



"The Marque"

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Events
Tales of the FrankenStag
Sugar Cream Pie Recipe from Debbie!
Early TR Man is back

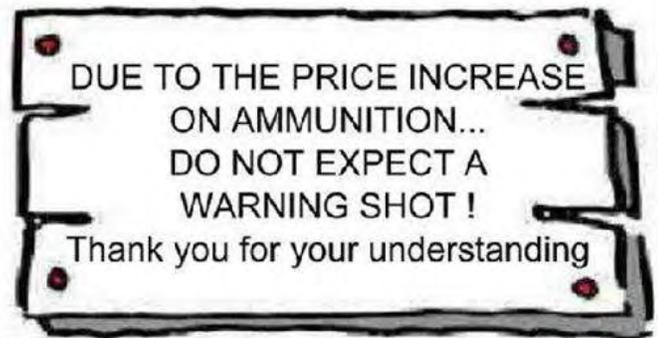
March 2013

MVT Officers

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

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

New Sign For Your front Door



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

As I write this months' report, Ellis and I are babysitting our great grandson Adam.....and are watching "Bubble Guppies".....wow....we know how to live. ☺

I'm ready for Spring.....how 'bout YOU? The convertibles are screaming for us to get the dust off of 'em. Our Spring Tour will be here before we know it. Stay tuned for the details.

Be sure to vote for officers and awards. You can do so online or by paper ballot at the March meeting. It is so good to see some newer members nominated.....both Greg Relue and Curtis Hayes for Vice President and Valarie Relue for Membership.

We had two events in February. Both were a huge success. A large crowd (18 by my count) were at the Super Bowl Party at the Cloughs' home. What a great time! A big thanks goes to Bruce and Alice for opening their home to all of us. Ellis and I were at the last minute unable to attend the Valentine's dinner at the Golden Lamb, but again.....a great turnout! The food was very good and everyone had a very nice time. I seriously think this could become an annual event! And, a big thanks goes to Bruce for arranging that event.

And a final note: Our club extends our deepest sympathies to Beverly Stout. Her mother passed away this week after suffering from Alzheimer's. Our thoughts and prayers are with Beverly and Scott.

Secretary's Report: ~ Stan Seto.

MVT Meeting Minutes – 06 February, 2013

The February Meeting was held at Logan's Roadhouse on Centre Drive in Beavercreek, Ohio. The Vice President, Ted Allison, opened the meeting at 7:30 PM, with "Hail to the Queen!" There were 18 club members there and the two Clough children.

Officer's Reports

Ted told us that Madam President was sick. So he was standing in. That was his report and he asked others of the staff to report.

The Secretary, Stan Seto, commented that the January minutes were published in the Marque and asked that the minutes be approved. Motion was seconded and passed with no opposition.

The Treasurer, Harry Mague, reported current club status. There is a report in this copy of the Marque.

The Membership Director, Eden Allison, was also absent but Ted reported that the club membership is still at 37 members.

The Events Chairman, Bruce Clough - Reported that in February the Super Bowl party had been held on the 3rd of February, and was a well attended event. Up coming was the Valentine's Day dinner at the Golden Lamb in Lebanon, 16 February at 6 PM and that there were about 16 signed up to go. In March, the Awards Banquet on the 9th and at the Beaver Creek Golf Course Clubhouse. Lois Bigler gave us a rundown on the rooms we will use, same as last year and the dinner menu would also be the same as last year. The Treasurer reported that the club has sufficient funds to pay for the event. There was a motion, reported at end of report. Bruce reported that there would also be a Tech Session to work on the BTM vehicles on the 23rd of February, work on the Peerless or the Herald.

Lois Bigler offered an opportunity for club members to go to Building 12, Sinclair – Tech. exhibits – in Dayton, no charge to go Saturday or Sunday.

Committee Reports

Technical – No Report.

Spares – No Report.

Newsletter – Mike McKittrick said things are going well and that Mara has sent the club thanks for all the cards and prayers.and Friday, February 22nd, Mike & Mara again became proud grandparents of Grandchild #6, Lachlan Scarlet at 9 lbs. 1 ounce.

Regalia – Pete said he brought stuff if anyone wants to see it.

