



"The Marque"

This month:

President's Report
Secretary's Report
Treasury Report
Events
Tales of the Frankenstag

September 2015

MVT Officers

President: Lorna Ball, 937-746-5189
Vice President: Dan Stinson, 937-259-8242
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.

FOR SALE

1973 Triumph TR-6, pimento red with black interior.
Body off restoration to good driver quality. Engine
rebuilt, new top and new paint on rust free body.
Runs great, 62,500 miles. Pictures available.

\$15,000 firm.

Jay S. Kolb

513-777-1873 home

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Jay_kolb@hotmail.com

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

Guess what? I've got NOTHIN'!!!!!! Can't think of anything to write about. Really!

Treasurer's Report:~ Harry Mague

Treasurer's Report: As of 1 August 2015, the club account had a balance of \$1909.62. For the month of August, the club had income only from 50/50 for \$13.00. The club had the following expenses for the month of August: Mailing of Name Tags: \$5.08, Marque mailing expense of \$2.13, and Post Office Box Renewal for \$82.00 for one year. Total expenses for the month of August: \$89.19. Account balance was as of 1 September 2015 is \$1833.41.

Secretary's Report: ~ Karen Sipos

MVT MEETING, AUGUST 5, 2015

Meeting opened at 7:30pm by President Lorna Ball with Hail to the Queen. There were 32 members present and no visitors or guests.

President Report: Everyone was welcomed and a thank you given for all the help with BCD. The event was a huge success. There were a 4 T-shirts from the event for sale for \$5. These were quickly sold. With these shirts sold, all the t-shirts for BCD 2015 are sold.

VP report: No Report given

Sec. Report: Motion to accept the minutes was voiced by Stan Seto and seconded by Lois Bigler. Minutes were approved by voice vote.

Treasurer Report: Harry was not present so Chuck White reported that the report was in The Marque.

Membership: Valerie Relue reported that 2 members have not responded to membership emails and letters so as per the clubs by-laws they will be dropped from the membership list. Chuck White will order the needed name badges.

Events: Bruce Clough reported on past events and future events. A few members of MVT went to Cincinnati BCD but overall the event was sparsely attended. The Pool Party was great fun and the pre-party tour was a good one.

Upcoming: Remember Saturday, August 11, **Indiana British Car Show**. VTR is next week, John Clifford is going and will report back at next meeting. August 28-30 is **the Michigan Wine and Quilt Tour** at the time of the meeting there were 6 cars going. "All Things Pickles" has been added to

the tour. On Sept 14, Heart and Home Assisted Living in Vandalia has asked us to bring some cars for a **Car Show** for the residents. Bruce will keep us informed. Sept. 19, **Run to Metamora**; Sept. 20, **Dayton Concours d'Elegance**; Oct 9-11, **Fall Tour to Marietta Area**.

Committee Reports:

Technical & Spares; Ted asked for a Tech session date to be worked out. Also it was mentioned that Gordon asked for a session also. Mike Miller is selling 2 Spitfires; Lorna has sent an email to all on these cars. Bruce reported that there was a Stag for sale in Cincinnati he is going to see. Anyone interested is welcome to join him.

Newsletter: Chuck White is going to do the mailing of the newsletters that need to be mail and will be tracking the response of those he mails. If they do not need to be mailed and not wanted by the members it would save the club the expense.

Regalia: Remember to get what you need for your "brown bag". Stan is getting close to having a web site established with our Logo to get a garment in the next 10 weeks. He is trying to get info from Land's End, with upscale garments available.

BCD: There was discussion of the parking for next year and issues of handicap parking. It is estimated that there will be approximately \$2,200 being given to MVT. The BCD wrap-up meeting will be in October.

Stan Seto's Report: BCD 2015, and the real question was: how many cars did we have there?? The Sun beam National registered 89 cars and we ended up charging them for 88 cars. I heard a rumor late on Saturday that they counted 100 cars in their group, but that included cars registered to BCD and just over there because that's where we were parking Sunbeams.

