



"The Marque"

August 2012

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Events**

MVT Officers

President: Lorna Ball, 937-746-5189
Vice President: Ted Allison, 937-475-3885
Secretary: Stan Seto, 513-683-7974
Treasurer: Harry Mague 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.

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

Obligatory Disclaimer

"The Marque" is the official publication of the Miami Valley Triumphs Car Club, P. O. Box 144, Bellbrook, OH 45305. Views stated in the "Marque" are not necessarily those of the officers or members of the club. Technical data is provided for information only and no liability is assumed for suitability, applicability, or safety. Miami Valley Triumphs is a registered chapter of the Vintage Triumph Register and a local center of the Triumph Register of America. Membership is \$20 yearly and is usually paid in May. Non-renewing members are deleted from the mailing list. Meetings are held the first Wednesday of the month at Tumbleweed Steak House in Kettering, unless otherwise noted in the "Marque". General membership meetings are at 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.



One last goodbye.

President's Report

It's here! It's here! The 28th annual British Car Day, Dayton OH will be the 4th. So many of you signed up to help the day of show and I applaud you. We all make quite a team. Keep in mind, weather permitting, we will meet afterwards at the Ball Estate for pizza and swimming and unwinding. If the weather is if-y, check with us in the afternoon, for final plans. If it looks like rain (God forbid!), we can all gather later at a restaurant of choice.

July 16th Phil Daye was laid to rest. What a great turnout by our members. Six of the guys served as pall bearers: Stan, Ellis, Roger, Chris Y., Ted and Chuck. We did Phil proud. Ted Allison volunteered to take care of Phil's Memorial Display for BCD. Thank you so much, Ted.

Hope a lot of you can make Rutledge's Tour August 18th. Mark your calendars!

I can't believe it's already August! Where did this year go??????
Happy Trails, Lorna

Treasurer's Report: As of 1 July 2012, we have a balance of \$3019.82. Since July 1, 2012 the club had the following income: 50/50 of \$7.00 and \$60.00 from membership. Total income for April is \$67.00. The club had the following expense: Donation to Bethel Baptist Church for \$50.00, donation to Fotls Homes for \$50.00, Name badges for \$32.00 and Pool Party expense for \$142.20. Total expense for July is \$274.20. Balance for 1 August 2012 will be \$2812.62.

MVT Meeting Minutes, 11 July 2012

The president, Lorna Ball opened the meeting at 1931 (7:31 PM) Hours on Wednesday, 11 July, with a Toast: "Hail to the Queen"!!

The meeting was held a week later than usual because the 4th of July fell on the normal

previous Wednesday. There were twenty members in attendance.

Lorna thanks everyone who came to the Pool Party (you know who you are..)

The Vice President, Ted Allison had no prepared statement.

The secretary, Stan Seto, announced that the June minutes had been published in the Marque, and were there any corrections. Seeing no hands, Stan asked for their approval, and the motion passed with no opposition.

The treasurer, Harry Mague, gave his report and it is posted elsewhere in the Marque. The Membership Secretary told us that 28 members had renewed for the upcoming year and that she is canvassing those still in arrears.

The Events Chairman, Bruce Cough, could not attend due to his church's VBS, he's a puppeteer, but the near term events, such as the Cincinnati British car show on Sunday in Fairfield were mentioned, as was the Dayton BCD, upcoming on 4 August (Pizza Party afterward at the Ball's and bring your bathing suits.)

Roger Rutledge announced the tour he is planning for August 18, the route of travel will be to the Northwest and we will end up at the Rutledge Camp-out site for dessert.

Committee Reports –

Technical – Ted Allison asked about a screwdriver with a "Y" shaped bit. He was advised to check Lowe's Tool department, Security Bits for power tools.

Spares – No report

Newsletter – No report, Randy not in attendance.

Regalia – Pete Stroble not in attendance.

BCD – Stan Seto gave a brief summary of where we are in getting ready for this event. Lorna gave a somewhat longer talk, asking that the audience sign up for the needed work details. There will be a final meeting of the BCD Committee on Monday 23 July. Shirts are in and an example was passed around.

Old Business:

Lorna reported that Phil Daye was not doing well. Note: Phil died later in the week, the viewing and funeral were held on Monday, 16 July, about 12 club members were in attendance.

Chuck White brought in new name badges for four club members, none of whom were in attendance.

New Business:

Two Motions were made.

Motion was made by Chuck White and seconded by Ted Allison, for an honorarium (\$50.00) for John Coutant's Mother who recently passed away, the grant to go to Folt's Home foundation, a senior Retirement Community. It was passed unanimously.

Motion was made by Lois Bigler and seconded by Chuck White for an honorarium (\$50.00) for Carol Rutledge's Mother who passed away recently. Award Foundation to be named later. It was passed unanimously.

Comments: Chuck White spoke about a TR3 "Buddy Movie" that he and Chris heard about when they attended the Arkansas meet. The movie background can be seen on www.crosswindsfilm.com, and it was made to support a charity, also mentioned on the website. Providing a contribution will be a topic at the August meeting.

Stan Seto spoke briefly about the national TRA meet held in Little Switzerland, NC. Chris and Chuck White took first place in Participant's Choice with their TR4A and Stan took a Second Place in TR3B. The Clough's also attended, Alice drove her TR7. There will be a story in a future issue of the Marque.

Split The Pot: Was won by Harry Mague in the sum of \$7.00.

The next meeting will be on August 1st at 7:30 PM at Tumble Weeds.

The meeting was adjourned at 2020 (8:20 PM).

Respectfully Submitted, Stan Seto, Secretary.

