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## November 2009

### **MVT Officers**

President: Stan Seto, 513-683-7974

Vice President: Don Bigler,  
937-253-1580

Secretary: Phil Daye, 513-360-7262

Treasurer: Carolyn Daye,  
513-360-7262

Membership: Eden Allison 937-475-3885

Events: Randy Wakefield,  
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

"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.



**Figure 1 Our lads make the connection with history.**

## **The President's Comments, November Marque, 2009**

Carolyn Daye had a foot operation just before the October meeting. We missed her and wish her a speedy recovery.

BCD Committee met at Poelking Lanes on 06 October and settled up the '09 meet. We did OK, and meeting minutes are posted elsewhere in the Marque.

The attendance at the October meeting was sparse. We had barely a half table load, 14 members. I hope we do better at the November meeting, because.....

Nominations for Officer's for 2010 – 2012 are on the agenda. The offices coming open are President, Treasurer and Secretary. Then there are the annual awards, Marque of Distinction, Keep it on The Road, Most Improved (car, that is) and Press on Regardless.

Remember that the December meeting will be the Holiday Soiree, with only the nominations for the above discussed. Start thinking about your Brown Bag offerings. Lois Bigler has booked the church again, and it is a bring-a-dish and the club provides the entrée's.

The Fall Leaf Tour has been run, this past weekend as I write this. Friday was rain and wet macadam roads and driving on roads less well traveled. Saturday was gorgeous, and we stopped in nine or ten wineries, ate sumptuous meals and spent way more money than we had (credit and debit cards flowed across the counter tops like water, and plain brown bags stuffed with really expensive glass, flowed back). Sunday was even better, though we limited the stops. Hopefully there is an article in this issue.

Someone took pictures and I also hope they sent them in to Randy.

Again, the number of travelers was small, nine counting the kids, just two car loads, but we had a lot of fun.

And, we saw a lot of leaf color, it was the essence of the whole thing and we were properly grateful.

We're truly moving into Autumn, Folks..... and I hope to see you all at Tumbleweed's in November.

Thanks for listening, Stan Seto

## **Events !**

### **NOVEMBER**

Dinner with our families.

### **DECEMBER**

#### **5 Dec-Holiday Soire' date has been confirmed.**

The annual MVT holiday soiree is scheduled for December 5, 2009 at Mt St John[Bergamo] same location as past 3 years. We will begin with social at 6:30PM and eat at 7:30PM. I will prepare the ham and turkey. All others attending should plan to bring a side dish. Let me know if you have a favorite you would like to prepare, otherwise I will request so we take care of all the food groups. RSVP to Lois 937 253 1580 or [Bigday@zoomtown.com](mailto:Bigday@zoomtown.com) by Monday November 30, 2009. We will have our famous BROWN BAG

AUCTION so it is time to clean up to items from last year and re-bag for the next happy bidder. Any questions, call Lois 937 253 1580.

Mt St John  
4400 Shakertown Rd  
Dayton Ohio 45430

## VTR California

We took a ton of pictures at Triumphest/VTR in San Luis Obispo,

### **BCD 2009 – Wrap-up**

#### **Meeting**

The BCD Committee met at the Poelking Bowling Lanes, Knightsbridge Road, Kettering at 7:00 PM on 06 October, 2009, to close out the August BCD Meet. Skip Peterson and David Gribler represented the Southwest MG Club and Lorna and Ellis Ball, Lois Bigler and Stan Seto, Miami Valley Triumphs were in attendance.

Skip opened the meeting by announcing that Ron Parks had agreed to chair Door Prizes for the 2010 event.

Skip also said he sent a note to the Park Management, thanking them for their help and asking them for the same day, 07 August, for the 2010 event. No reply has been received.

There will be no change in either club's responsibilities for the 2010 event.

The Ball's have been doing the BCD shirts for eleven years. Lorna Ball is asking for help during the pre-event to get a volunteer to do the leg work for the shirts. This would involve someone to actually order and pick-up the shirts, deliver them to the printers, pick them up and deliver them to the place where they would be put into the bags for

the Pre-registered. Lorna would also like someone else to take over setting up the pre-registered bags, doing the labels and pasting them on the bags. This is an MVT job and that's where we'll look for volunteers.

Numbering the car classes to more clearly identify models was discussed. Stan Seto to look at the classes we have and an assigned numbering system. In the MG classes it was decided to separate as follows: MGB's as is, MGB-GT's as a class and group the MGC's (coupe's and GT's). We will also look at separate classes for Sunbeam Alpines and Tigers.

David Gribler presented the financial close-out for the event. He also presented historic data which shows that for the last three years the numbers are pretty constant, and 2009 was no exception. The two clubs split \$4400.00 from the 2009 event. It would have been higher, but shirts were more expensive, 25<sup>th</sup> Anniversary, and we bought a new grill for this event, and that purchase alone paid back big dividends in food operation at the show.

The next meeting will be called for sometime in March, 2010.

The meeting adjourned at 7:45 PM.

Secretary – Stan Seto, 07 October, 2009

# The Late TR Guy

Nov '09 - by Bruce Clough

## More Parts!!

I found another TR7



### Another TR7

Craigslist, Hamilton, OH. Ran and *drove*. \$250. Gray dash, Delco ignition, gas cap, all tools, radio even worked - no brainer - buy it.

Now don't get your hopes up. The bottom is rotted out and cats used it for a home.

Smells wonderful. This is why you have to be careful about pictures on the 'Net. For instance, look at this picture\_



### The wonderful interior - don't this look nice?

Looks pretty good, eh? Well, the seats are either smelly, trashed, or smelly trashed. Carpet is mold (I did find a XL Faded Glory shirt that washed right up, and a pair of

shorts to donate to Goodwill!) Kneepads are shot as well as the door panels...hey, what's that silver thing on the upper right side of the instrument panel? Well, that's Engineering Mod 1 (EM1) - the ignition and starter switch.



### Racing Switches - Batman is envious!

Evidently the dreaded prior owner (DPO) wanted this to operate like a TR3. (Remember my article about Wedge ignition switches last month? How they go bad and you can fix them if you are careful. This person was not careful - the remains of the original switch were on the floor!)

Engine - yes, it has one!



