



**SEPTEMBER 2007**

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## **First Edition**

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[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 Fuddrucker's Restaurant on Kingsbridge Drive, behind the Dayton Mall, 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.

## The President's Comments, September Marque, 2007

BCD Day has come and gone. Almost in the twinkling of an eye! It was a great eight hours Friday night and Saturday until 4 PM. The weather cooperated with no rain, though fairly hot. We had 309 registrations at the end of the day, and twelve no-shows from the pre-registered crowd. The featured Marque was Metropolitans and we had eight cars registered, from as far away as Wisconsin. The Best of Show was a 1955 Austin Healey 100-4, and best of all we got the scoring done before 3 PM and except for identifying the winning cars and drivers, we were giving out awards well before 3:30 and it was all over by 4:00 PM.

I would like to thank all the MVT volunteers who pitched in to make this another successful event, with special thanks to Alice Clough for her organizing and riding herd over the scoring effort. That was a big plus for Miami Valley. I'd also like to say a special thanks to Ellis Ball for the sign stands he made for the Registration Pavilion, which really helped speed the flow of traffic. Post event, I have heard no complaints about lack of help, so I'm assuming everyone who volunteered and was at the event, did what they said they would do. Most of the vendors I talked to seemed pleased with the numbers of customers they saw and most indicated they'd be back. I don't know if the MG Club sold all the food they bought, but I do know that when I went to buy lunch at just before 1 PM, they were already out of hamburgers.

We were not visited by the Miata/BMW clubs this year! Was it too hot for them, or was it that Forrest Gwinn and Audry came in his Spitfire??

Door Prizes!! We had just about one door prize for every three cars that came to the show. Alley gathered by Phil Daye, and noisily announced on the PA system, but there were a lot of folks who never picked them up. None of the prizes were junk (Well, maybe one or two were, but on the whole it was quality stuff). We need to work on that next year.....Maybe add the car class with the number.

BCD Awards within Miami Valley for this year, and the class winners were Bruce Clough, Stag, Mike Ross, Spitfire and Forrest Gwinn, Spitfire. Awards of Excellence went to Alice Owens-Clough, TR7, Ted and Eden Allison, TR8, Roy Owens, Spitfire, and Harry Mague, TR6. Congratulations to the trophy winners.

For a change, the Ball's opened their pool to anyone who wanted to come over post BCD. Turned out to be an interesting little party, and the pool felt great after the heat of the day. We did Pizza to keep it simple, and that worked for everyone and especially the kids. Thanks for your hospitality, Lorna and Ellis.

As you know from the Email traffic, Bruce is working ahead to 2008 with the Spring and Fall tours, and the 2007 Fall tour. These are typically great drives and the club needs to support them in greater numbers. Plan ahead and get your room reservations for these events.

I will not be at the September meeting. The Texas Triumph members are coming north and we're going on a road tour to Lime Rock, Ct. for the Labor Day racing weekend and will spend some time in the up-state New York, Vermont and New Hampshire regions. The meeting moderator will be Randy Wakefield, our able Vice President.....

Thanks again for the effort that makes BCD one of the best car shows in the three state area, and I hope everyone saw the write-up that Little British Car, Jeff Zorn, gave the show.

Thanks for listening, Stan Seto

## **The Vice President's Report**

**This is a good month to keep it brief. If I don't, we will not have room for all the BCD pics I took. Which would you rather? Me too. Upcoming are articles on a couple cars and their owners that I found interesting as I visited at recent shows. See them next month.**



## **Sec. Report for July & August**

### **July 2007**

Meeting called to order @ 7:33.

President Report: TRA was a great time even though I left early. The return trip home was a hot return.

Dues are due by many members. BCD volunteer list to be signed.

VP Report Looking to downsize the Marque due to the time consuming task if you have a dial up system.

Membership Report: 28 Paid members from last years 45 members.

Events report:

July 14 Pool party @ the Ball's @ 3:00

### **August 2007 Minutes**

Meeting called to order @ 7:30.

