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May 2006

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MVTRallye Game Pt 6



June 2006

1rst edition

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Please send comments/suggestions
to:

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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. Meetings are held the first Wednesday of the month at Fuddrucker's Restaurant on Kingsbridge Drive, behind the Dayton Mall, unless otherwise noted in the "Marque". General membership meetings are at 8:00 pm with informal dinner starting at 6:00 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.

The President's Comments, June, '06

If it's June then its TRA at Burr Oak Lodge. There have been about forty-eight registered and we may get a few more at the event. Weather is the key and if current trends continue it would be sunny, but cool.

Took the TR3 out on the road for the Spring Tour, reported elsewhere in the Marque. It ran OK for the most part, and I'm reminded that these are 1960's cars and due care should be taken. Roger Rutledge had a problem and was prepared for it. I had a problem and was not. On these day trips, I seldom carry tools or replacement parts. However after this little incident, I may start packing the car for any trip as though it was 700 miles. No tools, no parts and we were in an area where cell phone connections were questionable. Where's the old pay phone, when you need it....? Gone the way of the Dodo. More's the pity.

I should be at the June meeting, which will interrupt Randy's training, but I was told he ran a good meeting, so maybe he does not need any more. Lisbon, Portugal was a pretty good trip, but I did not make it back for Scottish weekend. Lisbon is a bit dingy, but the people are friendly, there are no riots and the food was delicious, once you got past the fact that there are few restaurants that have English menus and even fewer residents speak English. So, I learned some Portuguese. The weather was excellent, cool in the morning, shirtsleeve in the afternoon and cool in the evening. The Atlantic Ocean is cold at this time of the year. I waded in it for about a half an hour, but never got use to the temperature of the water. We did get to do some touring, and I saw the most western part of Europe, and it is a bluff, 165 feet above the ocean and no guardrails. A little like the Grand Canyon. We also saw some "Castles" of the nobility, which were mansions, certainly, but not castles in the sense of moats, battlements and turrets. We also saw an old Moorish fortification on the top of a hill (3000 ft. above the valley) constructed sometime after 711 AD and 1147 AD. Stuff is old in Europe.

One of The flying industry favorite topics currently is the price of fuel. I've seen lots of articles on ways to divest ourselves of the need for crude based petroleum products. Coal to Liquid seem most popular due to the size of the coal deposits in the US. Then there's shale oil which is tough to get to, but yields a good base crude, and Tar Sands, most of which belongs to Canada, and we are already getting 15% of our imported fuel from Canada and about half of that is tar sand derived. We also get about 15% of our petroleum products from Mexico, and these two are about our largest importers of petroleum fuels. What I am beginning to worry about is alcohol. Some states already have E10, which is gasoline with 10% ethyl alcohol (Ethanol). What's being pushed, by the corn growing states is E85, which is 85% ethanol and 15% gasoline, for flexible fuel vehicles, FFV's. I don't think MVT is ready for that just yet. One thing, all the corn grown in America and turned into Ethanol would only supply about 10% of the fuel needs of this nation. So, we don't have to worry about any rapid changeover, just that this could become prime fuel in some of our neighboring states, which could make traveling them more difficult. Although the current limit for gasoline using cars is E10, I don't know that some politician from Iowa or other corn growing state, wouldn't start pushing E20 or

E25, which still might be OK for cars, but not for us. Ethanol has less energy per unit volume, which means you will not go as far on a gallon, by about 80% compared to a gallon of gas. Cost will be the same though. Its use might decrease emissions, one of the reasons it is being extolled, more on this later. But it definitely can embrittle flexible gas lines and dry out fuel tank coatings, and would require re-jetting the carburetors. This is a substance we need to keep our eyes on, the “eternal vigilance” thing....

Hope to see you at the meeting, bring your little British Cars...

Thanks for listening, Stan Seto

The Vice-President's Comments

The weather is nice and what a May we had! May is always crunch time for teachers. The reason you never see us is that we are either making tests or grading them in hopes that we can leave the day after the kids do.