### The engine - all there, even the A/C and the emission control stuff!

The A/C system is even still there! Does the A/C work - C'mon, have you been smokin' dope?

Trunk was full of stuff as usual, most of it smelly, as usual.



**Pile of Smelly Bliss in the trunk**

Okay, so what is the plan?

### **The Plan**

Glad you asked.

Okay, here is the plan. Part out what I need, ebay some of the rest, give away part of the rest. Goal is to have the parts off the car I want in 4 days (Alice wants her garage space!)

Process is to start at the back of the car and work forward – this gives us the trunk space to stuff things we don't want. The trunk (including taking out the lights, wiring harness, rubber plugs and spare-tire hold-down- even that – the last bit of "Who's Roast Beast") was cleaned out in an hour



**Cleaned-out trunk – isn't that nice it had a rusted bottom to allow trash to exit the car?**

Next, we started to work forward. For better access the passenger side already had a

ripped out side window. Not so lucky on the driver's side – I had to cut it myself!



**Remember, if you use a sharp knife you can cut holes in old tops without jagged edges!**

I did this to get at the black plastic hood bow covers (cover the joints when stowed) that are always broken, but in this car are better than the ones on Freebie, so on to the "keeper" pile with them!

While taking this bugger apart I've noticed rust-proofing plugs all over the place, like this:



**Ample Evidence Of Rust-Proofing**

Someone spent some time drilling holes in the body – wonder if that was a dealer add-on or it was taken somewhere later? Well, whatever, it didn't work!



**Ample evidence Rust-Proofing didn't work!**

Granted, it looks like less rust where there was rust-proofing, but the large holes in other places made that a moot point! It took a bit of elbow grease, but I soon had everything out of the car interior except the heater matrix – looked pretty sparse:



**Yep – Pretty Sparse...**

I threw away the carpet – and 90% of the cat wiz smell. Now time to pull the engine. To pull the engine is pretty easy – strip everything out of the compartment, take off the hood, jack up the rear of the car, drop the front of the car, get an engine angle gizmo so you can change the angle of the drivetrain as it comes out of the car – a collection of jack stands to us all over the place, loosen

several impossible nuts, and put floor jacks on several things at the same time.



**Engine ready to come out – well, after I pull the AC compressor...**

It actually sounds harder than it is – the key is that tiltable engine holder on the hoist and patience. Lots of patience. But, if you take your time and keep the cuss words down soon you have this:



**One engine out of the car – kids do not try this at home. Not shown is the radiator fluid all over the floor – forgot to plug the fitting on the back of the head – ooops!**

I did this with the exhaust pipe and manifold in the car. If this was a car you actually cared about you'd want to take those out. I did find out that the stock exhaust system will hold the weight of the back end of the engine/trannie combo when you drop the crossmember. Oh – bizarre thing – the rear engine mount was still good! Usually those are soaked in oil and toast!

The engine removal method I used was different this time than when we parted out Bigler's old TR7 (which was the same color as this one – coincidence?). Then we dropped the car subframe with the engine on it as well as all the suspension. For that we jacked up the front of the car and rolled the engine out.



**Hard to tell from this shot, but the TR7 backend was about 3-4 feet in the air!**

The very next day I invited the club over for a pick-a-part for Wedges. As I expected, Mike McKitrick showed up salivating for more parts, Phil looking for any odds and ends that would fit the Stag –and he did! Ellis also was there in the BMW roadster to show us that some sports cars do not leak oil ☺.



**Phil and Mike ensuring everything inside will get wet by taking soft-top parts**

We spent a good two hours trying to pull meat off the bones. Even after all I pulled

from the car we still found more goodies. Mike ended up making a good haul. Speaking of a haul – what did I get from this besides entertainment? Well, I haven't started any ebay auctions yet, and I don't know what I'd sell, but I can figure out some savings by cost avoidance.



**Mike's good haul**



**Look – maybe this rusty part will fit the Stag!**



**It's quietly sitting outside waiting for its trip to the pasture**

Cost avoidance? Sure – what I would have spent on ebay for these things. I know this is a pretty sad metric to use when arguing with a significant other to buy a hulk, but it's better than nothing – here we go:

Delco ignition system	\$75
Glove box door	\$50
Tail lights assemblies	\$50
Brake master cylinder & booster	\$75
Headlight rubber surrounds	\$75
Front running/turn signal housings	\$50
Gear shift shaft (to shorten)	\$25
Full Tool Kit	\$25
Spare heater/radiator hoses	\$25
Spare A/C dash switch/knob	\$10
Headlight motors and brackets	\$150
Good spare engine	\$100
Spare transmission	\$100

Just with these things I'm around \$800 in cost avoidance. Bonus! What I don't know is what I can get for the remainder on ebay – we'll see how close we can come to the \$310 cost of this thing – later!

### **Unique Dreaded Prior Owner (DPO) Engineering Mods**

You saw EM1 – the retro-TR3 ignition system. Snazzy! You wish you had that! There were a few others I found while

taking the car apart and I wanted to document them here so you won't try it! I do have to show you the "rest of the story" on the switch wiring – this is under the steering column:



### **Engineering Mod 1 Connections**

An absolute thing of beauty. The only thing you can't see is the red wire that runs across the front of the dash to the electric fuel pump (mod number 5 – read on). I hope to get this good someday.

EM2 was a priceless floor drainage system – if you tended to have water puddle under the seats, simple solution – punch holes in the plug under the seats. Now why didn't I think of that?



**Remember – if you can't wait for rust to make the drain hole, use an awl!**

EM3 was another piece of work. In fact, it's something I've implemented on Freebie, but on a much more radical scale. I shortened the dipstick on Freebie when I went with the new air cleaners. Well, I didn't do anything compared to the bubba that worked on this

car. The dipstick was about 8" total length, and just shoved in the block there the tub had been attached.



### **One short dipstick**

The nice by-product of this is that the oil drips out a bit. Marking your trail for rescuers. It also makes it impossible to read engine oil level since the dipstick is way, way too far into the oil!

EM4 was a demonstration on the proper use of duct tape to take up extra wire length as well as provide insulation. When I pulled out the radio two big wads of duct tape and wire followed:



### **Identical Duct tape wad twins – Red Green would be proud of you boy!**

Now, most normal humans cut wires to length. Normal. Obviously we are dealing with Mr Abby Normal here since under the duct tape was about 6 ft more of wire plus splices. There isn't a lot of room under the radio as it is, and adding a bunch of wire under it is a problem – that explains why the

radio was sticking well out of the dash. Maybe he liked the feeling of his hand smacking the radio when he shifted – that's why he did this!

