



"The Marque"

This month:
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First BCD2013 Report
Events
Early TR Man
Spring 2013: The Tour

May 2013

MVT Officers

President: Lorna Ball, 937-746-5189
Vice President: Curtis Hayes, 937-610-8832
Secretary: Stan Seto, 513-683-7974
Treasurer: Harry Mague, 937- 426-3802
Membership: Valerie Relue, 937-667-5227
Events: Bruce Clough, 937-376-9946

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

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

"The Marque" is the official publication of the Miami Valley Triumphs Car Club, P. O. Box 144, Bellbrook, OH 45305. Views stated in the "Marque" are not necessarily those of the officers or members of the club. Technical data is provided for information only and no liability is assumed for suitability, applicability, or safety. Miami Valley Triumphs is a registered chapter of the Vintage Triumph Register and a local center of the Triumph Register of America. Membership is \$20 yearly and is usually paid in May. Non-renewing members are deleted from the mailing list. Meetings are held the first Wednesday of the month at **Logan's Roadhouse 2819 Centre Drive Beavercreek OH**, unless otherwise noted in the "Marque". General membership meetings are at 7:30 pm with informal dinner starting at 6:00 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.

President's Report: ~ Lorna Ball

It's springtime in Ohio!well, kinda like sorta. It's May and you know what that means....it's time to pay your dues for the coming year. The Spring Tour on the 13th was wonderful. Started out a bit chilly for sure but the sun was out and a good time was had by all. We visited 4-5 covered bridges, an antique store, 2 wineries, a quilt shop for us girls (there are quilters amongst us), an old fashioned ice cream shop overlooking the Ohio River and a really nice deli-shopping place called "The Home Place". There was a great turnout. Our hats are off to Bruce for another great day. The month of May will bring our monthly meeting on the 1st, our second BCD meeting of the year on the 9th and the car show at Second Street Market on the 18th. Hope to see many of you there. Cheers, Lorna

Secretary's Report: ~ Stan Seto.
MVT Meeting Minutes, April, 2013

The April Meeting was held at Logan's Roadhouse on Centre Drive in Beavercreek, Ohio. The President, Lorna Ball, opened the meeting at 7:30 PM, with "Hail to the Queen!" There were 22 club members, two Clough children and Caitlin Hayes there. Madam President recognized the birthdays of a couple of members and that Harry paid for the banquet promptly, which made the country club happy.

The Vice President had no comments.

The Secretary noted that the March minutes were published in the Marque and that there was a mistake in those minutes which would be corrected, see elsewhere in this issue. He asked that the March minutes be accepted with the correction. Motion was made by Lois Bigler and seconded by Greg Relue and passed by voice vote.

The Treasurer made his report, a write-up is in this issue of the Marque.

The Membership Director, Valerie Relue, said we have 36 members, now that we have lost Forrest.

The Events Chairman commented that the end of March Tech session was postponed until April and

that the Spring tour was to be on the 13th of April (and that's when it was run). It was a run down to the Ohio River (Findley) and then back up Route 68 with dinner on the return at a small winery just north of Mt. Orab.

The Dayton Marketplace show would be on the 18th of May followed the next day by the Columbus BCD. Bruce remarked that the Cincinnati BCD would be held in Milford at Easy Street Customs on 5 May and there is a flyer.

Committee reports:

Technical – no Report

Spares – No Report.

Newsletter – Officer names on front page needs an update.

Regalia – Pete Stroble asked to get some static cling decals for MVT Logo.

BCD Report – Stan read minutes of meeting at Poelking Lanes at end of March. They are published elsewhere in the Marque.

Old Business- Bruce still seeking volunteers for TRA 2014 events. He has a website up and he reminded everyone that there is a brochure for TRA 13.

New Business – Pete Stroble announced that the GEM City building was awarded to BTM. It encompasses 24,000 ft. Sq. and will need some funds influx to put the facility in shape for car displays.

50/50 Drawing was won by Pete Stroble in the amount of \$13.00

Meeting was adjourned at 8:05 PM.

Respectfully submitted – Stan Seto, Secretary.

Correction to March 2013 Minutes - It was stated "Debbie Ferratt made a correction to the Award winning (Super Bowl) recipe published in the Marque, three cans(of Evaporated milk), not two." This was in error and should have said: "Debbie Ferratt brought several cans of evaporated milk for those who wanted to try her award-winning recipe (published elsewhere in this newsletter), so that they would have the right brand name product". The secretary apologies for this mistake.