I registered 130 cars and one vendor. We had on MVT'er register three times, so my count is down 2 or 128. We had nine No-Shows due to work related reasons, break-downs and family related reasons. So 119 made it from pre-registered, further, there were seven electronic registers I never even got, but all seven drove in and we registered them in the morning. I think two paid again, Have to check into that. Further, there was one electronic register that was not on John Scocozzo's list that I got. Have to check that too. At the gate, we had 138 drive in. So we had 257 at BCD and 89 Sunbeam National Show for a total of 346 cars on the field. The types of cars ranged from a 1934 Bentley Drop Head Coupe to a 2015 McLaren. A 1950 Anglia to a 1972 Fiat 850 and a TR3B London Police car complete with a Bobbie.

346 is not a record but very close, about ten cars away. But the reality is we should have been closer to 400 total. Maybe next year. In the pre-registered group, we had 87 who registered electronically and 49 who registered by mail. And Ted Allison who said register me and I'll pay when I get there. Did you get his \$15 Harry?? Old and New Business: None
 Comments; Thank you from the British Transportation for the Quilt from the MVT Quilters. Reminder of the Dayton Concours 50/50: \$13 was won by Vivian Owens Meeting Adjourned at 8:10

Events ~ **Bruce Clough**

MVT Events Calendar as of Aug 2015

But Wait!

Before we get to the events, since we are headed back into "tour" season from "show" season I thought I'd post something that I've seen in other clubs, and that we posted years ago. It's on how to caravan when we are travelling as a club. Essentially we need to safely stay together. Doing so will minimize the times we have to round up folks because of missed turns as well as having to wait for folks to catch up. The rules are simple:

Caravan Rules of the Road Before Leaving for the Staging (Meeting) Area

1. Check your car out before leaving – check fluids, belts, tires, and electrical system – especially check any items you suspect are weak. Pack any spares and fluids you might need as well as tools and other supplies.
2. Double-check time of leaving. Leaving time is posted in the Marque - club leaves sharply at indicated time.
3. Pack 2-way radio. MVT used FRS/GRS radios and we run Channel 10, Code 0. Make sure the batteries are good and you have spares.
4. If you have a GPS, pack it.
5. Leave so that you have plenty of time to get gas or other errands you must do before arriving at the meeting area.
6. Fill up gas before arriving at meeting area.

At Staging (Meeting) Area

1. Arrive to the staging area on time or a few minutes early, with a full tank of gas. If needed allow sufficient time for a potty break at staging area and adjust your intake of fluids to avoid unscheduled pit stops.
2. Attend the Driver and Navigator briefing, and review the route for the drive and any other printed materials provided.
3. Start your engines, turn on your daytime running lights or parking lights, and set your trip meter to zero.

On the Road

4. Use common sense ... be courteous and obey all traffic laws.
5. Keep your eye on the car ahead, and if possible, the car(s) in front of them. There should be plenty of chatter on the radio about where turns are and other road conditions in addition to maps (on some runs), but maintaining situational awareness about what is going on ahead.
6. Stay in the caravan lane, do not pass, and maintain your position in the caravan. Changing position may cause confusion for the other drivers. Signal all turns well in advance.
7. On the open road, maintain spacing of 1-2 car lengths for each 10 mph ... 50 mph would result in 5 car lengths minimum or 10 car lengths maximum. Always keep the driver in front of you and the driver behind you in sight. Do not allow big gaps in the caravan.
8. In the city and at slower speeds do not allow big gaps in the caravan. Big gaps allow other motorists to "bust" the caravan, causing confusion for the drivers in both the front and rear, and separating the caravan.
9. If you become separated by a traffic light, or other motorist, obey the traffic light, and keep the caravan in sight. Use your 2-way radio or cell phone to alert the Leader if necessary.
10. The Leader of the drive will slow down or pull over to allow members separated from the caravan to catch up.
11. If a stop is necessary, radio or call the Leader to let him/her know you need to stop and turn on your emergency flashers. If possible try to pick a place where the

caravan can safely stop and pull off to the side of the road.

