



# "The Marque"

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Early TR Guy

**September 2013**

## **MVT Officers**

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

Please send comments/suggestions to:  
[news@miamivalleytriumphs.org](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 **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

Hello there MVTr's,

Well, it's that time of year to say "We did it again"! It was another successful BCD with a GREAT group of volunteers stepping up to the plate. Attendance was down due to the early weather forecast but the crowd really picked up around 11am. Thanks to everyone who helped. ...could not have done it without you.

Bruce hosted a TRA2014 meeting in his living room last week. A good crowd showed up. Budget details were discussed and questioned answered. So many things to think of and so many things to do, but Bruce and co-chair Chuck are on top of things. It's going to be a fun event. Ellis and I volunteered to head up the picnic on Thursday night with help from Carol and Roger. Take a look at Bruce's schedule of events and see what you would be interested in doing.

Also, take a look at MVT's fall event schedule. We have several things planned.....the Harvest Tour, end of summer party....plan to join in. By the time you read this we will have had the Rutledge Tour-Part B.... I KNOW I'm gonna enjoy that one!

Happy Trails, Lorna

**Treasurer's Report:**~Harry Mague

**Treasurer's Report:** As of 1 August 2013, we have a balance of \$2967.37. Since August 1, 2013 the club had the following income: 50/50 for \$13.00, membership renewals for \$65.00, BCD 2013 shirt sales for \$35.00 and 2012 shirt sales for \$50.00. Also, check #1153 from July 23, 2012 was returned for income of \$50.00. Total income for August is \$213.00. The club had the following expenses in August: \$48.49 for several months of the Marque and \$186.62 TRA 2014 expenses. Total expenses for August are \$235.11. Balance for 1 September 2013 will be \$2945.26.

**Secretary's Report:** ~ Stan Seto.

**MVT Meeting Minutes, August, 2013**

The August Meeting was held at Logan's Roadhouse on Centre Drive in Beavercreek, Ohio. The President, Lorna Ball, opened the meeting at 7:30 PM, with "Hail to the Queen!"

There were 28 club members, two Clough children and Caitlin Hayes there. Madam President announced that Julie and Brian Smith had a baby, George Alexander Louis (We all applauded and the new members asked, "Who are the Smith's??"). She also thanked everyone for the effort on Saturday when we had BCD day and noted that in 2014 we will be celebrating our 30<sup>th</sup> anniversary of the event.

The Vice President, Curtis Hayes continued his comments concerning the vendor, Michael Hide, noting that he had the Weber carburetors from the TR6.

The Secretary, Stan Seto, noted that the July minutes were published in the Marque. He asked that the July minutes be accepted. Motion was made by Stan, seconded by Greg ReLue, and passed by voice vote.

Harry Mague, the Treasurer, gave his financial review, a write-up is in this issue of the Marque.

The Membership Director, Valerie Relue, said we still have 36 members. She noted that the club lost Trevor Bihl and Mike Casen but gained Andy McKinley and Steve Meadows, and that Roy Owen joined last month.

The Events Chairman, Bruce Clough, lead off with 31 August, the date for the second part of the Rutledge Tour, Breakfast at McDonald's in Tipp City, leaving on the tour at 9 AM. Further down the road (October) will be the "End of Summer" party. He asked that in the time period 8 – 12 Sept. we go out to Deer Creek and join the Rutledge's in their camp-out and look the place over again. He noted there's a cruise-in on 14 Sept. (Franklin, OH?) and on 21 Sept. the club will do the Harvest Day tour. On 28 Sept., Tech Session at the Clough's. Further out, 5 Oct. will be a one day Fall Tour, and on 19 October the End of Summer Picnic.

**Committee Reports:**

Technical – There will be a blurb in the Marque.  
Spares – No report.  
Newsletter – No report, But no trees harmed.  
Regalia – Pete had it there.  
BCD Report –Stan Seto made a verbal report of the event highlights. See a written report in this issue of the Marque. After, Stan was asked to contact all Clubs within a 250 mile radius and remind them

that in 2014 we will be celebrating the 30<sup>th</sup> anniversary of this event and to please put it on their calendars.

Old Business- None.

New Business – The club was asked to learn all the words to “Happy Trails”. They are somewhere in this issue of the Marque. We sang two full verses as a warm-up to leaving.

Comment – In the MG Club, Charley McCamey’s wife, Jill, has just suddenly died. Madam President will send a condolence card from MVT.

50/50 Drawing was won by Valerie LaRue in the amount of \$13.00.

Meeting was adjourned at 8:25 PM

Respectfully submitted – Stan Seto, Secretary.

