



June 2011

MVT Officers

President: Chuck White, 937-372-6631
(Interim President)

Vice President:

Secretary: Stan Seto, 513-683-7974

Treasurer:

Membership: Eden Allison 937-475-3885

Events: Randy Wakefield,
937-367-4993

- **Presidential Column**
- **Passing**
- **Jay's Funnies**
- **Car Shows**
- **Tales of the FrankenStag**

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 8:00 pm with informal dinner starting at 6:00 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.



A Case of road rage spoils the day.

A Presidential Column

Greetings! As those who attended the May MVT meeting already know, President Phil Daye submitted his resignation as the MVT President citing his wife, Carolyn's, declining health. As the current Vice-President, I will be filling in until such time as the MVT Board of Officers fills the vacancy pursuant to the Bylaws. Please bear with me as I try to help bring us through this period of adjustment.

It's now the end of May and the British car show season is well underway. MVT had good representation at the British Transportation Museum's British Meet at the Market show on Saturday, May 14th, with several MVT'ers receiving awards, in spite of the periods of rain. Congratulations to all those who brought their cars out in the typical British weather, especially the award recipients.

Drive Your British Car Week will be underway as you read this article and I hope you all will try to drive your British car as often as you can, particularly this week. Hopefully, seeing our vanishing breed on the roadways will encourage others to seek out the pleasures we enjoy of owning and driving British iron.

In closing, it pains me to have to report that Phil Daye's wife, Carolyn, our dear friend, long-time MVT member and Treasurer lost her battle with diabetes this week. As of this writing, funeral arrangements are unknown. Also this week, Phil underwent surgery to remove a brain tumor and is recuperating at Miami Valley Hospital. Cheyenne, you are in our thoughts and prayers. Phil, we're praying for a successful and speedy recovery. Carolyn, you will truly be missed.

-- Chuck



The passing of a great lady.

Carolyn was blessed with skills that made her a treasure of the Miami Valley triumphs for many years. Haven studied in book keeping with professional accountants, she was a natural for the office of treasurer and reliably gave monthly reports on monetary activity. Her professional serious side was offset by her sense of humor. A person could tell that for Carolyn, the antics of people made for the best humor. She bravely raised a grand-daughter after the passing of her own and faced each challenge one day at a time.

Phil heard of her passing while lying in his hospital bed trying to deal with a tumor that caused a recent fall. As a result of brain surgery, Phil is in fair condition recovering. Phil's cancer has not been completely removed, so he will require the usual treatments with radiation. As we chatted the night before surgery, I realized that MVT was in for a big unwelcome change. Phil & Carolyn have been an active, vital and much required spark in the club. Please join me in offering prayers for the Dayes. Comfort for a noble man and thanks for the friendship of a great lady. RW

Jay's Funnies of the web.
Road Rage African Style.



Never never T-off an elephant, not only will he never forget...



He will get even.



No animal was hurt during this photography.

UNIVERSAL LAWS

Law of Mechanical Repair

After your hands become coated with grease, your nose will begin to itch and you'll have to pee.

Law of Gravity - Any tool, nut, bolt, screw, when dropped, will roll to the least accessible corner.

Law of Probability -The probability of being watched is directly proportional to the stupidity of your act

Law of the Alibi - If you tell the boss you were late for

work because you had a flat tire, the very next morning you will have a flat tire..

Variation Law - If you change lines (or traffic lanes), the one you were in will always move faster than the one you are in now (works every time).

Law of the Bath - When the body is fully immersed in water, the telephone rings.

Law of Close Encounters -The probability of meeting someone you know increases dramatically when you are with someone you don't want to be seen with.

Law of the Result - When you try to prove to someone that a machine won't work, it will.

The Coffee Law - As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

Law of Physical Surfaces - The chances of an open-faced jelly sandwich landing face down on a floor, are directly correlated to the newness and cost of the carpet or rug.

Wilson's Law of Commercial Marketing Strategy - As soon as you find a product that you really like, they will stop making it.

Doctors' Law - If you don't feel well, make an appointment to go to the doctor, by the time you get there you'll feel well; but don't make an appointment and you will stay sick.

British Cars Return to the Second Street Market.