12. Always remember you represent the Miami Valley Triumphs!

Now that we have that out of the way....

Just wanted to say “thanks” to MVT’ers for a great BCD. We, along with the MG club, impressed a whole lot of folks with a smoothly run show

August Recap

Dayton British Car Day – Need I say anything, anything? 350-so cars, beautiful day, sold all the shirts and food – what else do you need to know? The best mid-west LBC show keeps getting better – way to go folks! I could wax on, but I’ll just post a few pictures instead! I will let others proclaim the glory!!!



I have no idea what these people are smiling at!



Andy got a new toy



Who let The Man in? What are those furry cuffs for?



Crack judging crew – the authorities were standing by to arrest anyone who made an attempt to escape!



Food line was like this all day long!

Indiana British Motor Days – Several MVT members went – some with cars, some without, and we have the pictures to prove it!



**Chris Sanford and Son in operation at Indy BCD
– he needs to work on his one-liners!**

Yanity's Tech Session – we gathered at The House Of Too Many Chris's on August 22 to eat donuts, wreck his rear springs, and attempt to change steel into aluminum. We managed to do all except wreck rear springs, getting a set of bump stops installed instead – great job folks!



They look like professionals, but don't let it fool you!



It's dead Jim!



Coming back together – the power of donuts!



It's a beautiful thing!

Enon Car Show – Despite the somewhat short notice about the Enon Car Show we still managed to get a car in – The Moore's 250 gave a great representation for the club!



The only LBC in the Enon Car Show

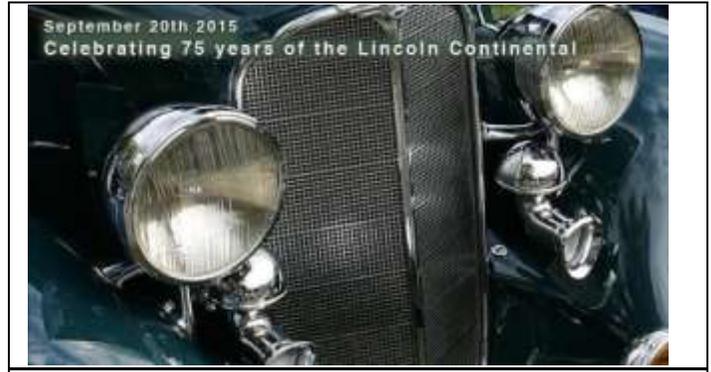
Michigan Tour – We will have to report out next month – too close to deadline to get the report in!

September Events

4 – MVT Monthly Meeting – Logan’s Roadhouse, Fairfield Mall (Beavercreek) location (off N Fairfield Rd in front of the Best Buy). Meeting starts at 7:30PM, but if you’d like to join us for dinner at 6:30PM that would be fantastic! We are in the separate meeting area behind the bar to the left as you come in.



19 – First Fall Tour - Metamora Run – it’s been a few years since we headed to Metamora (IN) to check out the scene. Time to head there again and make a day of it! We are going to meet for breakfast at a place called KJ’s Restaurant, 35 W Center St in Germantown for breakfast at 8AM, be on the road by 9AM (unless someone has a better place!) to arrive at Metamora a bit after 10AM. We will leave the Whitewater River Valley for Dayton area around 4PM-ish, taking some great roads back and having dinner in the Miamisburg (although we could eat back at the Florentine in Germantown!) area. Bring your cameras and Visa Card – last time we went there we saw some great stuff. We will not plan on stopping at the Micky D’s in Brookville since last time that turned into an adventure getting out! <smile>



19-20 – Dayton Concours d’Elegance – Carillon Historical Park. Triumphs are a featured Marque with several MVT cars in the line up. Head off to www.daytonconcours.com to check it out or give the Bigler’s a call at 937-253-1580 (if I remember right) or email at BigDay@zoomtown.com .

