Buckeye Triumphs Newsletter

Visit us at:
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6-Pack Chapter
Center of Triumph Register of America

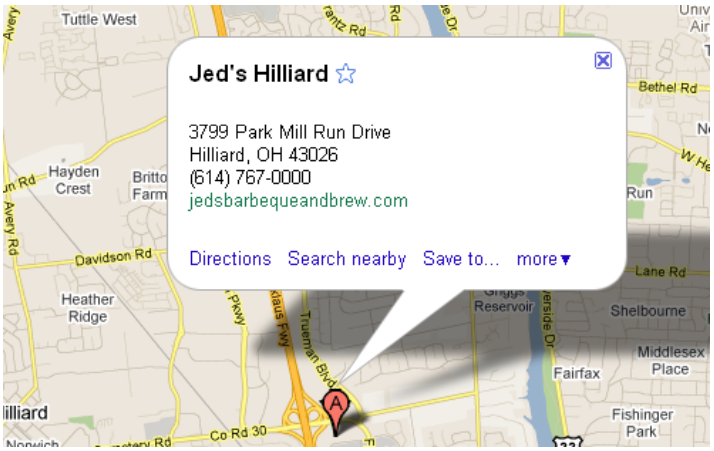
VTR Zone Member

Winner of the VTR Newsletter Award – 2003, 2005, 2008 .. and now 2010!

BT Business and Social Meeting - Monday, March 5th - 2012

The Next B&S is at Jed's Fireballs in Hilliard on Monday. Lisa West will be are host for Monday night at 6:30 pm. I hope everyone can make it, and have some good eats. We are going to mention some events coming up for the next few Months.

If anyone wants to host a B&S and knows a great place, then let me know and we can set it up.



Their phone number is 614-767-0000. We have a room reserved.

Editor's Corner

Happy first edition of our Newsletter for 2012.

So far this year we have had our Hiloday Party

A great turnout and a good time was had by one and all.

We had a transfer of Power:

A big welcome to or new president, Don Olshavsky.

We had our 2nd annual swap meet. I believe everyone in attendance made a sale or a purchase. (unfortunately, I spent more than I sold)

Great venue in Plain City

Mark Macy brought this beautiful project.

2 tech sessions have occurred – one to pull Eric Finn's TR6 engine in prep for a new one:

We also had a tech session to put a Toyota 5 speed in Jim VanOrder's TR6

This hardly seems possible – but our Spring Tour of Licking County, *aka the Daffodil Tour*, is 1 month away (Saturday, April 14th). I can't wait. (details in the newsletter)

Our tour will include a visit to our friends Jill and Paul Griesse's place, a stop at Sonic for lunch in Heath, and finally a visit to the Granville Garden Club's daffodil show,

Be sure to tell all of your "car" friends. About our drive - we had a good showing last year, looking to do better this year – ***All are welcome!***

I have been working with the Midland Theatre for a special block of seats for the Herman's Hermits concert the Saturday evening before BCD 2012 at Quaker State in May. Seats will be $31 per person, and we will have special parking for our cars besode te thetre for a British Car "cruise in" Saturday afternoon before the concert. We can leave our cars parked in this area during the concert.

We'll have lots more details in the April issue – BCD 2012, the Lube and Boob in May and details on Riverrun.

I hope to see you all on the road in the very near future.

Bruce

Bruce Miles bmiles@intinfo.com or bmiles@buckeyetriumphs.org

BT Meeting Minutes

Business Social Meeting 7:48 P.M. October 3, 2011

Gillman's Annual Chicken Fry & Potluck, Hosted by Greg & Ann Gillman.

Attendees: Brenda Agan, Ted Bailey, Bill Blake & Kathy Scott, Greg & Ann Gilman, Sam & Carol Halkias, Buck, Mary & Sean Henry, Charma & John Huddy, Steve & Debra Isaac, John & Kim Johnson, Joe Lynch, Bob Mains, Murry & Jacqueline Mercier, Bruce & Kim Myles, James Franchello, Don & Carole Olshavsky, Bill & Jennifer Reinheimer, John Schilling, John & Michelle Van Norman, Jason Pigg, Jim & Gayle Van Order, Rafael . Tim Swartz, Letetia, Marcelo & Elena Vilalobos, Jim, Margo & Jeff Washburn, Lisa, Steven & Ryan West, Beth, Allan, Ellie & Aran Whisler, Lauren & Nately Thomas and Mike Willits & Trish Waltz.

John Van Norman welcomed new members Ted & Janet Bailey.

1. A number of BT regalia items are available: Grille Badges - $25, see John Schilling, 2011, BT Surf Shop T-Shirts, see John Johnson, Logo/Name golf shirts avail - $47 (name and logo on your garment - $6.95), see Bill Blake.

2. The next BT meeting will be on November 7th 5:30 at TriTex Auto, 1390 Holly Ave (, 5th & 3rd Ave.) and 6:30 at the Brazenhead Irish Pub, 1027 W. 5th Ave., hosted by Bill & Jennifer Reinheimer.
3. Adjourn at 7:54 P.M.

Murry Mercier, Secretary

Business Social Meeting 6:54 P.M. November 7, 2011

TriTex Upholstery & Brazenhead Pub, Hosted by Bill and Jennifer Reinheimer.

Attendees: Ted Bailey, Terry Baird, Eric Finn, Tal Burkett, Sam & Carol Halkias, Buck, Katie & Sean Henry, Terry Holtrey, Charma & John Huddy, Steve & Debra Isaac, John Johnson, Doug Mansfield, Murry & Jacqueline Mercier, Matt Merz, Steve Neumann, Don & Carole Olshavsky, Bill & Jennifer Reinheimer, John Schilling, John Van Norman, Jim Van Order, Tim Swartz, Allan Whisler and Mike Willits.

4. John Van Norman opened with a thank you to Bill Reinheimer for arranging the tour and demonstration from the TriTex Upholstery staff.
5. John announced the Passing our dear friend Becky Hartley. A card was available for members to add a note to her husband John. Our prayers and thoughts are extended to John the entire family.
6. Jim VanOrder announced the location of the 2012 BT Holliday Survival Party. It will be held at LaScala in Dublin beginning at 6:30 PM on January 28th. More details to follow.
7. John announced the 2nd Annual Cabin Fever Sale. It is scheduled for 10 AM to 3:00 PM, Saturday February 4th, at the Plain City Multipurpose Building in Pastime Park, Plain City. Check the BT Web Site or Newsletter for details
8. A number of BT regalia items are available: Grille Badges - $25, see John Schilling, 2011, BT Surf Shop T-Shirts, see John Johnson, Logo/Name golf shirts avail - $47 (name and logo on your garment - $6.95), see Bill Blake.
9. John extended our thanks to John Schilling for organizing a very successful Fall Covered Bridge Drive. At one point I counted 30 cars.
10. John announced the receipt of the 4th VTR Award to Bruce Miles and BT for the BT Newsletter.
11. The next BT meeting will be on December 5th at Jed's Fireballs & Brew in Hilliard., hosted by Kim and John Johnson..
12. The meeting was adjourned at 7:06 P.M.