BCD – Start up meeting of 2013 will be some time in March, TBA.

Old Business – The following nomination was made for the upcoming elections –

Marque of Distinction: Chuck White.
There were no other nominations. So the final tally for nominations are as follows:

Officer Positions

Vice President – Curtis Hayes and Greg Relue
Membership Director – Valerie Relue
Events Coordinator – Bruce Clough

Awards

Marque of Distinction – Bruce Clough and Chuck White
Keep It on The Road – Ted Allison and Chuck White
Press on Regardless – Jeff Barth and Stan Seto
Most Improved – Bruce Clough.

New Business –

Registering the MVT Logo – Explained by Harry Mague. The club has a choice to register with the State of Ohio as an LLC (Limited Liability Company) for \$125.00 and a would have to be renewed after a number of years or Register with the US Government (essentially establish the Logo as a trademark) at a cost of \$325.00 and the action would take about 6 months to a year to complete. A motion was made, see below.

Based on some input from our waitress (who is providing excellent service) she recommended we rethink the permission to put gratuity on the billing, as the restaurant has no electronic way to process it with the other items on the bill, and she was very uncomfortable hand writing it on the credit card slips. A motion was made.

There were three motions made, seconded and voted on.

The First motion was made by Stan Seto and seconded by Charles White – That the MVT Club pay for the awards banquet costs. There was no discussion. There was a voice vote: near majority of “Aye’s” and no “no’s”.

The Second motion made by Chuck White and seconded by Stan Seto – That the MVT register with the state of Ohio as an LLC. The matter had been discussed prior, so we moved to voice vote: near majority of “Aye’s” and no “no’s”.

The Third motion made was by Bruce Clough and seconded by Ted Allison – That the club rescind the permission given to Logan’s to put a gratuity on the bills for the food bought. The discussion having been done we moved to voice vote: near majority of “aye’s” and no “no’s”.

Split the Pot - \$9.00, Stan Seto’s ticket won.

Meeting adjourned at 8:15 PM.
Respectfully submitted, Stan Seto, Secretary

Treasurer’s Report: ~ Harry Mague

Treasurer’s Report: As of 1 February 2013, we have a balance of \$4481.93. Since February 1, 2013 the club had the following income: 50/50 for \$8.00. Total income for February is \$8.00. The club had the following expenses for February: Donation of \$50.00, Marque Expense of \$11.34 (January and February) and MVT award gift cards for \$250.00. Total expense for February is \$311.34. Balance for 1 March 2013 will be \$4178.59.

Events: ~ Bruce Clough

Upcoming MVT Events! March 2013!

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

Jay sent this:



Lorna – this is my idea of driving the bus!

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

6 Mar 13 – MVT Monthly Membership Meeting at Logan’s Roadhouse by Fairfield Common’s Mall in Beavercreek – dinner at 6:30, meeting at 7:30.
Unlike Tumbleweed, the food is good. Come hear us all say how good the V-Day event was – I think the Golden Lamb did an excellent job hosting us that night!

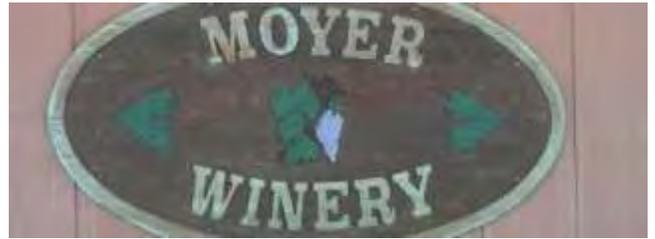


9 Mar 13 – MVT Awards Banquet – Beavercreek Country Club, 2800 New Germany-Trebein Rd, Beavercreek, Ohio 45432 – phone: (937) 320-0742. Cocktails at 6:30, dinner at 7 PM, car bragging appropriate at any time. After dinner highlight is the “State of the Club” address as well as new officers and awards! Will Stan take home the “Press on Regardless” for the seventeenth year in a row?? Cost? Food is on the club, but you have to pay for the alcoholic drinks and sodas. Let Lois Bigler know you are coming – 937-253-1580, or BigDay@zoomtown.com by March 4th. Oh, if you have any photos over the last year – send them to me since I’m putting together a slide show! - Find out who won the coveted awards for their actions (or antics) on 2012.



