



- **Jay's Funnies**
- **BCD Meeting**
- **Tales of FrankenStag**
- **April Minutes**



He's baaaack.

May 2011

MVT Officers

President: Phil Daye, 513-360-7262

Vice President: Chuck White,
937-372-6631

Secretary: Stan Seto, 513-683-7974

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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 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.

Jay's Funnies of the web.



Timing is everything in photography, if not politically correct.



See what we mean?



One for Harry.

BCD Meeting, April 2011

The first British Car Days meeting of the joint MG-Triumph clubs was held at Poelking Lanes on Knightsbridge Road, 19 April, 2011.

Skip Peterson, Ron Parks and David Gribler represented the MG Club of Southwest Ohio Center while Lois Bigler, Phil Daye, Chuck White and Stan Seto represented Miami Valley Triumphs.

Topics discussed were –

Added the following car class to the list, Lotus.

Featured Marque for the 2011 show will be XKE Jaguars. Also, in conjunction with our BCD, the American MGB Association will hold their national meet.

Ron Parks will do door prizes again this year.

Based on advice from an MG Club member, the committee discussed and decided to try electronic registration this year. PAYPAL would be used to permit applicants to pay on-line. PayPal cost 2.9% + 30 cents. For a \$15.00 registration fee, PayPal would receive 74 cents and BCD would get \$14.26. A web site will be established. The committee is thinking it could result in 50 more cars attending.

Stan Seto will revised the address label lists from 2010 and we will do a flyer mailing as soon as the

electronic registration has been established. We have about 610 addresses. Park contracts have been applied for, no approvals as yet.

Balloting to be done same as last year.

Shirts were discussed. We plan to go for Gold as a color, BCD emblem on front, British car insignia's, badges or outlines on the back. Shirts will be bought at TSC Apparel and printing to be done by H&H Screen Print in Dayton.

The 2011 registration form will be put on the web site: daytonbcd2011@aol.com Pass word is "Triumph". It will also be posted in the MVT Marque publication and on the MVT website www.miamivalleytriumphs.org

Speaker system discussed. We'd like to get a four speaker tower this year to try to better audio messages to the far reaches of the field. We will also have Port-a-potties this year up close on the river edge and down at the far reaches for the field. That far unit might also get a separate speaker mounted on it to help spread the sound. Skip will investigate.

The Idea was broached to consider giving the door-prize donors any left over awards for their service to our meet. Not yet firm, but very possible.

Chuck White, representing the British Museum of Transportation requested some consideration for a more prominent spot on the field for BMT's display. Committee said it would work with him to do something better in 2011.

Next meeting will be 24 May, at the Poelking Lanes at 7:00 PM.

Tales of the FrankenStag

~~December, January, February, March, April, May~~
2011 - Bruce Clough

Note – I started this back in November, but ran into a snag and never completed it – yes, I will blame it on the car.....



Hey, something's just not right here...

Honest, my kids made me do it!

I'm back working on the Stag. Yes, I wanted to get Freebie's seats recovered, but the kids are adamant that we drive the Stag next summer.

Sigh

Thinking about the Stag – yeah, it might look good, but it has a lot of issues:

- Engine too heavy and too far forward which leads to significant oversteer
- All the rubber in the rear end is shot and the diff leaks
- Engine still runs warm and cooling system works hard
- Trannie shifts out of first too soon due to the light load on the engine
- Gas tank is rusted out
- That hood scoop has to go.

So where do I start? Well, probably with the rear subframe mounts and trailing arm bushes, since I know they are shot. How do I know they are shot? Easy, while cornering the back end has a mind of its own – the rear feels, well, a bit sloppy.

It's been that way since we bought the car, BTW... Now, if you don't have a Stag you might know that the rear end is on a subframe that bolts to the unibody in basically four places (hmm, I think that makes it a partial unibody, or would that be a semi-body???). It's a trailing arm configuration reminiscent of the TR6, and in fact, much of it is shared with the TR6, but also much is not.

This causes problems, more later.

The easiest way of getting the rear end apart is to drop the subframe and then take it apart. This went surprisingly easy. A couple of the caged nuts on the body will give me fits putting it back together, but that's down the road and not on the radar screen – yet.



