



"The Marque"

This month:

President's Report
Monthly Meeting Minutes
Treasury Report
Events
Clifford's VTR Photos
Tim's TRminator Update
Early TR Guy
Mike's TCF 2677 Update

October 2014

MVT Officers

President: Lorna Ball, 937-746-5189
Vice President: Curtis Hayes, 937-610-8832
Secretary: Karen Sipos, 937-572-5817
Treasurer: Harry Mague, 937- 426-3802
Membership: Valerie Relue, 937-667-5227
Events: Bruce Clough, 937-376-9946

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

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

Obligatory Disclaimer

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



The MVT VP is now a married Guy!

President's Report: ~ Lorna Ball

. My God! It's almost October! I don't understand how the time just goes faster and faster! Hope you have all been able to get out in those convertibles with all this wonderful weather we have been experiencing.

Bruce has a lot of activities planned for the remainder of the year. Be sure to review the events section of the Marque and plan on making it to as many of the gatherings as possible. By the time you read this, Ellis and I might be great grandparents again! We are anxiously awaiting the arrival of Miss Haley McCracken. She is the daughter of our step-grandson and his wife. Babies everywhere at our place.....and we LOVE it! I'm looking forward to October's BCD wrap-up meeting. We will be given our profit check, giving us our new treasury grand total. We can then make some financial decisions at our November meeting regarding charitable donations. We have been having big turn-outs at our monthly meetings. Let's keep it up----I wonder who will win the 50/50..... Stan??????????

Treasurer's Report:~Harry Mague

Treasurer's Report: As of 1 September 2014, the club account had a balance of \$4532.11. For the month of September, the club had the following income: 50/50 of \$10.00 and \$15.00 from BCD shirt sales.. Total income into the account was \$25.00. The club had no expenses for September. Account balance as of 1 October 2014 will be \$4557.11.

Secretary's Report: ~ Karen Sipos.

MVT SEPTEMBER MEETING - September 3, 2014
The September meeting was held at Logan's Roadhouse in Beavercreek, Ohio. The President, Lorna Ball, opened the meeting at 7:36 pm with "To the Queen". Meeting was delayed due to receiving food orders late.

The President had no opening remarks.

VP Report: Curtis had no report.

Secretary Report: Secretary called for a motion to accept the minutes as printed in the Marque.

Motion was made by Bruce Clough and seconded by Stan Seto. Motion passed by voice vote.

Treasurer Report: Harry Mague reported a balance of \$4592.07.

Membership Report: Valerie Relue reported 38 members and all are paid.

Event: Bruce Clough reported that the last of the checks for TRA has gone out and TRA is finished!
Way to go Bruce: Great Job.

Recap of Events: Tech session at the Clough's was good.

Sept. 6 Tech session at Chris Yanity's House. Christ provided directions to his house for all at the meeting.

Sept 9-14 VTR in Dobson NC. John and Pattie Clifford are going to represent our club.

Sept. 14 Concours d'Elegance at Carillon Historical Park.

Sept. 20. Early Morning Run

Sept. 27 British Car Museum Open House

Oct. 4 Harvest Tour

Oct. 18 Fall Tour

Committee Reports: Tech N/A

Newsletter – Mike suggested that since we had a little extra cash he thought it would be a good idea to spend some of it on an updated computer program for the newsletter. The new #11 Acrobat would be @ \$299. After discussion a motion to have Mike purchase a new program by John and seconded by Jim. Motion was passed by voice vote. Mike will report back next month.

Regalia – Pete said he had the stuff with him and it was time to purchase for Christmas.

Old Business – Distribution of extra cash.

The amount of extra cash has not been determined exactly but it may be around \$3000. We will not know for sure until the last BCD meeting in October. The top two votes in our poll were the British Transportation Museum and the Food Pantry. John Coutant moved that the top two be our choices for this year. It was seconded by John Clifford. There was discussion about how much and it was left until we know the income from BCD before that was decided. Stan Seto suggested then made a motion that in the future if we are in a position to made donations that we eliminate the groups we gave to on the previous year. This was seconded by John Clifford and lead to a long discussion with lots of new ideas. Since an agreement did not seem to be able to be reached the President tabled the motion until the October meeting

New Business – Stan Seto informed the group that our web site says shirts and other "stuff" can be ordered with our logo. However that has not been the case since that company no longer serves us. He has obtained the logo and has contacted another site to do this for us. Our web site will have a link to their site and orders can be made directly to them and paid directly to them. Easier all

around. They also can do caps as well as the shirts.
50 / 50 drawing was \$10 to....wait for it... Stan Seto.
Meeting adjourned at 8:35 pm.