Pool Party, 07 July, 2012, (Stan Seto)

It was a blazing hot week, and Saturday was not going to be any different, over 100 F (38 C) degrees, no clouds and the saving grace was the Ball's pool at the end of a local drive. I picked up my contribution (all fruit, per Lorna's request) to the proceedings at Kroger in the morning and was immediately concerned about keeping it cool on the drive North to Bellbrook, so I also bought 7 lbs. of ice cubes. Back home, I wrapped everything in plastic garbage bags, dropped'em onto the TR passenger seat and strapped them in.

Top up, I drove out of Loveland for my first destination up Route 42, Bellbrook and the Bell Hop café, some thirty miles distant. The air blowing in the car made me think of a convection oven and I was the Pizza being cooked.



As I pulled in to the rendezvous point, I saw a spitfire and knew Curtis Hayes was there, but that was all. Inside, were Bruce, Bridgett and Duncan, Curtis, Ted Allison (not destined to ride with us), Mary and Dan Stinson, Ellis Ball and Lois and Don Bigler. The White's came in very shortly thereafter.

Food was transferred to Ellis's large sedan and he took off about ten minutes later for home. Bruce roused us from the various conversations about ten minutes after that, call it about 12:25. The caravan was Bruce in his Subaru Forrester, the Bigler's in a Pontiac Vibe (Toyota Matrix), the Stinson's in their

Chrysler sedan, Cutis's Spits, my TR3 and the White's TR4A. As we pulled out of Bellbrook, I noticed a white TR3 I had not noticed before (Scott Stout, as it turned out). He had arrived as we were pulling out onto Rte 725.



Bruce led up out of town and on east to Spring Valley, where we turned in, avoiding main street and scouting around the business district up to Rte. 42, which we crossed and went east on Spring Valley-Paintersville Road. At the junction with 380, we crossed again and as we were leaving the intersection I noticed that the white TR3 had pulled to the side of the road. I called Bruce and he came boiling back up the road to check out the problem, while the rest of us proceeded on. Soon I noticed that the White's and Stinson's had caught back up. But no Bruce and no white TR. I asked the Bigler's to stop. They did, but then the White's came by and motioned us to keep going. So, we all took off again. Finally we came to the intersection with Rte 68 and had to go either left or right, but the White's were nowhere in sight, by now. So, the rest of us stopped. Then I heard Bruce on the radio, and fairly strong, telling us to come to the Jackson farm market on 68, and someone in our crowd said it was a left turn. It was, and about a half mile further on there was the farm market and both the White's and the Clough's.



All was explained when we pulled in. Scott had an overheating problem because his '3 did not

have the shroud around the radiator so all the air coming in the grill was bypassing the radiator. He let it cool down and returned home. Bruce, knowing where the farm market was took another route to get there and that's why we never saw him. The White's, also knowing where to go, drove past us, and disappeared into the distance. We were too far back to see which way they turned at 68.

We stayed there about twenty minutes, several purchase were made, and Bruce lead us all out again, headed for Windy Acres on Route 73 at I-71. We did not go there in a straight line, but travel roads not normally seen by the light of day. A very interesting route. The cars got a mini-workout. Windy Acres store is the front end of a wholesale distribution center for Windy Acres candies, nuts, jams, jellies, salad dressings and the like. The store itself carries stuff not seen in regular shops and use to have a very active delicatessen on the premises. They got caught in the recession and backed down from some of that, but products packaged there are sold all over southwestern Ohio. I like their apple butter best. At Christmas, I normally use their products to fill packages I send to my brother's families, and the variety allows me to change stuff sent every year. How hot was it??? Blazing hot. I bought a 16 oz bottle of water there drained it in about five minutes and could have drunk two more, I think. We packed out again, bound for Valley Vineyards, down on Rte. 22 and 4 on the other side of Morrow. I hopped into the '3, twisted the key. Hit the starter button and was rewarded with a "Klic", and another "Klic" and then "nothing". What now???!! I turned the key to off, turned it on and tried the starter button again, half a turn and nothing again. Was it so hot everything under the hood had quit?? Key to off, key carefully to On, hit the starter, "Vroom"!!! Operational again, but another problem to be solved!



Down Rte. 73 to 380, do a left turn and get away from all the Saturday afternoon traffic. The run down to the vineyard took a little while, 380 to 22 and 4, turn right and still about seven or eight miles to run. But, eventually through Morrow and down the hill to VV. Just to be safe, I parked on a rise in the parking lot.



The Vineyard was downright cold and dark. Wines were samples, the ice water on the table by the door was sampled, the grape juice was sampled, but noticed that neither Duncan or Bridgette slugged it down (the grape juice, that is), so I decided not to buy a bottle (tho' well within my pay grade). I commented to Bruce we needed to make this place an end point for a future tour on a Friday or Saturday nite to get in on the Steak dinners you can get here. He agreed and commented "September", but maybe October will be more cool, I thought.



We bought the wine, and packed out for Hemlock Street. The car started without protest. Bruce lead us over some back roads and we

eventually got onto Rte 122 and then rte. 123, and followed it into Franklin and a right at Zink's Meat market, up and over the hill and there was Hemlock. Shortly we were all on the Ball's back patio. The Rutledge's and Ted Allison were there already and the McKitrick's showed up shortly thereafter. Followed somewhat later by Scott and Brenda Stout

Cool down time! Bridgette and Duncan were into the pool first. Within a half hour most of us were up to our necks in water and the elephant brigade put on a cannonballing display that will have to await the pictures in the Marque.



