16 Jun, car is on blocks, and I have to drive a Subaru (now renamed the Stagaru) to TRA while Alice gets to drive her TR7. Rats... I do have the Goodpart axles on order - being made up special for the Stag – if you are interested, Richard Good’s website is: <http://www.goodparts.com/>
He specializes in TR6 racing parts, but also helps us Stag owners.

MVT Events of Jun 12

British Transportation Museum Open House – 16 Jun

By Bruce the Events Tsar

Hat’s off to Pete, Chuck, Ted, Dick and all the other members of the BTM that invited everyone from MVT to their building in southwest Dayton for

an open house. Also big thanks for the food, drinks, and lift rides. Pointing out that the fuel tanks in a Peerless are in the sills as well as the sill that has to be a foot wide (if not tow) are other things to give thanks for – I now have no hankering to own one of those!



Some of the great cars BTW has at their Broadway Location

Another reason to visit was to check out the Herald Convertible that Roger Larson donated to the museum.



The BTM Herald – Look for more fun in July



Pete teaching children bad tricks

MVT has volunteered to the Heralds car running again. It doesn't need much – inspection showed that just rebuilding the hydraulics would probably do the trick. I will be working with the BTW folks to set a time in July that we can work on it – I'm expecting that just a couple hours with several folks will allow us to get it under power again.



I'll take the Alpine – you can have the Peerless!

The BTM was doing this also to boost membership and interest in their organization and its goals –

you can find out more about the BTM by heading to its website:

<http://www.britishcarmuseum.org/>

It was a great time had by all!

MVT Events Crier!

Upcoming Events From your MVT Event's Chair – Bruce Clough



7-Jul-12 MVT Pool Party and Tour. Ahhh, tradition, and we do it again. If spending a day cruising the Miami Valley followed by an evening eating free steak and floating around a pool appeals to you, do we have the event for you!

Meeting time and place for the tour will be noon at The Narrows Greene County Park off of Indian Ripple at the Factory Road intersection (2575 Indian Ripple Road Xenia, OH 45385, (937) 429-9590). The goal this year is to find fine housewarming gifts for the Balls since they put up with us trashing the place, the funnier, the better.

Assuming you don't want to go on the tour, then show up at the Ball's in Franklin anytime after 3:30ish if all you want to do is lounge in the pool and eat steak. Bringing stringed instruments is always encouraged. Contact you event's coordinator Bruce Clough 937-376-9946, bclough@woh,rr.com. More info in the following graphic!

SURF'S UP!

IT'S TIME TO PLAN FOR THE MVT

SUMMER POOL PARTY

SATURDAY, JULY 7, 2012 AT

THE BALL HOUSEHOLD

112 HEMLOCK STREET,

FRANKLIN 45005

3-3:30 PM



(Note – expect NORMAL people in bathing suits...)

Welcome one and all. Come and join us for a great day.....swimming, eating, horse shoes, eating, water aerobics, maybe some music, corn hole, swapping stories and did I mention eating? AND, remember Bruce's tour prior to the party!

The club will buy the steaks and they will be grilled by Master Chef (and fudge chairman), Ellis J. Ball. We will supply all soft drinks and there will be wine. Feel free to bring your own beer, etc. Everyone should bring a covered dish. Please let Lorna know what you are bringing. PLEASE RSVP BEFORE JULY 5TH. We will be ordering the steaks that morning. Looking forward to seeing you there!



Y'all come – y'hear?



11-Jul-12 MVT Monthly Meeting in the spacious Tumbleweed Restaurant Meeting Room in the front of the restaurant, which is in front of the Elder-Beerman store on East Dorothy in Kettering. 6:30 PM dinner, 7:30 PM Meeting. Note that it is not on the first Wednesday this month – want to stay away from the 4th!

Breaking News – The Rutledges have decided to move their tour from 14 July to a weekend later in August – we will let you know that weekend when we get the details!!!

15-Jul-12 Cincinnati British Car Day at Harbin Park (1300 Hunter Road Fairfield, OH 45014) in Fairfield, gates open at 9. As always a good time provided by the Cincinnati British Car Club. Harbin Park is a great place for a show – where we park is usually shaded and the view west is wonderful overlooking the Great Miami River Valley.