Officer reports: Pres, need volunteers for BCD. Will meet at the park to stuff goody bags and set up parking. VP missing

Sect Missed inputting minutes in Marque

Treasurer: still have funds in our account

Membership: 28 paid members get your dues paid

Events plenty of things for August BCD is prime event

Old business: Brian Smith has a source for name badges. They are 8 bucks each.

New business Sept15 car show in Xenia 50/50 won by Lois Bigler.

# SEPTEMBER 2007 MVT EVENTS REPORT

**Or Sooooouuieeeee!!!!**

*By Bruce Clough*



**It's been one of those summers – hey I got an Event's Report out on time...**

September is going to be a busy month – don't believe me? We got good things happening every week end. Fall is my favorite season, so I tend to plan a lot of things. Take a look!

- 5 Sep – MVT Monthly Meeting. Fun will be had by all at the mini cruise-in we hold each month at Fudruckers, on Kingsridge behind Dayton Mall. Dinner at 6:30, meeting at 7, that's PM, of course.
- 8 Sep – Remember last month and the north of Dayton tour? Postponed since I like to schedule many things on one day. Here it is back again. We're meeting at the Steak & Shake at Fairfield Commons Mall at 9 AM for breakfast, and we're gone at 10 AM. Don't right know where we are heading, but Tipp City, Rothchild Farms, Cedar Bog, Troy, and all points in between could be visited. Plan to spend a day cruising!
- 15 Sep – Car Show Day – this day starts off with a car show in Xenia to

- benefit an antique fire truck restoration. It's going to be at Central Middle School (isn't central in the middle already?) 425 Edison Blvd in Xenia. Registration opens at 8:30AM with dashplaques o the first 100 – Cost is \$10. Talk to Chuck White for more info, or go to [www.xeniafire.com](http://www.xeniafire.com).
- 15 Sep – The car show day isn't over – from 4-8PM that night the Dayton Corvair Club is sponsoring a Cruise-In to support Ronald McDonald House of Dayton. \$10 to get in, dash plaques to first 100, and it will be at the Sugarcreek McDonalds, which is off Wilmington Pike south of the I-675 interchange. It's in front of the Wal-Mart plaza next to Frishes. Make is a car-show day for good causes.
- 23 Sep – Greene County Farm Tour. I know, I said Saturday, but that was before I checked my calendar – the Springfield Dulcimer Club is playing several places on Saturday... Anyway, we're going to be meeting at the Panera Bread Co. at The Greene (actually in the parking lot just north of the Panera) which is off of Indian Ripple Road (or very East Dorothy Lane) just west of I-675. Meet at 11AM, we leave about 11:30-ish. Rules – no pig farms, no sewage treatment plants, keep the stink down for Lorna. It will take the rest of that afternoon, with an early dinner somewhere in the area. The exact schedule has not been released yet, so maybe look for an update at the MVT Sep Meeting.
- 29 Sep – Tech Session. It's been a while since we had one of these, and I think Phil might be needing a hand with his Stag, or the money-pit as he affectionately calls it. Let's plan to meet at his place at 0900 and spend a few hours working on his car. The Dayes

live on Primrose Lane in Middletown, just off 122 west of the Middletown Mall. Bring gloves and hand cleaner! Also in September is the Boonshoft Concourse, Indy British Car Days, and a few other things we'll be talking about at the September meeting. If you've not made plans yet, October is also brimming with events.

- 3 Oct – MVT Monthly Meeting
- 13/14 Oct - MVT Fall Tour - We are going to Coshocton. The Roscoe Apple Butter Festival is the weekend after this, so maybe that was an influence. The Coshocton Village Inn & Suites ([http://www.christopherhotels.com/coshocton\\_village/index.html](http://www.christopherhotels.com/coshocton_village/index.html)) has rooms available - but if you want to go you'd better move fast. All the reviews I found said this was a great place to stay. This will also be a reconnaissance for the Spring Tour next year which will be to Amish Country. I think I'll start those plans soon the way hotel rooms go!
- 20 Oct – MVT Fall Foliage Tour. Leaves should be near peak this time, so away we'll go heading out of town in some direction.

The full events list is on the MVT web site, but I'd like to mention some things brewing in long-range planning.