You bring them, we’ll fix them...

23 March 13 – MVT Spring Tech Session – will be at the Clough’s – Bring your part (or whole car) to work on – get it ready for the Spring. Address is 1726 Sutts Trail, Xenia – in the wilds of Greene County....if nothing else he’ll hand you some sandpaper and you can sand the Grey Ghost...



20 April 13 – Spring Tour – just a one-dayer this time, but early to rise! Goal is to finally have a lunch at Moyer’s Vineyards on the Ohio, and drive OH 247 one more time. You can plan on an early morning meeting at the McDonalds, I-71 and US-68, and us heading towards Hillsboro from there, maybe stopping at the gas station on the south of Hillsboro so Stan can get another “Press On Regardless” nomination? I would also like to stop at somewhere interesting for dinner – the restaurant at Cowan Lake is one idea – what other places could we stop at on the east/northeast side of Cincinnati? Ideas(The Precinct is an excellent idea, but too close to downtown...)???



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!

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>

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.**

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

2 Aug – Afternoon/Evening Set-up for BCD.

3 Aug – Dayton BCD. You cannot escape this.

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.

DEBBIE FERRATT'S SUGAR CREAM PIE

Ingredients: 9" pie 8" pie
 1+1/2 c. 1 c. Sugar
 1/2 c. 1/3 c. Flour

 1+1/2 c. 1 c. MILNOT
[1+1/2 c. = 1 12oz. can of MILNOT]

 1+1/2 c. 1 c. Milk [any %]
 3 T. 2T. margarine/butter

 1/2 T. 1 t. real vanilla
extract
[1/2 T. = 1+1/2 t.]

 ground cinnamon, ground nutmeg

NOTE: MILNOT is "Evaporated Filled Milk" [NOT regular Evaporated Milk] that is sold in 12oz. cans in some grocery stores; can be hard to find. I tried using Kroger's own brand of Evaporated Filled Milk, but the finished texture of the pie was not as firm; I have not tried any other store brands. MILNOT is best.

Bake and cool 1 pie shell crust; before baking, lightly sprinkle pie shell with cinnamon. I use the refrigerated Pillsbury Pie Crusts...just too easy.

In a 1+1/2 qt. or 2 qt. saucepan, mix together the sugar and flour. Shake well the MILNOT can, then stir the MILNOT slowly into the sugar and flour mixture. Then add the milk the same way, getting rid of any lumps. Cook the mixture on medium heat until bubbling and somewhat thick, stirring frequently [constantly?] so it doesn't burn on the bottom of the pan. Remove from the heat and stir in the margarine and vanilla. Pour the filling into the baked, cooled pie shell. Sprinkle the top lightly with ground nutmeg. Refrigerate until firm. Enjoy!

Lucas -- inventor of the self-dimming headlamp

Tales of



February 2013 - Bruce Clough

Evans Coolant Integration – The complete story
Okay, so last month I left off talking about the Evans Coolant I was putting in the Stag. If this stuff works it's going in the TR7 and TR3B. I ordered it from R/A Hoerr in Peoria, IL and it arrived the next evening. Wow! Almost as quick as running to Wal-Mart! Since the idea of this stuff it to eliminate the need for high-pressure cooling systems by replacing water with a fluid that can run significantly hotter without boiling you have to remove all the water from the system. Considering the system has heater box and engine block you have to ensure they get drained also. That meant I had to:

- a. Disconnect the heater hoses and blow out the heater. They show folks using high-pressure air lines or small blowers, but I just used my lungs. It takes a few times to blow it out, but I managed it (I just don't like to use high-pressure air on things that if they fail will be a pain to replace...).
- b. Drain the block – the TR7 engine has a drain plug on the lower left-hand (as the driver would see it) of the block in front of the starter. There is a significant amount of fluid in the engine folks, so make sure you have a good-sized drip-pan when you do this.