Hey, isn't something missing?

As I expected all the rubber is shot. This won't stop me from putting it on ebay where somebody will give me \$\$ for it. Love ebay.



One used rear end kit, ready for fixing...

Once off the car I took the subframe apart. Since I might as well start in the middle, the first thing I did was to examine the spare differential I got with the car since the one that is in the car is pretty noisy. The gears looked good and the bearings all checked okay, but the seals were shot. I ordered the inner hub seals from TRF (TR6 parts), but the front seal and diff cover gasket are just for Stags so those came from Britain. While I was waiting for the parts I cleaned and repainted the differential.

Note: The Stag differential is very similar to the TR6 diff, but has beefier gears and a special extension on the front to connect to the subframe, in fact, it's part of the subframe.

The seals all went back in without too much of a fight. I had to offset the inner halfshaft hub seals since they had dug a groove – moved them in a smidge – hope they seal! Reused the nyloc nuts, but as always, I use Loctite on them so I'm not relying on the nylon to secure.



One pretty painted resealed Stag differential waiting for me to put back together the mess that is the rest of the subframe and rear axles. It's in the picture along with all the other Stag parts that take up where the Montero was parked, now it sits rusting on the cold outside...

Now on to the biggest "problem", the half shafts. The biggest difference between the Stag and TR6 rear ends is that the halfshafts are longer, and they use staked U-joints. The halfshafts are designed to be replaced as a unit, not repaired piece-part. So the U-joints are not designed to be easily replaceable. This is an issue since:

- The U-joints on our halfshafts are bad.
- Rebuilt stock halfshafts start at \$500, and that takes 4-6 months.
- New halfshafts using CV joints rather than U-joints are \$750 each. Good thing is they can be here in a month.

Ouch.

My one saving grace is/might-be that Zabajel Machine Shop in Xenia can, and has, replaced staked U-joints. That will run about \$300 total for the pair with parts extra. Hub kit is \$50, U-joints are \$30 each, plus other stuff. I just need to order some from the UK and pray it works. Hub kit is same as TR6, so at least TRF got that order. Okay, so that's a bummer, and a budget buster. While I'm waiting on parts (actually waiting for an answer back from the UK on U-joint sizes) maybe I

can clean up the trailing arms a bit and work on the other stuff...

It was at that point I made a startling discovery.



Hole in trailing arm

There was a hole in the trailing arm. Big whoop you say since all Stag and TR trailing arms have holes in them. They do, but the hole is supposed to have a rubber plug in it. On closer inspection I noted there were grass, seeds, and droppings inside. It was being used as a home at some point.

History – I traded Doug Braden a TR8 for this Stag back in 2004. Doug got it out of a barn where it had been a home for many an animal. I thought I had found and cleaned up all the nests he missed when he had the car restored the first time. Found one more!

I thought I'd never seen the end to the stuff that came out of that arm; it was like a clown car.



The house I dumped out of the trailing arm. A lot of house. Gotta hand it to the mice, they picked a secluded location, and that cast aluminum makes a sturdy house.

It really was like a clown car – the stuff kept coming out. Nest, no, this was a high-rise apartment!

Okay, since I'm waiting a bit for parts, what else can I do? Oh I remember, the gas tank is shot.

Triumph Factoid: Once you use a gas tank coating "system" from Moss or Bill Hursch, and it rusts again, you have to take it to Cincinnati and spend a couple hundred bucks getting the coating out of it. That's before you spend a couple of hundred bucks getting the tank repaired.

The Stag Stud (you figure out what that means...) Ted Allison, of lovely Beavercreek, Ohio, gave me an earlier (MkI Stag) gas tank to work with, but it also had been coated at some time in its past. Yikes – that's as expensive as the original tank to fix.

What to do, what to do...???

Okay, is the car original? No????

Do you care if it's not original? NO!!!

Solution is easy then. Get out the Summit Racing catalog, turn to fuel cells, and find one that will fit! I need a top fill hole, built in gas tank sender, and a shape that will let me easily build a platform without too much effort.