Later, it was Steak and potatoes time, with several salads and vegetable dishes, and later still, the desserts, featuring an Ice Cream Cake which really hit the spot. But, the temperatures were still in the 100's at and after six PM and quite a few went back into the pool as the sun continued to blaze down. The party started to breakup around 7:30, with the local thermometer still reading about 99 F.



Another great Pool Party, no rain, good reason to swim and excellent food....Thanks to Lorna and Ellis.

TRA 2012 NORTH CAROLINA



TRA 2012 – The Vignettes

TRA2012 has come and gone, but while the memories linger I'd like to document just a few of the things I remember. Rather than a chronological blow-by-blow, y'all are going to get some short snippets of the things I remember well – those things that pop out in my memory as I remember them.

10 is a 10

The Tail of the Dragon, The Diamondback, US50 through WV, they all have their fans saying they are the best sports car roads this side of some roads I know in California... well, maybe, but I have another one for the list – WV 10 from Princeton to Huntington. There isn't a straight section to the road and the transits up and down several mountains have enough twists, turns, and switchbacks to keep the most avid sports car freak happy and most other people motion sick. Stan – you need to try this road - 100+ miles of pretty-much constant turning. Hope your brakes are good! This is what Wikipedia had to say about the road: *“West Virginia Route 10 is a north–south route from Cabell County to Mercer County in the western and southern regions of West Virginia. The road is of very poor quality for most of its path, following river valleys and carved into the side of mountains. Between the towns of Hamlin and Man, most of the route closely parallels the course of the Guyandotte River.*

Thus, it follows a very winding course, with a solid rocks just inches from the roadway, and is thus very dangerous.”

Don't believe that? Try a review from a motorcycle web site:

<http://www.motorcycleroads.us/roads/wv10.html>

“Great road to ride. I've been riding this road my whole life and it's fun every time. I only recently did the ride from Logan to Princeton and I'll have to say that it was an experience to say the least. It was a nasty rainstorm with lightning and all. Went through the scariest town I've ever been in during this terrible storm and I vow to never go back. The town is Matoka and it's like something out of a horror movie. It was absolutely frightening and I'm glad I got through that town in a hurry. Other than that it's a great ride, and, actually, it would be interesting to go back to Matoka DURING THE DAY just to see it.”

Matoka is not bad during the day, BTW. WV 10 - our kind of road!



The Beer at Portsmouth Brewing Co – whaa? You expected any left???

The Portsmouth Brewing Company continues to put out good ales

– we had lunch there the first day and the food and brews were excellent! It's a short jaunt from the Dayton-Cinci area to get there, so you might think about a day-trip to the area – add in the shops and murals and it's a great place to spend a day.



Parked in front of the DQ in Bland, VA waiting out a rainstorm



Roadster Factory Display before the rain hit

The Rain in Spain Falls Mainly on the Triumphs

Never fails – since we were near Asheville, NC, the meet team arranged a day at the Biltmore. At the Biltmore on the 21st the weather was hot and humid with building clouds – we got done with the Biltmore house tour and went to the winery they have on the grounds for lunch, wine tasting, and to have some more money sucked from our wallets. On the way to the tastings we checked the sky – nice and bright. In the middle of the tastings it poured cats, dogs, and moose. While we were watching the Ark float by Chuck and Chris remembered their top was down and sprinted out. Duncan and myself ran after to see if we could help. All of us ended up drown rats, but the TR4A didn't get as wet as it could have. We learned our lessons - Friday during the car show storms went north and south of the inn, but never hit it, but we were prepared, monitoring the radar. After the car show I went in to help the judging and stopped looking at the radar long enough for a heavy thunderstorm to blow up above us and drench the Roadster Factory's parts display – they looked like us on Friday! We helped them dry their stuff out and learned another lesson about rain in the hills. Lessons learned in these two instances were used on the drive back Sunday where we watched the weather and correctly predicted rain crossing the road in front of us (so we stopped at a Dairy Queen, put tops up, and watched it rain while eating Dilly Bars...)



Crack Auction team of Ernie and Ron with a few of the 200 items in the auction this year

200 in 300

We had about 200 items to auction off at the auction, and got done in about 4.5 hours. That's flying! I actually bought a few things I needed for the re-emergence of TCF1760LO, Alice bought a few things, Bridgett bought some ear-rings, and Duncan didn't find anything he wanted. Good thing the Stag couldn't make it and we had the Subaru...



Fried Chicken Sandwich and crispy taters – better than the turnips...

Yum?

If you are in Spruce Pine NC, and you are having dinner at the eclectic Knife & Fork, do not order the Sautéed Turnips and Kettle Corn. Had the mandolin sliced the turnips it might have been better, but they just quartered them – hard eats - I like eating raw tubers I do...yuck. The Fried Chicken sandwich looked very interesting – you can ask Chris White about that. So if you are into unique cuisine go for it, if not DT's Café there is very good, and there are a lot of neat stores in Spruce Pine after you eat.



Jenny Wiley State Park Lodge, KY

Beware of Park Buffets

Both at Jenny Wiley (KY) State Park and at Pipestem (WV) State Park we have buffet dinners and breakfasts. Edible, but reminded me of cafeteria food. Shawnee (OH) had much better food (well, maybe not the pasta...) and you ordered off the menu always.



Evening at Pipestem Resort in WV

Don't beware of park views and rooms – we stayed at three state park lodges during this trip – Jenny Wiley in KY, Pipestem in WV, and Shawnee in OH. All had comfortable rooms, decent food (as long as you kept away from the buffet), excellent scenery, and were quiet even with a lot of people in them. The prices are in line with what you would pay at your normal trip lodging (Hampton, HI Express, Fairfield Inn, etc.), but the experience is much better and you are nowhere near a noisy highway – just chirping birds.