So I did that, but that's not enough, you have to get all the water out, so I had to use Evan's Prep Fluid (essentially ethylene glycol with some special additives) to dilute the remaining coolant to reduce the water further. That meant another fill and drain sequence including heater core and block. But after that was done the system was ready for the new coolant, okay almost. I wanted to change something while I was at it, Two years ago when I fitted this engine to the FrankenStag I pit a heater shut-off valve on the firewall near the wiper motor. That valve also had a built-in bleed valve so I could get the air out of the system. Since then I've been running with that

valve open all the time (just like many modern cars which redirect air through hot and cold matrices (coils) depending on what you want rather than turning off coolant flow) and just turning on the fan if we needed hot air. Works fine, so I took that valve off, shortened the hose run, and took off several brackets used to hold the hose.

While I was at it I also eliminated the coolant expansion tank. This stuff doesn't expand and return to the system like water, so off that came. I also put a TR3 4-lb cap on the system since it doesn't need the 17-lb cap that was on it.

Theoretically you don't need a cap at all to hold pressure since this stuff doesn't boil, but you need something to keep it from splashing out.

So how does it work? Later...

More Lights!

I think I forgot to mention the lights I put back on the FrankenStag last summer. If you remember way back I removed the inner headlights (high beam only on a stock car) to provide more airflow area to cool auxiliary radiators I had developed.



Inner headlights replaced with air vents way back when...how about that hood riser???

Don't need those now that I've underpowered the car (wow, do I feel green...), so it would be nice to get lights back. The outer lights are the usual high/low beam combo of modern Xenon lights, so what can I do to make this unique?

Mercedes Benz.

Yep, Mercedes Benz – 300D to be more exact.



Turns out that body style used 5.75" fog lights that will fit where the original high-beam-only inner lights were. So, where do I find those lights?

Ebay.

Right – so I watched ebay for about a week and I found a pair for sale at a reasonable price, bought them for \$30, but what to put in them?

For those of you who have been following the tale of Bruce and his "let's try this technology" mule that he calls The FrankenStag" know that the only filament bulbs on the car are the headlamps, and that's only because they do not make 5.75" LED headlamps. The logical thing is to find LED bulbs that fit the fog light socket. The fog's take H3 Bulbs, so I headed off to ebay to look around.



Found some from a guy in Hong Kong, and the price was pretty cheap. Took about 5 days to make it across half the globe. They are not the brightest I maybe could have found for the lights, but you can see them in the daytime and at night they do allow you to see better. Gives us room for growth... Meanwhile I had to figure out how to wire these. I had the wiring harness and switching all ties and covered up, so I didn't want to make huge mods, so I decided to dispense with a separate fog light

switch and wire them into the running lights. What harm can a couple more running lights do? This kept the wiring changes to a minimum.



Fog on the FrankenStag

So far they are working well. I'm still on the lookout for brighter LED H3's, but very drive-able as is! Music, Music, Music

When I put the last sound system in the Stag, the thought was simple – really – just have the iPhone talk over a cable to a power amp. All music would be on the phone, no showing amp or electronics. Phone sits between seats, amp is under passenger seat – speakers are integrated where the passenger “cubby box” is on either side in the back - how hidden is that? No big displays at all. Very simple.

Well, in practice, too simple. That “240W” Pyle Power Amp I have coupled to the Pyle 6x9 tri-axials coupled to the iPhone just:

1. Can't get it loud enough – not enough volume to listen at slow car speed – I have the iPhone all the way up to hear anything.
2. Can't adjust the tone – you get what you get – I suppose I could play with the simple controls on the iPhone, or find an “app” for that (maybe), but I miss the flexibility of a multi-band equalizer, or even the simple bass and treble knobs.
3. Can't adjust balance since there is no balance adjustment in the whole system.
4. Too many wires running around – I want something more stealth...

Okay, so I have some equipment to modify. I want to stay with the music storage on the phone (even though iTunes is a miserable music management

environment) and I want to keep the visible minimalism going.

So maybe this will help you in your fight with LBC audio, maybe not, but at least it will give you some starting point. Let's talk about three parts of this – connection, pre-amp, and power amp.

I was thinking of getting a Bluetooth AM/FM Receiver. We have put Pioneer FH-X700BTs in both our Subaru with good luck, but it's a double-DIN receiver and I really don't want to hack up the dash to put it in. I does have cool lights and the functionality is good.