The Spitfire will be soon under the attention of ground support staff. Oil and electrical tuning will occur. Regular flight-testing will commence in mid June. I can not wait. I love driving the little car so much. Meanwhile...

The hanger met with snags. It seems that there are strict building codes for how a wall is attached to an assembled wall. So how does one insert lag bolts under a six inch wall? Even if you pay thousands of dollars to a pro, he may overlook a bolt or two. Lucky for me that I contracted with a gentleman who came back to help me finish it right. I am eager to get the drywall up. After that I can seal my little British cars away from the ills of life, a curious 4-year-old and cats. All of them have left their unwelcome marks upon my hopeful treasures. The feeling of arrival is sweet! There is truly nothing that relaxes and recharges me like working leisurely in my garage. (hanger)

Elsewhere in this letter, see the progress on my model car.



The Air Force Band of Flight gave their usual tribute to Glenn Miller on May 20th. Kattie and I sat still through most of the performance but had to get up and “swing” to “In the Mood”. I can never get enough of Moonlight Serenade either. I will play both at our upcoming Hanger Dance. I have spent most of my funds on the darn hanger though. It might have to be a “carry in” activity. Look for more on this soon. I am checking the calendar for a good spot. Also, check the Air Force Museum agenda for the Tatum! That’s ground born flight adrenaline rush for those of us who love live band and aircraft flying by low and loud. It’s June 30th at the field. See you there.

Rev-guards R.L.

May 2006 Membership Meeting

Members in attendance

Phil & Carlen Dye

Ellis Ball

Lois & Don Bigler

Jay S. Kolb

Jim & Marlene Carter

Chris & Harry Mague

Alice Owen Clough

Duncan & Me

Chris & Chuck White

Ted & Edna Allison

Vic & Sue Bell

Randy Wakefield & Family (James & Lucy Wakefield, Jetti Cooper)

Meeting called to order @7:30. Randy substituted for the pres. A toast was offered to Mr. James Wakefield (father of Randy) for his 83rd birthday. Happy Birthday!!!! TR stories: Bruce started his TR7 on the first try after sitting all winter.. (must have used a lot of starter fluid). Officer reports: Pres. not here
Treasure plenty of cash. membership: 43 paid members w/ 2 new. Dues are due in May, reup for \$20. events for May should be in April Marque. TRA 2006 going as expected, rooms are going quickly register now. July 9 BCD Cincy, new location in Fairfield_William Harding Park. Check at June meeting to see if we will caravan to site. BCD Dayton, As usual will need volunteers at all venues. Old business none. New business none. Meeting adjourned to parking lot.....only a few TRs. See you at the June meeting.



Summer Party 2006

When: Saturday, July 1, 2006
Time: 3PM
Where: Ellis and Lorna's
112 Hemlock Street
Franklin OH 45005

The Club will again supply the steaks on the grill with Chef Ellis creating his magic. Everyone will bring a covered dish. Lorna and Ellis will supply the soft drinks and the desserts. Let Lorna know what you will be bringing. We'll eat around 5:30 or 6. Bring your swimsuits. Bring your musical instruments. There will be horseshoes, corn hole, swimming, great conversation, music, great food and good friends! We will have a rain date of July 8th. RSVP Lorna and Ellis no later than June 27th so we can get the steaks ordered! Hope you can join us!!!!!!



20-10-2014 03-15-10



At McDonald's



Hungary Hi-way Travelers



Barn decoration at Godseed



Entrance to Locust Grove



TALES OF THE FRANKENST AG!



Tale 1: The Big Stink!

By Bruce Clough

(Writer's Note: I've been working on this article since last year – the forever article. I've made a vow to complete it this month come hell or high water...)

“Daddy, what’s that smell?” The dreaded words came from Bridgett’s mouth.

Sniff, sniff...

Gas!

Okay, so there are only about twenty things in this garage that use gas along with a gas can or two, or three. But I knew, *I knew*, to look under the Stag.

Wet spot, don't light that cigarette!