Upcoming MVT Events October 2014!

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

September Notes



September was another busy month MVT-wise. We started off the month trying to install an impossible bushing and other TR7 goodies while stuffing our faces with donuts and lots of coffee. We saw John Clifford off on his VTR sojourn to Wedge nirvana, saw lots of pretty cars at the Concours d'Elegance, and headed off for a breakfast run to Lebanon and pumpkin pie!



Mike and Ellis giving moral support to John Clifford working on Chris's light switch in his TR7 at the September MVT Tech Session at the Yanity's



Bruce met up with John Clifford and Jim TenCate (from NM) getting ready to leave for VTR At Dobson NC



Copilot shot from the Grey Ghost of the Fall (okay, really late Summer) Breakfast Run



Triumphs on the Breakfast Run

Upcoming Events

October

1 – MVT Monthly Meeting at Logan’s Roadhouse near the Fairfield Commons Mall. Dinner at 6:30, Meeting at 7:30, BS all the time. Logan's #432 - 937-426-5565, 2819 Centre Dr., Beavercreek, OH 45324.



4 Oct – Harvest Tour – looks like it will be early October now due to Bridgett’s game schedule. We used to call this the farm tour, but that hasn’t been put on ever since Lorna had the Franklin troops take out all the pig farms (smile). We will meet at the Tim Horton’s Restaurant in Fairborn (off of Dayton-Yellow Springs Road) 10AM. We cruise the orchards/farm stand/bulk food stores in Greene County so you can start storing up the food for a long, cold winter. Make sure your boots are empty. Dinner will be at the Events Chair’s favorite place, Village Restaurant in Waynesville – the goal is to get to Waynesville for folks to do some fall shopping. Never can have too many plastic pumpkins!

11 – The 2014 Nashville British Car Show Brits at Centennial Park When: Saturday, October 11 8 am thru 4 pm Where: Centennial Park at 2500 West End in Nashville, TN Pre-show reception: Friday night (6 to 9) at JD’s British Cars - 313 Wilhagan Road, Nashville, TN.

<http://www.nashvillebritishcarclub.org/CarShowInfo>



18 Oct – Fall Tour – One day tour this year to Chillicothe. We will meet at one of our iconic meeting places for Fall Tours – the Bob Evan’s Restaurant at US 35 and I-71. Breakfast at 8AM, we leave right after 9AM, or after we pay, pee, and gas, maybe not in that order. We MVT’ers will see the places we couldn’t during TRA 14 since we were working! My thoughts are to leave 3:30-4ish and head to dinner. I am looking for dinner suggestions. Maybe Deer Creek for old times sake, or maybe we stay until the stores close in old Chillicothe and eat there? ?



19 Oct – MVT Tech Session – Andrew needs to get the TR6 engine started. We will start at 1PM at 722 Grand Wood Ct. Springboro, OH 45066, which is off the north side of OH 73 between OH 48 and Lytle-Five Points Rd. Don't worry Bengals fans, we will have a radio available! Bring your timing and carb expertise. Harry – you available?

November

5 – MVT Monthly Meeting at Logan's Roadhouse near the Fairfield Commons Mall. Dinner at 6:30, Meeting at 7:30, BS all the time. Logan's #432 - 937-426-5565, 2819 Centre Dr., Beavercreek, OH 45324.



8 – Guy Fawkes Wine Tour & Dinner. You knew it - I couldn't go a year without a wine tour. What a better way to celebrate rich English history with something the English are not noted for? Okay, sorry, I like those specially rotted grapes. We will start out North and head south; meet at the Mel-O-Dee in New Carlisle 10:30 AM if you want some brunch – we will leave 11:30. If you are a prohibitionist you might not want to come along... As you might guess dinner will be at Valley Vineyards in Morrow, so maybe not such a huge

brunch... *I will need a head count by mid-October for dinner.*

November Tech Session – Maybe November 15th? I'm sure somebody will need something done? Chris Yanity? Jeff Barth? Hopefully not the Event's Chair...