As mentioned above by Chuck White, the British Transportation Museum continues to grow while maintaining their calendar. The market day event has charm and is now a regular stop for every local British Car owner. I stopped by at about noon to click a few shots for the Marke.



Vic Snively at the entrance stays rather dry during one of the mornings passing drizzles.



Sunbeam braves the moisture in true Lucas believers fashion.



This hurts. I always wanted a Mini Van. This one was donated to the Museum and its lovely.



Wow. Does this not represent things that are uniquely British to those of us who make our home here in the colonies?



Yes, two types of people...



and I would be the type that wants one.

Car Shows Continues...



Some caution being used by Jag owner. Rain failed to dampen spirits much. Smiles were seen all around and greetings of cheer were heard. Meanwhile in Rossburg, Ohio your Marque editor and liaison Mike Edgerton attended the first version of Smokefest. Like other new shows, the date was not established well and the number of cars were under 50 again. Maybe the continuous rain is getting to us.



A sunny day was not well rewarded with cars but the ones that appeared were big time cool like this LaSalle with a Corvette drive train.



Glistening in the sun was this 49 Mercury with a white diamond pearl paint job.



Tony Stewart's cars on display included a Shelby One.



One for Bruce. Can you hear the song in your head?



Randy & Kattie spent the day at this model car display. The banner and \$850 worth of gift cards were given by the web based model distribution company ModelCras.com. Sadly, no modified imports yet. For entry, both model and real car entrants went to the evening concert free as well as the Sprint Car races Sunday.

Jay's web finds

Although not a regular part of the Marquee, Jay has found us an example of a man whose significant other would not let him play with little British cars. Below is the result.

Mix boredom and 1000 toothpicks and what happens?



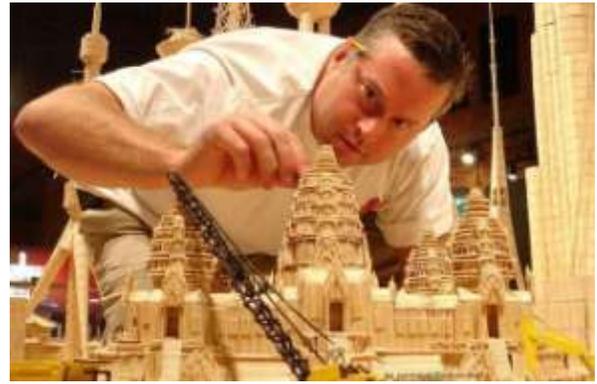
Art.



Would you paint yours?

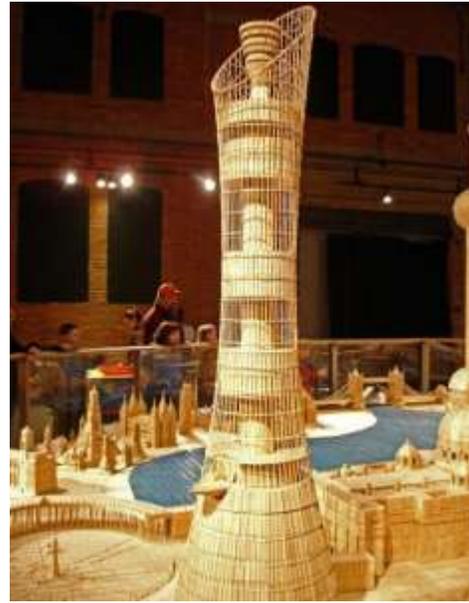


And if that is not amazing enough,



The perspective is more amazing when scale is established.

Do you see that look in his eye? Remember that look!



I wonder how he dusts his models?

And finally, Happy Memorial Day!



Tales of the FrankenStag

June 2011 - Bruce Clough



Dang, I got my eyeballs hanging out!

Note – Phil, you might not want to look at this one, it's getting ugly...

Half-Shaft Hades

Still trying to get the half-shafts fixed. If you recount from last month, the Stag half-shafts are “staked” – the u-joints are held in by metal bits beat-out of the yokes rather than circlips for other Triumph's joints. This complicates things since it means you can't do u-joint replacement at home. What really complicates things is that I found out nobody in the local area (here local is defined as east of the Mississippi River) can replace staked u-joints. I found a place called PowerTrain Industries in Garden Grove, CA that could do it, but I had to take the hubs off first so I took them to Zabel machining in Xenia.