- Spring Tour '08 - this is going to be a 3-day affair. No whimpy tours for this guy. We leave on Friday and get back Sunday. We are leaving on Friday since Sunday in Holmes County most places are closed and we don't want to spend half the day on the road. We are going to make Coshocton our base camp the first night, at the Coshocton Village Inn & Suites ([http://www.christopherhotels.com/coshocton\\_village/](http://www.christopherhotels.com/coshocton_village/)). We will be leaving Friday afternoon to get there. My guess would be 1-ish. Maybe noon - plan to take vacation if you are working - we are. Saturday we will be at the Comfort Inn in Dover, OH (<http://www.choicehotels.com/>). A bit cheaper than Coshocton and very nice accommodations. We will be back late Sunday.
- TRA'08 – 11-15 Jun at the Sawmill Resort near Sandusky & Cedar Point. This one is hosted by COCTRA and

looks to be a good time. I plan on a caravan from here as well as putting together a few tours when there. More info can be found at

[www.triumphregisterofamerica.org](http://www.triumphregisterofamerica.org).

- VTR '08 – Will be up by Detroit in July. I have no excuse now, I'll have to go and drag the rest of the Clough Clan along.
- Fall Tour '08 – We are heading southwest for this one – to Spring Mill Inn at Spring Mill Park in Indiana. Drop-dead gorgeous place. Get your rooms now. This is a beautiful park in south-central Indiana. They fill up quick even a year out. Web site is <http://www.in.gov/dnr/parklake/inns/springmill/index.html>

There, that ought to keep us busy for a while!

## By The Banks Of The Little Miami – Sep 07



Who are these people, and why do they look so thrilled? Don't know? Boy do you lead a sheltered life, the kind an old spinster would, then again, I'm getting up there in age, so maybe I shouldn't be talking...

### ***Dayton British Car Day 2008 – Not The Full Report***

Well, I think it got to 90F finally before the cloud cover came in. It was hot, it was humid, but by the end of the day we had 309 registrations for Dayton BCD. Not a record, but then again, we shouldn't be striving to set records, just to have fun.

What follows are a few on my pictures and some notes. Maybe the pictures are better than the notes, I dunno. Then again, I'm not trying to win a Pulitzer Prize...

#### **Prep**

Last year the balloting was slow, so Alice suggested some changes the week before the show and ended up heading up the balloting – a combination of the “squeaky wheel” and “railroad” effect we dubbed the “squeaky railroad”. Whoooo, whooo. That meant we had to get score sheets, and process, developed, printed, and cut out, all just a couple of days before the show. Fortunately for us the home printer did not crap out, like it did while I was typing this. Never get a cheap combo unit...

Anyway, by Friday night we had the cars packed, shined, and most leaks plugged. We also picked up 10 bags of ice to bring along, very important on a hot day!

#### **Show**

Since we were taking two cars, and since we had two kids, I woke up Bridgett to come with me (thought was she might be more useful in set up than Mr. D, which is a correct thought). Man, you would have thought I was committing a grievous crime! It took some work, but I did get her out of bed, ice packed into ice chests and trunk of car, and out the door by 7 AM.

By the time we got to the park there were quite a few folks already there setting up. The coffee was on and donuts on the way. I spent the next hour getting the PA up, tables moved, and tents up. I also ran into Doug Braden who sold me a TR6 heater for the Stag – more on that later. I also saw the Whites in action:



#### **The Whites Polishing Up The Car In The Premier Class Row. Cheesy Grins Extra.**

What a tag team – clean car, clean people, well maybe... Anyway, by 9AM we had a lot of registrants already on the field even though registration wasn't officially opened! Cars started pouring in! Alice arrived with Duncan & I spent the next few hours doing odd jobs for folks, chatting with old & new friends, finding car parts (for others) and generally walking my legs off!



I've Not Seen These TR3  
Aftermarket Options All On One Car  
At One Time. Not My Taste, But  
Would Be Popular At Some Cruise-  
Ins. Gentlemen's Clubs Come To  
Mind...