View from the balcony at Shawnee State Park Lodge, OH

Switzerland Inn

The Switzerland Inn is a pretty place, the view of our balcony looked off to the southeast over the lower NC mountains in that direction to the Piedmont – what a view! We were just upstairs in the main building from the front desk which came in handy several times and a short jaunt from parking. The nice thing about being at 3500 ft altitude was that it was 80 at the Inn when it was 90 in the valleys. We really didn't need the AC most of the days and not at night, especially with a breeze blowing – which is a good thing since the AC wasn't working well. Oh, the main lodge where our room was dates from the middle of the last century, so the bathroom does not have an exhaust fan – this makes taking a shower a sticky dry, and lack of AC hinders any drying in the room (smile).



The Switzerland Inn – our room was the upper balcony farthest left

The Jensen Family that runs the place was very helpful and even unplugged the toilet when Duncan did a number to it! The law and grounds are nice to walk about in . We did notice a few nasty gnats attacking us during the day towards the pool and outside fire pit, but they went away at sundown and no mosquitoes or deer flies to be had. Ask to be put in the new buildings. The Inn's restaurant is, well, maybe okay, but there is a bit better fare at the Switzerland Café down the street.



Morning View from our balcony



Typical of the views along the Blue Ridge Parkway

Blue Ridge Parkway

Fantastic. It's that simple – we had great roads heading down, and on the way back we stayed on the Blue-Ridge Parkway for over 100 miles before having to turn northwest. The views are out of this world and the price is the gas. The traffic this time of year was non-existent. If you want to run the Parkway do it in later June, but try and stay away from Fall when it's bumper-to-bumper. Highest elevation I saw on the Parkway was 4400ft near Grandfather Mountain.



More views from the parkway

Moo!

Beware when you are driving through eastern KY and western WV – the elk herds are thriving – over 10,000 now. Hitting an elk would be like hitting a cow!

The journey is part of your vacation

Anyone that has travelled with us to Triumph Conventions knows we enjoy the way to and

from the convention. Some beat it like a bat-out-of-hell there and back, but the trip, and the things you can see and do on the way, is a major contributor on whether you really have a good time. Finding good parks, interesting stores, different food, and roads less travelled is a part of the whole experience. Those that travel with us know we like state park lodges and smaller hotels, look for interesting stores, and always find decent vittles and good wine.



TR4s in Burnsville

If you are in Burnsville NC...

I can recommend the Appalachian Java Café, Clodhopper shoes, Burnsville Wine, and Bubba's Good Eats! The BBQ at Bubba's was the real deal. Oh, did I forget the quilt store??



A Triumph, or two, or three, at the Biltmore...



A flower Alice really liked on a tree at the Biltmore's gardens

Biltmore "show"

The staff at the Biltmore allowed us to park our Triumphs on the lawn in front of the mansion – lined them up across the lawn door-to-door – very impressive. Hopefully the oil drippings didn't kill much grass... We stayed at the Biltmore probably longer than two other times we've been there, and toured the grounds this time – which meant that we stayed long enough for thunderstorms to brew, but that's another vignette...



This is a Triumph 10 Sedan; it is not a Turnpike Cruiser...

Standard 10's and Interstates don't mix

A guy from NC brought his 4 Standard (and Triumph) 10's to the meet. That's right, 4. Panel truck, sedan, station wagon, and pickup truck – all powered by 948 cc's of raw power. He and a helper took the pickup and sedan to the Biltmore. To get to the Biltmore we caravanned from the Inn via I-40. Where we

got on I-40 was a 2.5 mile uphill run as we headed up the Blue Ridge. 10's can maybe do 60mph downhill on a good day with a tailwind, so those 10's were in the slow lane with all the semi's making 30MPH if that. Just taking those cars out on I-40 was a guts move!



Standard 10 Pickup – no faster than the sedan... with the steering wheel on the wrong side for USA driving!

Kelly and we do not mean the island

Finally met Kelly – one of Stan & Norma's Seto's daughters. She came to the meet for several days – very near lady - Stan, you need to buy her a TR...

TRIUMPH REGISTER of AMERICA

Poster for next year's TRA

Next year – TRA 2013 is at...

... the Land between the Lakes – next year TRA is slated to be held in Aurora KY at the Kenlake State Resort Park. We will do the Bourbon Trail on the way there next year! I will pass along registration and hotel details as we get them, in fact, see above...

Berate Local Club TR2-4 owners

This is the yearly segment where I berate the TR owners in local Ohio clubs for not joining us at TRA. Next year you have little excuse. It's in Kentucky, so it's close. It's at a Kentucky State Park Lodge, so it's cheap. To top it off, we are telling you the dates now so you can mark it on your calendar. Note that you do not have to be there the whole time – you can, say, come down Thursday to catch the show and auction on Friday, and then head home on Saturday. We also hear the excuse that registration is too expensive – my observation is that if paying \$150 for a four-day registration at a convention is too expensive then maybe you ought not to have a little British Sports Car??? We know who you are and we will be bugging you. Rutledges – if you are going to Kentucky Music Week 2013 Bardstown is a hop, skip, and jump away! You now know what fun this is. Don't ask me, ask Stan, or his daughter!

You will never live it down

On the way to the Biltmore we saw a TR6 pulled off the side of the road and pulled off to help. When the driver came back out of the bushes we knew what happened – didn't make that last trip to the john before leaving. We made sure he never lived that down the rest of the show, so please ensure you take care of emptying what needs to be emptied before leaving on a caravan...