To give flexibility I decided to try a separate Bluetooth Receiver, pre-amp and power amp.

Connecting

Bluetooth. I got it, I'll use it. I've gotten used to getting in a car and the radio talks to the phone in the pocket to talk to the cell tower to bring me music over the web. Sure, it's compressed, but in a dynamic environment (like the Stag) you will not notice it. We ain't talking about a Lexus interior... I looked around a little bit, and you can get cheap Bluetooth receivers from China for less than \$10 including postage, so I ordered one. Aroud here you can buy the same receivers, but they cost you \$30 plus tax. It's just a simple transceiver designed to be plugged in a USB for power and has a 3.5mm audio jack on it.



One Bluetooth Receiver from China via ebay – all of \$9 including shipping, if it dies, it dies...

The most expensive thing about this was the \$10 I paid for the USB power adaptor this takes, more on that later.

EQ and Boost

Just like high-end home audio systems that rely on a separate pre-amp and signal processing gear, I think the car would benefit from this – especially

since I need more front-end gain for volume. Searching the Web I found a gazillion units for sale that combine pre-amp with equalizer. I went with an NVX XEQ7 unit for \$60. There were others cheaper, but not with the specs and functions this has plus the “cool” name and blue glow..



NVX XEQ7 Pre-Amp and Equalizer

Ordered it from Sonic Electronics – no endorsement for that company, but web ordering was easy and it came the second day.

Boost Big Time

Next issue for volume is the power amp. What I have in there (bought for \$29 from MCM electronics a few years back) is supposedly “240W” – well, finally looking at it really close (yeah, don’t ask me like why I didn’t do this earlier) I notice it has only a 5 amp fuse. Hmm, at 100% efficiency that’s only 60 watts and it’s not 100% efficient – that means that in reality this probably can do only 20 watts/channel if that, probably maybe 10-12 driving those 4 ohm speakers. No wonder it was whimpy, whimpy, whimpy.

Need more power.

Now loudness goes up by factors of 10 for power, which means that if I want it to play twice as loud without distortion I need ten times more power. So, I need at least 100 w/channel. Heading out to the Internet again, I found the Vibe Black Box unit with 110W/ch and a decent form factor – more about that later also.



The Power Amp – Looks Cool

The only good thing about power amps anymore is that the prices are cheap. Paid \$60 for this including shipping and it also showed up two days after ordering.

Now Let’s Talk About Installation

The old amp had been located in the trunk under a prior life of the car, but I moved it under the passenger front seat when I put the fuel cell in. Kinda nice since it hid everything, but you could get to it fairly easy (four bolts). My original goal for the updated equipment was to put the amp under the seat where the old one was and put the pre-amp in the dash. The Bluetooth receiver would be in the USB cigarette lighter adaptor and wires would connect them all.

But then I thought, “why not put it all under the seat? Maybe it will fit?”

Here is the old amp installed under the seat



There actually is plenty of room under here which I took full advantage of:



I had to cut back the carpet a bit (it's sad carpet anyway) and take the end pieces off the amp, but it fits – snugly. Power amp is to the left, pre-amp to right, and you maybe can just make out the USB power adaptor at the top right.

So how does it sound? Louder than before certainly. If you like bass there are several bass-boost switches in the system and I can torment those woofers (and folks in the back seat). If you have a discerning ear and are listening to music being played from a CD player using a line to connect to the system and then listen to the music from the iPhone through the Bluetooth you will notice the difference from reduced bandwidth and file format compression, but when the engine is running and you are on the road with the top down you won't hear that.



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

Introduction

It's been over a year since I wrote one of these columns. Last time I documented the homecoming

of TCF1760LO, now it's time to get that car back on the road.

But not so fast. As you might remember, the car had to be dragged home on the back of a trailer. My hunch it that it will need a complete restoration – actually, it's more than a hunch. The car hasn't run in well over 15 years and has been sitting in a barn. Surface rust, dirt, grime, mice nests, and a BAD MAACO paint job ensure that I need to take time to take it all back apart.

I have a little under 1.5 years.

I want it to make TRA 2014.



Beastie coming home...