Murry Mercier, Secretary

President's Corner

By Don Olshavsky

Hello to all Buckeye Triumph members and thank you for the opportunity to serve as your president for 2012. I look forward to a year of fun events and good times with friends, old and new.

This being my first contribution to the "President's Corner," I thought I might give you a little background about me and my (ah hem) first 69 years.

I was born the 5th child of six kids of a coal mining family in Portage, PA, a town about 15 miles from Armaugh--the home of The Roadster Factory. We lived a simple life, meaning we didn't have much in the way of material things, but neither did the other folks in our little town of Benscreek so what we didn't have, wasn't missed. That's just the way it was. I will say, however, there was one instance that did stir something inside me when I was about 10 years old. It was the first time I ever saw a foreign car, British, no less, not that I knew that at the time. I recall my Uncle Frank, a marine and self-made businessman, drove onto our dirt road to visit his Mom, my Bubba. He arrived in his '50's white Jaguar XK120. Wow, what a car. Although impressed, I went back to playing with my toy dump trucks in the dirt.

In the mid-fifties, the coal mines shut down in our town and that forced the young men with families to look for jobs in the surrounding, bigger cities. We had some relatives in Cleveland, OH, so my dad went looking there. In 1957 he took a job with Carlings Brewery and thus, we made our move to Cleveland, Ohio.

Cleveland was definitely a different world. I remember kids making fun of my PA "accent". When I would say my name Don, they laughed because they thought I had a girl's name "Dawn". We would move a few times within the city as my dad changed jobs in search of finding something he could do well and enjoy. Being a coal miner didn't offer a robust skill set. Eventually he was able to get a job as a machinist with GM, something he learned rather quickly. But none of us liked the big city, so when a transfer to the GM Terex plant in Hudson, OH, was offered my dad quickly accepted.

We moved to Kent, OH, eight miles from Hudson in 1959. It was the second half of my junior year in high school. To this day I consider Kent as my hometown. I felt accepted by a great group of friends, students and teachers. My favorite teacher at Kent Roosevelt HS was my drafting teacher. Mr Spangler encouraged me to consider architecture as a career. This led to attending Kent State University's architecture program.

When I started college in 1961 I had a good job working a 10 hour second shift as a machinist for the Davey Compressor Co in Kent. Prior to the 1963 spring quarter I got layed off. With no prospects for a job, I and a fellow architecture student and friend, who felt the same pinch,

decided to hitchhike out to California to find work in construction, make enough money to go back to school and then come home. Well it didn't turn out quite that way. We had no luck finding jobs in LA. But just when we finally resigned ourselves to the fact that we needed to head back home (we were down to our last $ 12.00 between us), we got lucky. In a fluke meeting with a National Park representative recruiting employees for the summer season in Yosemite National Park, we were offered jobs as busboys. Joe and I jumped at the opportunity and in April 1963 we were in the most beautiful place in the world beginning a life changing experience.

We worked that entire summer and most of fall. I had saved some of my earnings and truthfully was a little homesick so I decided to head back to Kent on a Greyhound bus, (a different story for another time). I was able to get my old job back in the machine shop where I had worked before. So it was back to work and back to school.

It was about that time I started thinking about getting my first car. I knew it had to be inexpensive but cool. With the memory of my uncle's XK120 stuck in my head, I knew I wanted something similar. Well, as luck would have it, my sister had such a car and she began to hate it. She already had two kids (they sat in the jump seat with no seat belts) and one on the way. She wanted to sell it and lucky for her, I wanted to buy it! It was a 1959 Triumph TR3A, red, with wire wheels and overdrive. So we had a deal.

Jaqui My first love

So now I had a TR, was back in school and had a job. What more could I want? Well, what I longed for was Yosemite. So, after spring quarter I loaded my luggage rack with an old suitcase and a sleeping bag, talked another friend, who drove a maroon E-Jag, into heading west with me and off we went. We drove during the day and slept out under the stars at night. I worked all the odd jobs I could find in the park just to stay there. I remember one job I had was what we called an "SOB", which stood for Standard

Oil Boy. I attended the gas station about ten miles from the valley up the mountain towards Glacier Point, where a magnificent view of the entire park could be seen. I normally closed the station at night and because of that I always had gas and oil for my TR. You see, when I would fill someone's car with gas, there would always be a little left in the hose. I would put that in my car after they pulled away. And when a car needed oil, I would always leave a little in the can for "Jacqui". Jacqui was the name I gave to my car that summer because I was smitten by a beautiful gal whose name was Jacquline who also worked in the park. Jacquline loved my car….but me?...not so much.

I stayed and played and traveled outside the park whenever I could until I headed back to school for the fall quarter. This time I stayed with the program until I graduated in 1968. But during those final years, Jacqui and I saw a lot of country and laid down a lot of miles.

Canada-East Coast Don steers his way down the coast

Canada-East Coast 2 Breakfast in Acadia

Canada-East Coast 3 Bro Richard logs the trip

Canada-East Coast 5 Bro Richard makes breakfast

It was during that time period I assisted as a mechanic for a friend of mine, Val Muth, who raced his TR3. I didn't know this until recently but it turns out that Val and Sam & Carol Halkias had a racing relationship then also. Finally after many miles, lots of rust, and lack of funds, I laid Jacqui to rest in a few bushel baskets.

After the TR, I had a few other nice cars, a Datsun 240Z, a Nissan 300ZX and some others in between but my first and truest love was Jacqui.

Carole,Ryan and 240Z

While in my last couple of years at KSU, myself and the other male students couldn't help but notice a cute, spunky, intelligent fellow female student with beautiful long red hair (most of the time in braids). Her name, Carole Sharp.. So it came to pass that one day, in a downtown Kent bar our paths crossed. I was drinking beer and she was drinking Wild Turkey. Maybe it was the Wild Turkey but for some reason she agreed to marry me in 1971.