Treasurer's Report: ~ Harry Mague

Treasurer's Report: As of 1 April 2013, we have a balance of \$3033.98. Since April 1, 2013 the club had the following income: 50/50 for \$8.00. Total income for April is \$8.00. The club had the following expenses for March: to Lois Bigler \$93.97 for the Awards Banquet, to Mike McKitrick \$12.09 for Marque expense, to Vintage Triumph Register Insurance for 180.00, to Vintage Triumph Register Insurance for \$20.00 (Balance of account), to Lunarpages for our web hosting and domain name for \$127.35, and to Mike McKitrick \$69.00 for web computer program. Total expense for April is \$502.41. Balance for 1 May 2013 will be \$2539.57.

BCD 2013 – First Meeting, 26 March, 2013

Attendees: Skip & Jennifer Peterson, Ron Parks, David Gribler, John Scocozzo for the MG Car Club; Lorna & Ellis Ball, Lois and Don Bigler, Mike McKitrick, Pete Stroble and Stan Seto for MVT.

Topics Discussed:

Marque of the Show – Aston Martin, 100 years old this year, and will be main figure on shirts. There are about four British Marques/Models that are fifty years old this year and we may just list them on the shirt sleeve (no decision) as Class of '63. New class for just this year – Class of '63. It will be in the advertising we do.

Website was discussed, briefly, will be called BCD Dayton.

Some of the details for electronic registration were talked out, and a demo run for notification was run by John on Thursday and the system seems to be working OK.

Contract with Park is signed, already. Park District will be charging for use of pavilions starting this year. The Park System is a sponsor of BCD, so we do not think we will be charged, but if so it will be about \$35.00 per shelter.

Shirt color for 2013, looks like it could be a pastel such as light green, aqua, light blue or light red (actually very light redPink) a sand tone or washed gray color. Lorna to bring samples to next meeting. Some discussion about sample shirt costs.... Did not hear resolution.

Vendor fees to be increased from \$20.00 to \$25.00 and they get a shirt. We talked about Little British Car, a no-show for last three years. Mr. Zorn has been cutting back on show attendance and we doubt he will be there this year.

British Transportation Museum to organize activities for attending children, same as last year. In 2012 it was a successful venture.

While we do have a motorcycle division, last year it was vacant. We did get some Bicycles last year, and will establish a Bicycle division for 2013, with awards, to be organized and run by BTM. Strangely, entry fee for Bikes was not discussed.

We blew a couple of minutes discussing signs. Stan Seto will provide "Events Parking" signs, and Lois and Don Bigler will wrestle with fabricating a road sign for park entrance.

Next Meeting is scheduled for 09 May, 7 PM at Poelking Lanes.

Stan Seto, Secretary.

Events: ~ Bruce Clough

Upcoming MVT Events

May 2013!

Upcoming Events From your MVT Event's Chair – Bruce Clough – bclough@woh.rr.com 937.238.4962

Event's Chair Note:

Here are the events I have on the list for May. Since May is usually the "coming out of the garage month" (not that there is anything wrong with that), I may not have all the May events you might want to go to listed, so bring those unsaid events to the meeting and we'll note them! Also pls note the added show on 5 May in Cincinnati (Stan's side of town)

May Events:

1 May 13 – MVT Monthly Meeting – Logan's Roadhouse – off of North Fairfield road in front of Kohl's/Best Buy/Lowes and across from the Fairfield Mall. Dinner at 6:30PM, meeting at 7:30.
5 May 13 – International Car Festival in Cincinnati – here is what we've been sent:

British Car Club of Greater Cincinnati invites you and your fellow car club members to our newest & a most unique car event-

**The International Car Festival May 5 2013
11am - 4 pm**

The International Car Festival is a celebration of cars- all types of cars from old to new, from classic to rat rods, and cars from all over the world while being a fund raising event for Stray Animal Adoption Program (SAAP) and for the Epilepsy Foundation of Greater Cincinnati. This is our first year holding the event & this will be an annual event. The car show is scheduled for Sunday May 5, 2013 at Easy Street Speed & Kustoms located in Milford Ohio from 11 am- 4pm. We will have TC Hemline as DJ, Food, Vendors, Animals up for adoption, Raffles and Door Prizes and Awards. (this is not a car show or a cruise in - it is a car festival!!) \$10 entry with all of the entries going to the Stray Animal Adoption Program (SAAP) & the Epilepsy Foundation of Greater Cincinnati. Family & Pets welcomed! Free Admission/parking to the public. More info email us at icf@fuse.net or visit our fb page:

<https://www.facebook.com/groups/251290665002090/>

Bring your family - both the two legged and four legged !!!