## Upcoming MVT Events

### September 2013!

*Upcoming Events From your MVT Event’s Chair – Bruce Clough – [bclough@woh.rr.com](mailto:bclough@woh.rr.com) 937.238.4962*

#### August Re-cap

August was one fun month – we had a lot of stuff that was going on – just a couple of notes:

**Dayton British Car Day** on 3 Aug had over 200 cars braving iffy weather attending what turned out to be a wonderful show at Eastwood metro Park. We had a lot of club members show up and help, and a lot of club members trophied (even the FrankenStag got something). Hat’s off to the Balls for opening their house and pool to the club afterwards to decompress.

**British Car Show at the Pub** on 19 Aug was sparsely attended by MVT. Thought we’d get a better showing than we did. MG club really outshined us – need to raise the chinning bar on this.

**Rutledge Run Part II** - Will run tomorrow as I type this on the 30<sup>th</sup>. Should be a fun all-day’er! Report out at the meeting on the 4<sup>th</sup>.

#### September Events

**4 Sep - MVT Meeting MVT Monthly Meeting – Logan’s Roadhouse** – off of North Fairfield road in front of Kohl’s/Best Buy/Lowes and across from the Fairfield Mall. Dinner at 6:30PM, meeting at 7:30.

**11 Sep: Deer Creek TRA “Scope-out”**- We’ll be joining the camping Rutledges at Deer Creek to scope out the place and also to meet with the lodge staff and go over the event to see what we need to work. Right now it looks like the morning of the 11<sup>th</sup> will work the best, so the plan is to arrive at Deer Creek at 0830 for breakfast, meet with the lodge staff, and then split up and visit places/take pictures/do other stuff to support the TRA 2014 National Meeting. We’ll update everyone at the MVT meeting (and by email) on the exact details for the visit. Bring your TR and cameras...

**14 Sep – Miracles Car Show – Benefits Children’s Medical Center of Dayton.** In the Walmart parking lot at 1701 West Dorothy Ln, Moraine, Ohio 45439 Show starts at noon, prizes at 5PM. For more info call Talema (ext 190) or Laura (ext 182) at 937-643-2124.

**21 Sep – Harvest Tour** – What better way of celebrating the first day of fall? We will meet at the Bellhop Café at 9AM for breakfast or coffee and launch from there. Expecting some fine roads and great very early Fall weather! Another Excuse to drive your car! Need to find those farm stands! Right now the plan is to end up somewhere on the north side of Dayton for dinner – does that work for y’all?

**28 Sep – Fall Tech Session** – Clough’s Garage – get the car ready for the Fall Tour! (or work on the Grey Ghost...will probably be into the drive train hot and heavy by that time...)

#### October Events

**2-6 Oct – Triumphest & VTR National Convention, San Rafael, CA** – I know it’s a long drive, but I’m sure it will be fun – more info at: <http://www.triumphtravelers.org/Events/triumphest13/ffest13home.php>

**5 Oct – MVT Fall Tour** – Back down to a one-day tour, but a full one-day tour down twisty-turny roads. We will plan to meet on the southside of Dayton somewhere and head out from there, maybe even to the vineyards not open to us for the Spring Tour??? Look for more fake spilled food? Anyway, plan to spend the day on the road around the Cinci area and end up at Valley Vineyards for dinner – as always if you just want to join us for

dinner you can do that also. Let's hope for some great early Autumn weather.

**Oct. 12, 2013 , Nashville British Car Club's Show at Nashville, Tennessee's acclaimed Centennial Park.**

Get complete info at [www.nashvillebritishcarclub.org](http://www.nashvillebritishcarclub.org) . If you have questions, contact Mike Long @ 615-790-2169 or email [myriley4@bellsouth.net](mailto:myriley4@bellsouth.net)

**19 Oct - End of Summer Party** – Short tour ending up at Caesar's Creek Winery. I have contacted them and they are more than happy to host us. The leaves will be mostly turned by then, so maybe we head to Washington Court House for some Fall shopping at North Coast Primitives and then head back to Caesar Creek?

### November Events

**2 Nov – Last Fall Tech Session Clough's Garage** – there will be work to do on the Grey Ghost, or you can bring your own project to tackle!

**9 Nov - Guy Fawkes Tour & Bonfire** – Well, the Corwin Peddler is no more, but that doesn't mean we can't find a reason to celebrate and burn mannequins! Hopefully the weather will be warm enough for top-down time, but you never know later in the Fall! We'll talk turkey and look for places that warm the heart and home!

### Latter Events

**7 Dec – MVT Holiday Soiree** - Get you brown-bags together and get ready to rumble!

**14 Dec – MVT Shopping Excursion & maybe dinner???** Last year we did some shopping in Lebanon and ended up at the Golden Lamb for dinner – does that sound like a good plan again? We might even start out the day at Waynesville and work south!

That's the planning so far – As we know more we shall fill it in!