Carole at Mt Pilatus, Switzerland

Bell bottomed Carole

Don @ Versilles

Carole in her Spridget

While in Kent, Carole and I had a small architectural firm and I began my architectural photography business. In 1975 we had our son Ryan (now a designer with Apple in

San Jose) and in 1980 we had our daughter Robin (now a manager of external communications with Limited Brands). Our children have since married and have each gifted us with a grandson.

Kai and Oliver

In 1985, Carole was appointed as the Ohio State Architect by Govenor Celeste, which prompted our move to Columbus. Since then she has been the Deputy Director of Public Works of Ohio, a partner in an architectural firm and is currently the Senior Executive of Capital Improvements for Columbus Public Schools. While Carole was doing all that, I worked for an architectural firm as an architect and photographer. In 1989, one of the principles of the firm died and the organization was dissolved. I continued my photography career and opened a professional photo lab in Columbus that same year. The digital revolution closed my lab in 2007. That is when I retired and began to give my TR the attention she needs.

As an ending point, I want to tell you how I obtained my current TR. Carole and I often talked about getting another sports car some day to just have fun with. So on Christmas morning in 2003, I was directed to our neighbor's garage to see my gift. My daughter opened the garage door and there was a 1959, red, Triumph TR3A. No wire wheels or overdrive but as close as you could come to my first auto love affair. Needless to say, the surprise was a tear jerker. The rest is current history, the car runs great, we have a lot of fun with it and now that we are a member of BT, we look forward to sharing that enjoyment with all of you.

So there you have it, 69 years in a nutshell (or a newsletter). It was not my intent to bore you with these few highlights of my life but rather to give you a little backround of the person asked to be the president of your organization. So if you have any second thoughts, recall is still an option. Otherwise you are stuck with me for a while. I look forward to a fun-filled events schedule and a safe year of motoring.

DonO

Spring Daffodil Tour - 2012

BUCKEYE TRIUMPHS

Invites you to join us for our

Spring Daffodil Tour

Saturday, April 14th – 2012

Please join Buckeye Triumphs as we tour Licking County

Driver's meeting at the Granville Downtown Crosswalk @ 10:00 AM

We will take a fun tour of all our favorite roads in Licking county - with scenic stops along the way -

Lunch will be at the Sonic Drive through in Heath, and then end up at the Bryn Du mansion tour the Annual Garden Club Daffodil Show – then on to Granville for Frozen Custard at Whit's

Questions? / RSVP

Please contact Bruce Miles
740-587-4179 or bmiles@buckeyetriumphs.org

Please do let me know if you plan to attend – so I can have the right number of driving directions ready for all

Visit us at www.buckeyetriumphs.org

Loss of a Friend – Becky Hartley

Editor's Note *–we lost Becky back in October – I can't believe she is gone – thought you all might enjoy this tribute to her wonderful personality in photos from past events - Bruce*

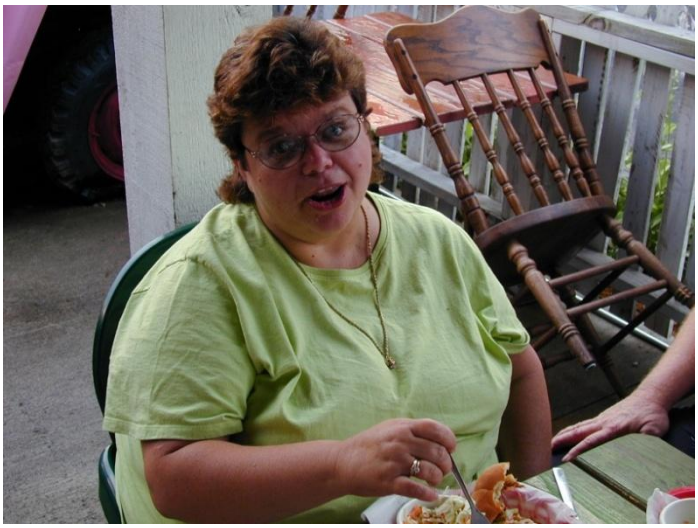
Rebecca Ann Dean Hartley 59, of Nelsonville, Ohio passed away October 22, 2011 at Pickering House, Lancaster, Ohio.

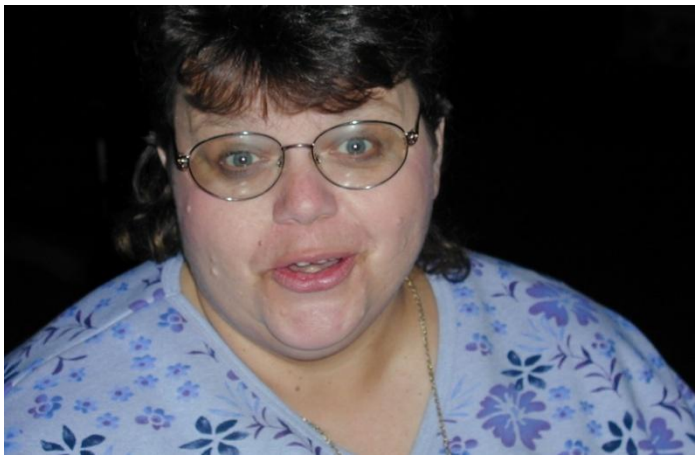
Becky was born March 21, 1952 in Athens, Ohio to Ralph and Lois Dean. She was a Deacon and Treasurer of the First Presbyterian Church in Nelsonville; member of the Piece Lovers Quilt Club; several car clubs; Roadtrek Motor Home Club; member of the Ladies Auxiliary VFW post 3467; was a member of the former Civic Club In Nelsonville; loved the fellowship of people with the car club, motor home club, going on cruises, and the fellowship of her quilting friends.