EM5 has to do with the fuel distribution system. Sometime in the past the original mechanical fuel pump died.

*So what do you do?*

Screw an electric one to the firewall:



**One Purlorator Electric Pump screwed to firewall. For some reason they used a separate ground rather than just grounding to the machine screws holding it on...**

Hmmm, so what do you do with the hole in the block where the original pump was? Oh – make a blanking plate!



**Blanking Plate – make sure it say "out" on the outside!**

Now the last blanking plate I made was 1/4" aluminum plate. They chose to use galvanized sheet metal (heater duct metal). I

always get bolts the right length, they added nuts to theirs to take up length. I cut mine to mimic the pump body, they just theirs “whatever”. I use an aircraft gasket compound, they used a piece of cardboard box with a little black silicon sealant. Mine don’t leak, this one does! Obviously I am over-engineering my fixes.

The last engineering mod I found that I knew what it was - was a dual-redundant hose clamp system – if one fails the second takes over. Very clever. You’d think that maybe the person was being lazy trying to fix a leak, obviously underestimating the engineering aptitude of a prior owner.



### **Mastery of function!**

I did find something I wasn’t sure about. The driver’s door had a bunch of Styrofoam packing peanuts in it.



### **Mystery find – wonder what it was for?**

Baffled as what this was for. Could have been sound deadening, could have been for

floatation, could have been to scare any bugs that got in there – don’t know. The passenger’s door did not have any – curious, will have to investigate more.

### **Finds**

Not all was bad. I found some neat things. In the glove box was a Hamilton Ohio pin and, get this, a 1991 Dayton BCD Dash Plaque – the baby came home! At that time Dayton BCD was at the Dayton Art Museum and Jim Quillen (still around, but into American Iron) was running it, so I’m going to venture we don’t have a record who could have brought it.



**Never know what you’ll find in a glove box**  
Oh well, sad, but interesting at the same time. Another thing I blundered into. If you know anything about wedges, you know the headlight rubber surround is prone to come off at the attachment points, so if you have a good one it’s worth its weight in gold (especially considering the ones on Freebie are not really good). Normally ones that have been sitting in the weather are bad, but the passenger side one came off okay, and after I got it off I noticed the headlights were Hella H4s. Wow, I was gonna buy a pair of those, but here they are!



### **Hella H4 Headlamps – Cool!**

Oh, the other headlight surround was good also. Fitting end to an interesting part-em-out.

## **Minutes of the October Meeting**

Stan Seto convened the meeting at 7:45 PM on 07 October, 2009 at the Tumbleweed's Restaurant. There were 14 members present and two junior members.

Absent Officer's were the Treasurer and Secretary (Carolyn and Phil Daye) and the Membership Secretary (Eden Allison).

The President gave his report, and reminded the club that we start doing nominations for officers and club awards at the November meeting.

The Vice President gave his report commenting on some recently attended events.

There was no Treasurer's report. The Treasurer was absent due to a medical event, a surgery on her foot.

There was no Membership report as such, but Eden left a message that there were no new members and no member losses.

The Events Chairman, Randy Wakefield gave his report, and let Bruce Clough talk about the up-coming Fall Leaf Tour. An alternator replacement tech session has been announced but the date is still up in the air. Events for November looks a little thin, but always have been.

Lois Bigler talked to us about the Holiday Soiree, at St. John's church, everyone bring a dish and the club will supply the entrée's. A reminder to bring Brown Bags. The event starts at 6:00 and Dinner will be served at about 6:30.

Committee reports - Stan Seto ran through the minutes of the final BCD Committee meeting. The two clubs split \$4400.00. It would have been more, but we, jointly, bought a new large grill (which paid great dividends at the meet) and tee shirts were more expensive due to it being our twenty-fifth anniversary. Minutes of BCD meeting are posted elsewhere in the Marque.

Old Business -

No report on Triumphfest '09 as Chuck White and Ted Allison are not yet returned.

There was no New Business

There was no Split the Pot Drawing.

The next meeting will be the first Wednesday, 04 November at Tumbleweed's. Start time will be 7:30 PM.

The meeting was adjourned at 8:15 PM.  
Submitted by the President

## The 2009 Fall Leaf Tour or Wineries Galore and No Space in The Trunk (Seto)

The start was to be at the Brandenberry Winery outside Enon, OH. I was running a little late as I backed the TR3 out of the garage and set course up Route 48 to Centerville, on Friday afternoon. It was raining and cool but the weather forecast was rain stopping by mid-afternoon. At Centerville I got onto I-675 and continued north to Dayton-Springfield road, then east into Enon and out the other side to Fowler road, and it was just three o'clock and the rain was still sprinkling down. South on Fowler forever, until I got to Jackson road, and then east a very short distance and there was the winery. Only 15 minutes late, not bad on a stormy day.

Two cars in the parking lot, Clough's SUV and Ellis Ball's sedan. Inside were the Clough's, Ball's and Rutledge's. They were ready to go, so we called the kid's, who were playing in the backyard and hit the trail. Out to Route 68, north up the western edge of Springfield and east to Route 4. Somewhere along Route 314, we crossed under I-71 and did a turn out into the corn fields to find a small winery tucked up a narrow driveway. It was in a farmhouse and family run by a sole proprietor. The troops sampled a number of his wares and bottles were bought. Soon we were back on the road again. It was getting dark, now and the rain was still drizzling down. Eventually we worked our way over toward Route 95 and at about 6:30, we stopped at a family food restaurant in Butler(?), but it could have been Perrysville, for dinner. It turned out to be an excellent choice for a meal, the menu was diverse, the service was as good as we'd get on this trip, and the price fit our

pocketbook. They had "Home Made Ice Cream" and everyone (kids, all of us) jumped on that.