Obligatory Car Pictures

Okay, so I've been a bit light on the car pictures in this article so far, I will rectify that as soon as I make my point that these shows are about the people, not that cars. Cars are lumps of stuff without any soul, but the people

are the ones who bring the cars alive – celebrate the people (even if they don't remember to tinkle before they go).



Concourse (Judged) part of the Friday Morning Car Show



All them 10's – no need for speed now, which is a good thing if you own one



Participant's Choice part of the car show



Bev Floyd working on their TR4 – Past Best of Show winner still in good form – I like to think I made the car what it is since I sold them those mags <smirk>



TS1LO – The First Production Triumph Sports Car at the show



I liked the paint color on this TR3A from Ontario



I also liked the trunk layout of this TR3A from Tennessee



Almost home – Alice’s TR7 and the White’s TR4A at Miller Dry Goods (and bakery, and furniture store, and shed builders...) just north of West Union in Adams County



The Richard’s TR3A needed some help, which meant the beers and opinions flowed

Good Night Mr. Wonderful. Adieu.

Phil was laid to rest 16 August among friends.



Lined up for the Breakfast Run in front of the Inn – the blue TR3A in the foreground has a 5-speed Toyota tranny conversion in it – very neat!



Tales of the FrankenStag

August 2012 - Bruce Clough

Well, June sucked, so let's see what July brings. As of the end of June the FrankenStag was on the lift with the left rear suspension yanked out and the left halfshaft removed. Looked kinda like this:



Passenger rear side minus the trailing arm

Not a pretty sight for those who actually like driving cars...

Bushing Travails

Since the right trailing arm was destroyed by the broken half-shaft I had to find a new one. As these things go I could use a TR250/5/6 part since they were the same, but I managed to find a good one on eBay that set us back about \$40. Inspection showed it to be in good shape – I have to replace the mount bushings, brake pipe clip, and one of the casting plugs, but the metal is in good shape and even comes with paint and undercover overspray (smile).

First thing is to replace the bushings – the ones that were in it actually looked in serviceable shape, but then again, that's what I said about the u-joints. Since I had a set of rubber bushes and the "tool" from prior replacements I thought I was already to go.

First of all to remove the old bushings Putting the arm in the bench vise I used a hacksaw to

cut the protruding sides of the bushes off to make pressing them out a lot easier.



Cutting the protruding part of the bushings off – just use a hacksaw – pretty simple

Then I got out my "tool" – a threaded rod with the right washers, sockets, and double-nutted on one side, to press out the remaining part of the bush.



Trailing arm bushing removal tool – large socket is what the bushing presses into from the washer on the threaded rod forcing it up from below – Vise Grip is used to keep rod from spinning

I think this took well under 30 minutes to do including the clean up. Now to reverse this and get new ones in.

Not so fast...

The job now was to use the same tool to press the bushes back in, using a bit of silicone grease to make things easier. Worked like a charm two year ago when I rebuilt the back

end (the first time). Didn't work this time. The rubber mushroomed sooo much I couldn't force it in, and the steel tube in the middle pressed out of the rubber a bit. Funny, didn't have this issue before!



Steel tube pressed out of the new bushing about a third of an inch

I went back in and messed with washer and socket sizes as well as building a sleeve to keep the rubber part from mushrooming while being pressed, but still no go.



Anti-mushrooming sleeve made from Lowes parts

In the end I put a flat washer on the end to be pushed and then used the bench vise to press it in, rotating the arm a but while I was pressing – it went in finally, but the rubber and steel tube ends never really lined up, so I'm taking it out and getting a set of urethane ones...

Note – if other readers have good ways of doing this bushing inserting without taking it to a shop please let me know and I'll share!

Found out something else, Several studs that hold the outer bearing assembly to the trailing arm were missing. No big whoop I thought since I have the ones from the busted one. Wrong, the old one had 5/16" NF where they went into the trailing arm, the one I just got used 5/16" NC. Huh. What does the parts catalog say – it just lists TD518 for both the Stag and TR6, and the threads are not given. I love engineering changes that aren't noted. Fortunately I had several TR3 intake manifold studs that were the same as what the new arm needs. So there you have it – cross-reference that.

It's a thing of beauty...

The new half-shafts came in from Goodparts, they are beautiful:



Goodparts Stag Half-shaft – uses CV joints instead of U-joints

Hmm, the instructions state that you need to trial fit them to the trailing arms off the body in case you need to remove metal from the arm casting so the half-shaft can rotate freely. In case? There was no "in case", the shaft definitely was in interference with the casting. Inside, the tunnel that the shaft goes through it is not totally round, but has a small part of the circumference that is flat, and it was hanging up on that.

Turns out removing enough of the casting so the shaft could rotate freely was not a trial matter – not only was it inside the tunnel where access using a tool from outside was not easy, but also aluminum gums-up most

metal grinding and filing gizmos. I ended up using a small shaping bit left over from my dad's lathe, followed up by a cylindrical stone with rounded tip, wire brush, and finally 60-grit sandpaper. It took me about an hour since I used a slow-speed on the drill so I wouldn't clog the tools with aluminum, an hour later (per side) but I hogged-out enough metal for the shaft to clear.



Removed enough metal at the bottom here to make the flat section round at the same circumference as the rest of the tunnel

Now to do the installation. The instructions that came with the shafts were pretty detailed and straight forward once you understood they were for TR6 shafts that used 3/8" studs that the Stag one did not. The installation is basically:

1. Install differential-to-shaft adaptors.
2. Install trailing arms.
3. Install brake plates and brakes.
4. Install half-shafts.
5. Install hub and brake drums.
6. Bolt wheels and tires on.