The host for this car event and fund raiser is the British Car Club of Greater Cincinnati, which is in our 26th year dedicated to all British car marques in restoring, showing and just loving the British cars. Any questions please call either bob Santaro at 513 305 9312 or Debby Manning 859 462 1381 in the evenings.



18 May – Webster Street Market Show - sponsored by the British Transportation Museum. First real car show of the year – bring them out and have a great time!

<http://www.metroparks.org/Parks/SecondStreetMarket/>

You can get a registration form at:

http://www.mgcars.org.uk/british-car-museum/files/2012MARKET_MEET.pdf

Fill one out, send it in, and we'll see you there! Yes, I registered both the Stag and TR7...



19 May – Columbus British Car Day – at the Quaker Steak & Lube off Polaris parkway on the north side. Here is the link for information for this year's meet:

<http://www.buckeyetriumphs.org/BCD/bcdindex.htm>

June Events

1 Jun 13 – Rods & Rails – Train ride and car show in Mason.

Are you a car collector or enthusiast that enjoys the history and beauty of classic cars at your fingertips? If so, come to the Brazenhead Irish Pub in Mason, Ohio for the LM&M Railroad's first car show Rods & Rails! This event is a double feature! You can stroll the lot looking at award winning automobiles and take a ride on the LM&M Railroad's vintage train cars! It's a day packed with nostalgic Americana.

Do you have a classic car you want to show off or compete against local collectors? Pre-register by calling the Mason Historical Society at 513-398-6750 or emailing at msocietyl@cinci.rr.com.

Registration is \$15 per car, and includes 2 free tickets to ride the train that day.

Website for this is:

<http://www.lebanonrr.com/rodsrails.html>

2 Jun 13 - Fort Meigs Perrysburg, Ohio - 15th Annual British Return to Fort Meigs British Car Show - All British Marques welcome. The Lake Erie British Car Club will be hosting their 14th 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, 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. Phone: 419-878-2041.

Email: tenntony@roadrunner.com or visit www.lebcc.org.

9-17 Jun – TRA Tour - come with the Clough's for great fun to and from TRA! **Look for the info later in this column.**

July Events

14 Jul 13 - Cincinnati British Car Day - Come one come Ye All to this year's British Car Show at Harbin Park in Fairfield, Ohio from 9am until 4pm. This year's cars will be the MGTD and Delorean. There will be Door Prizes, Food & Refreshments. Registration form can be found at:

<http://www.bccgc.com/PDF/2013%20Registration%20Form.pdf>

20 July – Tentative Date for MVT Pool Party at the Ball's. Also look for Part 2 of the Rutledge Tour!

Later Events

2 Aug – Afternoon/Evening Set-up for BCD. Rumors are there is a birthday or two on this date also.



3 Aug – Dayton BCD. You cannot escape this. If you haven't registered yet, you will! Head to this website:

<http://www.britishcardaydayton.com/>

Catchy, no?

31 Aug – MVT Run – driving somewhere over twisty-turning roads!

21 Sep – Harvest Tour – Another Excuse to drive your car!

28 Sep – Fall Tech Session – Clough's Garage – get the car ready for the Fall Tour!

4-6 Oct – MVT Fall Tour – this time to the east of Columbus – expect a weekend drive (two night stay – leaving Friday and returning Sunday).

2 Nov – Last Fall Tech Session Clough's Garage

9 Nov - Guy Fawkes Tour & Bonfire

7 Dec – MVT Holiday Soiree and a light tour.

That's the planning so far – want to discuss this at the January MVT meeting. Oh, as if you might not know...

June 2013 – Heads-up – the announcement of the 2013 MVT Triumph Register of America National Meeting Tour d'KY

MVT – as you may, or may not know – every year I put together a tour to and from the Triumph Register of America's National Meeting. The goal is to enjoy the trip there and back – exploring new places and revisiting good places - and staying at inns and lodges you might not know about.