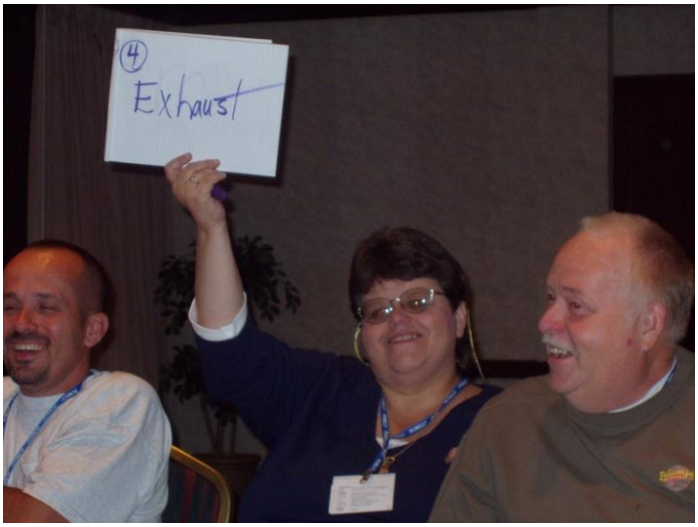
Surviving are her husband, John Hartley; daughter Deana (Ben) Zumbrun of New Paris; granddaughter Mackenzie Zumbrun of New Paris; brothers, Richard (Michelle) Dean of Tampa, FL, and James Dean of Nelsonville; sister Barbara Dean of Hilliard; brother-in-law and sister-in-law

Ron (Ruby) Hartley of Logan; friends, Peggy Fouty of Zanesville, and Dottie Richards of Lancaster; friend, that she called mother, Audrey Shafer of Nelsonville; and nephews and nieces, Earich (Trisha) Dean of Nelsonville, Heyes (Jennifer) Dean of Mt. Vernon, Richard Dean Jr. of Tampa, FL, and Cathy (Bill) Townsend of Tampa, FL.

Becky was preceded in death by her parents; grandson Maximus R. Zumbrun; and sisters-in-law Mary Jane Dean and Carmel Dean.







We'll miss you Becky.

This Ain't Rocket Science!

MVT Head Mess-canic – Sean Tenax

Disclaimer: This article was written by a flawed human being – ask his wife – and should be used as a general guide only, nothing authoritative. He is not a trained mechanic, heck, he's barely potty trained. Therefore you should use common sense and do your own homework before taking his words as Gospel. The author, the Miami Valley Triumphs, and the rest of the world are not responsible for your mistakes. Screw up? Go ahead and sue, he'll give you all his worldly worth – a pile of used TR7 parts. Picture above from National Geographic web site.

I want to call the Stag I'm helping Bruce with the "Triumph Technology Testbed" since he's doing so much to it. This month it's about a couple of high-tech aftermarket items he's trying out. If they work well he's going to use them on the TR7s, he thinks.

The Aftermarket Starter

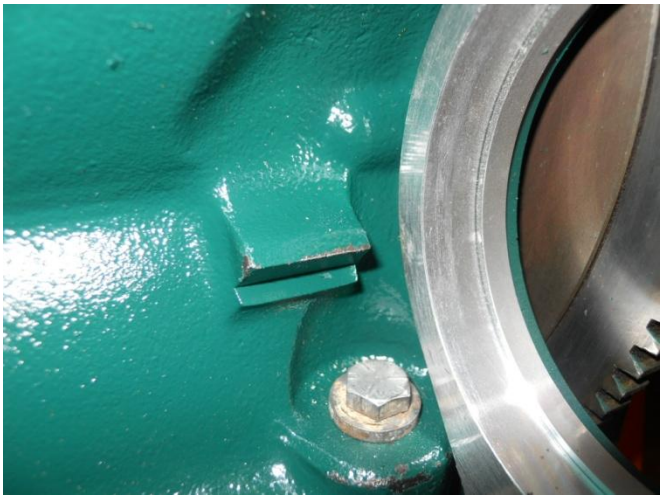
In a valiant attempt to route the exhaust header down the side of the block between the motor mount, steering shaft, and the starter motor, Bruce decided to go with an aftermarket "gear reduction" motor since it's shorter.

Stag 101 – have you ever looked at the driver's side of a Stag engine? There is a reason that the left hand exhaust header comes forward and not alongside the block. Getting the starter motor out is a bi%$^h also. Bruce thought he might be able to get around that…

Anyway, he ordered a gear reduction starter from Ted Schumacher then invited me over when it arrived. Nice guy.

The starter came in a nice new box (☺) and from the instructions seemed it fit a few more cars rather than just the TR7. For the TR7 it had one modification that had to be done, relief grinding on the starter mount. To see exactly where to grind we first had to see about where the starter sat. The starter mounting for the unit is a separate aluminum spacer that goes between the starter and the engine block, and a mounting flange that attaches to the starter motor using a couple of 5mm Allen bolts.

Spacer placed on engine – engine casting part that causes the interference is just to the left.



Close-up of the engine casting part that interferes with the starter.

The problem was immediately apparent, had part of the engine block in the way.

I then showed Bruce how to take the starter mount off the starter motor, place it against the spacer, and estimate how much metal to remove from the mount so it would fit with a little "wiggle room". We then went to the bench vise and got out a file or two and in a minute had notched the mount so the starter would fit just fine.

Notch we made in the starter mount

With the notch cut the starter motor fit on to the engine block perfect. One mod down, a gazillion others to go…

Starter motor in place on the block

The Aftermarket Water Pump

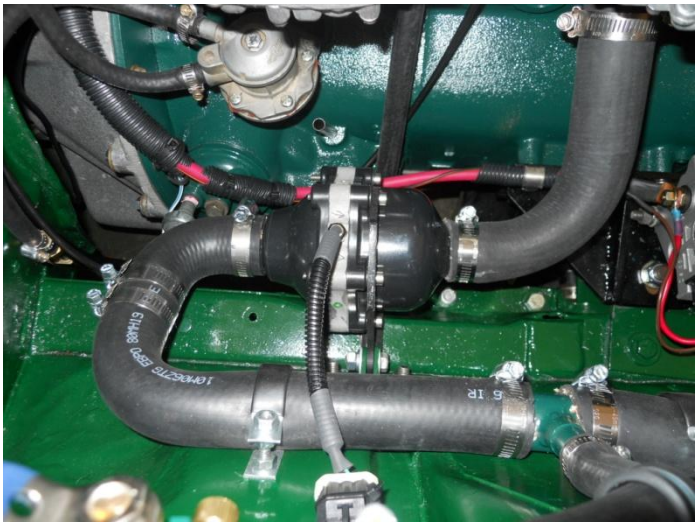
TR7 101 – TR7/Stag/Dolomite engines have the water pump internal to the engine, with the power to turn it coming from a jackshaft (which also powers the distributor's rotation BTW). The pump is located in the block under the intake manifold, so to replace you have to take about half the engine apart. Then you have to bludgeon out the old pump, put in the new one, make sure it's shimmed right, then put the res of the engine back together. Not the same as replacing a TR3 pump…

So, to try and get rid of the engine driven pump Bruce decided to take it upon himself to help Stag owners with TR7 engines all across the world (I think that would be 1) by trying out an electric water pump arrangement.(I think he just wanted to be unique…)

There are two water pumps that can be used here. There are a lot of electric water pumps, but you have to buy ones

that are rated for continual street use, not drag strip use. The one Bruce chose was a Stewart pump with 1.25" input/output connections (which match the TR7 return hose). This pump looked like it was an easier fit than the Davies Craig one, and since it's made in the USA rather than Australia the delivery time was quicker also.