October



3 – 2015 Farm (Market) Tour – Harvest, that time of year again – time to open the trunks and fill with gourds. Or maybe pumpkins, or maybe other food stuffs, dunno, but I do know it’s an excuse to hit the road. We will rendezvous at The Donut Haus in Springboro (305 W Central Ave, Springboro, OH 45066) at 12PM and plan to be at Caesar Creek Winery by 4PM. No pig farms, or any other farms as far as I know, just markets. Bring/buy cheese, crackers and other munchies – the invite will be out to the MGB and Miata clubs.

7 – MVT Monthly Meeting – Logan’s Roadhouse, Fairfield Mall (Beavercreek) location (off N Fairfield Rd in front of the Best Buy). Meeting starts at 7:30PM, but if you’d like to join us for dinner at

6:30PM that would be fantastic! We are in the separate meeting area behind the bar to the left as you come in.



10 – Fall Tour – Due to Alice heading back to work I had to cut a couple of days off this. It's probably at least a week in front of peak color, but the 17th is already booked! Plan to make a day of it, a big day! We will meet at 8AM at Clifton Mill in Clifton for Breakfast – ***I will need a head count*** - We will end up at the Spillway Lodge near Cowen Lake for dinner around 5PM. Between will be a lot, I mean a lot, of Fall driving on Southwest Ohio roads. There are shops, there are stands, it will be a big time. Need pumpkins? We might find you some!



24 – Fall Breakfast Run – The leaves are mostly on the ground, there is a chill in the air, what better time to head for breakfast and maybe a short tour/shopping later? Details are still being worked out, but expect yumminess...

November

4 – MVT Monthly Meeting – Logan's Roadhouse, Fairfield Mall (Beavercreek) location (off N Fairfield Rd in front of the Best Buy). Meeting starts at 7:30PM, but if you'd like to join us for dinner at

6:30PM that would be fantastic! We are in the separate meeting area behind the bar to the left as you come in.



7 – Last Tech Session 2015 – More coffee & donuts – details TBD – maybe we might actually get to working on Ted and Eden Stag's electrical system...



14 – LAST TOUR of 2015 – yes, one last time – probably tops down only for the foolhardy, but what the heck. Probably won't be all day, but probably will end up at Valley Vineyards for their fantastic dinner. Family car tour friendly!

December



5 – Holiday Soiree – You can never get your brown-bags done too soon! Will be at Bergamo as

the last few years, it will be fun as usual. Rest of the details are TBD, but you do not need those to collect your White Elephants....



20 – Holiday Dinner Out – Golden Lamb in Lebanon, 6PM. We will schedule a shopping trip beforehand to Warren County shopping establishments and hope the weather is a bit Christmas like, but not too wintery. I need a head count to set the room and the menu, so if you and yours are planning on going I need to know – and I will remind folks at the next three meetings. We will arrange it so if we have an influx at the last moment we can handle it!

January 2016

6 – Events Planning and MVT Monthly Meeting
- If you want to be in on Events Planning for 2016 show up at 5:30, if you are coming for the dinner and meeting – dinner is at 6:30, meeting at 7:30.



August 2015 - Bruce Clough
"If women don't find you handsome at least they find you handy" - Red Green

The Trials Of Being A Technology Mule

A technology mule is a platform where technologies are tried before releasing to the general public. That really is what I'm doing with the FrankenStag - I try stuff out on it and report out to you how well it went. Most things work good, others not so well. So...about a year ago I found out that Moss (in concert with a few other folks across the world) had developed a carburettor conversion for MGBs using