This year the TRA meeting is at Kenlake State Park in Western Kentucky on 12-16 Jun. The goal is to spend a couple of days getting there, and taking a couple of days to come back. Sure – you can drive that in a day easy, even in a Herald (smile), but the goal is to visit the scenery you are passing by, not just note it. We will start the tour on Sunday, 9 Jun by meeting in Wilmington OH at the Frisch's Big Boy and head southwest from there.

Sunday – the goal of this day is a lazy cruise to Ripley for lunch, cross the Ohio on a Ferry to Augusta KY to do some shopping, and then head toward Lexington (via at least one winery) staying that night in Versailles KY at:

<http://www.montgomeryinnbnb.com/>



There is also a chance we'll try and stop by a place featured on Drive-ins, Diners, and Dives. Monday – we are going to do the Bourbon Trail.

<http://kybourbontrail.com/>

...of course staying sober, but also enjoying good KY whiskey. We have always wanted to do this, and were planning it for the 2011 Fall Tour, but ended up doing wineries instead.



We should be hitting 4-5 distilleries that day and ending up in Bardstown at the:



<http://www.jailersinn.com/>

Tuesday – Leisurely cruise to Kenlake, stopping by a few places, including Bill Monroe’s home town. I’ll bring a mandolin, who has the Banjo? That night through Sunday morning we will be at Kenlake:

<http://parks.ky.gov/parks/resortparks/kenlake/default.aspx>



Wed – Sun (morning) will be TRA, and we’ll let the folks doing it let you know later what the fun activities will be. After it’s over Sunday we will be heading north across the Ohio, taking in some wonderful southern Indiana roads and ending up at my favorite Indiana State park – Spring Mill, which has a fantastic lodge:

<http://www.in.gov/dnr/parklake/inns/springmill/index.html>



Monday #2 – we will head for home, but not on the interstate – maybe visit a few towns we blew through while visiting Metamora a couple of years back, dunno! There’s a few decent wineries on the way also!

So that’s it in a nutshell, a fun time is being planned – more updates as get them – if you are planning on going better make reservations now.



May 2013 Bruce Clough (bclough@woh.rr.com)

Introduction

Mish-mash of things this month. It's start of hard-core body work month – my goal is to have most of the bodywork done by the end of May – essentially in primer, waiting for me to get the frame and drivetrain done.

The good, bad, and ugly

Well, since we are into bodywork right now I thought it might be a good place to discuss some things we've found doing that bodywork, some things about the equipment and supplies used along this road.



Remains of a 3M stripper wheel

The good

3M has out these stripper disks that you attach to your power drill and use them in the same manner as a wire brush. The black ones are course, the muddy-red ones fine. I got them thinking I could use them in places where it's hard to get a sander in, such as the water channels around the trunk and spare tire door. Well, you can, and they work

great, but what I also found out is that they work well in general, really chewing through paint anywhere you use them. Black to get the paint off, red to smooth down the remains, and you can work them down to the point where there literally isn't anything left!

The Bad – Ryobi Detail Sander



Looks nice enough – keep it to wood...

Alice bought me this years ago and I had not had a chance to use it, so when I saw there were places up underneath the cowl lip on the engine compartment that the quarter-sheet sander could not get to I thought (and I do think now and again) "this is the place for that sander. The Ryobi uses triangular sheets of sandpaper that peel off and stick to a pad. The sanding motion is from vibration. There were several pieces of 80-grit sandpaper provided, so a-sanding I did go. But not for very long. Although the sander vibrated the pad, it really isn't enough more than to tickle, hardly any paint/filler came off - only when I manually moved the sander did it sand. I did this enough to use up all my 60-grit paper pieces then I put it away. Maybe it works on furniture, but not cars.

Then I remembered I had something similar also to try. Remember the Rigid 90-degree drill I had to buy a year or so ago to fix the Stag clutch slave cylinder mount? That also had one of those triangular pad sanding attachments with it - and it also had 60-grit paper (in this case they Velcro attach rather than stick-on with glue). Got that out and tried it and, it worked!

Of course the cynic would point out that there is probably a 4 to 5 times difference in cost, so it should be better. Yes, the expensive thing works better....

The Ugly - Skill Hand Sander

As you may, or may not, know, I've commissioned Bridgett and Duncan to help me with the bodywork - in fact, they get decent wages for helping.