Cinci BCD Last Year

As usual we are going to meet somewhere for the drive down... For years we have been meeting at the Bob Evans at the OH 123 exit off of I-75 at Middletown and we might as well continue the tradition. We need to be on the road by 9 to get there by 10, so plan on meeting for breakfast at 8AM. Bring fluids since it's hot even under the trees, and bring lawn chairs. After words we usually head north for some dinner and conversations to recount the day. You can contact me (Bruce) for more info at bclough@woh.rr.com, or TCF1760LO@gmail.com.

21-Jul12 - 32nd British Car Day, Schenley Park, Pittsburgh, PA. The pre-registration deadline is July 6 and you can find complete information and registration brochure at Western Pennsylvania Triumph Associations' website: <http://wptriumph.org/bcd/BCD%20brochure%202012.pdf>



4-Aug-12 Dayton British Car Day – Wow, has it been 28 years already? Okay, so the date on the logo is wrong, sue me – I didn't have a graphic of this year's to use!

Well, here it is again, 300+ cars, lots of vendors, and your chance to show the world your car is better than anyone's car so you should get the females – did I say that right? I am so un-PC...



Dayton BCD in 2011

Help Us! Kidding aside, this is one of the premiere British Car Shows in the country and we continue to refine. We do need your help though. We run this together with the MG club, but we can always use more hands – especially with helping park folks and counting ballots. If you can help please contact me (Bruce), Lorna Ball (ballpad@aol.com), or Stan Seto (stans@fuse.net) Registration Information is available at the MVT website. Click the link below and that will start you on your journey – register early and often! <http://www.miamivalleytriumphs.org/bcd2012.pdf> Early registration ends **14 July** – git 'em in the mail now



Wow: Nothing this month given us for sale. We'll have to go to the MVT web site to grab a few...

For Sale: 1971 Triumph Stag. Rebuilt engine and automatic transmission, new top and tires. Contact the MVT Web Editor at E-mail:

kmmckit@sbcglobal.net for more info.

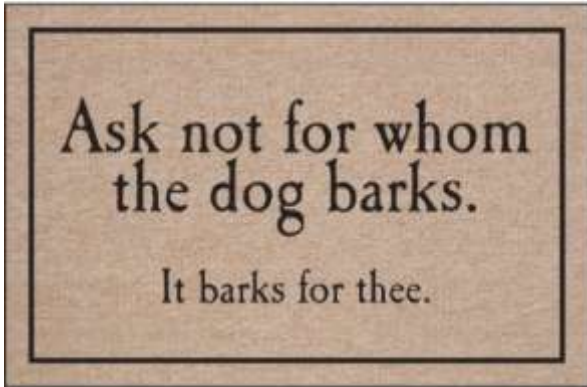
For Sale: 1960 Triumph TR3A. Comm # TS63118LSTC60. (actual commission number would be TS63118L, the STC60 was a tag added for California law stating the build year I believe - Bruce) Signal red exterior, black interior, rebuilt engine, . The TR3 is among the favorite British roadsters. Purchased in 1995, ground up restoration. Rebuilt or replaced all parts. Engine was rebuilt by previous owner, shows 5943 miles on odometer, a very solid restoration. Drives good with extra parts. New brakes, clutch, brake lines, new gas lines, convertible top, tonneau cover, top frame cover, side curtains, new seats, new carpet, new interior. All gauges work, wire wheels, new tires, chrome redone. SHOW READY. Contact Dave Email: dstein@woh.rr.com or phone 937-433-8323



Jay's Funnies from the web... Door mats? Welcome?



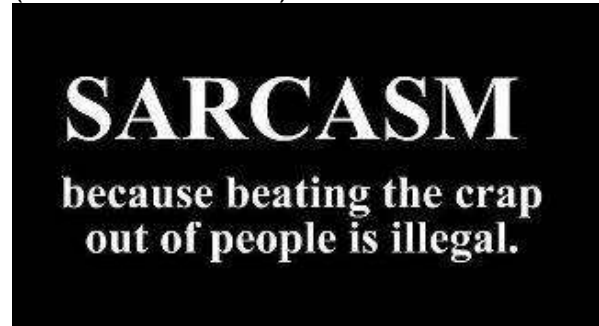
Continues...



(from Eula Cornish)



oops, censored..
And then there were signs...



f2pic-yeah 96AG.COM



And the signs that were not recognized.
Tailights for sale...



No captions needed, From Eula