So what you are going to be reading over the next year are my (okay, Alice and the dynamic duo will be in this also) trials and tribulations of getting back on the road within a limited budget.

Evaluation

The first thing I did this month is really look at the car. Structurally, not much was done since we sold the car to Frank in 1994. Most of the good things I had done were still there, most of the bad things also. All the upholstery needs to be replaced, carpet has been a mice paradise. Hydraulics are shot, and some lines are pretty rusty. My guess would be the cylinders are rusted up, and I do notice one TR3 front brake caliper, one TR4 caliper. Now that I didn't do (Toyota time). Engine seems okay, but dirty. The paint has to go. A perfectly good expensive paint job ruined by MAACO. Frank!

Suspension rubber is shot, and one front shock doesn't seem to be working. Electrics are a mess, with a few spots on the wiring harness being chew toys for the mice. Instruments have all been degraded by sitting in the barn and all the upholstery panels have warped from humidity changes.

In other words, I have to re-restore the car.

Not a good thing since I have to spent time & money.

The only positive thing is that I'll finally get to do a sidescreen car my way, which means a lot of things will not be stock. I have a long list of things I've always wanted to do to a TR3, but have been held back by the vestiges of being a TRA Concourse Judge. Okay, now I'm also the TRA Technical Consultant, as well as a concourse judge, but I'm not going to let that stop me either. It probably is not going so far to be something you'd take to Good Guys, but there will be some definite changes.

Coming Apart

The only good thing is that the car came apart. Where I had replaced bolts 20 years ago they came out with ease. I only had one bolt give me a problem. I had the body apart and ready to be lifted off in about a day. Hat's off to the MVT members who came over on February 9th to help me move it. Remarkable how fast the body can be lifted and moved with 8 bodies around to do it. Now we can really inspect the body.

The Once and Future Grey Ghost

The car was known as the Grey Ghost when I had it originally. After Frank painted it an off-white he called it the White Shadow. It's going back to the Grey Ghost, but not totally back to the way it was. See, I've always wanted to street rod one of these, yet keep the original drive train – go very simplistic, but also very modern. I have an idea of the look I'm shooting for. It won't win concourse, but it will be more fun to drive. And also more reliable since I know now what I need to do to increase reliability as well as maintainability – after 30 years you do tend to soak some things in.

Body Fun

Anyway, back to the car. We got the body off and under inspection all Frank really did was cover my beautiful Grey Metallic coat with a bad off-white color paint job (sob...). That paint isn't very thick. It still has the rust fixes I did in the floors, and the rust fixes others did in the back and in the fenders, also I can really see how this thing must have been rear-ended on the driver's side a little, and something beat-in the driver's underside on the back of the rear tire. They almost got it pushed back right, but not all the way. My goal is not to mess with the body work, but fix the obvious issues

and press. My goal is also to do several more things:

1. Move battery to the back – better weight distribution and also gets rid of that rust-prone battery box (which is rusted out, BTW). I've had this in a TR8, and did it to a TR7 and Stag. It does reduce luggage space, but having clean clothes is highly over-rated.
2. Reduce engine bay clutter – all the electric control stuff including fuses will be moved into passenger footwell. This means I can remove their mounts as well as plug the holes.
3. Get rid of all the extra caged bolts – if you haven't noticed, in TR3Bs there are quite a few of these that are not used and just provide a place for water to lay in.
4. Go with a throttle cable rather than a throttle linkage. Those linkages are nothing but trouble. I'll figure out how to mod a TR7 pedal to fit. Hammer!

To Blast or not To Blast?



Ugly, ugly...

\$1500. That's what it would take to get a soda blasting company to pick up my body and frame, blast them, and bring them back, \$1350 if on site (but nobody really wanted to do it on site). You know, \$1500 buys a lot of sandpaper, so what I think I'm going to do instead is pay Duncan and Bridgett \$10/hr to sand down the body and fenders and I'll hit the hood, doors and trunk lid with paint stripper.

Turns out there are four coats of finish paint on the car with attending primers – probably about ten layers total. I think I need to take this back down a bit, so my plans are to sand down to at least the "red" level – the original color. After that someone

painted it school bus yellow, then the Grey Ghost grey metallic, then the off-white. Since there were several spots of surface rust showing through under the passenger side windscreen mount I thought I'd look at the paint layers, so I hit it with a little paint stripper and 80 grit sandpaper and found this:



Paint layers, just like geology...