Cars? Lots of them, many nice – the Cobra kit cat belonged to a guy I used to work with – we dubbed it “the eternal project” – glad to see he finally got it together! The MGB/GT “rod” was interesting since he had details on getting custom radiators built, and the crew from Georgia with the Dolomite Sprint, 2000 Sedan, and Stag were handing out drinks and food – bonus! Saw John Ewell from Indiana and his not-so-normal TR3B. I noted a lot of folks from Columbus (thanks for coming folks!) & chatted a while, and I also saw a lot of Miami Valley alumni, and even Claire Ellifritt brought out Wally's car (it's for sale - \$12K – call Claire) for the show.



Behind The Scenes Look – Shirt  
Tent And Phil' Butt. Glorious.



Behind The Scenes View – Chef's  
Cooking. Don't Worry, We Think  
They Wash Their Hands...



Yep, That's Phil Again – What A  
Mike Hog. You'd Think He Was The  
MC Or Something...

Right after 12PM I headed on over to count ballots. Alice's new system was put to the test, and work it did – we had all the ballots counted well before 2PM. It then took another hour to write down info on the winners & cross-check to ensure no screw-ups. We took down some lessons learned to shorten that next year. Right after that, Sharon (who used to be married to Steve Baltes) showed up to say hello – we've not seen her since 1992 – with her current

husband Ron (who also likes cars). Nice to see her and meet Ron!

### **Winners**

Both cars won in their class – Inca took an Award of Excellence in the TR7/TR8 class, and the FrankenStag won the Stag Class. I know Inca is a nice car, so having it place is normal, but the FrankenStag is just not normal. Evidently folks have a sense of humor – thanks folks!



This Is What It Looks Like When You Win A Best In Class Trophy. That Ron Parks Guy Has The Camera And Skip Is Hoping I Don't Run Him Over....

### **After**

Clean-up went fast – maybe 30 minutes we had everything down, packed up, and ready to go – but we spent another 20 minutes gabbing, oh well.

A tip of the hat to the Balls who invited the club to their pool afterwards – felt excellent in the hot late afternoon. Good tradition we're keeping, it is.

### **Errata**

Wally's Car For Sale – Claire Ellifritt is selling Wally's Small Mouth TR3. Price is \$12,000, down from \$15,000.

## ***TRA 08 – The Plans***

No Longer TRA National Meeting Coordinator – whooo! Let the party start. In the end, I thought I really wasn't used very much by TRA over those years, more in name than anything else. Now it's time to watch others have fun, and I've already started this for TRA'08, which will be at the Sawmill Resort up near Cedar Point next June. You should be able to reserve rooms soon; when they become available I'll let you know.

The schedule has reverted back to the “do your own tours on your own time” format, which I think is not good, but hey, not my show – a bar debate sometime. That means I will be using that time to form our own tours to local establishments, shops, and interesting points to visit. Stay tuned...

## Tales Of The FrankenStag



Well, survived Dayton British Car Day. Won an award – not sure how that happened! Now that I got that out of the way – on with the modifications! Whaaa? You thought I was done? No way – still too many things not quite right. And it starts behind the dash!

### The Need To Modify

I don't need a good reason to modify something, just ask Alice, Let's see:

1. FrankenStag has had at least three, if not more, owners that have made modifications
2. Behind the dash it looks like spaghetti – there are wires going everywhere, there are wires cut and going no-where
3. Some fuses in the original fuse box are not used while we have added fuses
4. There are added relays, connections, and switches put in odd locations
5. We have a A/C heater box that takes up a huge chunk of real estate behind the dash, but we don't have no stinkin' A/C

Five. Enough reasons to tear back into the car after a winning outing at Dayton BCD '07. What fun! Who needs sleep? Time to fix this stuff. Bob the Builder, move over!

### Step One – Heater Box .

The heat exchanger in a Stag with A/C is quite a bit larger than one without A/C – added cold air matrix, two fans, big fat air hoses, and multiple cable controls. Since it's parked in the middle of the dash everything has to go around it and it's a hard thing to work around.

All I need is heat – the A/C is long gone and I don't plan on replacing it.