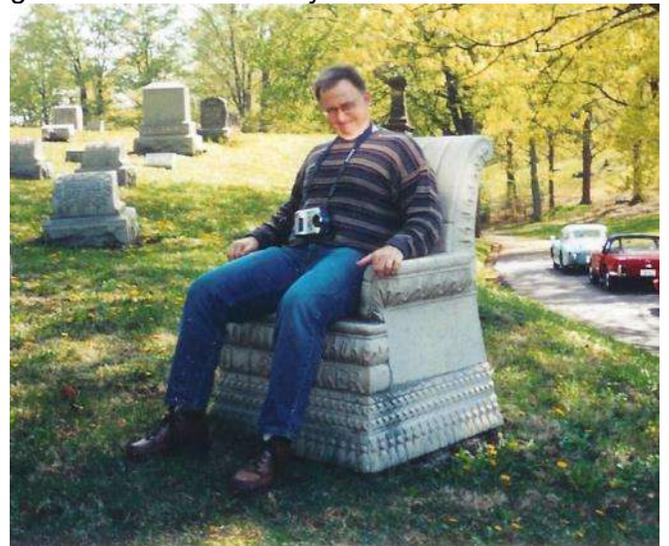
December



Santa Looking For His TR....

13 - Holiday Soiree – Bergamo in Beavercreek - start collecting your brown bags. I know I am...

20 – The Run to Christmas Dinner! Everyone likes last year's dinner at the Golden Lamb, so I will set another one up this year. We will rendezvous in Lebanon for Christmas Shopping then see if we get our "normal" table at The Golden Lamb! Last year it rained like crazy, so hope for calmer weather – light snow would be okay...



My Events Chair needs more stuffing!

IT WAS A FABULOUS SHOW, OVER 70 TR7/8'S AND GREAT DRIVES !! SHOULD HAVE BEEN THERE!

Yes I am still pumped. We autocrossed, entered the Concours (376 points!) and won the Harris Mann's choice award WOOOHOO!!

John & Patti C



On the road to VTR!



Auto cross, Run-Stage to Start



Field of Triumphs



Greetings from sunny and humid Florida. Besides the mass quantities of perspiration I've lost during my brief stints of outdoor activities The TRminator is coming along nicely.

The one bump in the road I have encountered is the tubeless Dayton wire wheels. On my previous trip when I had the tires mounted I took them to a tire specialist who said he had 40 years of experience and was familiar with wire wheels. So I figured my wheels were in good hands. A few weeks after picking up the wheels two of them were flat. Some soapy water revealed that there were numerous leaks around the spokes.

On my return to Florida I took the two offending wheels to a friend of my brother's shop who gingerly dismounted the tires. Upon inspection I saw that the urethane seal on the outside spokes was gulled and had cut marks in it. Whatever the previous shop used to mount the tires drug across the urethane and damaged it.

So I got a wire brush attachment for the electric drill and went to work removing all the urethane. I then got a tube of 3M Window Weld and resealed the spokes.



After all was said and done problem solved. I then took them back to my brother's friends place and had the tires mounted much more carefully.



Now I'm just waiting for the other hammer to fall and the other two wheels finally fail!!!

I started to lay out the new wiring harness.



I decided to replace the fuse box and relays with a more modern setup. I went with the Classic Technologies system since I think it's a cleaner and better thought out design than some of the others that are available.



I foresee a lot of head scratching and starring at electric wiring diagrams in my future.

As you probably already know there has been a lot....and I mean a lot... of sanding and making of dust going on here. I actually found myself half asleep one night and my arm was moving in a sanding motion. But it was all worth it since the sheet metal has come out superb.



More sanding



A couple of shiny fenders



Another upgrade I have installed on The TRminator is Goodparts trailing arm mount kit.



Installation wasn't too bad...but of course I had access to a lift.



Since adjusting the camber on the rear wheels entails removing the trailing arm mounts I decided it would be well worth the cost to be able to just turn a bolt to adjust them.

Another skill I have become proficient at is stripping...and no I don't mean the kind you need a pole for...I became quite acquainted with a paint brush a gallon of aircraft stripper and a putty knife. In the end I won the battle after slathering 3 coats of stripper on the bonnet.



I'll end this treatise with a shot of the happy owner washing off all the accumulated dust off his pride and joy.