Back on the road, and we hadn't gone a mile when my generator light came on..... Told Bruce, he said what I was thinking. Let's keep going to the next road intersection, a small town, became the operating instruction. Lights were starting to dim, so I turned off the running lights (Pucker Factor of 5) and got a little closer to Bruce. In about ten minutes we came to a dimly lit gas station and pulled in. A quick check showed no loose wires or other obvious problems. We decided to go on to Wooster, a scant 25 or so miles away. Push started the TR3, and got back on the road. Bruce lead, me in the middle and Ellis and company in trail. I turned off the panel lights (Pucker Factor - 6) and positioned the car far enough behind Bruce to not pick up his tire spray (the drizzle was very light, now) but close enough to pick out the road centerline strip, important when going over little hills where I would lose Bruce in front and Ellis would still be climbing a hill behind (Pucker Factor - 8). There was also an open question of what would happen if we passed a police car. Cars coming from the opposite direction were a distraction, because their lights seemed even brighter on this black road with not even one overhead light.

Put my right front wheel off the edge only once, and Lorna commented she jumped off her seat when I did that.

We got to Wooster without mishap, and Bruce took a wrong turn on to a busy roadway, and we had to turn around in heavy traffic. We got it done, but not without a couple of near scares. Got to the Marriott Garden Suites with nerves intact. Parked, registered, and got the stuff to the room. Went down and scoped out the nearest Wal Mart (ten minutes away). Bruce drove me over, bought a battery charger and a pair of gloves. Drove back to the hotel. Bruce helped me pull the battery and we

hauled everything up to my room. Plugged in the charger and started the battery rejuvenation process.

Morning, it was cold and cloudy. Breakfast was great and cost us about \$10.00 each. This hotel is where TRA will be in 2010, so it was good to take a look at it all.

Today we were to travel up to Alliance (spending Saturday night there) and on to Harpersfield, the real start of the wine tour. Bruce suggested that we leave the '3 at the hotel in Alliance and I'd ride in one of the cars. The run to Alliance was all limited access roads, and took about 45 minutes. I had the side curtain off and was well neigh frozen by the time we reached our destination. At the Comfort Inn, they had our room's ready, so we checked in and moved all out luggage into the hotel. The rest of the day I rode with the Clough's. The route north was something along the order of: north on rte.183 to 5, then east to route 534 and north to Harpersfield up on route 204. The goal was the Ferrante Wine Farm and restaurant. This portion of the trip took long enough so that we got there for lunch. While we were traveling, the front that had brought Friday's rain continued to shift east with clearer skies and more sunlight moved in from the west. As we drove, the Fall colors made themselves more and more apparent.

Close in to Ferrante's we passed the Harpersfield covered bridge, newly restored, which spanned the Grand River. We'd return to that.

Ferrante's Farm was well established and the grounds and building of recent date. The restaurant and gift store (wine repository) were together so you could order a meal and then go down and buy fine wines. The menu was basically Italian and the waitress reasonable attentive. Heavy lunch (Pasta and lots of bread in anticipation of the

afternoon's activity) and no dessert. On to the wine store! That took a couple of minutes, I don't remember any tasting, and then on to the cars.

My memory is a little fuzzy here, but I think we went west a little way on Route 307 to a small winery set in the corn fields of Ohio. Don't remember the name but do remember the stretch limo sitting in the parking lot. The driver allowed as how it was an anniversary party and they wanted to do five wineries in four hours, now there's a challenge! We were there about forty minutes; I remember that the arbors close in to the buildings had un-harvested grapes. They were smaller than concords, but deep purple and shiny skinned. Guess they were next up for picking. Then it was on to the covered bridge.

At the bridge, the river had a dam and spillway and fisherman on the drop side fly casting. There was a mini-fair going on, the prime thing being a covered bridge tour, of a longer length and of a short length (it all depended on how much time you had, because there were wineries along both routes.)

Manning the booth was a fellow I knew from Belcan, Bob Yeigh, who had recently changed jobs, Cincinnati to Buffalo to get closer to his aging Mom, who lived in Harpersfield. Bruce in a ready-to-go SUV finally pulled me away. On the road now to visit the Chater DeBonne on South River Road, we decamped south down 534 and turned onto that road and there was a winery, so we pulled in. It was located in a restored Methodist Church (well the Methodist's drink as much as the Catholics, so maybe not surprising.) Actually a pretty neat layout with out door patios at two or three levels as the church was on a knoll above the surrounding farm land, and a good view. Eventually we pried people off the pews that were scattered around and prepared to move on. Nothing was bought because there were so many people at the small tasting bar, service was slow.

On the road west and within a half mile there was another winery. We stopped (do you sense a trend here??). If I remember correctly this one was set up a road a bit and was more like a ranch, with a bar and food, along with the wine and TV's showing the college games, sort of a Sports Bar winery. Time was spent tasting and nibbling and bottles were bought.

On the road again and now we came to Chater DeBonne. Big parking lot and layout, lots of dining rooms and outdoor space and lots of people. Wine samplers were bought and more tasting and nibbling. I wandered up the outdoor sitting area and looked out on the adjoining farm. There were wind soc's there and if you looked hard, some semblance of a runway, but it appeared to be curved, unless the guy owned Piper Cubs which require only a ridiculously short distance to get into the air. It was getting a little cool out as the sun dropped away, but there were few clouds in the sky.

Off again and down the road to a final stop for the day, at another winery-restaurant-sports bar. Somewhat more formal than the rest, you rented a table, and we got one for 45 minutes. Eventually there was a waitress. Wine and nibbling stuff showed up and Ohio State was on the screen slowly picking Wisconsin apart. More bottles appeared in plain brown paper wrappers, and we were on the road south toward Alliance. But wait, Bruce had sniffed out yet another winery, and I think it was called Candlelite or some such. A small dining area, decorated for Halloween, and the tasting went on for a few moments or more. Bruce seems OK with this tasting stuff, I had yet to see him fumble the map in the car (Oh, and we had a GPS, Garmin that also saw extensive service on this tour) and Ellis, who was not tasting any wines was driving the other car. But this winery had a goldfish pond and some tiger striped cats, one friendly and the other friendly only up to a point. The sun was

really getting down now and back toward Alliance we headed. There was one aborted attempt to stop for dinner in Ravenna, but the restaurant we wanted wasn't there any more. We finally stopped at Cracker Barrel for dinner. After, unfortunately, Duncan suffered some heaving stomach problem (Some of us were going to see the inside of Wal-Mart (closer to the motel this night) again).