So for a heater I have several options:

1. Find a Stag heater-only box, which is somewhat smaller than the A/C heater box.
2. Buy an aftermarket "hot rod" heater
3. Use something else.

I went with Door #3. Stags shipped to the USA had A/C normally, so finding a heater box this side of the pond might be a chore. Aftermarket heater boxes that I'd use start at \$179 and need modification anyway. Used TR6 heater boxes can be had for \$40 in decent shape.

That's right – TR6. I was thinking of TR3, but they are expensive for decent ones and besides the TR6 units have decent blowers on them, and eyeballing them they seem to fit where I need them to. .

So, where do I get one? Ebay? Tried, got out bid on several. Hmmmm, what about local? Called Doug Braden – he's got a few, and he's coming to Dayton BCD as a vendor. Sweet. Doug brought two heater boxes and I got to pick the best for \$40. Bonus.

I went with what I thought was the newest box (based on Smiths part number) , and rebuilddamodified it. Didn't need the fresh-air take-offs at the top – blocked them off. Mount will be different from the TR6 top-mount – off came the top. In fact, since I'm not going to use the fresh air intake (I don't get fresh air anyway thanks to the hood scoop) I can mount this like a TR3 heater! Fresh coat of black paint and away we go!



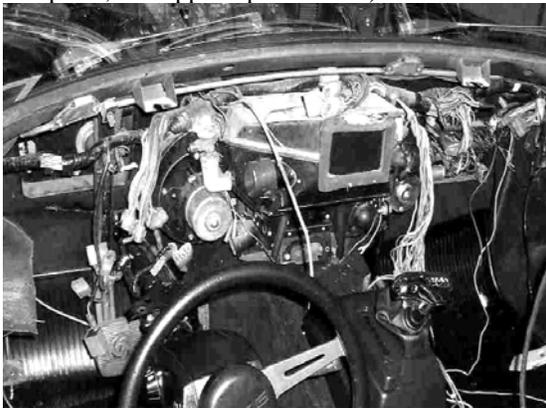
No, it's not stock, but at least it Triumph – does that make it OEM?

I had to add a couple of mounting brackets, but I didn't want to fasten them until I could mock-up on the car how it would mount. That meant it was time to yank out the old heater & A/C matrix box.

Easier said than done. The Stag manual read essentially like this:

1. Remove everything behind the dash including the dash.
2. Drain Coolant.
3. Remove Heater Box

See how easy that is. Since I had to go back in and rebuild the wiring harness and fuse system anyway all that stuff might as well come out. It turns out ripping it apart was easy; all the bolts came out, all the wires unplugged. Only thing that fought me was some of the things going through the bulkhead. some of the heater hoses. But, even with it being easy, there was so many things that one has to pull off that it took me a few solid hours of work to get everything off (in one piece, not ripped up or broken).



**Dash Off – Look What A Mess I found!**

Behind the dash was just a mess – spliced wires, unused tubes & wires, tape falling off, and the dash being taken up by that huge heater box. I found several cut and scraped wires, on a fat wire on the purple circuit, which would have made nice shorts! Shouldn't let the smoke out that way. Basically we had modification on modification on modification.

Time to simplify. First thing was to reduce the wires lying around. Since there is no A/C and half the other circuits aren't used, there is a lot of wires that can be eliminated. Eliminating those wires freed up 4 fuses with enough connectors for 8 protected wires in the circuits, so that meant I could get rid of one of those extra fuse blocks I put in the engine compartment. Of course that meant I had to rewire the engine compartment, or

at least the firewall harnesses, and this time I wrote down what I did.