So they could work at the same time I went out and bought them their own hand sanders - bought the cheapest I could find which turned out to be some Skill units that set me back \$30 each at Lowe's. They didn't have to last long, just long enough for doing the Grey Ghost's bodywork.

They lasted about an hour total.

The failure was from a place you wouldn't expect - the end of the wire lever used to secure the sandpaper broke off. This end is just a piece of plastic that can be easily gripped to open the lever. Looks like the weight of the plastic piece was too much for the wire and it fatigued at an elbow from the vibration and fell off - same place on both sanders.

Moral of the story - you really do get what you pay for. I wanted cheap, I got cheap.



Broken sander paper securer thingy

Note to myself - don't replace these with more of the same.

I bought a Porter Cable that is a spittin' image of a DeWalt we already have - we shall see how well this works out.

The Good, the Bad, And the Politically/Environmentally Correct

I decided to do as much bodywork at home as possible. This isn't anything noble, or a need for exercise, just that with two kids in school and possible career changes/impacts coming on I'm trying not to wrack up a huge restoration bill on The Grey Ghost.

So one of the area I'm going to attempt to save money at is stripping the old paint. Originally I was going to soda-blast the tub and dip the rest of the panels. We are now at sand down the tub and strip

the old-fashioned way the rest of the body. Much more work, but the cost is only a couple of hundred dollars versus thousand plus.

You've already seen the tub progress and my report out on some of the stuff we used on the tub. Some good, others bad, others down right ugly. I realized starting in on the body panels I could do a comparison between the old-style paint stripper and the new stripper. The new stuff is touted as being as effective but environmentally friendly.

So is it?

Time to do a trial.

As a victim, I chose the trunk lid. Big enough to get a good comparison going, yet small enough to switch to all one method easily. Let's recap the contestants:

The old school is represented by Methylene Chloride jell - works fast and spreads easy, but is pretty toxic and easily absorbed into the body through the skin - and burns if it gets on you.

The New school's representative is a citrus-based jell. Smells nice, not very toxic at all, easy on the hands, and is a bit cheaper than the old school stuff.

So what I did was to spread old school stripper on half the lid, new school on the other half and see what would happen.



Methylene chloride-based stripper on the left, citrus on the right, 15 minutes into the experiment

After 15 minutes it was easy to see that the old school stuff was lifting the paint while nothing was happening on the new school side. I then took a metal scraper to the trunk lid:



First scrape

The old stuff lifted most of the top coat and went into the grey below, but the citrus stuff hadn't done much to the paint at all.

I actually was disappointed with both strippers. I knew the citrus stuff would be a lot slower, but after 15 minutes I expected something. I also expected the old school stuff to go deeper than it did.

Time for another coat. This time I'll strip the old stuff after 15 minutes, but let the new stuff sit a couple of hours:



Stage 2 of the trial 30 minutes in

This time the old school stuff pretty much removed the rest of the paint and after leaving the new school stuff on for a couple of hours it lifted a couple of paint layers:



2 hours in - citrus stuff actually working

Since I was running out of day at this time I just went ahead and hit the citrus side with old school stripper and let that sit 15 minutes, then took a scraper and steel wool to the trunk lid, and got this:



Stripped Trunk Lid

This pretty much is ready to be sanded – I think I'll do one more strip cycle and use #3 steel wool to rib it, but almost all the paint is off.

So what did I learn?

1. If you have to remove paint fast you have to use old school stripper. You notice the paint bubbling up within a minute or two whereas the new citrus stuff takes at least an hour.
2. If time is not an issue the citrus stuff works okay. Here you spray/brush on the stripper and leave to do something else for several hours.
3. Both say they wash off with water, but I found that scrubbing with steel wool soaked in paint thinner, wiping that, then wiping with lacquer thinner on a rag tends to wash the stuff off quicker.

4. Nitrile gloves will protect you against the methylene chloride stuff, but you need to buy the thicker black ones, or wear double layers of the blue ones.
5. For both methods, you will go through quite a few rags and steel wool pads, so make sure your garbage can is big enough!

Speaking of the body...



Mike McK welding away at some stress cracks

Hat's off to Mike McKitrick for coming over and welding up a few stress cracks on the tub in the engine area. Those have been there as long as I've known the car (circa 1988) so it's about time Bruce! Just after Mike completed this I also modified those sawhorses the car is stilling on so they became a rolling platform for the beastie. Of course this was after we did all the heavy-duty sanding that trashed the garage!