Out come the newspapers to sop up the puddle. Open went the doors to dilute the vapors. Out came the tube and gas pump to siphon off the gas in the tank (I actually pumped it out using the existing fuel line...). Lucky me, the tank was almost full, so the Blazer and Montero got their tanks topped off along with the mower, snowblower, and generator.

I knew this also meant that there are puddles of gas inside the Stag.

Stag Gas Tank Config 101

As with most Triumphs, the Stag's gas tank is totally contained in the body, being under the floor of the trunk and above a sloped underside rear body panel. That sloped panel has several rubber plugs in it, one of which was dripping, correct, two of which were dripping gas. The panel is also ribbed for strengthening, and those depressions could be filled with gas.

I had already disconnected the Stag's battery, so I didn't have to worry about that. Opening the trunk greeted me with something that smelled like explosion central, so I let that air out a few minutes before I went to work removing trunk stuff.

Yanking out the covering boards, spare tire and the other stuff I keep in the trunk greeted me with a thin puddle of gas across the trunk inside. A few shop rags got that sopped up and I started to yank out the gas tank

Fortunately, the Stag gas tank is easy to get out. Take off the hoses, loosen a few bolts, and presto - it's out. Not at all like a TR4 or TR3! Check for leaks - presto, it's dripping from the back corner!

Now, I had to jobs to do. Fix the gas tank and fix the trunk where gas had pulled up paint. First job was to dry out the gas tank. Kinda hard to fix the tank when gas is still sloshing around! I took out the fuel level sender and other fittings, positioned the tank where it would drain out the leak for about a week. After this I put in some degreasing solution and hot water, sloshed it around, and drained. Then I put in hot water, sloshed it around, and drained, then I rigged up this set-up:



Figure 1: This is the set-up I Rigged Up

A blow dryer my Grandma gave me was stuck in a 6' length of silicon rubber coated hose then attached to the filler neck tube. Hot air entering left via all the holes and took some gas with it. I did this outside away from house and humans, ensuring the tank was down wind of the blow dryer, and let it run most of the day. Ended up with a dry, fairly clean tank, and looking inside I could see the corrosion and some loose rust I was going to have to deal with. Later, I had a trunk floor to clean.



Figure 2: Trunk Floor Being Dealt With

Since this was the first time this tank had been out of the car in a little while there was a bit of surface rust (but no rust through!) to deal with. A little wire brushing, and a bit of Eastwood's anti-rust primer took care of that. Then a general coat of green paint and it was ready for the tank. But the tank wasn't ready! Inspection of the tank showed it was leaking from a prior repair. What the last person did was to just fiberglass over the holes. Now, this will work for a while, but sooner or later it will start leaking. The trick to fixing a tank this was is to coat the inside after using fiberglass on the holes



Figure 3: Holes In The Gas Tank

Here were the steps I took to repair the tank:

1. Strip off old fiberglass and clean metal
2. Vacuum out inside of tank to get all that loose rust.
3. Duct-Tape over the holes and fill with gas tank etching stuff (I got it from Moss, but a lot of retailers sell this stuff).
4. Drain tank, wash out, and use the hair dryer rig I used before to dry out.
5. Repair holes with several layers of fiberglass mat & resin.
6. Coat inside of tank with gas tank coating compound – again I bought from Moss, but a lot of folks sell it (I think they all get it from Bill Hirsch). Slosh it around following directions
7. Let it sit for about a couple of days, then attach hair dryer to finish drying.
8. Paint tank.

That's about it – I re-assembled the tank and the trunk and it worked fine.

Cost? About \$120 in the tank cleaning, etching, coating and painting materials, \$5 in fiberglass repair, and about 6 hours of work all told. It was work I didn't want to do, but did it just the same!

Tale 2: I Got To Get That Frigging Top To Work Right!