This is where the plot thickens.

For those of you who have never taken a hub off before, they are on taper shafts and after 30-40 years can become quite attached. If you happen to have the proper Churchill tool you might be able to get them off, but I usually head toward a 50 ton press. They got hub one off, but evidently the dreaded prior owner (DPO) had cross-threaded the nut the last time it was put together.



Galled threads on one rear tapered shaft...

At least that one came off, the other hub bent and the threaded end mushroomed as the labored in vain to get it off. Heat, shock, and cussing didn't work – it's still stuck hard!



...bent hub and smashed threads on the other...

Sigh

What to do?

Punt.

While I waited for inspiration I decided to put the rear suspension back together the best I could without the half-shafts.

I painted up the suspension bits using paint I had on hand, which meant that not all the stuff is black, but all black is boring anyway. I had already received new bushings and other suspension rubber bits from Paddocks in the UK (although I suppose I should have ordered TR6 ones from TRF), now I needed to put them in.

New Tool Time!

Yep, new tool time. Literally since the brushing insertion tool I had was now gone! Went to Lowes and bought one?

Lowes had one?

Yes, and only \$2.

\$2?

Yup. Two foot, 3/8" NC threaded rod. Best tool for the money. Multiple uses too! Everyone should have one. Who needs a press when you have a threaded rod?

Well, I should say you need also a large socket and some nuts and washers. Put the rod through the bushing holes, put a bushing on one side, a large socket (1.5", 3/4 drive) on the other, put grease on some washers on each side, put a nut on each side, and tighten the nut on the socket side. Bush goes right in – oh, I also rub things down with a silicone grease to ease the installation.



Bush ready to be inserted.



Bush inserted.

Easy as pie, okay, actually easier than pie. Less than 30 minutes I had them all in, and I wasn't rushing at all. The best thing about this tool is that it has multiple uses. You read about it as a bushing insertion tool, but did you know it can also be used to spread brackets so the new bushes would fit? You don't? Well, it can – all you need to do is put the nuts and washers on the inside of the brackets so they push.

You can also use a 2' rod as a breaker bar, whacking stick, hood prop rod, and a gazillion other things, all for \$2 at Lowes.

Gotta love it!



Two-foot rod as an expander tool

With that new tool I had a lot of the rear suspension back together in no time flat!



Rear suspension

Oh, I managed to source a pair of supposedly good used halfshafts – on the way and hoping they are play!

(almost, but that is a story for later...)

Back on the Engine

The secret is out. I'm going to stick a TR7 engine, albeit a slightly higher HP one, in the Stag, but first I need to disassemble the monster I had created.

To help finance the project I put as much of the modified cooling system and the "bling" on eBay as possible. Carb, air cleaner, valve covers, pulleys, and a bunch of other stuff headed off for auction, and quite frankly, I recouped about 60-85% of the original purchase price on things, so I didn't lose too much money. My biggest headache is to get sold the 4L60 trannie I got from Brian Smith – nobody in the area seems to want to pay \$\$ for it. Wonder what I'll be able to get for the 4.3L block and Turbo 350 trannie? Maybe I'll sell the trannies as a package deal? Dunno. Anyway, buy the end of the first day this is what the engine compartment looked like:



"Bling-less"

And, after about a month later with a few business trips and a lot of other stuff I managed to get it this far:



Even less Bling

I managed to sell the Turbo 350 in the car, but nobody wants the 4L60 I got from the Smiths or the 4.3V6. Anyone want them? They make great boat anchors!

I did rewire the lights and horn so there is only one wiring harness going forward and installed a smaller fan on the radiator. Anyone want a monster 2300 CFM fan?



What is this? Find out next month!

Until next month – that's a wrap!

Spring Tour '11



Hoosier Hysteria!

Whooo-hoo! Several hundred miles and no breakdowns – and this was the premiere of Stan's new clutch! I'd say that was a victory for Triumphantdom.

Oh yeah, sorry, my excitement got me – this is the report out (actually one of a few) on the Spring Tour.

Executive Summary – We found great roads, great places to stop, and we all made it back in one piece.

We launched from the Tim Horton's in Springboro about 0900 and headed west via a bunch of roads that I can't remember, but were good TR roads.