Bruce gave me a call to come over kinda after he had the pump in, so I can't offer the reader pictures as it came together, but I'll try to note the highlights. Here's what it looked liked installed in the car:



Pump installed on the right side of the engine actually attached to the car body

Bruce told me that the only place he could effectively find to attach the pump was to the body on the right side of the engine. This was driven by two considerations:

1. Had to clear the alternator
2. Had to be as low as possible – want to keep it below block water level

TR7 101 – TR7/Stag/Dolomite engines have the water pump pretty high up, so for even small coolant losses the pump could come uncovered and lead to a bad day. Moving the pump to as low as practical location helps with this.

This meant that the radiator hose runs were a bit longer since the hose direction had to be reversed. Here's a picture of the radiator hose run that resulted:

Hose run from block, through pump, reverse direction and head toward radiator – note that this is the opposite direction of the actual water flow – now that's confusing…

Yikes – now that's a run. To his credit Bruce used good connections and clamped everything down. Well, if anything, this added another quart of coolant to the system just to fill up those hoses, so it's a good thing…

At the radiator had to reduce from 1.75" to 1.25" to connect the hose. Fortunately, he had seen this web site…

http://www.jagsthatrun.com

…that sells all sorts of hose adaptors, so they had the adaptor he needed. Not only that, but also he had to figure out how to connect in the heater return hose. The heater return hose normally attached to the stock water pump cover, but that was by-passed now. What he decided to do was to block the port on the back side of the head which normally supplied the heater's hot water, and run the heater from the water that circulated through the intake manifold, then return the water to a "T" before he water returned to the new pump. The "T" was easy enough to make from a copper pipe "T" that has a ½-inch and two 1-inch connections – the radiator hose connected directly to the 1-inch parts, and he sweated on a short piece of ½-inch copper pipe to attach the heater return hose to.

The "T" connection where the heater return line joins the radiator line headed back to the pump.

Notice in the top center of the picture above is an in-line valve. Yes, that valve is there to turn off the heater flow in the summer, the same technique used in the FrankenStag's prior resurrection, but in this case it's a bit more since that valve incorporates a tap by which he can bleed the water out of the system, which is important since both the return radiator hose, and the heater hose, have significant parts of them where air can be trapped. He set the height of the tap such that it's at the highest part of the water return, so using this and the fluid fill port (at the highest part of the coolant system) all the air can be removed.

As far as the electrical connections are concerned, the controller box was attached to the passenger's footwell just below the relays and connected to the (now) unused transmission fan relay. Bruce said he knew that would come in handy.

…so, I know what you are all asking – will it work. We'll, I've been a shade-tree mechanic going on 36 years and he's done due diligence, so maybe he has a chance. What I want to see is what he's going to do for an exhaust header since even by going with a smaller starter he's still going to have to bring the exhaust forward, then down, and farther forward than a Stag header would have him do since those battleship motor mounts block the way. Ought to be interesting!

Remember – we are trained mechanics, don't try this at home, at least not without a good fall-guy nearby…

FrankenStag

Tales of the FrankenStag *October 2011 - Bruce Clough*

What's this? Read on…

Shifter is in…Joy

Shifter is in, and it seems like it's working well

Labor Day weekend finds me getting the shifter installed as well as the driveshaft. As I wrote last month, I took the shifter extension to Performance Clinic to get it welded (one of the very few places in the Beavercreek-Xenia area that can weld aluminum I found out), so I took the chance to put it together and get it back in. Went in fairly easy - might have to adjust the reverse "guard", we shall see.

Cover that naked shifter boy…

Yeah, we got a big hole – having at least four different transmissions has not been nice to the trannie tunnel. Big holes, dented metal, what a mess. First step was to pop rivet in metal to cover the small holes, but I needed to use a larger sheet to cover the big one. Lucky that most hardware stores carry these sheets and I live near several. Unlucky that they charge what I think is a lot of money for metal sheets. Normally I'd use aluminum for this, but since I was having a hard time finding the right gage I went with steel.

If there isn't a structural need, or I have to worry about dissimilar metals and water, I like to use aluminum since it's easier to cut, bend and the cut edges are not as sharp. It is more expensive, and you have to use a special primer, but I think that's a small trade…

I cut the metal piece so it was ½" wider on each side than the hole, then marked the location where the shift lever comes through and made a hole similar size and shape to a TR7 shifter hole. I mounted the metal, mounted the shifter boot, and then mounted the choke cable bracket, and glued a bit of padding up top.

Hole covered, shifter boot installed, just need a bit of clothing for this…

Okay, now to cover. Finding an exact match for the super-cheap carpet that came in the Stag was impossible – it was some aftermarket carpet that I couldn't match, but I rummaged through the dumpster at a auto upholstery shop and found a piece of free carpet that is close enough, and the price is right! As far as the shifter upholstery was concerned I just reused most of a TR7 shifter cover, reupholstering with the same green vinyl as the dash When I put the carpet down I used screws as much as possible, especially where I have to pull it up to access the shift lever mechanism. Not a perfect match, but good enough for the FrankenStag.

Almost good enough for Speed Racer…

Got Shafted Again

Another item I need to take care of is to get the drive shaft in. The original shaft is about a foot to short (the Stag trannie is very similar to a TR6 trannie and has a long extension on it), so I took it to American Driveline and Clutch on Troy Street in Dayton. They looked at it, guessed it was off something foreign, and said "we'll have it for you next week". They were true to their word, I picked it up, painted it green, and bolted it on.

4-Foot Driveshaft. Longest one I've ever seen in a Triumph! We'll see about vibrations…

Manifold Desires

The first picture of this installment of Bruce's latest soap-opera shows little "headerettes' on a spare TR7 head that I was using as a Jig for making headers. The idea was that I could run a 2"-2.5" exhaust pipe across this and figure out where to cut holes so I could weld up the headerettes to is (BTW – the headerettes came off that set of blue TR7 headers that had no chance of fitting a LHD TR7 even if they did manage to line up on the head bolt holes, which they didn't).

So, I had just figured out how I was going to do this when the idiot-stick hit me.