### Next Year



**11-15 Jun** – TRA National Meeting, Deer Creek State park, OH

**Oct** – VTR National Meeting – Dobson, NC. Maybe we can get a decent MVT contingent going to this??? Nice venue.

### **BCD 2013, Event Report – Stan Seto**

Third year in a row, "It was a Dark and stormy night, followed by a Dark and stormy Morning". The Weather for Saturday was forecast "Rainy" and that prediction had started over a week before the meet and held up for the next eight days. Of concern was that the prediction for Friday and for Sunday was great, sunny and warm and low humidity. Jeff Zorn, Little British Car, had said he wasn't coming if the weather was bad, so did not expect him to be there for the third year in a row. Worse was that the Pre-registration list was our lowest since I took over Registration from Randy Wakefield in 2006, at 134 cars and one vendor.

Saturday dawned extremely overcast, and it clearly had rained earlier in the morning. I was up at 5 AM, and on the road to Eastwood Metro Park at about 6:10, with a stop at Kroger to pick-up ice (there was one guy there and none of the registers was opened yet). Got to the park at 7:15 and the gates were open. Dropped off the ice and unloaded the registration stuff at our pavilion. The club members were there and eager for cars. Everyone was

studying their mobile devices and it looked like all the rain was south of us and moving south, but the clouds continued to hover menacingly overhead. We set up the site and pretty soon were informed that the food stand finally had electricity and coffee was ready. I think we got our first "Not Yet Registered" car sometime around 8:30. We also had a designated area for spectator parking, if needed. On this day we did not have a car in that area until near 1:00 PM. We did have spectators dribbling in all morning, just not the droves of people who had come in 2011 and 2012. Vendors, too, just seemed to be sneaking in. We had one pre-registered, and it was not Mr. Zorn, who did in fact show up, but I don't know how good his day was. I think we had four vendors in total, including Ted Schumacher.

For the day we registered a total of 205 cars, and let 3 (really late) arrivals go in free, and turned away one guy who was driving a poorly looking Jensen-Healey, because "he just wanted to show the car, not get it judged", so did not want to pay the entry fee. "Well, Duh!" Based on the "pre-registered No Shows", it looked like we had about 184 cars on the field, in spite of the fact that John Coutant went out twice and only counted 158 cars. Show attendance was hurt by the fact that The Roadster Factory Summer Party was being held on this weekend and there were several other car shows that had moved over onto our date. One question I fielded all day was how did this show attendance stack-up to past years? See the Table at the end of the article.

The cloud cover began to lighten up at about ten o'clock and by noon was definitely less threatening. We registered our 200<sup>th</sup> car just at Noon and two others showed up within five more minutes. At One PM, the sun was out and by the time we were doing awards, it was hot.

Due to the attendance being down, not as many shirts were sold, although Lorna reported we sold all of last year's shirts, and of course, food sales were down, so this may not be a real profitable year. The show ran well, there were no major problems that I was aware of and we did end up getting a good spectator turn out in the early afternoon.

Awards, I did not hear all the awards, but know that John Coutant won for TR3's and the White's got an excellence award in TR4 Premier and Harry Mague got an award of Excellence in TR6 '73 - '76, while

Bruce Clough (and Children) won the Stag Class. Scott stout got an award of excellence in the Lotus class, Roy Owens, award of excellence in Premier as did Jeff Barth both with Spitfires.

The registration team did good work, even if they were never really pressed by cars being stacked up in either line, we processed them through fairly quickly, aided and abetted on the sidewalk side of the pavilion by the dirt we had put down last year that never went away and grew weeds as hardy as those that grew nearby. We did put down some more dirt, which also got packed down by the cars, so things should be even better next year.

The Judging team completed their work well before the 3 PM deadline which pleased skip Peterson no end. It all seemed to go like clockwork.

When it was over and things were being picked up and packed away, the decision was made to meet at the Ball's for pizza and wine. Fifteen club members showed up and the kids were in the pool right away. The water felt great, but I was too tired to put the suit on, so spent some time with just my feet in the water, it was enough...

We got six large pizza's (Donato's or was it Domino's?) and demolished them in about a half hour and the day was pretty much over.