Mikuni carbs. Mikunis were originally SU-like carbs built for the Japanese motorcycle industry, but now have found broad application on other engines. They are side-draft and come in different sizes with multiple jets and accelerator pumps. Original reports from early adopters indicated they were better than SUs or Strombergs, and they have a neat, different look. Moss did not have a listing for TR engines, so I filed that info away in my brain... ..until I stumbled across a shop that races Volkos also using these carbs:

http://www.v-performance.com/products/air_fuel.html#mikuni_hs_r_series_carbs

...and listing a conversion kit for and British car using 1.75" SU/Stromberg carbs. I thought "Cool, just what the Grey Ghost needs", so I purchased a set - which have now sat next to the Grey Ghost on the lift for the last several months. I've been slow-rolling the conversion since I don't want to add a lot more complexity to the sparse Grey Ghost engine bay, and also this would require an intake manifold mod to add accelerator cable brackets.

But the FrankenStag has none of these issues, and the Strombergs on the FrankenStag can replace the Strombergs on the Grey Ghost which are giving me some issues. So, for fun let's try to fit these to the Stag. The engine displacements are similar so I should not have to fart around with jetting to get a running car.

The Kit

The kit from the shop comes with everything you need for a typical installation, including mounts, air filters, linkage, and the carbs themselves. The hardware was all Moss Motors which leads me to believe I was just buying a Moss kit that they have tuned for TR engines, we shall see.



The entire Mikuni Carb Kit laid out on the bench after we received it

The Mounts

The first chore was to take off the Strombergs, which, since they are new and the hardware new, came off without a fight. An inspection of the carb mounts to the manifold showed them to be cracking - rubber cracking is a chronic malaise of these TR7 mounts - so I headed on line and ordered new solid aluminum mounts from Classic Regulator: <http://www.classicregulator.com/carb-mounts/solid-carburetor-mount-kit>

To keep pressing on the modification I then modified the existing mounts for the new carb adaptors. I am going to throw them away anyway, so I can have fun!

Mikuni carbs are press-fit - they install by a big clamp holding them to a semi-rigid mount. That means I have to have an adaptor to go from a 4-stud manifold mount to a clamp mount. That is provided in the kit, but it only uses 2 of the 4 studs - a diagonal pair. That meant I had to cut off the other two. I also had to elongate one of the holes so the adaptor would slip over the remaining studs, but once modified it worked well.



Mikuni adaptor in place on an old carb mount. Note that it only uses two of the four studs so I cut the non-used ones off

On a trial fit of the carbs I noticed that the front carb came too close for my comfort to a casting boss on the old waterpump cover, so I had to grind that down a bit - you can see the ground area just below and a little left of center in the photo above. After that I fit the front carb again with a filter to make sure all cleared. It did. Wunderbar.



Air filter in place on the front Mikuni carb

About this time the new carb mounting adaptors arrived. Nice pieces of work, but I suppose someone would say that for that amount they should be good - but per pair they were only about \$20 more than a stock pair, so I think that's a deal - here is what you get in the kit:



Solid carb mount kit - sweet.

Two milled plates, plastic separation/insulation pieces, gaskets, and plenty of hardware. Since this is for SU and Strombergs I had to get shorter bolts for the carb mounts, but hey, small price to pay for progress. For once everything fit together as it should.



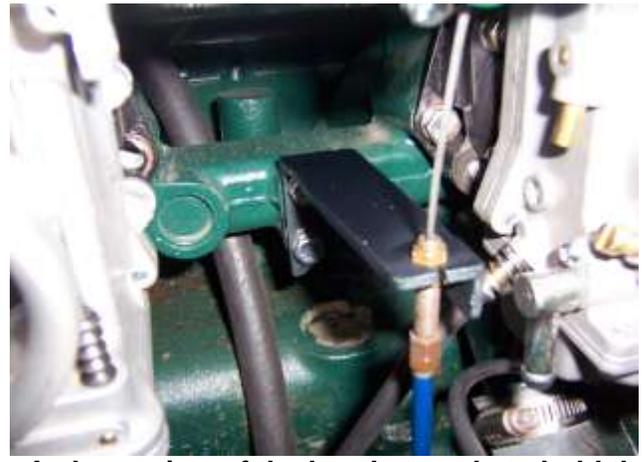
New Mikuni carbs in place on new carbs mounts