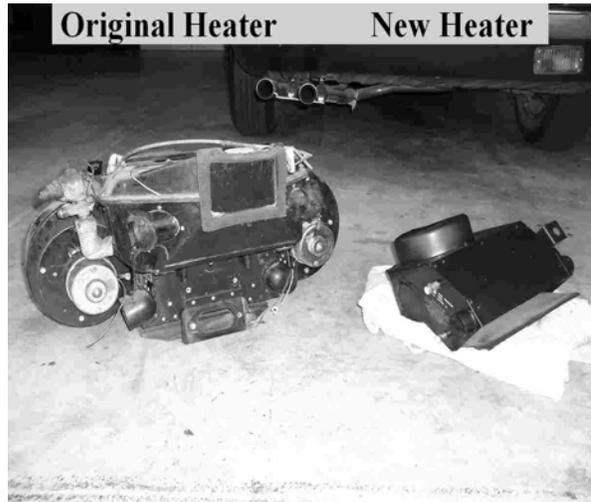
**Moral of the Story:** *If you make modifications, write down what you did, not for the next guy, but yourself. Memories aren't all they are cracked up to be.*

Time to drop the heater – it came out without a fight... weird.



**Heater Yanked – Actually It Was Easy – Making a Mess Is Fun! Oh, That Wiring Looks Like A Headache!**

A quick comparison of the original with the new heater box showed simplicity is nice. One third the size, a lot less controls to worry about, and it weighs about a quarter of what Big-Bertha does. I blocked off the fresh air vent since the new heater will recirculate inside air (how TR3ish of me). Oh, I found two old mice nests doing this. I was wondering what was making that noise in the blowers...



## Old Heater, New Heater. New Heater Takes About A Third The Size. Any Questions?

Heater box installation went easy. The only issue I had with installation of the TR6 heater box was the water inlets and outlets ended up on the other side of the heater from the holes. This meant that I had a lot more heater hose to run – I bought 10 feet at NAPA – you should have seen the look on the salesman’s face! You’d think nobody came in and bought that much, I bet it happens all the time.

### **Step 2: Electrical System**

The electrical system was next. Time to right this mess since I helped create it!. I had already gotten rid of a bunch of wire, now to finish the job. The mods I made were:

- Turn Signal Flasher in relay box – remounted the flasher next to the relays under the passenger’s side of the dash. This was stuffed under the driver’s side so you hear a “click”. No click now, so folks are just going to have to yell at me to turn off the signals. Now to buy an electronic one for the hazard flashers.
- I had room for the flasher in the relay box since I took out the wiper delay (wasn’t connected when I got the car), the ignition relay, the blower motor relay, and the seatbelt buzzer (anyone want it?). I eliminated several of the relays I stuffed under the dash and used the ignition relay as the new radiator fan ground relay (for manual operation).
- Removed about a mile more of wiring. I went through each circuit and figured out the wires I needed, and eliminated the ones not used. This left a pile of more wires on the floor. I also shortened quite a few wires since they didn’t have to go around that behemoth of a heater box anymore. This meant I had a few splices to make – I use either the shrink-wrap crimp splices, or I solder and use shrink wrap. Either way this kept me busy for several hours, especially since I had to feel my way around prior owner mods, and this time I wrote down what I did!
- Reused fuses in original fuse block (circuits that were removed, like A/C) to eliminate one of the fuse blocks I put in the engine compartment as well as gobs of wires to feed them. Much simpler

looking in the engine compartment and under the dash.

In the end I ended up with plenty of good left over electrical stuff for the Christmas Party Auction (MVT Tradition). I tied down the cables to keep rubbing down, and used some cable wrap in exposed places. It looked like progress, which is the opposite of Congress.....



**New Heater In Dash Along With rebuilt Wiring Harness – That Was A Lot Of Work!**

### **Step 3: Dash**

Next thing to do was to start putting the dash together. I made a decision that I wanted to get a glove box again as well as move the cigarette lighter (aux power plug) to the dash. This meant I had to do something with the radio and switches I had there in place of the original glove box. I also wanted to get rid of the ugly panel I put under the dash for the power window and interior light switches. But where to put it? Hmmmm, no Stag heater, no vent function, so out came the center console vent and in went a switch panel, covered with a vinyl that matched the car color.



### New Switch Panel - Who Needs Stinking Vents? Notice I Kept The Original Window & Light Switches

The toggle switches are all lit so you know when something is on. Now to get a plaque made up that says what these switches are! I know, but others need to.