**Attendance in Past Years – High Water Mark in 2009**

<u>Year</u>	<u>Pre-Registered</u>	<u>Total Registered</u>	<u>Vendors</u>	<u>Cars on The Field</u>	<u>Weather</u>
<u>2006</u>	195	353	6	341	Sunny & Hot
<u>2007</u>	178	310	6	300	Sunny & Hot
<u>2008</u>	143	295	6	266 - 288	Sunny & Hot
<u>2009</u>	174	355	8	349	Sunny & Hot
<u>2010</u>	149	309	5	302	7 <sup>th</sup> Straight Year
<u>2011</u>	182	304	3	300 - 306	Sunny & Hot
<u>2012</u>	143	255	5	246	Rain Threat – Sunny, later
<u>2013</u>	134	205	4	184	Rain Threat – Sunny, later

**MVT Triumph TR3's at BCD 2013**



**BCD 2013 winners**

total at show- 208

***MGT***

1. Steve & Jayne Powell 1948 MGTC

***MGA***

1. Phil Roberts 1959 MGA

AE. Jim Justice

AE. Mike Razor

***MGB 63-67***

1. William Hunter 1963 MGB

***MGB 68-74***

1. Ron Parks 1974 MGB

AE. Denny Osborne

AE. Terry Looft

AE. Skip Peterson

AE. Dane Petrie

AE. Graham Cooper

***MGB GT***

1. Ben Grabow 1974 MGB GT

***MGC***

1. Tony & Janet Shoviak

***MGB '75-'80***

1. Charley McCamey 1975 MGB

AE. Cheryl Ross

AE. Richard Pratt

AE. Tim Lewis

### ***Midget***

1. George Chase 1970 MG Midget

### ***TR 2 & 3***

1. John Coutant 1959 TR-3

AE. Max Ruebin

### ***TR 4 & 250***

1. Bruce Miles 1968 TR 250

AE. Mike Smith

### ***TR 6 '67-'72***

1. Herb Puls

### ***TR 6 '73-'76***

1. Vic Sniveley 1975 TR-6

AE. Harry Mague

AE. Neil Erikson

AE. Dann Poindexter

AE. Bo Wagner

### ***TR 7 & 8***

1. Keith Hartman 1980 TR7

### ***Stag***

1. Bruce Clough 1973 Stag

### ***Spitfire I-II-III***

1. Bill Burleigh

### ***Spitfire IV***

1. Harry Plisevich

### ***Spitfire 1500***

1. Ralph Weiss 1979 Spitfire

AE. Ronald Glett

### ***Spitfire '78-'80***

1. John Timpone 1978 Spitfire

### ***GT 6***

### ***Jaguar XK***

1. Richard Davis 1959 XK150

### ***Jaguar XKE***

1. Dick Dearing 1964 XKE coupe

AE. Gary Carroll

AE. Joe Gerst

### ***Jaguar XJ/Sedans***

1. Dana Springer 1988 XJ convertible

AE. Dane Springer

AE. Michael Goetz

AE. Rich & Lori Compton

### ***Austin Healey 100***

1. Greg Sipe. 1955 100-4

### ***Austin Healey 3000***

1. Bernie Grabow 1966 3000

AE. Mike & Kim Bush

### ***Austin Healey Sprite***

1. Don Bixler 1959 Bugeye

### ***Land Rover***

1. Nick Wilson 2001 Discovery

### ***Lotus***

1. Greg Corson 1972 Europa

AE. Maxxed Stout

### ***Classic Mini***

1. Tim Bosse 1975 Clubman

AE. Greg Grooms

AE. Jason Pigg

### ***New Mini***

1. Mike & Nancy Edgerton 05 Cooper S

### ***Sunbeam Alpine***

1. Jean Webb 67 Alpine 5

AE. Bob Tompson

AE. Karl Keyes

### ***Sunbeam Tiger***

1. Jim & Diane Ebert 67 Tiger Mk II

AE. Mak Rense

AE. David Tiettmeyer

### ***Morgan***

### ***Motorcycles***

1. Bob Piper 74 Triumph

### ***British Conversions***

1. Mike Moor, 75 MGB

AE. Eddie Cole

### ***Open Class thru 1965***

1. Don Williams 57 Morris Panel Delivery

### ***Open Class '66 and later***

1. Dale Ballinger, 74 Jensen Healey

*Class of '63*

*Aston Martin*

1. Robert Shinkle. 98 Vantage

*Premier Class*

1. Davie Roberts, 61 Austin-Healey 3000

AE. Tony & Janet Shoviak

AE. Chris & Chuck White

AE. Tom Davis

AE. Dale & Carolyn Livingston

AE. Roy Owens

AE. Robbert Maassel

AE. Jeff Bartgh

*Diamond in the Rough*

1. Jason Hall 66 Tiger Mk IA

*European Open*

1. Steve Emerson, 76 Lancia

*Rangers Choice*

*John Schrimpf, Jaguar XK140 Coupe*

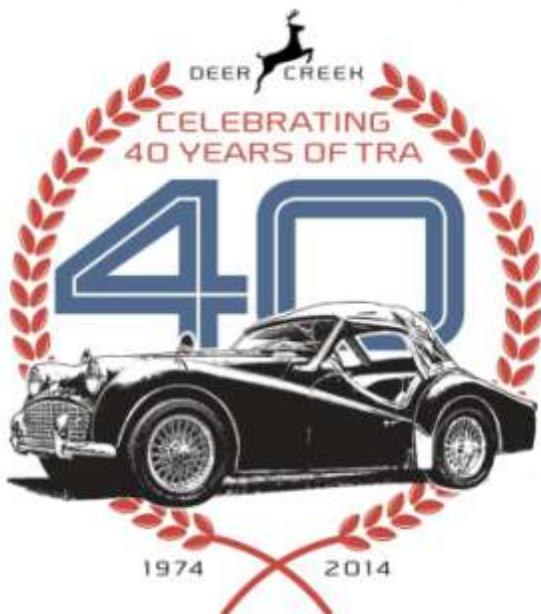
*Taj Ma Garaj Most Unique Vehicle*

*David Tiettmeyer, Sunbeam Tiger*

*Best of Show*

*Greg Sipe 55 Austin Healey 100-4*

## Triumph Register of America National Meeting 2014 Update



As announced at TRA 2013, the 2014 TRA National Meeting will be at Deer Creek State Park near Mt. Sterling, OH – just a bit southwest of Columbus 11-15 Jun 2014. Miami Valley Triumphs is excited to be hosting this on TRA's 40<sup>th</sup> Anniversary and has brought it back to Ohio for a wonderful birthday celebration. We have set up a website, [www.miamivalleytriumphs.org/tra2014](http://www.miamivalleytriumphs.org/tra2014), which has Meeting information such as agenda, hotel details and will also have on-line registration and payment available.