Attach Accelerator Cable

Next step was to attach the accelerator cable. The throttle shafts on these run through the top front of the units and rotate counter-clockwise from the carb's front. so I had to move the cable mounting point to the left 4 inches (again, as you look at the carb from the front) and up an inch or two. Fortunately I have a lot of aluminum bar stock left over from The Grey Ghost, so making a bracket was easy. The carb throttle shaft connector they give you in the kit is very long, you just cut it to fit between the carbs, put the shaft arm on, slide the throttle shaft clamps on, fit the shaft in place, tighten the clamps, put shaft lever in the correct lateral and rotational place (you will have to do a bit of geometry here to get it located, and bolt it all together. I reused the cable connector and attached that to the new shaft lever and we had a working throttle cable.



Initial throttle linkage – bracket was made to move the adjuster mounting point farther away from the engine under the shaft



A closer view of the bracket made to hold the throttle cable adjuster

Connect Fuel Lines

Next step was to connect up the fuel lines. Easy peasy once you got over the fact that the carbs took 5/16" lines and the pump output is 1/4" - that's what Lowe's is for. Found a T-connector and three barb'ed hose connectors that worked. Really heavy duty, almost something that Conan the Barbarian might identify with, but remembering Red Green I pressed them into service.



Lowe's special connector for the fuel lines under the rear carb - overkill

Throttle connected, fuel connected, time to work the choke and then I'll hook up overflows and block ports.

Choke Cable

On to what I knew might be the most difficult part - choke cables. The Stombergs used a single choke cable since the choke plates were attached by a rod between carbs, no such luck here - each carb's choke is individually actuated by a cable. For choke cables I decided to use bike cables to run individual

cables to a TBD junction, then use an original TR7 choke cable to connect to them so I can have a cable that can pull, turn, and hold. The hardest part will be that junction since it has to carry a compression load across it as well as join the cables.

I decided to join the cables mid-ways on the cable run. In Triumphs that use dual choke cables (TR6 I'm thinking) the joining is at the choke pull, but I don't have that technology, so what I'll do is instead is build a small junction box and use barrel clamps and silver solder to join the cables. The box will hold the cable sheathes on both sides and provide the compression load path. I'll paint it black so it's not that obvious, and attach it to the underside of the brake master cylinder, maybe...

The cables attach inside the carb body to a brass valve held back by a spring. You unscrew a hollow plastic retainer and the valve body and spring come out. There is a slot and a hole in the valve body to hold the cable end. The bike cable I was using had end fittings too large to fit the holes so I had to file and hand fit. On went the plastic fitting, on went the spring, attach the valve, screw into the carb, repeat for the next carb.



The above choke parts all together



Choke cables in place – note that they have to run forward a ways before you can reverse them due to the intake manifold



Choke valve, spring, and cable

Next I figured out where the cables would run and the junction located so I could just the cables. Due to the carb construction the cables had to go forward then reverse back. I arranged it so they would run back together. The next step was to cut the cables the same length if for nothing else that to establish a common datum to work with. I lucked out - just had to cut one cable sheath since one cable was a lot longer than the other. "Cut" is an interesting word - you really peel back the plastic covering then use a small file to cut the sheathing (coiled flat wire) without harming the cable inside. Next you fit and crimp a cable sheath end to the cut cable. One final step I took (at this time) was to cut the cable about 6" longer than I thought using end cutting pliers - I found those make the cleanest cuts to stranded cable without distorting the cable, then you solder the end to keep it from fraying. Once the

cable is ready to be joined you make the final cuts to length (and solder again).

Tip: I just used a good water-soluble flux on the cut cable end then used a good rosin-core solder and a 100W soldering iron to solder the cable tips. No silver solder needed - the trick is the flux and not just relying on the rosin core.