As I expected, lots of layers. The good thing is that I have lots of sandpaper!

I also went back around to where the rear had been dinged under the fender. There was some rust repair there by a prior owner (before me the last time) that was pulled apart from the hit, exposing more rust. In fact, when I took those patch panels off and looked I noticed there was a mouse nest (!) in there, so I cut an end panel off to get at it. What a mess!

So....I got the vacuum cleaner in there and pulled out the nest. Turns out whatever hit the car from underneath pushed in the body near a rear frame mount and caused a hole the mice found. Looks like I need to close that hole as well as repairing the rust.



Be it ever so humble, there is no place like home!

I also worked quite a bit on the engine bay. I took out the battery box (rusted through) and am going to replace it with a flat sheet of metal – the battery will go in the trunk. I also drilled out the wire loom tabs as well as a whole bunch of caged nuts that will not be needed. With the fuse box and relays going under the dash the new firewall will be pretty clean...



Getting there – a lot of grinding on the firewall

The trunk floor area is another concern – over the last few years water got into it and put some pinholes in it. Since this isn't structural I just sanded the existing rust, neutralized it, and turned to my trusty fiberglass fix.



Trunk area that had a few rust pinholes from water that got in

While that was curing I went back forward and started work on covering up the hole in the firewall left from cutting out the battery box.

Note – The spot-weld drill I got from Fastenal worked great for drilling out the spot welds while leaving minimal body damage.

All I ended up doing was getting some 22 Ga sheet steel from Lowes, getting the Eastwood non-weld body panel repair kit including counter-sunk pop rivets, and expending some elbow grease. The panel went right in, but I will have some grinding

and smoothing to do. At the same time I did a few more mods:

1. Got rid of the accelerator pedal cross-shaft holes and mounting points – am going to go to a cable rather than the three-shaft linkage.
2. Covered the heater hose “through the firewall connector” holes – am going to run the hoses differently.
3. Drilled out all the wiring harness clips – will install screw-in clips later.
4. Reduced the firewall hole size for the steering column shaft – this big hole is a relic of TR2/3 single piece shaft and production methods.



Firewall Uglies – 25 Feb 2013

The goal is to modernize and minimize – modernize the engine and forward electricals while minimizing the stuff going through the firewall. The electrical system stuff on the passenger side will all be moved internal, and we'll use just one wiring harness going forward to the lights. Stay tuned on this.

The gas tank area received a bit more attention. After careful deliberation I decided to go with a modern gas tank rather than see if the old rusted/coated/re-rusted original tank could be fixed. Cost was a factor also – to the tune of \$400 less going with an aftermarket tank (that also gets me a reliable sender), but nothing is simple.



Gas Tank supports in the raw...

The same aftermarket tank that is in the Stag is relatively the same dimension as the TR3 tank, so I ordered another from Summit Racing. Since nothing is simple...

1. Had to cut out the existing tank brackets attached to the floor – spot weld drill came in handy again.
2. Had to build new tank bottom supports – had to extend support flat from forward - had some wonderful aluminum bar stock on hand for this and plenty of pop rivets and high-strength epoxy.
3. Had to flatten a bit of the differential bulge in the floor – measured and the amount I took off should not be an issue.
4. Biggest issue is that I cannot use the stock gas cap or gas cap location. Since I'm hardly a purist this doesn't bother me, but I was hoping I could re-use since that avoids the fuel door integration issue. No dice – I'm going to have to go with a new location and low-profile fuel door – where did I put that Hot Rod catalog...???



Filler move – about 8 inches to the left...

Did I ever mention back lights bother me? Later in the TR3 run they went from a single back brake light to dual brake lights out at the tail-lamp locations. That meant they had to add a light on both sides for the turn signal, and thus the added Lucas "Bullet" turn signal housings. I always thought that was ugly and broke up the original clean lines of the TR2.

Solution. Get rid of them. Ha! Easy for you to say, but how do I get a turn signal, brake light, and running lights from just two filaments? Easy.