Staring at the instrument cluster, it was time to fix this. Duplication and ugliness. I mounted the idiot light cluster back in it and took out one of the voltmeters. I also got rid of the non functional brake warning light and the non functional rear window heater switch, the wires to run these having been corrupted by a prior owner. Off came the high temp light – another thing not working, and I got rid of the hazard flasher switch light (like I don't know where that switch is...). I then modified the instrument cluster wiring harness so it was using the right number of the right wires to do its job, writing down what I did. I probably got rid of another mile of wiring. I also switched the instrument lighting to LEDs rather than bulbs – something I'm gradually doing all over the car. Prior to this I decided to cover the less than stellar dash wood with more of the green vinyl. Result looks very "roddish..."



### New Instrument Cluster - Same Basic Configuration as the first, Just A Lot Less Wires!

Now to work on replacing the idiot light bulbs with LEDs – since they don't make LED lights in that miniature screw-in base I'm going to have to build my own, which is why I bought a spare cluster off ebay...

Where the glove box was a CD player is, or I should say was. I had yanked that to put in a home-made glove box – now to put some gloves in it. Next to it I put in two aux power plugs and arranged a stereo jack so the output of an MP3 player could be fed into the amplifier. I left in the clock, but I re-did the panel behind it in vinyl. I put back in a short control cable for the heat/defrost selection. As much as possible I used green, or green paint. I've got the theme going...



### The entire Dash – Not Quite Stock...

When I attached the battery – okay, I cheated, I used the battery charger limited to 2 amps at first, then 10 amps. Learn not to burn if I managed to get wires crossed. Where was I – okay, when I hooked up power everything worked except for the oil and ignition idiot lights. A case of a mis-connected wire and burnt-out bulb. Besides, that all worked – more skill than luck, at least this time.

So, by the end of all this FrankenStag had strayed even further from "stock" and clearly into the "rod" category. I tried to reuse as much as I

could, and even kept the new heater box in the Triumph family. However, I will be labeled a blasphemer for the dash if nothing else. I don't have to worry about concourse... I need to do something with the idiot light cluster to make it fit the theme better, and I still need to get some heater vent tubing...hey TR6 guys, have any around....

### **Side Journey**

This was a "while-you-are-at-it" kinda thing. I've been going to replace the throttle and kickdown cables and their mounting brackets for a long time. They look very "just-ripped-off-the-Safari-van-and-modified" – which they are. Since I had to take the dash apart it was very easy to get to the gas pedal top, and rewiring of the left passenger bulkhead left more room to maneuver there.

So...got out my trusty Summit Racing catalog and ordered cables and bracket kit made by Lokar. Everything was easy to install except for the kickdown cable into the tranny. Everything is in the way of everything. Ended up dropping the exhaust header on that side. Neighbors heard me discuss what I wanted to do with the bubbas the did the engine install. I did not cuss (we have kids now), but I used more eloquent words for the same thing. I finally got it installed, but not before spilling a quart of ATF on the floor. It needed washing anyway...

Looks fine and works well, and is a lot easier to adjust than the stock cables

### ***Triumph Sightings***

I was driving through Hammondsport NY, close to the TRA '07 location, and right on the square there was a TVR, Spitfire and TR6 parked in the shade – and from the looks it was day-long parking for local administration type. Drive your LBC to work day?

Not an LBC, but I did pass a SmartCar on I-86. Ought to be called SmallSmartCar, or PhoneBoothOnWheels, it is small, as per smart – maybe if all you have to transport is two people, or maybe just you and your cat... It does 65 mph though, at least this one did...

### ***Bellbrook Lions Club Car Show***

I got the dash back together in time to get the Stag to the Bellbrook Lion's Car Show, part of the Bellbrook Lion's Festival, on 18 Aug. We

drove both the TR7 and Stag to the show. This show started off small, but has continually grown. The great weather helped things, and they had a turn-out of 130 cars, a new record. You get a good mix, from old Hupmobiles to the latest rice rockets and everything in between. They hand out 40 trophies, but even with that many the Stag and Wedge didn't stand a chance with so much restored muscle. We did win a couple of door prizes, and got dash plaques – oh, we also ran into Dick Smith and the raffle MGB. Did I mention the Lion's Club does a good job with the food also? If you want to – pencil in the third weekend in August for next year's festival.