Back at the Comfort Inn, I removed the battery from the '3 and smuggled it up into my room. Got the charging going and went for a walk around the complex. The motel tied directly into a shopping mall and movie theater. The parking lot was huge; it would take a lot of 18 wheelers to fill it up. Surrounding the motel were several strip malls and free standing restaurants, but everything had a sort of "down in the heels" look to it. The Inn itself was comfortable and fairly quiet for the location, old but serviceable, as in no flat screen television and the bathroom fixtures had seen better days, but comfortable as an old shoe. I slept well that night and from all appearances the next day, so did Duncan.

Sunday, the starter button on the '3 would not function, but the under-hood starter relay worked fine. We jumped it the rest of the day. Off we went that morning, stopping first at Warther's Handcrafted Cutlery in Dover. Bought a knife in the gift shop (and the first time I used it at home, cut myself washing it, sharp little blade!). The museum there, dedicated to the founder, Ernest Warther, was a revelation. His locomotive and train carvings have to be seen to be believed. I think he lived to be about 75, and I just don't know how he had time to carve the models on display, start and run a knife manufacturing business and help raise a family. Of course, in his generations, it was normally the wife who raised the family; he just had to supply the wherewithal.

We trundled out of Dover and headed for Coshocton and the Raven Glenn Winery, and maybe lunch. The day was a replica of Saturday, just gorgeous and a trifle cool. At Ravens Glenn they were just setting up the Buffet and there were MG's parked in the lot, six or seven and a Mini. My sense was they were from the Toledo area, and one of them told me they were part of a much larger group, some 22 cars that had been touring to see leaves, just as we were. They had split apart Sunday morning and three groups had all gone in different directions.

The wine tasting had been going on apace and favorite flavors were being selected. The Brunch was \$19.00 per person, so we were moseying on. Bruce's comment as we got ready to leave was his wine carton was full, 12 bottles, so we were done with that. South we went on Route 16 to Dover, and got to see the Sunday shopping crowd as we eased through the center of town and finally pulled up to a little restaurant called The Depot. It was well appointed with TV's in every corner and a big bar back over there. Seating was fairly quick and the menu had a host of selections, including their "Home Made" menu that was barbeque with special side orders. I will say that they got the proportions of the Raspberry Ice Tea exactly right, it was wonderful. Service slowed as the lunch crowd started to pour in but the food was good and our waitress never forgot we were there. The Bengal's were on TV as we left and down 7-0 to the Raven's. Now it was just head for home. We left Dresden and shortly were on I-70. At Columbus the Clough's and I turned south and the Ball's and Rutledge's went west to Springfield. We ran down I-71 to Route 35, where the Clough's split off, and then I was alone. The last hour on the road was a little stressful, as that darn red light on the dash was clearly getting dimmer. I got off the interstate within three miles of home, and at

the first red light, just sitting there, that red light on the dash suddenly got a lot brighter. Hey, I was going to make it after all, and so I did. And, the Bengal's had beaten the Raven's after all, and in the next Sports Illustrated, there was nary a word....! Go figure.....

**Now that you have read the well written story by Stan; check out Bruce's great pictures.**

# Miami Valley Triumph Fall Tour 2009 – “Through the eyes of the camera”

*Bruce Clough*



**Funny fruits on a vine – the reason for the season...**

Here are a few pictures and captions about the fall tour this year – tell the story in pictures! Great time, sad that more of you didn't take it into your list of MVT events to make this year, but glad that some did!



**We asked Bridgett to pack for a short trip. I should know that this means number of Barbie dolls versus clothes needed by Bridgett...**



**Some of the MVT Crew at our first stop – the Brandenberry Winery in Enon. This is a nice place and very close to home – brand new also with a good selection of good stuff! We might meet there more often. It was raining, and the rain kept going Friday, but that didn't dampen our spirits, not while tasting spirits...**



**Saturday morning and Roger is trying to stuff Carol in the trunk of Ball's TR-Olds. Okay, we missed pictures of the Shamrock Winery, a lovely little mom & pop place we had dinner (in Butler, OH), or trying to figure out why Stan's generator stopped working (at night, naturally), but Stan will maybe write about those experiences!**



**Not everyone was wide awake and happy-eyed Saturday morning. Hey you's – get out of bed!!!**



**MVT stealing grapes at Harpersfield Winery. Not sure what Stan is doing...**



**Stan beating me to the punch getting a picture of Ferrante Winery – hey you, down in front!**



**Harpersfield Winery - art photo with sunlight and nose of limo taking drunks between wineries...hey, was that what I was doing? Naw...**



**Ferrante Restaurant – gotta try this place folks!**



**Harpersfield Covered Bridge, Bridgett & Duncan! Turns out that area of Ohio**

has about 20 covered bridges, turns out it was Covered Bridge Tour weekend. Turns out there was oodles of people there!



Needless to say the colors were great all weekend – especially in the SUN! Saturday and Sunday were very Sunny and very Nice!



Irony. South River Winery – old church. We tried to get a tasting but the bar was small and the lines long. All those covered bridge folks are wine tasters too – who would have thought...



Even more irony, it was originally a Methodist-Episcopal Church – a hot bed of Prohibition. I made sure I told our pastor next week...



The Virant Winery – we could actually get a seat and be served here.



**Proof of service at Virant. Balls and Rutledges deciding on what to get crocked with...**



**Speaking of crocked, the tasting tray at Debonne Winery**



**Bridgett reacting to the service at Grand River Winery. Not the best in the world...**



**Speaking of crocked – Ellis and Lorna laughing at the ripped women a few tables from us at Debonne. 4 women, at least 6 bottles, you do the math.**



**Candlelight Winery, but no candles. We all wanted to buy a cute candle like is on their website. No dice, but they did have great fruit wine!**



**But they did have a kitty or two...**

Not in the picture record is Saturday night. We needed to find a restaurant for some members who hold a regular dining schedule. Now, you'd think Ravenna, OH would have a lot of great restaurants downtown. Nope, but with our trusty Garmin we found a Cracker Barrel south of town near I-76. It turns out this is not a place Duncan likes, He ate some of the macaroni and cheese, then started complaining about the food, then went outside and threw up in the Montero. Sigh...