You're done (okay, there is paying off that hefty Mastercard bill, but hey, it's only money...).

There was one thing that left me wondering - the hub nut installing directions told me to basically use red Locktite and torque to 250 ft-lb. Yikes, that essentially tells me that the nut would never come off again! 250? That's 100 ft-lb more than any torque wrench I have. I ended up using blue Locktite and torquing it first using the air impact wrench at 10%

overpressure and then a socket wrench with a Thor hammer. I think I got close (smile)... Besides having to take the aluminum out of the tunnels and replacing the trailing arm bushings it really didn't take much time or effort - the Goodparts shafts fit right on and they even included new hardware with the shafts. Hopefully the first test drive will confirm that these are a solution I've needed.



Adaptor plate holding shaft to differential

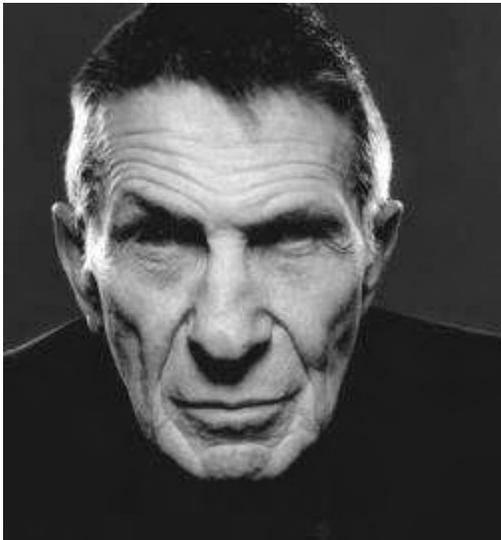


Inner CV Joint attached to adaptor



Done!

In Search of: Paint



Well, as if the drive train isn't enough, we have a hood color to deal with, and I'm not sure even Leonard Nimoy can help me.

Here's the history – if you remember, the original hood had a big hood scoop covering a big hole in it required for the air filter system on the V6. I got another hood with the car – unfortunately it was that lovely Sienna Brown and needed a total repaint to match the car.

Fortunately the prior owner remembered the paint code on the car, so I had it repainted with the paint code given to me by the prior owner.

Unfortunately that hood was too dark. Very pretty color, but too dark.

Fortunately at this point Mike McKirtick stepped forward to help – he volunteered to repaint the hood to match the car.

Unfortunately I still didn't know the original paint code.

Fortunately, the prior owner called me up and said he found a can of the original paint. I got that to Mike to give it a shot.

Unfortunately that paint was way too yellow to match the FrankenStag. It was an MG Brooklands Racing Green, so it matches something, but not this car.

Fortunately Mike had a can of the paint he shot his TR6 with a while back so he did a trial run since he thought that color matched the FrankenStag's.

Unfortunately that paint was too dark – matched the hood color fine, but not the rest of the car.

Fortunately Mike knows some folks at car paint stores that are experts matching colors and even have a piece of gear that can do it, so off came the trunk lid and away it went to the paint shop for them to match it up.

Unfortunately they failed – they tried numerous times and always were too light in one shade or another.

Fortunately we had a back-up plan – paint that hood a satin black – gives it that rice-burner look and maintains the option to paint it green later when we can match the paint.

So, after spending another \$200 on paint, prep materials, thinner, and assorted other chemicals I still don't have a hood that matches, but at least it's not matching is a bit better...



What \$200 gets you now-a-days...

... in fact, it looks somewhat different – I like it...



...and the decals we had made.

27 Jul I took it on a test drive down to Bellbrook for wine and ice cream and it drove fine, so it will make it to BCD on the 4th...I have faith.

MVT Events July 2012

The Great Cake Pop Disaster, Pool Party and Tour - 7 July

By Bruce the Events Tsar

Wow, what a hot one – this turned into a “reliability run” to the “cool down”. The idea was a nice cruise to the Ball’s house via roads less travelled, picking up a few things along the way.



Nothing like a cool day I always say...

104 degrees F was not in the plans, trust me. I was worried that nobody would show up in their Triumphs based on the forecast, but the club surprised me – at the BellHOP meeting point I saw two TR3’s, a TR4A, Spitfire, and a Stag.

A Stag – that’s brave...or stupid, one or the other...

Anyway – five Triumphs on a very non-standard day. Turns out Ted was just on a trial run and wasn’t going to join us on the tour, but would see us at the pool. He needed to test out the heater for leaks, picked a good day for that, he did. (Told us later the heater worked too well...)

Anyway, we made it out of the BellHOP towards our first stop – Jackson’s Farm Market for some Sioux City Sarsaparilla beer. Sad to say the Stout’s TR3 overheated on the way there and had to drop out of the running. Remind me to get them a rubber chicken...



Hot day, but the roads were fine!



Bruce discussing the benefits of Lucas Aerospace with Dick Cheney

Ran into some old friends at Windy Acres Country Store – they must have found a sale on Dick Cheney rubber masks since they had several mannequins set up around the joint,

so after we got some crunchy vegetables and Cowtails (that the kids didn't like – go figure) we all got some photo ops.

Contrary to popular belief, we did this all without finding a single gravel road. Folks are paranoid that I'll drive on roads less paved – I got you covered folks!

After Windy Acres we headed to Valley Vineyards to get Bridgett & Duncan some sparkling grape juice, and that's my story and I am sticking to it... Anyway, we also got a few bottles of wine and enjoyed the air conditioning.