Use a left-hand Stag manifold, dummy.

The trade-off is that I'll probably have to cut into the motor mount a bit on the left hand side, but that's why I way-overdesigned them, so they could be "trimmed to fit".

Out came the phone (Ted Allison is on speed dial) and in a little bit Ted came over bearing a Stag manifold that needed a bit of TLC.

Okay, a lot of TLC.

First thing is that I had to get out the bolts holding on the LH Heat Riser. Out came the MAP torch, on went the heat, out came the bolts.

Two down, three to go.

Those last three were two bolts and a stud that held the remains of the down pipe on the manifold. Usually folks give up and drill out all three, but I'm an optimist.

Out came the MAP torch again, heated up those pesky hardware, quenched in water, heated them up again, quenched them again in water, headed them up again to evaporate the water, and cool. The two bolts came up, the stud sheered at the first thread. Oh well, I tried.

Tapping the drilled-out stud hole…

Okay, so now I have to clean up the manifold to make it presentable. Here are Bruce's "Manifold clean up steps":

How to clean a manifold on the cheap around the house:

1. Wire brush real good
2. Wipe with solvent, Air Dry
3. Wire brush real good
4. Wipe with solvent, air dry
5. Soak in de-rusting jelly for 2 hours
6. Rinse with cold water
7. Wash with Simple Green
8. Rinse with hot water
9. Put on BBQ to dry off (force dry)
10. Spray with Eastwood Satin Black Header paint while still warm from the BBQ
11. Let sit 3 hours
12. Put back in the BBQ with all burners on full for 30 minutes (400-500 degrees F in the BBQ)
13. Ready for installation (after it cools down, of course…)

Easy as cake!

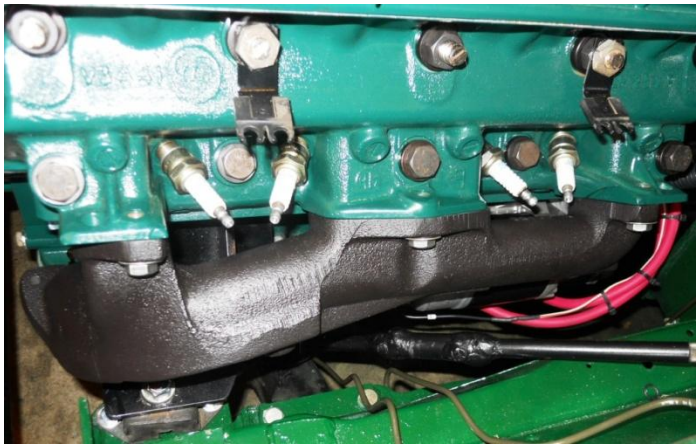
Manifold-on-the-Barbie

Now came the time I dread – trial fit to find how much motor mount to cut away.

Big chunk actually.

But that's why I have a Sawzall.

Got the mount out, cut, repainted and back in, in about 90 minutes. Refit the manifold. Much better. A couple of the bolts I had to switch from the usual hex-head to Allen-head due to starter clearance issues, oh well. It fits.



Yeah, it fits…

I called up Mike Coffee at Stag parts USA and he has a VGC used LH downpipe – sold (and it's stainless to boot). I might have to shorten the "down" run of this pipe – we'll see when I get it in place.

Now to connect, errr, well actually, INVENT the rest of the system. Invent since there aren't stock exhaust systems for

’73 stags running ’80 TR7 engines with Rover gearboxes. Ah, but to dream…

Notched Motor Mount, but it clears!

We need an Exhaust Boys!

But since dreaming just gets you deeper in trouble when talking little British sports cars, we will stick to reality, and reality is that I need to develop a system from scratch.

Okay, let’s start from the back, and that means start from the muffler.

Muffler?

Yeah, I want to mount the muffler on the back to continue to both shift a little weight back and also minimize heat under the floorpan.

But what type of muffler to get?

Usually mufflers in the back are those fat stainless types that sound like the car has a bad case of flatulence. Another drawback to those are the weigh a lot and also cost a lot ($300 for a decent American made one). They also tend to be very fat and the FrankenStag will look like it has a big silver zit.

Not that it wouldn’t improve the looks.

I want something smaller. Cherry-bomb types are too long, oval ones look, errr, silly. I finally settled on a universal 10” Super-Trapp muffler, you know, the type where you add and subtract discs to tune the sound and performance. It’s price was a bit less than the US-made “rude-body-noise-making” fat stainless mufflers and it had a built-in mount. If it’s not soft enough sound wise I can put a small, in-line muffler on the run back fro the front pipe. We’ll see…

I also called up Ted Allison and got back the LH rear pipe for the stainless system that was on the FrankenStag when it has the 4.3LV6 in it. Turns out that is a stock pipe, and I need it since the Stag exhausts go through the back sub-frame and I needed a pipe with the right bends in it. Ted was happy to give it back with a cryptic “four squares Buddy!” Hmmm, did he say he was roofing?

Okay, I have a pipe to go through the frame. Progress[1], but now I have to figure out where to put the muffler exactly.

The exact placement was driven by wanting to get it back far enough so the exhaust wouldn’t leave residue on the body and also get it at the right angle so the pipe coming to it could hug the bottom a little bit. I settled on a location just where the bottom meets the back.

Muffler and pipe in place on the FrankenStag – white arrow shows the end of the pipe that goes through the back sub-frame.

Now for a pipe to connect it.

I could take it (on a flat bed) to Muffler Brothers, Midas, or a shop like that and in the end spend $150-ish on a custom pipe.

Or I could let the car live up to its namesake and just assemble a bunch of exhaust parts from Advance Auto.

Advance Auto won.

This is what $30 gets you at Advance Auto. One exhaust pipe kit.

Two adaptors for joining pipes, turn-down tip that I can use as an elbow, straight section, goop to seal the joints and a hanger & clamps. To be fair, I kinda knew what I needed before I bought the parts, and I did by a few extra parts, like clamps and the hanger. Better to have them and not need them.

Next, I laid on the floor with all my parts, a scribe, Sharpie marker, and a tape measure and sequentially figured out where to cut what, working from the pipe to the muffler. Rather than using a lot of clamps on the connections, I made sure I had tight connections and used many stainless pop rivets[2] and muffler sealer. In the end I had a nice pipe:

Nice Pipe (on stand to be painted)

Only it needs to be black. Easy enough, I have plenty of header paint, several different kinds, in fact – I chose the Eastwood spray satin black paint. One funny thing about header paint, it only get's strong, and chemical resistant, if cured by heat, such as a running engine. But I didn't have an engine. I had something better, the Milwaukee heat gun. 1500 degrees of blown paint curing heat.