**Sunday morning - sunny day in Alliance, OH**



**Working on Stan's car at Warther Carvings in Dover, OH - we actually had dropped Stan's car off at the place we stayed at Saturday night on**

**Saturday morning, and were making sure it got him home by charging it up at every stop Sunday.**



**Duncan driving a train at Warther's**



**Raven's Glenn Winery - we decided a Sunday Champaign Brunch was a bit too much, so we went to look at the MGBs in the parking lot.**

**MGBs in parking lot?**



**Yes, MGBs in the parking lot. Stan was going to try and rip off a generator, but Ellis tackled him on the tarmac – it was an ugly sight and my camera malfunctioned, sad...**



**Home with the haul – a case of good Ohio wines, lotsa pictures, and great memories. Stan, oh, he made it home okay too!**



**Sunday we had lunch at The Depot in Dresden, OH. Great food and the females didn't want to even look at baskets!**



Good Luck to Randy Jr. He heads off to the Marines on November 4th. Editor will sure miss his son.





A poor misguided soul has taken refuge in this mobile home. It used to be a trash truck. Echk.

*You have to look closely, but (above) that's Randy DeRuiter riding shotgun in his Triumph — the pace car — at Corinthian Vintage Auto Racing at Texas World Speedway in College Station, Saturday, September 19<sup>th</sup>. And (below), that's Gary Fuqua at speed in his TR4 at the same event.*



Editor had to copy this cool pic from the last Texas Bluebonnet newsletter. Looks as though the triumphs are doing well.

This is the inside. Does not look bad. I wonder what he cleaned it with?

Jay's Funnies.



This was titled inspiration. I thought it was until I traced the rainbow to its end.



Excess cans utilized in hobby. I relate to this. With today's price gouging in the hobby kit industry; I may make some changes.

If you ever plan to motor West, take my way...



Ted and Chuck's Grand Adventure begins.



Death Valley fails to claim Triumph or Ford.



The lads made their way west.



Rather large trees in the west impress. Sequoia National Forest.



Is this California dreaming or what?



Jonmac Caravan



Ohio honors in hands of Tiger ted, the man with the antlers.



Uncle Jack on the Jonmac Caravan.



Day 10: Concours De Elegance.



Day 9: Autocrossing.

Stay tuned to this page as Ted sends the text that goes with this tease. Ahead on their route is a western shootout, Route 66 and the rest of the Concours pictures. Smashing time MVT'ers. Thanks for the pictures Chuck and Chris!

# Restoration of My TR6

## Part 4

### Frame Problems Continue

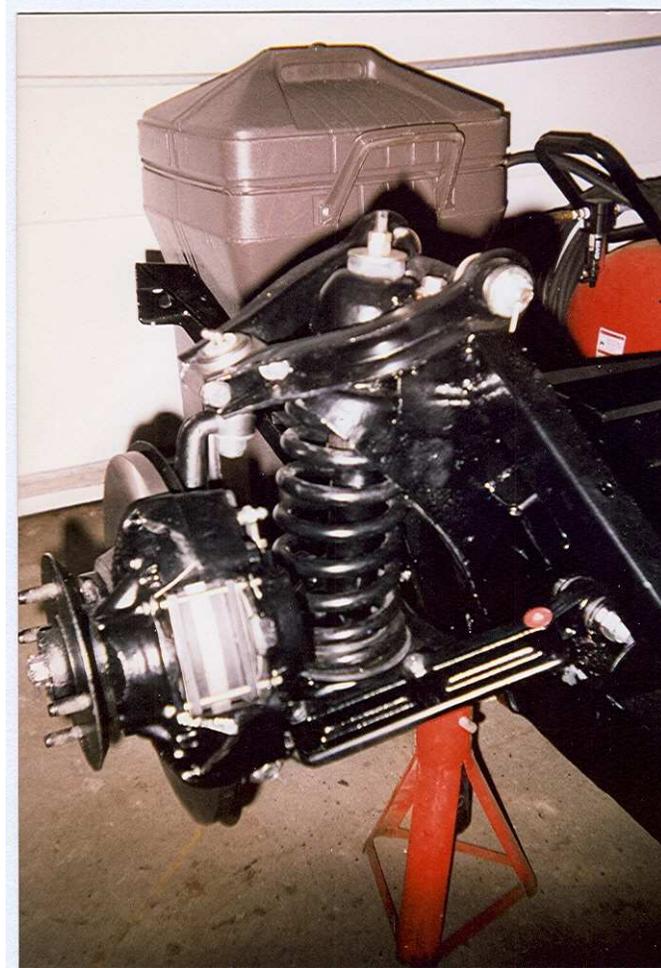
As last I left this story, I had just finished painting the frame and was beginning to paint all the other suspension parts. I finished painting the suspension part in March of 1999 and started rebuilding the suspension. Also, decisions on the engine rebuild were occurring daily. How much to do and at what cost. Lastly, I making plans to have the new body delivered.



Suspension and Engine Parts painted and ready for the rebuild.

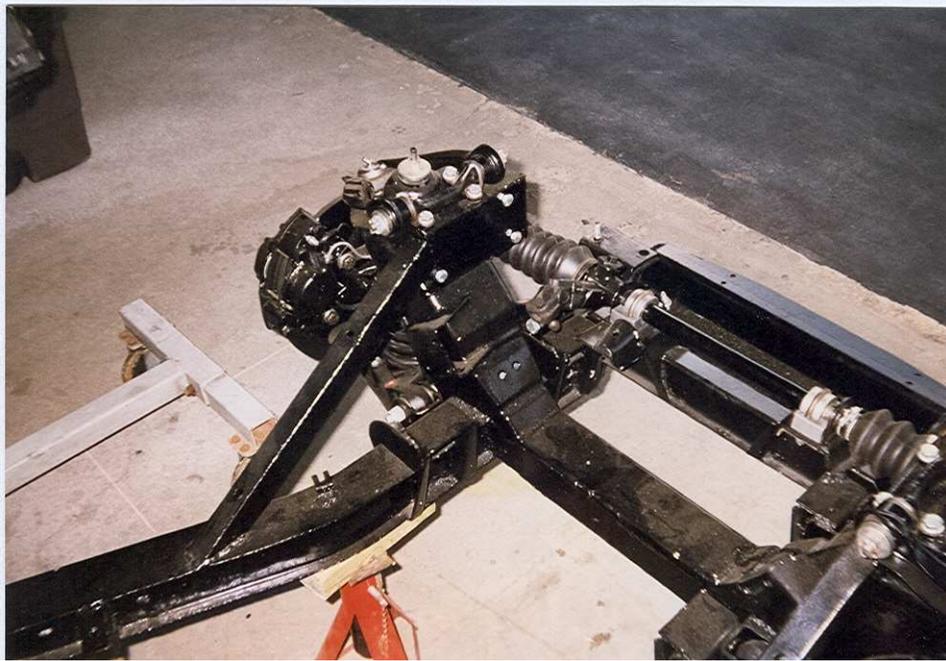
The suspension rebuild went rather easily until I started to put the rear end together. For the front end, I replaced the ball joints, tie rods ends, springs and lower swivels with new parts from the Roadster Factory. I purchased the Roadster Factory front end rebuild kit that replaced all the rubber parts with the urethane bushes. [As an aside, I think the urethane bushes make the car ride a lot stiffer.] I replaced the front brake rotors with new ones from the Roadster Factory. A couple of years later, I replaced these with the drill and slotted rotors. Found this to be a very good upgrade to the original rotors.