The answer was \$119 - 12 gallons, sender, and rectangular shape. Platform for it made from

aluminum stock, semi-simple installation. Yes, I'll have to open the trunk to fill up, but at least that will give onlookers something to talk about.

After all, this is the FrankenStag.



Street Rod Fuel Cell – cool...

Of course, now there is the issue of what to do with the fuel filler door and hose. Surely I can use it for something! Surely was right, I put the battery disconnect switch in it.



Hey look Ma, found the perfect place to put the battery disconnect switch!

Of course now I have the issue of what to do with the spare tire. Well, silly boy, that's easy, you put it in the trunk next to the gas tank. Not so fast cowboy, to make space for the battery I had to move the tank over, and that made the space too small for the full-sized spare. I thought about getting a space-saver spare – 14" wheel, 4x4.5" bolt pattern – a few cars might fit, but if I did that I'd run

into the same problem Russ Seto ran into when he had a flat on his TR3A – the flat wouldn't fit back where the spare came from, so it took a ride in the passenger seat...when it comes time to start and drive the car again I'm thinking larger rims with run-flat tires.

I'm planning on pulling that 4.3LV6 drive train and replace with half a Stag engine. Turns out I have two half-Stag engines sitting around.



Two (2) ½ Stag Engines...

Might as well use them. Ought to be interesting...

Early TR Man Returns!



By Bruce Clough

He's back after an 8-year hiatus. There is another side-curtain car back in our garage. We are now back to 4 Triumphs in the garage. Haven't been at this level since 2004. Two TR7's, Stag and a TR3B.

Yes Ron F, I know you have 357 Triumphs, but we are talking SANE humans here.

So what happened?

Just a phone call based on seeds planted 17 years ago.

Huh?



TCF1760LO is home.

This has been a long journey. I restored this car back in the later 1980's as The Grey Ghost and with it went to many a TRA National Meeting and used it as the 1991 VTR Convention staff car.



The Grey Ghost as it was after restoration in 1989



The Grey Ghost as we picked it up last month...

We sold The Grey Ghost to Frank and Dianne Ciboch in 1994 since we were building the war chest for our new house down payment (have we lived here that long?), but told them that if they ever go to sell the car to give us a call and we'll buy it back.

The call came in late March

We bought it back.

It's a little worse for wear. It's been sitting in a garage for the last 17 years. Frank didn't like the grey Cadillac paint job, so he took it to MAACO and for one cost they painted the outside, some of the inside, wiring harness, brake lines, some chrome trim and interior pieces. In some places the previous paint (Hardened grey metallic Centari Enamel) is showing through. The red cockpit

surround pieces were painted black. Sometime back in the late 1990's he went to replace the radiator and that's where it sat until I picked it up.



TR4 Frame on TRailer. Scott has it now – yippee!

..but wait, buy the TR3B now and we'll throw in this rolling TR4 chassis for free – just pay separate shipping and handling...

To get it home I put out an "APB" to Miami Valley Triumphs and got waaaaayyyy more folks calling that I needed. Wow, I'm humbled. Thanks for all who contacted me! I rented a tow dolly and Ted Allison brought his trailer. Both Mike McKitrick and Scott Stout brought pick-ups, and everyone else pretty much brought an SUV. We had enough space for all the stuff in one pass!

Except for that Seto guy, he drove his TR3B... Along with the TR3B Dianne was getting rid of a bunch of tires and rims as well as a TR4 rolling chassis. I didn't need those, but the allure of free stuff was too much for Scott Stout, who volunteered to take them. Sucker!



Scott's Ranger sportin' some mighty-fine wheels!



Unloading at Chateau Clough – eeeasy!

I'd like to thank all those who wanted to help, and especially Scott, Chris, Ted, Mike McK, and Stan. In fact, Stan followed me back to Chateau Clough from Cibochs - we must have looked pretty cool, a TR3B following another on a dolly - don't see that much nowadays!



TR3B Rescue Crew - Sparky the Wonderdog way in the back.

MVT Events Crier!