Deer Creek is a wonderful park and lodge nestled in rolling farm country with an excellent road network which we plan on taking full advantage of. Our motto for the 40<sup>th</sup> Anniversary TRA Meet is "Drive, shine, & drive!" - with a plethora of moving events before and after the Concourse, so you'd better polish up on your rally skills as well as make room in the boot to bring things back!

The lodge at Deer Creek is a modern, 110 room operation with several different types of rooms available, many with picturesque views of Deer Creek Lake. The lodge boasts indoor and outdoor pools, multiple sports courts, game room, full service restaurant and bar, gift shop w/Starbucks as well as many different meeting rooms and large banquet halls. The parking lot is huge and there will be plenty of parking for tow vehicles and trailers. The cost will be \$103 per night for a standard two-queen-sized-bed room, somewhat more for lofts and suites. The lodge's web site is: <http://www.deercreekstateparklodge.com/>

Lodging reservations can be made now 800.282.7275 – mention Triumph Register of America national Meeting to get into the block of rooms. Registration is currently not open, but we are planning on having it up on line soon as well as the usual mail-in forms early next year. The on-line registrations will be a first-time thing for TRA. We tried it out for our local British Car Day this year and it worked well with many positive remarks. Events? A varied lot: multiple tours, rallies, and Early Morning Runs (EMRs) as well as tech sessions and the old favorites, such as welcoming BBQ and The Auction, all designed for fun. Expect to drive, expect to have fun, expect the stuff memories are made out of! If you have any questions call me at 937-238-4962 or email me at [bclough@woh.rr.com](mailto:bclough@woh.rr.com). Thanks & see you there – Bruce

.....  
The above is what we wrote up for the latest TRA Newsletter now going into print. As we head into

September there are just a few things I would like MVT members to keep in mind:

- First of all, let's have fun doing this. If it starts getting away from fun and more like work let me know. I arguably have one of the more arduous jobs, but, dang it, I'm going to have fun!
- Second we're going to Deer Creek the week of 8 Sep, probably either the 10<sup>th</sup> or 11<sup>th</sup> for a meeting with the staff on TRA as well as take pictures and go to a few places to check on food, etc. We'll discuss the exact day since my poll via email was somewhat inconclusive. Maybe if you're a pollster you don't want to hire me!
- Third, we almost have a solid strawman budget – still waiting for a few costs to come in. Looks as if we can hold the same registration costs as last year, but we shall see.
- Finally, we'll have a TRA "staff" meeting later in September. We'll probably go for a restaurant or something rather than our house!

Things are really shaping up – thanks for all the hard work folks – and you should see the quilt plans!  
Bruce

## Technical Bits: Bolt Torque

Here's an interesting train of emails on torquing head fasteners on the TR7. The original post was wondering about the ARP head fasteners calling out for much more torque than the factory manual – an interesting discussion ensued – Bruce

### Original Post

Boy, I see a number of thoughts on re-torque of the cylinder hd fasteners. But to me it seems most are related to the original equipment fasteners and not the ARP fasteners which use a torque value that is over 50% higher than the factory value. FYI - the factory value of 50 ft-lbs is what I've seen in documentation from fastener manufacturers for lubricated Grade 8 steel fasteners of the size used on the TR-7.