During the suspension rebuild, all the brake line and fuel lines were replaced. At the wheel, I went with the braided steel lines. Between the Roadster Factory and Moss, I was able to obtain all the brake and fuel lines pre-bent. They fit really well!!!!



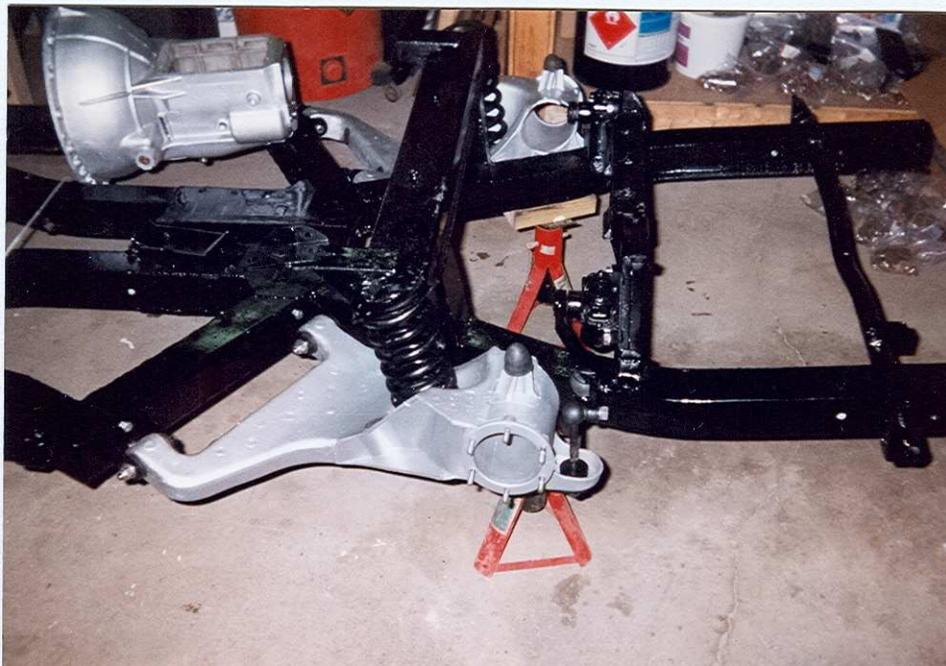
The completed left side of the front suspension.

I used the original steering rack, but upgraded the steering rack mounts to the solid alloys and replaced the rubber boots. This really improved the steering ability by eliminating the side to side play. Several years later, I decided to replace the original steering rack with one of the quick turn steering racks from Moss Motors. This again was a major improvement over the original Triumph steering rack. Attention was now focused on the rear suspension. It was around this time (July 1999) that I received the body from Roadster Factory.

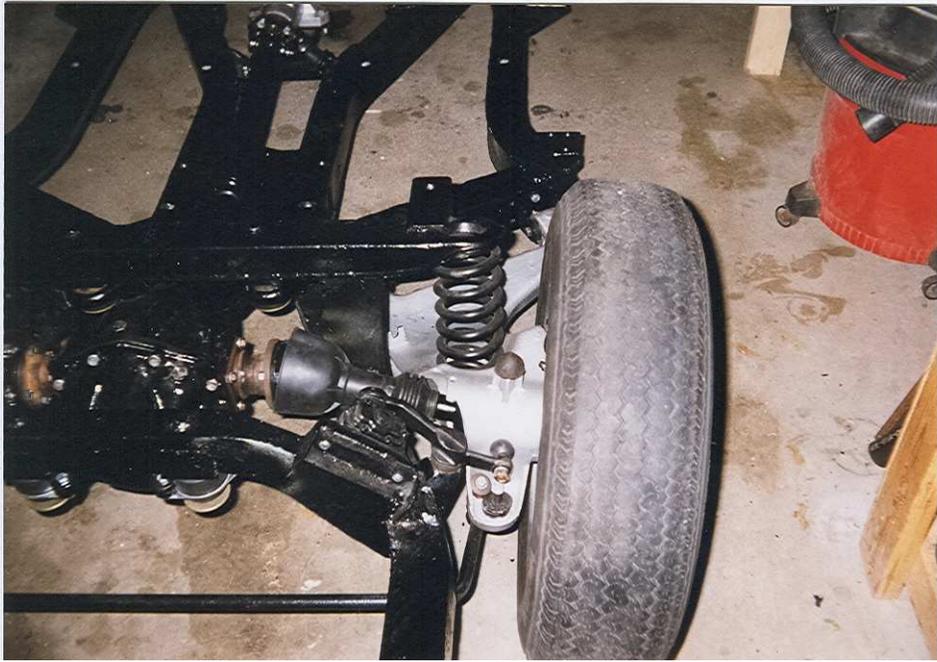


Notice the solid alloy steering rack mounts.

As I began the rear suspension rebuild, everything look good. I sand blasted the rear trailing arms and repainted. I replaced the stock springs with the upgrades and all the rubber bushes with urethane bushes. The Armstrong lever dampers are original and were in very good shape.



At this point in the suspension rebuild I was feeling pretty good, but the big problem was about to show itself.