These are trained professionals, do not try this at home.

It took about 10 minutes to cure, but I let it go for 20. After letting it cool down for 30 minutes I fit it to the car.

…it fit right on the first time…

Okay, got the back done, now for the front. Quite frankly I thought this would be easy - Mike Coffee (at Stag Parts USA) had an excellent used stainless front pipe for $50. That installed in about 10 minutes, and took me another hour to run to Ace Hardware and get a "U" clamp to secure the end of the front pipe to the trannie mount. I did wrap both the pipe and the mount with header wrap (braided fiberglass) to reduce the heat transfer before I clamped it.

Now for the middle pipe. This turned out to be a bit tougher than I thought. My first plan was to use an adaptor going into the back pipe that would allow me to use the same type of turn-down I used on the back pipe. Then I would use several straight sections and some flex pipe to take up the misalignment. Only thing was I couldn't find an adaptor that had the right OD to fit into the back pipe (1-5/8"). On to Plan B.

Plan B was to have Muffler Brothers make me a pipe that was close, and I would cut a flex-pipe to fit and misalignments. Well, Muffler Brothers informed me that you can't get 1-5/8" pipe, not at least here in the States. 1.75" and 1.5", sure, 1.625", naw baby, naw. Time for Plan C.

Plan C was to find whatever I could at Advance Auto that would fit into the back pipe, buy some extra 1.75" flex pipe and straight pipe, and make something. I did manage to find a coupler that was the right OD to fit in the back pipe, but was too small to fit the flex pipe, so I had to cut several shim pieces made from other round pipes of different sizes, slather them with high-temp silicone sealer, push them on, then push on the flex pipe, then make sure they went nowhere with a double row of stainless pop rivets. .

Silicone and pop rivets – my kind of duo.

I then pop riveted the flex pipe pieces to the other straight parts, using silicone to seal the connections. Off again to the Barbie to heat-treat the silicone…

Exhaust pipe for dinner anyone?

Yes, the high-temp (copper) silicone you need to heat-treat so it sets up. In this case it was 30 minutes at about 250-300F, which was more than adequate. After I got them out of the grille I added the last straight pipe section and moved the whole thing to my paint shop (the concrete in front of our garage). There I painted them with more manifold paint and used my trusty Milwaukee heat gun to cure one while the other went back in the BBQ grille (too small diameter for the heat gun,) at 400F for 25-30 minutes.

Usual disclaimer about don't try this at home, these are highly trained professional, or daredevils…

The paint turned out well and I fit the pipe to the car…to my surprise, everything fit. Now for a few integration details.

Heat insulation

I already wrote about the insulation I used on the front pipe bracket to slow heat getting from the pipe to the trannie mount. Now I had to insulate for another reason – heat soak to the fuel line.

Close to where the exhaust pipes go through the back sub-frame member the cross under the rear hydraulic and fuel lines, separation is about 4" vertically. Want to protect the fuel line there, especially from heat soak while stopped on a hot day, so I wrapped about a 6" section of the exhaust pipe with header wrap and then covered the fuel line 6" either side of the exhaust pipe with silicone fuel line insulation (silicone on the outside, soft fluffy fiberglass on the inside – got it at Performance Clinic in Beavercreek). I'm hoping that does the trick and I don't have any vapor-lock issues. Since I run silicone hydraulic fluid (DOT 5) in the brake lines I'm not expecting any issues from not insulating those separately – that fluid is supposedly good to 500F, and that's a lot hotter that is will get in that area.

Header wrap on the exhaust pipe, silicone cover on the fuel line. Stainless clamps – got that?

Intermediate Bracing

Somehow I had to support the middle of the tube I just made since it was between two flex sections – and I need to keep away from the drive shaft and not dip down too low. Fortunately I have enough spare stuff around the garage to make up a middle brace. Took an 8" steel brace (un-used lawnmower part), drilled one side to accept a 1-7/8ths muffler clamp, drilled the other side to fit the floor pan under the driver's seat. Bolted it to the car using 5/16th SAE NF bolts, attached the pipe to the other side using the clamp, but wrapped a bit of header wrap around the brace so it would slow down heat transfer to the brace. Easy.

Middle brace. Note that you could take this across to the other side of the car so it could act as a drive shaft support in case of shaft failure. I'll note that for a future upgrade…

Wheels and Tires

Ah, yes, the shoes. Time to examine where the rubber meets the road. Not really good. The tires that came on the Stag were old, true, but they held air and cornered okay - as much as you would aggressively corner in a car that over-steered badly. The spare was even older and didn't hold air. The front rims had been restored a few years back, but the rear ones were corroded and had lots of chipped paint. I didn't want to take them to a wheel restoration shop since I wanted to spend money on the tires, hmmm, what to do…

Tires

The choice on original tires wasn't good (essentially a couple of inexpensive Chinese brands) so I decided to go with a wider tire. For the spare I needed something that would fit down in the remaining space. By trial I found that the spare from the red TR7 would fit in the trunk, and we matched the size to a 185/60-14, so we're using that for the spare with the "normal" tires being 205/70-14, which has a similar circumference as the originals, but just a bit wider. Went with B.F. Goodrich Radial T/A's since they are a good domestic tire. The white lettering is to the inside since this isn't a Camaro…☺ Spare is a cheap import since that was the only thing available in that size.

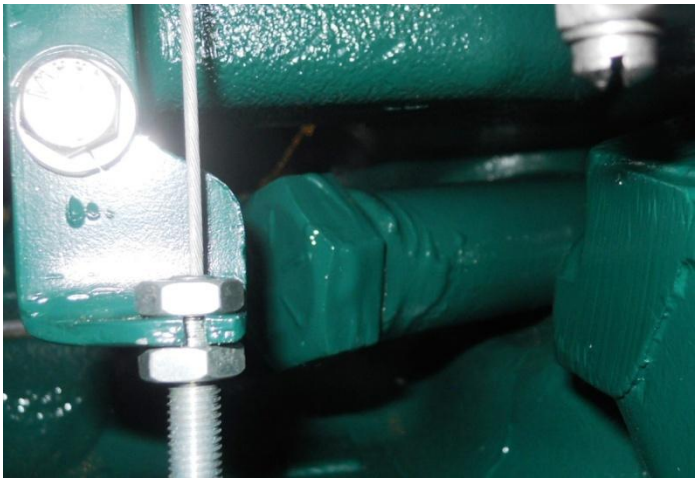
Restored wheel – can hardly see the elbow grease smeared across it…

Wheels

Taking stock, I had five wheels, three needing paint. The spare, being a spare, was just cleaned and reshot with clear wheel paint. For the wheels that would normally be on the car I had to spend a bit more quality time with them to make them acceptable 10/10 (looks great at ten feet and ten mph) wheels. For polishing the bare metal parts I did an experiment – on one I used sandpaper, the other steel wool, varying the coarseness as the metal became cleaner (180 – 1000 grit for the sandpaper, 3 to 0000 gage for the steel wool) and finished with metal polish and a buffing wheel on a drill while using black enamel on the painted parts. Originally I thought the sandpaper-cleaned wheel would turn out best, but I think the steel-wooled wheel look better, both took about the same amount of elbow grease, I keep that in a jar right next to my extra skinned knuckles…

Hey, what's that on the floor?