1. Plan to use the new Moss LED tail-lamp units.
2. Wire in a couple of relays for both sides in an exclusive-OR configuration that will cause the appropriate turn signal to flash while brake lights work.
3. Use license plate bolts that also function as plate lights and brake lights – bikers use these a lot.
4. Get a flasher gizmo that flashes the brake lights a few times when first applied – that grabs your attention!



Rear apron with turn signal mounts taken out – another job for epoxy and counter-sunk pop rivets!

Cutting those out wasn't as radical as I thought since that back apron had been pretty badly beat on over the years and has a lot of filler in it, especially driver's side and around the license plate lamp location – all of that will get closed-up. This was something I should have done 20 years ago. Now to fix the rust back here. Two locations here, one where the tail lamps mount and the other's the lower rear corner – where the mice next was. Since the tail light area rusts usually from water inside the trunk I'm not too concerned with that area except to ensure I have a place to attach the

tail lights and make sure the area is sealed and the trunk corner drains are in place and functional.

Lower Rear Corner Driver's Side

I did manage to bang-back the metal due to whatever whacked it, closing the hole the mice used as a front door. I then sprayed a liberal layer of rust converter in the inside, used some seam-sealer to fill seams, then fixed a few rust holes starting to form on the side where I would have to replace the plate I cut out. Next I sprayed the inside with Eastwood's Rust Encapsulator to seal the metal surfaces, and finally used my tried-and-true pop-rivet and epoxy method to put the cover on. It's on!

While I was doing this I noticed a repair from before I bought the car originally – that had started to come apart, so it's time to fix the fix...that was an easy fix since the metal was not rusted through – we just need to seal seams.



Fixed rear corner, but what is that just ahead of it??? Later...

Dog Leg

Okay, fixed back panel – now to investigate the repair I did over 20 years ago to the inside lower rear fender the same side, what we call the dogleg section, or if the car had a hard-top, the lower part of the B-Post. It looks like I need to revisit that. Off with the fiberglass!



Yuck, just the way I remembered it!

Well, so much for the bodywork fairies visiting this spot. To be honest it hasn't degraded much from what it was, but that's not saying much! I suppose I'm due this. That's a place I never put metal in back in 1988, just covered the hole in fiberglass. The lowest rear fender caged nut was of course bad, and that we replaced with a speed nut (ah, the things I did back then). Time to replace the metal and put a caged nut back in. First thing is to cut away some of the metal so I can get up the inner rocker and neutralize rust. Fortunately the outside and inside pieces, including the inner side flange, are in good condition, only the part that is facing the wheel is really rusted.

New Style Throttle Linkage

As I mentioned earlier, the throttle linkage on the early TRs was always problematic – three rods, three ball-in-hole rod connections, four pivot points, and a couple of springs ensured as this wore you might spend some time by the side of the road putting part of it back together. I want to use a cable like more modern cars use, like our TR7 and Stag. This also alleviates the issue of that cross-rod the actual pedal is connected to getting caught in engine stuff and bent when engines/bodies are removed and replaced (like happened to us when we took the Grey Ghost's body off!). Also allows easier adjustment to take the slack out of the pedal feel.

First step in this is replacing the pedal assembly. Somehow I need to replace the pedal dangling from a cross-shaft with one more like the TR7, but the TR7 pedal mounts in a different location and has a different shape.

Hmmm...

Got it – best of both worlds.

I'll take the TR3B pedal face and mount it to a TR7 pedal assembly. I have the original pedal and I have a TR7 pedal. Easy peasy!

Okay, not so easy. You have to measure some offset so the relative pedal face position is maintained versus the original, which really means you can't just bolt the TR7 pedal in.

Turns out you need to significantly move the pedal face out, so rather than re-bending the existing rod I had to cut the rod and use several pieces of bar stock to mount the pedal. As before, these were riveted and epoxied, with the rivets just holding it in place until the epoxy cures.



New accelerator pedal before painting...

I also found a new TR7 throttle cable to use, so I'm ready for that too – one concern is that cable will be very close to the firewall steering column brace which could introduce some bends and side-loads – we shall see...

So, that's as far as I've gotten so far, let's see how well I do in March...



The Frame and Drivetrain patiently wait...