My first indication of the frame problems came when I put the tires on the first time. As is apparent, the rear camber was way out when I put the trailing arm on with the original brackets. I found the tech tip in the Moss catalog that discussed the rear camber adjustment with the number of notches and whether they are up or down. [The Moss tech tip was invaluable.] With several attempts, I adjusted the rear camber, but that changed the toe quite a bit plus the actual distance of the wheel from the centerline change. The right side was not that bad and that was the side I was most worried about because it was the side that the frame actually broke. I thought the left side was fine until later when we tried mating the body to the frame.

For the most part, I thought the suspension was complete. I noticed the arm for the Armstrong dampers did not line up with the rubber bumper attached to the frame. Also, I tried putting the rear sway bar that I had previously installed, but it didn't line up quite right also. Still I thought I was in the ball park and when I had the car four wheeled aligned, these problems would be solve. Oh how wrong I was!!!!!!!!!!

All the while I was working on the suspension, I also was rebuilding the non-overdrive transmission. I replaced the rear gear, all the synchros, and bushings. At this point I must acknowledge the help I got from the Roadster Factory staff. Their advice and their two part catalogs were invaluable in determining the correct bushing, shims, and synchros. I upgraded to the steel bushings. The exercise of finding the right washer spacer can get very frustrating, but I learned a lot. For the transmission, I must also thank

Nelson Riedel and Bob Lang. I never met these guys, but “Gearbox Overhaul” article by Riedel and “TR6 Transmission Rebuild” by Lang that I got off the internet save me more than once. Both of these are excellent articles source references for the rebuild. Several years later, I was able to upgrade to an overdrive transmission.

At this time the rear differential was open and found to be fine. Seals were replaced and an oil drain was tapped. My first tapped didn't go so well because I tapped the top instead of the bottom. Never did know which way was up.

Finally, for this part, with the new body arrived, decision on how to paint the body were being discussed. I posted the question on the internet and got lots of oppions. When the “6” was painted at the factory, the rear quarter panels were attached and the seam sealed. This caused one of the major areas of rust later in life of the car. I finally decided that the car would be painted with the front and rear quarter panels off and would be installed later. Hopefully this would not allow moisture to accumulate in those rust prone areas.

In the next part, I'll talk about engine decision, the continuing frame problems, and mating of the body to the frame. Finally, here is a picture of how the body arrived box and slaved to a frame. Happy motoring.



August 1999

## BCD Summary Income &amp; Expense

1/1/09 Through 10/4/09

Category Description	1/1/09- 10/4/09
<b>INFLOWS</b>	
Food Sales	2,814.25
Other Income	25.00
Poster Sales	48.00
Raffle Sales	376.00
BCD Registration:	
BCD Advance Registration	2,595.00
BCD Advance Vendor Registration	60.00
BCD Day of Show Registration	2,696.00
BCD Day of Show Vendor Registration	30.00
<b>TOTAL BCD Registration</b>	<b>5,381.00</b>
Sponsorship Income	625.00
T Shirt Sales:	
Advance T Shirt Sales	505.00
Day of Show T Shirt Sales	690.00
<b>TOTAL T Shirt Sales</b>	<b>1,195.00</b>
<b>TOTAL INFLOWS</b>	<b>10,464.25</b>
<b>OUTFLOWS</b>	
Operating Equipment	465.43
Food Booth Expenses	971.71
Licenses and Fees	36.00
Postage	224.92
Poster Printing	70.00
Printing	573.48
Raffle Expense	401.00
Regalia	1,813.56
Rent Paid	169.16
Supplies	26.90
T Shirt Expense	1,377.46
<b>TOTAL OUTFLOWS</b>	<b>6,129.62</b>
<b>OVERALL TOTAL</b>	<b>4,334.63</b>

**BCD Income & Expense - Year by Year Comparison**

Year	2004	2005	2006	2007	2008	2009
<b>Income Items</b>						
Food Sales	2599.90	1977.35	2665.85	2597.15	2495.26	2814.25
Interest Income					0.48	
Other Income	8.00	5.00			20.00	25.00
Poster Sales						48.00
Raffle Sales	321.00	314.00	486.00	337.00	343.00	376.00
Advance Registration			1942.00	1765.00	2145.00	2595.00
Advance Vendor Registration			100.00	75.00	100.00	60.00
Day of Show Registration			1620.00	1355.00	2235.00	2696.00
Day of Show Vendor				15.00	40.00	30.00
Overpayment					11.00	
Registration Total	3168.00	2637.00	3662.00	3210.00	4531.00	5381.00
Sponsorship	640.00	600.00	634.00	600.00	635.00	625.00
Advance T-shirt sales			380.00	360.00	300.00	505.00
Day of Show T-shirt sales			738.00	720.00	1200.00	690.00
T-shirt sales other					60.00	
T-shirt sales Total	1105.00	1003.00	1118.00	1080.00	1560.00	1195.00
Income Total	7841.90	6536.35	8565.85	7824.15	9584.74	10464.25
<b>Expense Items</b>						
Bank Charge	1.70					
Operating Equipment	444.89	167.76	7.48			465.43
Food Booth Expense	669.22	820.75	853.03	795.00	854.66	971.71
Fuel					25.00	
Licenses and Fees		40.00			26.00	36.00
Office Expense			31.83		2.12	
Postage	201.43	193.03	268.92	175.85	16.56	224.92
Poster Printing						70.00
Printing	330.10	412.51	271.05	286.75	664.32	573.48
Raffle Expense	321.00	314.00	486.00	337.00	363.00	401.00
Regalia	1341.50	1493.45	1587.16	1674.25	1721.21	1813.56
Rent Paid	40.00		105.93	125.00	125.00	169.16
Supplies		65.26		45.58	27.15	26.90
T-shirt expense	1056.66	1125.89	1349.34	1404.87	1463.79	1377.46
Other expense					0.00	
Expense Total	4406.50	4632.65	4960.74	4844.30	5288.81	6129.62
<b>Net Income</b>	3435.40	1903.70	3605.11	2979.85	4295.93	4334.64
<b>Club Distribution</b>	3400.00	1900.00	3600.00	2500.00	4300.00	4400.00
Account increase/decrease	35.40	3.70	5.11	479.85	-4.07	-65.36