Remarkable how Spitfires scare away other cars - Curtis had the lot to himself at Valley Vineyards



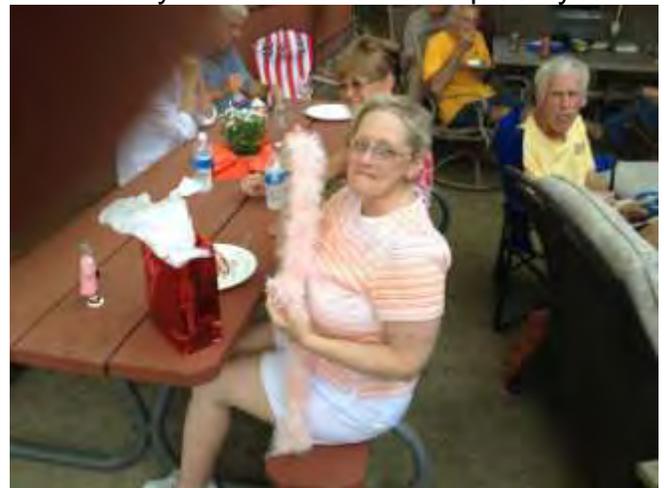
I guess the A/C in the TR4A wasn't working too well..

After that we headed to the pool party by the shadiest roads I could find, and the Balls and quite a few less-brave MVT'ers were waiting for us. The pool was nice.



The pool was nice

Since Lorna's birthday was coming up we got the Prez a few gifts, including a crown, big honking diamond ring, and a boa. We'll re-write the by-laws to make her a queen yet...



President Lorna angry since the boa was not ostrich feathers, Roger just looking intelligent (I love bad pictures...)

All of us stayed there until the food was eaten and the pool emptied of water. The MVT Water Ballet team made a quick appearance, did a group dive, and splashed about half the water out of the pool. Yep, diet time... Hat's off to Ellis and Lorna for hosting us and providing such hospitality – they do this every year and we enjoy it every year.



Lorna gets her composure back in time for photo ops with her constituents...Carol happy Roger wasn't looking at camera...

So what is the deal with the cake pops? Simple – Bridgett was making them to bring to the party, but the recipe wasn't detailed enough to allow here to make partial mixes, so the soft ingredients in the cake pops got a bit much, so they all fell off/through the sticks while under construction! Kinda reminded me of the FrankenStag...



Bridgett made cake pops to bring to the party. Bridgett's warning: "they suck". Never made it to the Ball's...



The "elephant brigade" left to right: Stan, Danny, Bruce, Ted, Mike & Roger!

Cincinnati British Car Day – Harbin Park, Fairfield, OH

Okay, so with overcast skies, rain forecasted, and none of my cars on the road (Alice's TR7 is running, but it's unfair to take her car) I still headed down to Cincinnati on 15 Jul – it's my duty, and besides, I told the club I'd lead the caravan. I really didn't expect anyone to show up since with the hot weather and with Phil's death nobody really felt like going to a show. I was surprised then when I met Chris Yanity at the door of Bob Evans – we had some good conversation catching up on things and out the door we went – to see Harry and his TR6 blow by and head south, so we followed, albeit by Interstate...

If you've never been to Harbin Park, it's probably at the top of Fairfield, with wonderful views of the Great Miami River Valley – it's really a great venue...



Harbin Park – by the Spitfires – sparse cars

...which has me perplexed on the low turn-out they get at the show. I think there were only 36 pre-registered cars. There probably weren't any more than 110 cars there by the time Chris and I left – Stan said his registration number was 98. I'm not sure what the Cincinnati British Car Club folks are doing, but I would think that if Dayton pulls 330 cars Cincinnati would do at least that well.



Dick Feldman making sure the wheels on Stan's car stayed on... I think the couple in the back was doing the Safety Dance...

Chris and I stayed long enough to look at all the cars, chat with Stan, Harry and other British Car owners, and actually buy some Stromberg parts – had to have some evidence we were there. There were a few interesting cars, like the T-Bucket someone made from a Spitfire, the Herald with the big-block in it, and the Daimler SP-250 with that cute little 2.5 liter Hemi in it.

We made it out of there before the rain came, and I made it back home by 1PM. I'm hoping the Cinci folks sort things out and come back with a bigger/better show next year. Sans the loud British Invasion music, please – we need to be able to hear the person talking next to us!

We also learned a few things, like you always wrap rags around master cylinders..



Chris's Favorite – he yearns for TR Stealth again

We met a few folks I've not seen in a while – including the Bjornsonns and Feldmans (remind me, I need to ask Dick Feldman for some TR3B parts...)



Rag on Spitfire Master Cylinder



Rag on GT6 Master Cylinder



Rags on Stan's Master Cylinders...plus a spare!

Must be something I don't know – I just use DOT 5 (Silicone) fluid and fix cylinders when they leak (smile).

Upcoming Events!

Upcoming Events From your MVT Event's Chair – Bruce Clough

1-Aug-12 MVT Monthly Meeting in the spacious Tumbleweed Restaurant Meeting Room in the front of the restaurant, which is in front of the Elder-Beerman store on East Dorothy in Kettering. 6:30 PM dinner, 7:30 PM Meeting. Lots of stuff to talk about with Dayton BCD just around the corner. Be there or be square.

Breaking News – The Rutledges have decided to move their tour from 14 July to a weekend later in August – we will let you know that weekend when we get the details!!!



4-Aug-12 Dayton British Car Day –

Wow, has it been 28 years already? Okay, so the date on the logo is wrong, sue me – I didn't have a graphic of this year's to use! Well, here it is again, 300+ cars, lots of vendors, and your chance to show the world your car is better than anyone's car so you should get the females – did I say that right? I am so un-PC...