Still By Bruce Clough

Background

When I got this car from Doug the convertible top had not been raised for probably 15 years and

had the usual stuff you'd find in a car stored in a barn. After I cleaned that out I had to install a new top. Since I'm not the greatest top installer I turned to our local Xenia car upholstery shop. Since the new top I got with the car had shrunk (probably 15 years old itself), we bought a top (\$400) new seals from Britain (\$120), and they installed it (\$1000 – part of this was for trying to install, then uninstall, the top I got with the car). After spending that \$1500 I had a top on the car, but it didn't fit right. Not even close. No way, you're out'a there! Top would only go up if the air temp was above 90F, or air temp was above 80F and you had direct sunlight on the top. Cooler than that, forget it! Needless to say the car spent most of the time with the top up since I dare not take it down, lest I couldn't get it back up again. It also did not seal right across the front, so I had to add an extra weather-stripping piece. About a week after I got it back the parts that wrapped around the middle bows came unglued, pretty much along with me. I was not a happy camper – you'd think for \$1500 you'd get a top that fit right, right? I was going to take it back, but since we had to get to Branson that week for TRA, I just drove it that way. I never did take it back to the shop, and I doubt if they'll get any more business from me. I wasn't happy (mild understatement) with the shop's work. They didn't spend the time to make sure it would operate under normal summer conditions, and, as it turns out, they didn't fix obvious flaws in the top frame which they had to see! I decided to wait until Spring 2006 and get it to a different shop.

Foreground

Well, Spring 2006 is here and I need to fix the top before driving season. First thing I did was to note the flaws in the top frame, let's see, wrong bolts, bent pieces, modified catches in the front, no side seals, missing rear catches, missing snaps, missing wrapping pieces – this is just to name a few. Rather than going on eBay for the parts, I bought an entire frame from Doug Braden. Since this was in decent shape the plan was to repaint the frame and put a new top, new rubber, and new upholstery on it. Then all I had to do is a hot-swap with the top/frame combo on the car

I said the “plan”. Buying new rubber, new upholstered pieces, and a new top was going to run \$1500 plus. Since that was a bit beyond the budget for the effort, I decided to fix the existing

top/frame no matter how bad it looked, leaving the top on it rather than rebuild another top.



Figure 4: Parts Donor – I Have It's Organ Card, Honest!

The first this I did was take the top off the car. Now, this is simple in a TR3. Not so in a Stag. Bigger, heavier, more complex. You have to take the back seat out along with the side upholstery pieces then bribe your neighbor with a beer to help swing it off so you don't scratch the paint. I sat it next to the donor and compared. There were several reasons it didn't fit and I'd have to fix them all.

First off, there wasn't enough distance between the back top frame piece that goes next to the car and the last “bow”. To fix this I had to loosen the top along the back, but then discovered that I needed almost two inches of additional length, but the top only had 1. This meant that it couldn't secure under the rear lip like it's suppose to. This meant I had to go to a snap fastener system like earlier TRs since glue would not hold, and I didn't feel like buying a new top. Besides, it's the FrankenStag!

The front frame piece was bent up at least 30 degrees from where it should be. To fix that I had to loosen the top and bend it back. This meant that I had to drill out about 20 pop rivets, but at

least they were aluminum! Once bent back the profile of the top matched the profile of the top of the windshield frame, but I still had to shim the lever catches with some plastic pieces to get them to close. Had this been a concours car instead of the FrankenStag I might have tried to get it close, but it closed a lot easier than before, so I considered it a victory and pressed.



Figure 5: Plastic Shim On The Lever Catches

On the frame itself, I replaced 4 specialty bolts, three frame pieces, several pieces of Velcro securing strips, both front level catches, and two snaps. Buying that frame from Doug saved me about \$250+ in parts! The bolt kit itself is nearly \$150! This was above the \$1500 I had estimated, so I was almost giddy with my frugality...almost...

Once I got the top back in and attached the frame to the body I aligned it so the catches in the front were easy (relatively) to close and the doors shut. Then I aligned the latch in the back so it would

open easy (If you have a Stag, you know what I mean, if not, come over and I'll show you). Now came time to attach the back. Out came my snap kit. 22 snaps later the top was attached. Not perfect, but it's The FrankenStag (*name echo's...*)! I did three trials "erections" in the garage at about 60-65F with the car in the shade. Top went up and down each time w/o problems. Yes, it will probably not be drum-tight when in hot sunlight, but at least it will open and close!