October 2014 Bruce Clough (bclough@woh.rr.com)

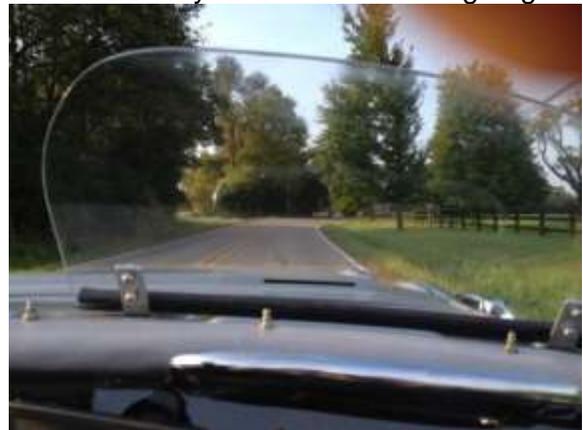
Cheers Mates



Two months+ of driving



The Grey Ghost has been on the road now for over two months, two months of our neighbors wondering what my problem is, two months of bugs hitting me in the face, two months of not having to worry about heaters or air conditioning, two months of smiles on my face and oil on the garage floor.



In general, the car is what I wanted, bare-bones vintage transportation that is fun to drive even without the radio on, and a creative outlet for new ideas for old cars. Do not expect its configuration to be static – I plan on trying a lot of things. I feel every bump in the road and the visibility is great. I

have not driven it to work as might as I thought since I still have to get things on the way home or worry about transferring people in the afternoon (pronounced school). I am hoping the weather continues good through mid-October before it gets put away for the winter so I can drive it on nice days.

Thanks go out to the MVT team for helping me at tech sessions, could not have got it back on the road without that help. **THANKS!** Thanks to Scott for loaning a trannie, and Roy for those awesome old wire wheels and vintage bias ply tires – makes it look just right.

So here's how things are going:

Accelerator Pedal

After driving a while I noticed the gas pedal became hard to push. We has the same issue with Inca (the TR7) which turned out to be the throttle cable binding as it heated up. With Inca I solved the issue by shortening the cable and making the cable bends have larger radii. For TGG I didn't shorten the cable, but changed the routing a bit. Now the throttle cable comes over the top of the engine at mid-point and is not held to a bracket on the valve cover.



The accelerator cable is the one in the middle.

That pretty much fixed the issue. It still isn't as easy as I'd like, but really like the reduction in linkage and the ease of access to the carb side of the engine afforded by a cable versus the lever and rod config of the stock linkage.

Cooling

If anything the cooling system is working too well. On the hot days the temp stays below 190F while running and on cool days it gets up to 150-160F. On cool mornings I need to leave the choke on a bit to avoid accelerator lag and misfiring - I am running the carbs a bit richer to compensate, but

what I really need to do is figure out how to heat the intake manifold with coolant...winter project. I might also play with thermostat heats, going to a warmer temp thermostat that what I have in there now. Oh, I've only caught the fan kicking on during prolonged idling, so it looks like the Wizard radiator, high efficiency water pump, and Evan's Coolant is working well so far.

One other thing I did was to totally eliminate and pressure caps for the cooling system. It is running at ambient pressure. With the Evan's Coolant you do not need to have a pressurized system, so I decided to have mercy on gaskets and not have any pressure building up at all. Where this really comes in handy is engines that use whimpier head gaskets, like TR7s. If you are thinking of converting to Evan's this is a big plus.

Belt Bliss

As the weather is getting cooler I have noticed that the alternator belt squeals a bit until it's warmed up. I was going to tension it a bit more, but decided to really look at the belt alignment, so I ended up shimming the alternator out a bit, re-profiling the alternator bottom flange and tightening the belt. Squeals went away. Hmmm, maybe I go to a serpentine belt????



It doesn't look like it, but it's a bit out of alignment...

I can see clearly now!

The video rear view mirror was a great idea, but it just isn't working well. At night it is phenomenal – clear views of what is behind, but during the day at some sun angles you really can't use it, so I had to knuckle-down and buy a couple of bullet-style rear view mirrors. Took out the camera and display and now mount the phone with the speedo display there (that I can see clearly).



Bullet mirror mounting on TGG

I want to be seen clearly now!