However I have no idea what the original fasteners are made of. But I did buy new Grade 8 nuts as the

original ones were damaged during Cylinder Head removal and when, based on a recommendation, I attempted to torque these lubricated nuts to 60 ft-lbs, they stripped.

### First Response

The best way to measure is not actually with torque, but with a dial indicator on the top of the stud, you measure the amount of stretch, that way every one will be the same. With torque they will all not be the same.

### Second Response

There's way more to determining bolt torque and re-torque than the fastener itself. Head fasteners in particular are a very unique piece of engineering. The purpose of the bolt/stud is to maintain tension on the head and gasket through thousands of thermal cycles. Each cycle expands the head slightly, and each time the head expands, there is more tension on the bolt/stud. The goal is to let the bolt maintain the right amount of tension (it's important to think of tension more so than torque in this regard) without going too low (head gasket failure) or too tight (break things.) The other thing that happens with aluminum is that it has a tendency to "relieve itself" meaning that over time it simply flows like a putty to where there's less tension. The reason for the re-torque is to simply stay on top of this tension release.

I tore down an working engine with 173,000 miles on it. Not kidding. Skipping the irrelevant stuff, the aluminum had flowed around the studs and head bolts from the and to get the bolt out I had to let the bolt threads cut threads into the aluminum head. Yes, this is an extreme circumstance, but it illustrates the aluminum relieving itself for this discussion.

Now, just because a grade eight bolt is harder than a grade five means nothing about which is better for a particular application. Since hardness generally is inverse with stretchiness, you don't want to use the highest grade bolt you can find for a head bolt, especially in aluminum. If the bolt doesn't stretch, things will fail. Guaranteed. That said, it is always best to use the right hardware for the job in these applications. I'm not convinced that the ARP bolts are necessarily the best for the job (just available) so I never made that leap when I was building TR7 engines.

The other critical thing to look at is lubrication of the bolt. I fanatically cleaned out my bolt holes in the

blocks and heads with brake cleaner and chaser bolts for that very reason. If you don't, you need to consider the bolt hole lubricated, and for those of you that are familiar with torque tables, you'll know there's a significant knockdown on the torque for lubricated. Even in the case of the studs, since the stud can turn in the bolt holes, the clean/lubed thread rules still apply here.

As far as the fasteners anywhere else on your car, the same rules apply, but are less critical. Fastener stretching tension is the key to any good bolted joint. A grade five bolt in a high cyclic load application will last longer than a grade eight bolt which has less ability to stretch and absorb the shock, as an example. This is why Chevy used grade five bolts on their flex plates, yet some idiots came along and put in grade eights, which tend to break. The engineers picked each type of fastener for a reason, and it's likely they know more about that particular joint than the backyard mechanic, so if you must, deviate from the original design with great care.

Useful links:

<http://www.zerofast.com/torque.htm>

<http://www.skf.com/files/880426.pdf>

Nope, I'm not a mechanical engineer, but I did stay at a Holiday Inn Express last night... :)

### Final Follow-up

You are absolutely correct, but I avoided going there for two reasons. One, the ROM does not mention using torque angle (nor would we have factory specs for such if it were indeed used there) and the fact that it's not something that I think is necessary for these cars. If some of the mechanical engineers want to take a stab at torque angle values, that would be awesome, but the unknown pedigree of the fasteners doesn't give me any confidence we'll get it as accurate at this method demands.

However, the operator of torqueing tools is the primary source of all error, and as such it is imperative that they be consistent when performing critical torque operations.

For the record, I don't follow the ROM verbatim. I spend a lot of time making sure that all the holes are in proper alignment, trimming the head gasket around the slanted stud holes, etc., then degreasing things to a fanatical proportion, including all bolt holes. I then walk the torque in, starting with small values according to the specified pattern, and working my way up in five or so steps. It's amazing the difference in the feel of the wrench

using this method; you know you're getting things perfect.

## A Critical Examination Of The Triumph Electrical System (Deadus Circuitus) And Their Relationship To Mental Health, World Peace, and Gastro-Intestinal Problems

Dr. Iam A. Froot

NortheastSouthwest Idaho University of Pennsylvania

Department of Ridiculous Trivia and British Sports Cars

Spuds, Nebraska

### Introduction:

Ever since man began driving British Sports Cars, in this study the species Triumph, he has been confronted with electrons which simply refuse to move in the correct direction. Being stubborn and a bit dim, men have tried to find solutions to these problems (pronounced "buy a Ford"). This paper explores the reason for those reluctant electrons, and why prune juice won't get them going.