Dayton BCD in 2011

Help Us! Kidding aside, this is one of the premiere British Car Shows in the country and we continue to refine. We do need your help

though. We run this together with the MG club, but we can always use more hands – especially with helping park folks and counting ballots. If you can help please contact me (Bruce), Lorna Ball (ballpad@aol.com), or Stan Seto (stans@fuse.net)

Registration Information is available at the MVT website. Click the link below and that will start you on your journey – register early and often!
<http://www.miamivalleytriumphs.org/bcd2012.pdf>

Early registration ends **14 July** – git ‘em in the mail now



The poster features a large red number '1' in the center, flanked by two Union Jack flags. Below the '1' is a red classic car. The text reads: 'the Pub 4th Annual British Car & Bike Cruise-In Sunday 19 August, 2012'. Below this, it says 'Sponsored By:' followed by logos for Bass, Jaguar, Heidelberg, Triumph, Land-Rover, and Euro Classics. At the bottom, it says 'Cruise-In Starts at 3pm - Owners Party at 5pm' and 'The Pub - 39 Greene Blvd, The Greene, Beavercreek Ohio'.

18 Aug – The Long Awaited, and twice postponed, Rutledge Tour – Roger and Carol, or Carol and Roger request the touring membership meet at the Park Lane McDonalds 2133 S. Dayton-Lakeview Rd. (also known as St Rt 235, approx. 2 miles north of I-70) departure at 9:00 am, breakfast before that. We will head northwest and end the day at our camper near Piqua for a light supper or dessert or both. You

can stay as late as you wish (no overnights without a camper) campfire provided. We will hope to get a head count at the next meeting, as needed for a couple of the places we plan to visit.

15 Sep – Farmstand Tour – Back yet for another year is this favorite where we travel to different farms across the Miami Valley and sample produce. This year is a bit different since we will end up at Valley Vineyards for their ever-popular steak/salmon dinner. Starting point is TDB – but probably near I-70 and Fairborn...

13-14 October – Write the dates down – the Fall Tour is back! We will be leaving Dayton early Saturday for a day of driving, ending up at Deer Creek State Park for that night – a proposed site for future Triumph Meets. Sunday finds us heading up northeast of Dayton around Springfield. Staying somewhat nearer to home than the last several years, but there is still plenty of good roads to travel.

MVT Classifieds



Wow: Nothing this month given us for sale. We'll have to go to the MVT web site to grab a few...

For Sale: 1960 Triumph TR3A. Comm # TS63118LSTC60. (actual commission number would be TS63118L, the STC60 was a tag added for California law stating the build year I believe - Bruce) Signal red exterior, black interior, rebuilt engine, . The TR3 is among the favorite British roadsters. Purchased in 1995, ground up restoration. Rebuilt or replaced all parts. Engine was rebuilt by previous owner, shows 5943 miles on odometer, a very solid restoration. Drives good with extra parts. New brakes, clutch, brake lines, new gas lines, convertible top, tonneau cover, top frame cover, side curtains, new seats, new carpet,

new interior. All gauges work, wire wheels, new tires, chrome redone. SHOW READY. Contact Dave Email: dstein@woh.rr.com or phone 937-433-8323



My Friend Phil



Phil helping me fix the FrankenStag – I swear he used these events to try stuff out on their Stag later...

On 16 July we buried Phil. I knew Phil since he joined the club many years ago, driving up in the old Spitfire that never ran very well or didn't seem that reliable, through the years driving the Wood's old TR6, and finally that darn Stag that gave him fits. Through the years Phil proved to be one of the best MVT members I've known, along with his wife Carolyn, and did many MVT jobs, including a stint or two as President. He also volunteered to be the BCD Chairman as well as the lead MVT rep to the BCD committee

– his service to the club was only stopped by having to care for Carolyn.



This is how a lot of us remember Phil, as the BCD Announcer, which he did an excellent job of doing

I'm going to miss them both, but I thought at least I could share these few photos of Phil I found on the computer.



Another shot of Phil announcing

Funny thing about Phil is you never knew if he was being serious or pulling your leg, until he smiled! Sometimes even then you were wondering...



Phil helping Roger with his TR6



Phil wheeling Carolyn to the Stag on one of the many MVT tours they went on.



At Phil's Middletown house with Ellis and Forrest (back to camera) working on the Stag – something we seemed to do a lot of...



GNO!

The last several years were spent helping the Dayes with their Stag. When we first met them they had a decent early Spitfire that seemed to make it through most events in one piece (smile), but Phil wanted a nicer car, so when the Wood's TR6 became available he bought it, but with Carolyn's mobility not getting any better, and with picking up a grand-daughter to take care of he sold the 6 and bought a Stag for a family car. That Stag was the stuff that many a tech session was made of, and many a good time was had on Primrose Lane in Middletown working on that beastie!



Phil & Carolyn (lower right) with rest of MVT at Ball's



Phil after Lois just told him something at an MVT Banquet to crack him up



Not so happier time - on the roll-back after throwing the timing chain near Athens on a Spring Tour



Happier time - Phil and Carolyn's Stag at Hidden Valley on the way to an MVT Pool Party



Bye for now Phil – see ya' later!

I wish I had pictures of Phil and Carolyn in the Spit, but unfortunately those are on film and I don't have time to dig them out – maybe later! Hopefully other MVT members will have some pictures (and memories) to share. I think I'll ask Lorna to arrange a time to talk about Phil (like the time his Spit broke down somewhere northeast of Marietta) at the August meeting. I'm going to miss him!



You will be missed. Nobody can take your place. Life for you was serving others. Peace and rest dear friend.