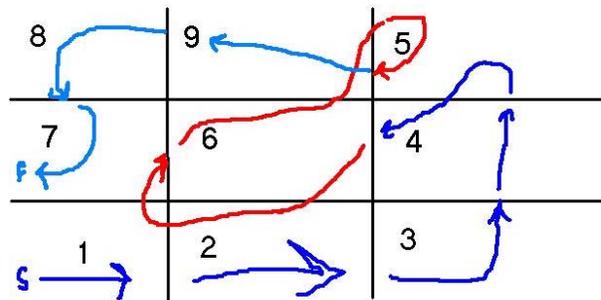


Figure 6: Sir Duncan Helps Me Fit The Top

Cost? Frame from Doug was probably \$75 (was in a deal with a bunch of other stuff), \$15 in snaps, and about \$3 in contact cement. Heck of a lot cheaper than \$1500...or was that \$1750? Took a couple of days to finish (Started Friday, ended Sunday, did have some other fun in-between).

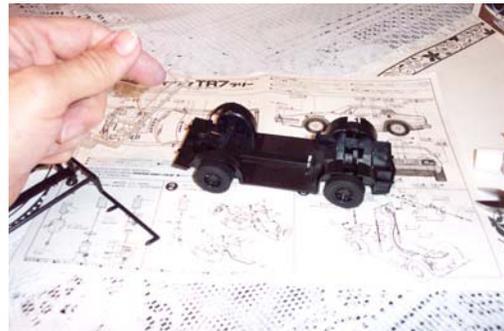
MVTRallye Note

This is the pattern for the assembly of your game map.



The Model Box Part 3 of the Rallye TR-7

In the last issue, we discussed the nature of painting a plastic model. This month, we will address the way that the car looks when sitting upon its undercarriage. If the modeller neglects this phase of the build, then the result is a vehicle that looks as if it were somehow injured or expecting high water. Many kits present a challenge right from the start because of the way the manufacturer of the kit made the chassis parts. Some of the kits I run across have been reissued with tyres other than originally provided. Whether it is a matter of supply, cutting cost, or licensing; the model builder always hopes for accurately made, true to scale tyres . Compare the pictures of the real deal (the prototype as model builders would say) with those of the model. The model is right when the tyre



width, circumference, and side wall; when the suspension geometry all match. My kit poses an extra factor as it is typical of many Japanese made kits that are created as motorized toys rather than an exacting replica. The chassis in this case is flattened to be a battery box. The steering arms are jolly big pieces of bar stock. It scales out about 12

inches wide by 5 inches tall. Still, if no one turns it upside down, it may carry off the look.

The Decals !



This is my favorite part. The car has an overall smooth paint job. Its time to add the colour of a race car. The TR7 team regalia was patriotic red-white-blue. To apply water slide decals or transfers as they may be regarded ; the artist should trim away any paper excess from each shape before wetting. The transfer should be placed into luke warm tap water for about forty seconds. Most decals can then be placed onto a counter top to continue the glue-softening phase of application. I touch the transfer lightly and wiggle a bit until the transfer moves over the paper. Insuring a water surface to glide upon, the decal is then positioned over the correct place on the model and the paper withdrawn from underneath. After a check to see if the location is satisfactory, the decal can be settled further by rubbing off the under lying wetness squeegee style. Of course, to do this, one end of the making must be lightly held in place whilst the squeegee process is taking place. A moist tissue or cloth is excellent for this. Lastly, a quick search over the surface of the transfer should be made to insure that no air bubbles remain and that the surface details (hood opening, body lines, etc.) have allowed the decal to set down and around them. If your decals are hard as plastic wafers, (mine were) then an application of a decal softener may be needed. In the picture below-left, I am doing just that.

A clear part must be glued to the big decal on the hood. Horrors! Everything glue like will melt a decal. I am very sparingly using a clear part glue in the picture below right.

Next month, we detail it and finish. Happy modelling ! by Randy Wakefield