### Rules of the Darkness

A few years ago Road And Track called Lucas Ltd. "The Inventor of Darkness" and I'm inclined to agree. I can't possibly recall all the times a Lucas electrical system committed suicide while I was behind the wheel, but it ranges somewhere between the number of atoms in the Universe and the national debt. I always overcame that (expletive deleted) electrical system, and the results of my extensive research into wayward Lucas electrons (I swear they only hire the stupid ones) are given below. Here's a few brilliant suggestions on how you too can avoid that enthusiastic feeling late at night, at speed, on a twisting road, when the lights decide to go on strike.

1. Fifty percent of the time when something's wrong, a connection's come loose (Loose connections remind me of college life). Take the plies out of your tool kit, you do carry a tool kit, right? Look at your wiring diagram, you do carry a wiring diagram, right? Locate all connections on the dead circuit. Crimp, crimp, crimp. If this doesn't work, cry, cry, cry.

2. If this doesn't work beat the sucker with a five pound sledge hammer.
3. Sometimes the connections, especially the bullet connectors (Lucas picked a good name for these - too bad there's no powder included to put the rest of the electrical system out of misery), become corroded. They've learned that trick from the rest of the body. Take the effected parts and dip them in acid, such as hydrochloric, phosphoric, or Pepsi. As soon as you see the corrosion disappear, rinse with water and brighten with steel wool. Reconnect. If it still won't work try a different acid: LSD. Then even if it doesn't work you'll think it is...or go back to (2).
4. Unless your one of those original restoration weirdos consider mounting terminal blocks to make connections (terminal blocks for Lucas electrics – how fitting). Finding terminal blocks is easy. Go down to the bus station and steal parts of the building. The hammer in (2) works well for this.
5. Only eternal optimists and mental patients straight out of shock treatment believe that the original wiring diagram even approaches what's actually in that car. Odds are the lobotomized cretin you bought the TR off of tried in vain several times to repair the electrical system. This might explain why you get the left turn signal when you turn on the wipers. Then again, it might have come from the factory that way. Who knows? Most of these self anointed electron heads have all the mental capacity of a toaster oven. Rip out all of those phone cords, speaker wire, solid 10 gauge wire, and the three miles of PVC tape. Install the proper color (and gauge) wire. This means a new harness 99.99 percent of the time (\$\$\$ flashing in C. Runyan's eyes © I can see it now). Then take the scrap copper back to a recycling plant. You should get enough for dinner at a French Restaurant, or enough White Castles to tide you over to 1993.
6. Sacrificing virgins (male or female, you can't be picky nowadays) while playing Megadeath albums might shock the system back into life. Another variation on this is to dump hot chili (no beans please) on the system while playing Slim Whitman. Use your imagination.
7. Triumphs are underfused. TR3s have two, count 'em, two fuses. Compare this to a typical far eastern import with somewhere around 27,000. Obviously, adding fuses is an intelligent move. Note the person who owned the car before you didn't add any fuses. Add fuses for any extra equipment like radio, fog lights, vacuum cleaner or toaster oven. I don't recommend adding a space heater, the car does quite well on it's own, thank you.
8. When working on the electrical system, especially behind the dash, disconnect the battery leads. Do you really want to learn how to arc weld with a screwdriver?
9. In line with (7) and (8), have a fire extinguisher, or department, on hand at all times while working on Lucas electrics. Lucas is probably the only electrical system prone to spontaneous combustion. Learn not to burn.
10. Certain tools are required to properly service the electrical system on your Triumph. They include: multimeter, continuity tester, clip on cables, ouiji board, fuzzy dice(pair), large screwdriver, a big rock, five pound sledge hammer, and a Frank Pastori baseball card.
11. Replace as many components as possible while restoring your car. That way it'll look as good as possible when you've broken down beside the road from electrical failure.
12. If all else fails return to (2), or buy a Volvo. See John C about that last one.

### **Conclusion:**

Hopefully the results of the indepth research concluded just three weeks ago will be of use to you (note that this paper can be rolled up, lit, and used as a torch in the case of an emergency, or is that "situation normal"?). It should keep one from becoming a crispy critter, stranded, or frustrated to the point of robbing a fast food store. If nothing else

works attach a magneto and ignore the rest of the system. Kerosene lamps were good enough for an 1898 Mercedes, are they good enough for you?



Sep 2013 Bruce Clough ([bclough@woh.rr.com](mailto:bclough@woh.rr.com))

### **Introduction**

Well, we actually got a lot done on the car over the last month, but I've not really had any time to write about it, certainly not time enough to journal like last month's input to the saga.

This month I'll just do a tour of what we did.

Thanks to all who have been helping me on this!

### **Body on frame**



#### **See, body on frame!**

Probably the biggest thing was actually to paint the body tub and get it on the frame. The goal was really not to make a big stride forward in the restoration as much as to free up garage space! I decided on spraying a single-step urethane over primer and adhesion promoter, with the underside being sprayed earlier with paintable undercoating – we just painted over that also.