Look ma, it rolls!

Yes, I think Duncan really wanted to ride this down the driveway!!!

Triumph Geology

Layers, it's all about layers. A couple of months ago I showed how many of layers of paint is on this car - about 7 layers give or take a few. There is also a lot of other stuff on the car. For instance, I always wondered why the driver's door, if looked at from above, was a bit bowed out. Well, since I had to strip the paint I thought I'd investigate this phenomena.

Just like a geologist digging through layers of rock and heading back into history, I went a bit back myself going through the paint. Under the MAACO white paint is the original Grey Ghost paint, under that primer, under that was body filler that I used to level the door (boy, was that wrong...), under that was the yellow coat put on in the mid to late 70's, under that more primer, under that a bunch more filler used to level the surface, then finally under that was the original red paint and primer.

Of course, you can really feel the height difference from bare metal to the MAACO top coat – you can feel the weight different also after I get the old paint of the pieces!



Driver's Door after stripping – old paint and filler is to the left.

I did leave some of the old filler in since that was filling a dent or two in the door and seemed like it was sticking. Speaking of filler, I stripped the driver's rear fender and discovered the whole side of it was filled!



Filler Galore!

I'm sure this was done to get a perfect level on it by some owner prior to me having the car the first time. Still sticking good so I'm leaving it. The front fender on the driver's side was a bit different



Front Fender before the fun...

I stripped the front fender and noted the filler repair – that was there 20 years ago. I also noted the line between upper and lower parts of the fender where it looked like it had been dipped. Not sure of what that is.

Since The Grey Ghost is not going to be a show car I was going to leave the filler intact since it had metal (albeit pop riveted) behind it. But there was a little section of the filler near the bottom that was cracked - that led to me pulling a bit of that filler up and discovering that filler was not really sticking to the metal someone had put in a long time ago since that metal was galvanized steel.

Uh, filler will not stick to galvanized.

So ripped off all the filler and took off the metal patch. Cut off all the bad rusty fender metal. Great, now I have a gaping hole in the bottom of the fender. Time to get out the Eastwood Gaping Body Hole Repair Kit.

I suppose I could write a “Good, Bad and Ugly” about this kit.

I bought this kit a few months back when I was working on the body tub. This kit comprises of pliers to form metal flanges, pliers to make pop-rivet dimples, little clip metal patch holders that use the same holes that the pop rivets do and a tool to put them in and extract, and special epoxy glue and the attachment to a caulk gun for the glue.

The idea is this: one cuts a patch a bit bigger than the hole, you use the flanger to make flanges on the body part so the patch will fit flat, the dimpler to make dimples the pop rivets will lie in so filler can go over them, the glue to actually hold the patch on (the rivets hold it flat while the glue cures), and the clips to hold the panel in place as you work.

Great in theory – what I found out is the clips work fantastic, the flanger really needs to have a variable depth it can work, the dimpler needs to be a two-piece, one for the patch and another for the body it's going into, and the epoxy glue/attachment broke my caulk gun!

Not perfect, but I used it anyway.

The patch panel went on the fender with just a minimal amount of cussing and moaning.



Patch panel in place before attachment

Since the epoxy tube broke my caulk gun without really giving me any glue I used some JB Weld I had for the glue – worked perfect.



Patch in place.

So that is where we're at in later April – still working around the body doing the big body work fixes, then shooting primer on it, mounting it on the body, and moving on!

So What Did I Learn on the MVT Spring Tour?



That a bunch of old bridges can bring out people to go and look at them even if they (people silly) are not photogenic.



That red is the color of old cars even if it doesn't happen to be a Triumph



That Toyota hubcaps will fit a TR4 with a suitable application of force.



That 14 year-old girls will still choose to look for frogs rather than look at bridges.



That you might want to call ahead and see if folks have indoor seating for lunch.



That not all wine is bad, but most whines are.



That Prez is photogenic, or at least pink...



Ted can do two things at once, so he must not be male (smile – he'll get me for this)



That some folks need to understand to keep clothes on while skinny-dipping.



That you can be serious at an ice cream parlor.



...or not



That fudge is always available.



That Stan is happy even if he misses most of a tour, and...