## Project Wedge

Mike McKittrick



1980 Triumph TR7 resurrection, or, I sold my '6 so I had to do something!

I traded Frank Ciboch a 1200 piece TR3 for his "purple" '80 TR7 about 3-4 years ago. Trailered it home and attempted to see if it would run. The alternator was rusted, actually rusted solid and wouldn't turn, so off with the alternator (to the electric shop). The gulp valve started leaking fuel and washing away the Ziebart treatment on the inner fender so off came all the emission control pieces....just to try to get it started.

After a lot of coaching the engine did start and "run" but the "automatic choke" equipped carbs had to go. So I copied Bruce's replacement with a set of Brit Spec SU's. Much better! That was mid 2005. Then the front suspension was completely rebuilt as well as new rear shocks, a rear wheel bearing and seals, and complete brake & clutch hydraulics overhaul last year.

Now for the start of the real work....the body. A layer of Maaco's finest purple plus the original dark red paint and two layers of primer. That translates to several nights a week plus most Sundays stripping paint; make that late March-early April through August 7<sup>th</sup>.



Sometime in June '07...No Paint

Before I get ahead of myself, prior to actually stripping paint all the hardware had to come off; door handles, door glass, interior trim, top, lights, bumpers and etc.

The toughest job wasn't stripping paint it was stripping the Ziebart rust proofing (?) that had been applied to virtually every area not on the out side body and in places it was nearly an inch thick. Even the engine compartment had a thick layer.

Once most all the body was free of paint it was time to tackle a couple of rust areas; that meant a little body filler and where required welding in new metal and then a little more body filler. I'm not a fan of body filler but I used only about a quart of the stuff which I consider pretty good for this project. I'm not in to buying the stuff by the gallon.

Finally it was time to cover the bare metal before Mother Nature did. Off to CarPaint for self etching primer and epoxy based primer to cover the self etching primer....there's a reason for two types of primer and why you read the directions. The self etching primer is an epoxy primer that literally etches the metal to make a tight bond, but you can't put the color directly over this primer, and ....if you wait more than 24 hours to cover it; it must be sanded...block sanded by hand....even more labor. So one part vari-prime paint to one part catalyst, turn the air pressure down, wipe down the body, tack it and wal-lah!



DuPont Vari-prime Yellow

It dries fast and ready for the next step in about half an hour even if the temperature is above 90° as it was. Of course I had fans blowing to help with the heat and humidity and the driveway pad kept getting water to cut down on dust (very little).

I lightly scuffed the yellow primer with a fine scratch pad to get rid of any nibs, tacked it and mixed the gray epoxy primer.



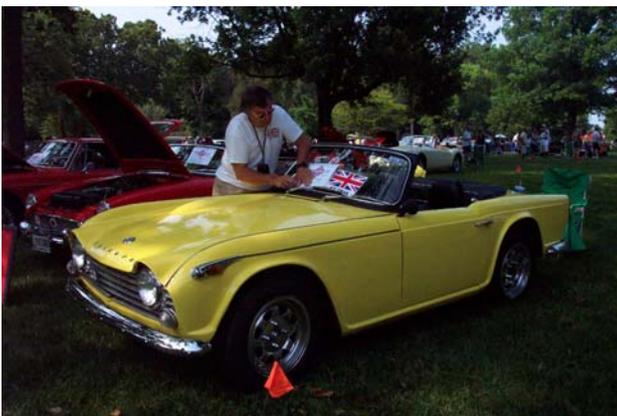
Is it done, you ask? Oh no. Now comes hand sanding, wet, and touch up (I found a couple) and

maybe more primer and a bright white sealer coat and then color and clear. Plus I have yet to finish the hood. You know that large piece of metal with all the louvers? But that's another story. Thanks Mara, for working alone at the shop so I could get this phase completed. She's such a nice girl.

**Thanks Mike for the post. Keep up the great work!**

## BCD Dayton 2007

An old song goes, "we did before and we can do it again!" I think that there is no more appropriate song for BCD.



## BCD Continues.

I hope you can view these in colour because it shows the lush green park setting that we all love!