Just for kicks and grins I used a High Volume, Low Pressure (HVLP) sprayer from Harbor Freight that set us back about \$100. This got you the gun, the air source, and the hose. Quite frankly this sounded and looked like a vacuum cleaner. For covering the non-exterior parts of the body tub this thing worked as a champ – good bead, no overspray, but for the exterior parts we're going to have to block sand and recoat since I couldn't throttle-back the paint amount enough – it went on too thick and there is some orange peel. This is okay since the other body exterior panels need painted anyway. Something for September.

### **Wiring harness in**

Right after the tub was painted and before we sat it on the frame we put the harness in since some of the attachment clamps were a lot easier to set with it off the frame. After it was on the frame we attached the fuse block, relays and ran the harness into the engine bay where we made a few stand-off mounts along the left side of the bay for it.

### **Gas Tank In**



#### **Aluminum Beauty**

This slipped in with just a little effort – probably the biggest issue was matching the 5/16 hard fuel line in the frame with the AN8 fittings on the tank. Fortunately Speedway Hot Rod supplies had a set of adaptors to use. The tank actually went in before it was put on the frame, and then I finished up the fittings. So far, so good.

### ***Dash in with steering wheel restoration***



**Dash and steering wheel – at least we can steer it around the garage now...**

One of the first things I did when the body tub was placed was to swap out the short steering box with the long-shaft one I restored. Since I hate how with the original configuration you fill this up with gear lube and it leaks all over, I modified this to use a mixture of wheel-bearing grease and Motor Honey, which can flow, but very, very slowly, and even put a zirc-fitting on it so I can grease it at the same time the other suspension parts are being greased. I am not particularly happy now how the dash turned out. The idiot lights need to be clustered and switch row distance reduced as well as even the 1/4" plywood used is a bit too thick. V2.0 will be aluminum and use switch panels and idiot light clusters I've already identified and partially procured – we'll see if I can get that done over this winter.

I was going to buy a different steering wheel. The original was badly cracked, but poking around the garage I found out I had plenty of stick JB Weld, so I thought I'd give it a go to repair it. The repairs turned out okay so we'll see how it holds.

Oh, and this also allowed me to paint it grey using the wheel paint! How appropriate!

### ***Radiator in***

Since I changed how the radiator top support was going to work (took out the brackets spot welded to the inner fenders and will use brackets attaching to the aluminum cross piece above the nose), I had to fit the radiator so I could make up those brackets. This Wizard radiator looks wonderful, hopefully it will work as good as it looks!



**Radiator in place – note the engine bay wiring harness along the side**

### ***Hub Caps***

At one time I said I was going to put wheels like Stan has on his 3B on The Grey Ghost. Well, after pricing a set of those out at around \$2200 after you get them shorn with new rubber and on the car, I decided to use what I have and make them prettier. I actually have a set of hubcaps with tolerable chrome. I cleaned and repainted the insides of them, and for the medallion I use a set of TR4/4A medallions – the ones that are painted rather than cloisonné of the earlier types. I stripped the blue and red paint, sprayed them with the grey wheel paint, then took the paint off the highlights. Looks cool and the price was ohhh-sooo-right.

### ***New Grille***



**No stamped aluminum here, no sir! Nothing but solid steel...**

Last month I mentioned on how I really liked the stainless steel tubular grill that I saw at the Cincinnati BCD, well, I asked that guy to make another, and my grill came in and I immediately fitted it to the car. I really like the look, I do! It also weighs about as much as the front bumper, so I figured I doubled the protection up front...

### ***Change in lighting plans***

Since there are no turn signal holders on the new grill I needed to figure out something for front turn signals. The original lighting plan was to use Truck-Lite 7" LED headlights and LED turn signals in the original style front turn signals, but I found out there are a plethora of 7" lights (for rods, Jeeps, and Harleys) on the market with built-in LED turn signals, so I snagged a pair of those. I'll lose the LED headlights, but overall this is cheaper (\$80 for a pair with good Sylvania H4 bulbs in them) than the LEDs by a good \$250. It did require me to add a couple of relays and a fuse to the headlight circuit near the lights, but that wasn't too tough.



**Left over – sorry, not available – Alice took the wood for her own mischievous purposes...**



**Added relays – these will be somewhat hid by the nose when in place**

### ***A couple of other things...***

**Spare doesn't fit!** Yikes – probably am going to have to buy one 155 as a spare and carry that!

**Carpet Plans** – I was wandering around Lowes (true guys do that) and blundered into a cheap recycled fiber carpet, in grey, that sells for \$20 for a 6'X9' section. I bought two. I'll have the pieces edged and will glue some thin closed-cell foam to them also. So much for the \$500 carpet sets!



**So anyway, here it is as of 28 August 2013, The Grey Ghost....**