From your MVT Event's Chair - Bruce Clough

Here are some things to keep on your horizon. You can also find these on the MVT web sites event's list, or another excellent resource is the Little British Car Company's website event's list:

<http://www.lbcarco.com/cgi-bin/gen5?runprog=lbcnews&prog=2F6367692D62696E2F67656E353F72756E70726F673D6C626576656E7473&o=>

- 30 Apr - MVT Spring Tour: We meet at Tim Horton's, I-75 and OH 73 just west of Springboro for food at 0830, we leave at 0900. We are heading west. We will be driving all day. Dinner will be somewhere back in Ohio. Doesn't get any better than this! For more information contact Bruce Clough at 937-376-9946, or bclough@woh.rr.com.
- 4 May - MVT Monthly Meeting: Tumbleweed Restaurant in Kettering off of East Dorothy lane. 6:30 for dinner, 7:30PM for meeting.
- 14 May - 8th Annual Car Meet at Webster Market: The 8th Annual British Car Meet at the Market is open to all British cars and motorcycles. Beautiful cars, trophies, door prizes, and great food make for a super event. Vehicle entry is \$18 day of show, \$15 in advance, and there is a \$5 Museum member discount. Spectators are free and cordially invited to join us in appreciating these beautiful and rare vehicles. Sponsored by the British Transportation Museum. Event location: TOP of the Market Banquet and Event Center, 32 Webster St, Dayton, OH 45402. Contact: Dick Smith. Phone: 937-985-7204. Email: britcarmuseum@aol.com. Website: www.britishcarmuseum.org.
- 15 May - Columbus British Car Day: Celebrating the 50th anniversary of the Jaguar E-Type and the 30th anniversary of the DeLorean, our annual show is held at the Quaker Steak and Lube on Lyra Drive (Polaris Mall area north of Columbus on I-71) and will see over 250 British cars and motorcycles. Spectators are admitted free, car pre-registration is \$10, late registration is \$15, 35 classes with participant judging and fine awards. Proceeds go to Canine Companions, Rocker Cover Races for the children, first 250 registrants will receive an event dash plaque. Parts and regalia vendors! Show opens at 9 am and runs through awards at 3 pm. Come and enjoy this family event. Contact: Bill Blake. Phone: 614-403-1074. Email: billblake@thekayesco.com. Website: <http://www.buckeyetriumphs.org/BCD/bcdindex.htm>.

- 28 May – 5 Jun: British Car Week: British Car Week is an annual awareness week intended for owners of Classic British Cars to get their cars out of the garage and drive them. While doing so, all who are involved will help create awareness of the Classic British Car hobby in local communities wherever there is participation. It doesn't matter whether your car is in better than new condition, or perhaps it's a less than perfect un-restored gem, but as long as it can be safely driven down the road, this is a great opportunity to show off your favorite car and take advantage of what British car motoring is all about.
<http://www.britishcarweek.org/>
- 5 Jun - Perrysburg, Ohio - The Lake Erie British Car Club will be hosting their 13th annual car show "The British Return to Fort Meigs" at the Fort Meigs Historical Site, Route 65, Perrysburg, Ohio. The show runs from 10 am to 3 pm. After viewing and voting on your favorite British vehicles, you will have opportunities to tour the restored fort from the War of 1812, try a challenging British car quiz, shop at one of the vendors or sample some tasty food. Voting by popular vote. Dash plaques to the first 200 registered, goody bags, and lots of door prizes. Pre-registration is \$12.00, day of show is \$15.00. Event shirts will be available. Mark your calendars now! See you there. Contact: Tony Shoviak (419-878-2041) or tenntony@roadrunner.com. Website:www.lebcc.org.
- 15-19 Jun – Triumph Register of America National Meeting: The 37th Annual National Meeting of the Triumph Register of America will be held at the Holiday Inn in Fort Wayne, IN on June 15-19, 2011. Tours and driving events, tech seminars, parts auction, and car show with Concours option for TR2-4A models are just some of the scheduled activities. All Triumph models are welcome. For more information: www.tra2011.com or contact Lou Metelko fwtriumph11@aol.com (260) 920-0981. Contact: Lou Metelko. Phone: 260-920-0981.
- 16 Jul – MVT Pool Party and Tour: I know we end up at the Ball Party House and geriatric center, but how we get there as a tour is TBD. Pool opens at 3 PM, dinner at 6PM. MVT provides the steaks.
- 17 Jul – Cincinnati British Car Day: Sunday, Jul 17, 2011, Harbin Park, Fairfield, Ohio. Don Fales (513) 378-5805, cintibcd@gmail.com, <http://www.bccgc.com>
- 6 Aug – Dayton British Car Day: The 27th annual British Car Day in Dayton, Ohio will honor the 50th anniversary of the Jaguar XKE. British cars will be shown in 38 classes on the grass show field at Eastwood Metro Park, 1385 Harshman Rd. in Dayton. Awards in all classes plus Ranger's Choice, Royal Air Force Award, Longest Drive and Best of Show. Advance registration is \$15 and includes a free t-shirt if received before July 16, 2011. Day of show registration is \$15, spectators are free. Dash plaques to the first 325 entrants, vendors on site and a full service concession stand. Presented by the MG Car Club, SW Ohio Centre, the Miami Valley Triumphs and Five Rivers Metro Parks. Contact: Skip Peterson. Phone: 937-293-2819. Email: DaytonBCD@gmail.com. Website: www.mgcars.org.uk/mgccswoc.