I like the idea of daytime running lights, but I don't really want to run headlights all the time. Modern cars now are using LEDs for daytime running lights, so I headed out to the local auto parts store and bought a pair of LED "Driving lights". No way are these driving lights since they do not put out anywhere near that light, but they put out enough to be seen in the daytime.



Daytime Running Lights

I mounted them just under the bumper on the nose. The nice thing about LEDs is since the power consumption is much less than incandescent bulbs I can connect these directly to the ignition circuit so they come on when the ignition is on – no need to add a switch (just a fuse to the light wire to handle any shorts – 1 amp fuse)

Carb Bliss



AGAIN? Yes, again.

The carbs that are on TG2 were off the FrankenStag. Those that remember know those carbs were giving me fits with the hot start/running issues as well as weeping a bit around the float bowl last summer (2013). At the time I made a few fixes and they seemed to be working fine. When I had another set of carbs rebuilt last year I took the carbs on the Stag and moved them to TG2. Seemed like the issues I had were gone. Or so I thought. Turns out the hot issues returned, but this time the float bowl valve stuck closed for long enough for me to trace it to which carb was giving me the issues. Also the carb float bowls were leaking again around the gaskets. When I got the car home I yanked that carb out and took the float bowl off. That gasket was soaked with gas – it actually wicked the gas. When soaked it was black, when dry it was grey and flakey. It definitely was not sealing around the float bowl attachment screw holes – what's where most of the leaks were. I compared it to some old (but unopened) rebuild kits I have – gaskets are infinitely better in the kits, so I rebuilt the entire carb. As far as the when-hot fuel starvation issue, the float bowl valve was sticky at room temp, so it really must stick at temp. As one might expect, I don't have any of those valves lying around, so ordered new valves and replaced as many parts on that carb as I could. I can't believe I paid that much money for a rebuild and got that quality – those carbs have not lasted 3 years before I had to give one a major rebuild.



NOS on left, Apple Hydraulics gasket on right. Picture does not give justice to how bad the Apple gasket was. Dark spots on the Apple gasket are gas-soaked areas that have not evaporated off yet. Nice...

Needless to say I took off the other carb and replaced the valve and gaskets. I won't tell you what to do, but I'm thinking not to use Apple in the future, at least for Stromberg carbs...

Heads cannot swim...

I wanted to get a head rebuilt since I was concerned that I was getting too much blue smoke on start-up from oil coming through valve guides, so I took another head off to a shop with new valves and guides.

If you remember back a few weeks, Xenia got hit with 5 inches of rain on a Sunday morning. That 5 inches just happened to submerge Zajbel Machine Shop (that just happened to be rebuilding that TR3 head for us) in one fierce flash flood. That TR3 head did not float away, but was submerged and will have to be done again. Glad nobody was hurt. The good news is that the head that is in TG2 isn't smoking as much from oil getting down the guides as before, so I'm not really in a hurry to get that head back - waiting while they get back up and running.

Plans

Since one of the goals of this car is an outlet for creative urges I still am planning on upgrades.

1. I really would like to get some LED headlights for it - I don't know what I would do for turn signals though. I do have the TR2 nose, but if I put that on I have to invent a new grill and lose some cooling ability as well as having to ditch the bumper.

2. I've given up on larger tablets and am working off iPods and iPhones for the avionics.
3. I would like to put some LED fog lights on, but the current crop of stuff out there is for bling or driving lights rather than fog lights.
4. Speaking of electricals I think I'd like to try a Mini-Denso alternator - smaller than the GM one I'm using, but that GM unit works so well...
5. We also need to get a grey tonneau made up. I still have the old red one, but I look like an advertisement for OSU driving it around, not that there anything wrong with that.
6. There is that heat jacket for the manifold,,,

I have a feeling some kitchen and bathroom remodeling efforts will chew time up this winter, so maybe next Spring for this stuff...

Beware of Martial Arts Power Sources

The light of the LED flashlight I keep in the Grey Ghost has been waning. I bought it on sale last winter from an auto parts store. Found the problem - as you would expect it was bad batteries:





Couldn't let Bruce & Tim have all the fun. TCF2677 after a summer of stripping and sanding, a little welding and finally PAINT! Just what we need ---- another red TR3 ☺ (...and it's Porsche Guards red at that)



Here's the mirror(s) I purchased at the Springfield Swap Meet. LED turn signal and stainless steel.