Parking at Metamora, IN. Since we were there early, we go the pick! Not shown is Ellis's fudge...

It took a good two hours to get to Metamora, helped, no doubt, by Ted declaring a "high bio-fluid level" emergency in Brookville, IN. We stopped at a Mickey-D's on the wrong side of a way too busy street. That was an interesting time getting out of there. As far as we can tell the injuries are not permanent, and those damaged street signs and parking meters are fixable...



The only time during the trip they weren't picking at each other

Metamora is a neat town. Okay, for the cynical amongst us it's a tourist trap wrapped around a town that time forgot, but it's neat. Got our Australian licorice, sassafras candy, grist-mill corn flour, and cheese. I didn't buy any yard yuckies, music, or stuff that will end up in a brown-bag at Christmas. Spent about 2 hours there and headed up the road to the Hearthstone Inn for a good lunch – hot buffet for \$5. None went hungry.



Whitewater Valley Scenery – did you miss this? Imagine the roads!

After lunch we took off to take in some more good roads.

- Indiana 229 from Metamora to Batesville – great road! Dang, even comes with a Bavarian town in the middle!
- St Mary's Road from I-74 to Brookville – another great little road with small towns with big steeples appearing around bends.

Okay, we won't mention the road near the Ohio border while heading toward Hueston Woods. Too many potholes – the Triumphs behind us looked like ants on a hot plate scurrying about on the road! Probably should give honorable mentions to the roads we took southwest of Middletown and Hamilton to avoid those cities – little traffic and good scenery.

We stopped in Hueston Woods for a while to shop, play ping-pong, and try to open prize ball filled with a stuffed animal that Duncan won.



Triumphs Return - Same parking lot as the car show at the 1987 TRA National held at Hueston Woods

From there we came back to Germantown for dinner at The Florentine. Of late they've been getting a few bad on-line reviews, but this time the food was great and service fantastic! Oh, we even had a late-model MGB follow us back from Hueston Woods – a nice couple from Hamilton – they wanted to see our cars and chat!

After dinner we all went our separate ways, but we will remember the day without breakdown... dang, no chicken!

Paul goes with MVT Crew on Spring Tour

I bet you didn't know Paul Corcoran was on the MVT Spring Tour? You don't? Well, we have the photographic evidence!



Chuck toasting with Paul at Tim Horton's at the start of the Tour



Paul's breakfast. Yumm!!!

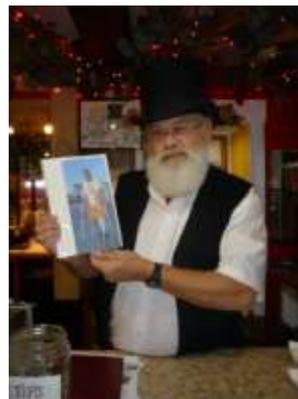


Paul waiting in line with the rest of the guys at the Brookville, IN Mickey D's



Paul in Metamora enjoying the view!

Paul enjoying Ellis's Fudge at MVT Fudgetime at Metamora. Yum! Yum!



Paul and Smelly at Smelly's Café in Metamora. Matched pair!

**Paul and friends
at Metamora.**



**Paul enjoying the stay at
Hueston Woods Lodge**

**Paul and
friendly
MVT
members
waiting at
The
Florentine
for dinner
– Yum**



X3!!

Yep – Paul had a good time, and he is such a dapper dresser!

Woodmobile Update

Dick and Barb Wood, who used to be in the club and who give a big “hello” to everyone, are working on another '32 Ford, in this case a pick-up. They already have a coupe and roadster, anyway, here are a few pictures, and if you know them, you know the result will be perfect!



**Front view – the center part is original, but
front and rear are manufactured in Brookville.**



**The new metalwork as perfect, and the original
part was in pretty good condition for 80 year-
old metal. A small block 350 adorns the engine
compartment and Barb is telling him to chop it!**



**This door came off a phone truck – can you tell?
Danny, did you ever drive this one? ☺**

British Car Day at the Market – Paul’s Report



Not a British Car, but how did it get there?

Not finished with Metamora, that Paul guy sent us this report of his day at the British Car Show down at the 2nd St Market, Sponsored by the British Museum of Transportation History. (*I was there along with Duncan and we had a great time – Bruce*)

Paul says he had a great time, and thanks the Museum for the great venue and vittles!