That's enough for now!

MVT Classifieds

For Sale: 700 R-4 GM 4-speed automatic Transmission. I got it from Brian Smith who got it from a guy who said it worked when yanked from his truck. I was going to rebuild it and put it in the FrankenStag, but now going to a 5-speed manual it's not needed. \$100. Will have an entire 4.3LV6 & Turbo 350 combo in the near future...\$200. Bruce 937-376-9946. bclough@woh.rr.com

For Sale: Misc TR7 parts. Good hood, \$25, good passenger seat, \$25. Bruce 937-376-9946. bclough@woh.rr.com

Minutes of Meeting –06 April, 2011

The April meeting of the Miami Valley Triumphs was held at Tumbleweeds Restaurant on Dorothy Lane, in Kettering on 06 April, 2011.

In attendance were 18 members and 3 guests (the youngsters) and Curtis Hayes brought a lady, Alana, who graced our presence very nicely, thank you.

Phil Daye, President, opened the meeting at 7:29 PM. Phil's opening remarks were to tell us that Dick Smith's wife had died. That, from Lorna there was a message that Forrest had been taken to the hospital with congestive heart failure, and also was scheduled for an operation to remove a skin cancer on his head.

Phil said he'd gotten an email about a Triumph Dealer in Middletown, Ed Barton, and that if anyone wanted them that there were now sales for custom neon signs, see Barton neon magic. Com.

The Vice-president, Chuck white had no report. Did said he was glad to be here.

Treasurer's report was made by Phil Daye. The club ended March with \$3075.87 in the treasury. Income was memberships and split the pot. Expenditures were about \$1511.00 for banquet.

Secretary, Stan Seto commented that minutes for March were in the Marque along with the re-edited minutes from January. Please read them.

The Membership Secretary , Eden Allison, reported that there has been no change in membership, 36 members.

Bruce Clough went over the upcoming events for April and May, which are also listed on the Events page of the Marque.

09 April Riverside Motors in Columbus, British cars and swap meet.

30 April, Spring Tour, starts at Tim Horton's at Rte. 73 and I-75, we're going west, into Indiana.

08 May – Scottish Weekend, Carrollton, KY.

14 May – BCD at 2nd Street Market, Dayton

28 May – Start of British Car Week, Drive your cars all week.

Committee Reports: First BCD Meeting of 2011 will be at Poelking Lanes on 19 April.

Old Business – Chuck White handed out the first new badge to Curtis Hayes.... Everyone clapped.

New Business – Michelle Weber will take over from Rose Jackson for those club members who want shirts with car type and name on them. Michelle is agreeing to maintain current price structure on web site.

There's a refurbished MINI for sale, a '73 with 14,500 miles LHD, Ken Stewart.

Split the Pot was won by Ellis Ball. He got \$6.00. He donated it back to the club.

Next meeting will be 4 May at Tumbleweeds. Phil adjourned the meeting at 7:54 PM.

Respectfully Submitted, Stan Seto