Next I had to fit the single choke cable that the carb cables will attach to, but I have a quandary - where to attach it? I decided to make a larger bracket and put it in place of the existing hood cable release bracket - having two holes for both the hood release and the choke cable. Not as aesthetic as I would want, but fits with what I have to work with and keeps the cable runs as short as possible.



New bracket to the left, old to the right

I painted the bracket with black epoxy paint for durability and mounted it to the car.



New bracket under the dash where the old bracket was, cables installed

Now to join the cables. This turned out to be a little art as well as technical skill, so I was in trouble. I decided to use a piece of 1/2" aluminum bar and 1/2" aluminum angle to make this. The choke cable

moves about an inch during operation, so I needed a clear section at least twice that to join the cables and allow them to move. I ended up cutting the bar 3" long and then attaching an angle piece on each end and drilling holes for the cables to come through. Since I'm a "steam punk" kinda guy pop rivets work fine. Here it is in etching primer prior to going in the oven:



My first try at a cable junction "gizmo", the CJG, to hold the cables and transfer the compression load of choke operation

I painted the CJG with black epoxy paint also. Since I don't have a few days for the paint to cure (okay, to be honest I didn't want to wait a few days) I put it in the oven at 130F overnight to cure it.



Attaching the choke cables to the CJG - pretty crude, but hopefully workable



Close-up of the attachment – cables held in place by nylon wire ties and then epoxy put around them. Again, Red Green tips his hat...



Inside cables soldered, barrel-clamped and in place

Of course that didn't stop me from nicking the paint when it came out, but I tried.

To connect the cables I first epoxied and wire tied the cable sheaths to the bracket, then I used a barrel clamp to hold the cables together while I soldered them. Testing afterwards seemed to show all was well.

Block Ports



Vacuum port plug before assembly

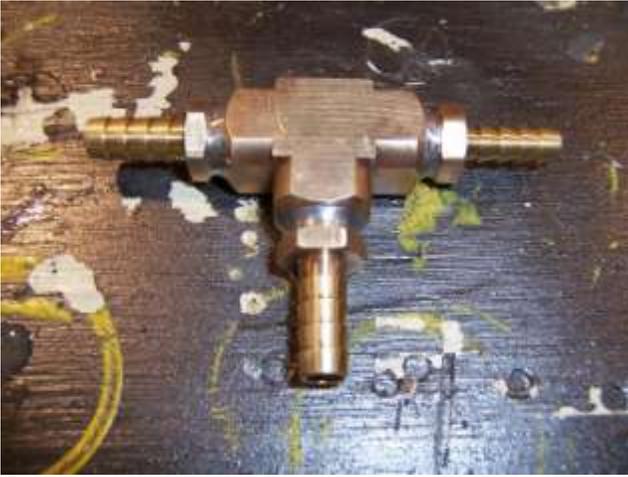
One of the last things I had to do before firing this puppy up, or at least attempting to fire it up, was to plug the vacuum advance ports - one port on each carb. The hose size was 3/16", and I had that size hose, but not a plug. To make a plug I took a short length of hose and plugged that with a piece of 1/4" NF bolt that I cut off. I slotted the head so I could screw it in the hose and rubbed silicone around the threads before I screwed it in.

Overflow

Vacuum port plug hose and metal center plug

First Start

Non-Event. Pulled out choke, car started, Shut down car and checked for leaks – okay, the T connector was weeping a bit, took it off and soldered it all together. Good excuse to get the propane torch out.



There, now it won't leak!

After the leak was fixed, and I figured out how the idle adjuster worked, I did a bit of tuning. The car is now set to idle at 800rpm warm, choke works fine, car accelerates faster and smoother and it seems more "drivable". The crankcase vent goes to the K&N air filter units and I think I actually have less stuff under the hood now.



Maybe I get a set for the TR7 next?