Paul admiring the Triumphs – how about them wedges?



Here’s Paul admiring the rest of the Triumphs – he said he wants a Stag, or was that a Stag Party?



Paul also likes other British Marques – here he is with the MG crew...



...and here he is with the Jags...



...he even liked the Rolls and new Minis!



But most of all he liked the registration tent crew.
Fine folks them!



Paul especially likes hanging with the guys –
nothing like good conversations!

MVT Events Crier!

From your MVT Event's Chair – Bruce Clough

Here are some things to keep on your horizon. You can also find these on the MVT web sites event's list, or another excellent resource is the Little British Car Company's website event's list:

<http://www.lbcarco.com/cgi-bin/gen5?runprog=lbcnews&prog=2F6367692D62696E2F67656E353F72756E70726F673D6C626576656E7473&o=>

- **28 May – 5 Jun: British Car Week:** British Car Week is an annual awareness week intended for owners of Classic British Cars to get their cars out of the garage and drive them. While doing so, all who are involved will help create awareness of the Classic British Car hobby in local communities wherever there is participation. It doesn't matter whether your car is in better than new condition, or perhaps it's a less than perfect un-restored gem, but as long as it can be safely driven down the road, this is a great opportunity to show off your favorite car and take advantage of what British car motoring is all about.

<http://www.britishcarweek.org/>

- **5 Jun - Perrysburg, Ohio - The Lake Erie British Car Club will be hosting their 13th annual car show "The British Return to Fort Meigs"** at the Fort Meigs Historical Site, Route 65, Perrysburg, Ohio. The show runs from 10 am to 3 pm. After viewing and voting on your favorite British vehicles, you will have opportunities to tour the restored fort from the War of 1812, try a challenging British car quiz, shop at one of the vendors or sample some tasty food. Voting by popular vote. Dash plaques to the first 200 registered, goody bags, and lots of door prizes. Pre-registration is \$12.00, day of show is \$15.00. Event shirts will be available. Mark your calendars now! See you there. Contact: Tony Shoviak (419-878-2041) or tenntony@roadrunner.com. Website: www.lebcc.org.
- **15-19 Jun – Triumph Register of America National Meeting:** The 37th Annual National Meeting of the Triumph Register of America will be held at the

Holiday Inn in Fort Wayne, IN on June 15-19, 2011. Tours and driving events, tech seminars, parts auction, and car show with Concours option for TR2-4A models are just some of the scheduled activities. All Triumph models are welcome. For more information: www.tra2011.com or contact Lou Metelko fwtriumph11@aol.com (260) 920-0981. Contact: Lou Metelko. Phone: 260-920-0981. (if you want to join the MVT caravan going over, contact the Event's Chair for more info!)

- **16 Jul – MVT Pool Party and Tour:** I know we end up at the Ball Party House and geriatric center, but how we get there as a tour is TBD. Pool opens at 3 PM, dinner at 6PM. MVT provides the steaks.
- **17 Jul – Cincinnati British Car Day:** Sunday, Jul 17, 2011, Harbin Park, Fairfield, Ohio. Don Fales (513) 378-5805, cintibcd@gmail.com, <http://www.bccgc.com>
- **6 Aug – Dayton British Car Day:** The 27th annual British Car Day in Dayton, Ohio will honor the 50th anniversary of the Jaguar XKE. British cars will be shown in 38 classes on the grass show field at Eastwood Metro Park, 1385 Harshman Rd. in Dayton. Awards in all classes plus Ranger's Choice, Royal Air Force Award, Longest Drive and Best of Show. Advance registration is \$15 and includes a free t-shirt if received before July 16, 2011. Day of show registration is \$15, spectators are free. Dash plaques to the first 325 entrants, vendors on site and a full service concession stand. Presented by the MG Car Club, SW Ohio Centre, the Miami Valley Triumphs and Five Rivers Metro Parks. Contact: Skip Peterson. Phone: 937-293-2819. Email: DaytonBCD@gmail.com. Website: www.mgcars.org.uk/mgccswo.

That's enough for now!

MVT Classifieds

For Sale: Misc TR7 parts, good passenger seat, \$25. Bruce 937-376-9946. bclough@woh.rr.com



TR4 Bliss – ask the Whites...