24 September was a red-letter day. That's the day I first filled up the coolant system and found out it leaked, in three places, quite a bit. All the spiders under the car are now being poisoned by ethylene glycol. It was leaking from the intake manifold gasket (not sealing a hole in the head like it should), manifold O-ring not seating well, and my heater hose water pump connection block off plug weeping (just a plug pushed into the hose with a clamp around it – it was supposed to be temporary, it was). Off came the offending parts, new gaskets and O-ring for the manifold, made a new plug for the heater hose port , and generally tightened clamps. Leaks stopped…



Large bolt, liberally coated with JB Weld epoxy screwed into heater hose port. That will stop the leak – Conan away!

So, it's the last week of October and no engine start yet. Maybe it will take me a year to fix this car…

Notes:

1. What is the opposite of "progress"? Congress! Okay, note to myself, comic life is not for me…
2. A technique I used to great success on several TRs, including both TR7's.

Bruce Clough

Technical Stuff

As some of you know I'm the Vintage Triumph Register Wedge consultant, which means I don't know how to fix everything, but I know who I can vector a person to for help.

One of the things I'm active in is the Wedge Technical Forum which I scan for nuggets of tech goodness – there are a lot of folks with a lot of experience who impart it on a daily basis. Got three tech topics for this month:

Good Soft Tops?

Here's a question/answer on which convertible tops to get for a TR7:

"What it does need is a new top and lots of interior parts. I spotted an outfit on the internet called Autotops that had a TR7 top for $350. It sounded pretty good and even had a zip out window and they claimed it was made in the USA. It's a far cry from the $1100 that Roadster Factory wants and about $500 from Victoria British. I wondered if you know anything about this company or have any other suggestions."

Anybody know anything about Autotops?

Why bother? An EZ-On brand top from topsonline.com is $299, and this is the best top we've been able to determine from fit and finish. Made in USA to the old Anco paterns. Anco was the supplier of warranty tops in the US for BL, and their design is the best in that it incorporates a forward reaching flap that seals window area best.

Wayne Simpson, Proprietor of the Last Chance Garage - Wayne@Last-Chance-Garage.com, Brick Township, NJ "Lover of Triumph's three bastard sons; TR7/TR8/Stag"

(Wayne is one great TR7 tech wiz, and is the maker of the head tool I used on the last Wedge engine rebuild I did.)

Reversionary Exhaust Engineering

Here's a question on exhaust system design and performance, specifically about the cross-over piece – many folks want to use systems where you don't use one to connect the two sides of the headers. I didn't use one on the last exhaust system I had on the TR8:

I thought (according to Vizard's book How to Build Horsepower) that a crossover was essential?

If you are referring to the 1st edition of "How to Build Horsepower, Vol. 1" (was also covered in his "Performance with Economy" book) then Vizard's testing indicated a cross-over is essential when using anti-reversionary headers and camshafts with narrow lobe separation angles. Note that Vizard has a completely new version of "How to Build Horsepower" (not to be confused with "How to Build Horsepower, Vol. 2" which covers induction systems) which does not cover anti-reversionary headers.

Anti-reversionary headers have a cone built into the each port at the header flange. The cone permits flow out from the exhaust port into the primary pipes but is designed to inhibit flow traveling the other direction (backwards up the pipes into the intake manifold via overlap from the exhaust). Some header designs used on Japanese tuner cars have the cone built into the primary pipes, instead of the flange.

I believe Jim Feuling had the patent for the anti-reversionary exhaust header flange and sold the rights to Cyclone headers. Cyclone was later bought out by another header company and the anti-reversionary designs dropped. The design requires a properly placed cross-over (close to the collector with h-pipe style cross-over) and a

narrow lobe separation cam (narrow lobe separation angles are more sensitive to exhaust back pressure) so results were mixed (worked when the above conditions were satisfied). When used properly, Vizard noted much improved low and mid-range power and part throttle fuel economy. In some cases, the power band came on 1000 RPM or so earlier.

Vizard has also tested H and X pipe cross-overs on conventional headers and notes they usually increase average power and nearly always reduce noise levels. He also notes the mechanism changes depending upon whether or not mufflers are present. When mufflers are present, the cross-over permits sharing of the mufflers by each power pulse, reducing the apparent muffler restriction. Also, the apparent collector length of a header is a function of the design of the muffler (whether it acts as a chamber termination or an extension of the collector).

Vizard's most recent header article had a favorable mention of the PipeMax exhaust design software. I recently picked up a copy of it and it predicts the best and worst header dimensions (and overall exhaust lengths from collector to tail pipe tips) for reversion. It also outputs the best placement of h and x-pipes (very different locations).

My dyno testing suggests muffler design can have a significant impact on power. Some muffler designs were down 50 HP (on a 400 HP street engine) compared to other more efficient designs (e.g. Magnaflow straight through mufflers). Vizard recommends mufflers flow 2.2+ CFM per HP (the point at which there is a 1% loss in power between mufflers and open pipes) but be aware that going too large on mufflers increases noise. Also be aware that Flowmaster mufflers are very sensitive to location (relative to the collector).

Dan Jones

Dan Jones is an avid race car builder and always can be counted on for a good article or two about increasing power and response.

The Smell of (not) Success

I've had this experience before, but both times it was a gas tank that started to leak ☹.

Over the last two days I have smelled a whiff of gasoline in the garage after driving the "7". This may not be a new smell because of the weather change I have started closing the overhead door after pulling the car in. Before the door was left open and even now if I open the door for a little while the smell goes away.

I briefly looked around the car last night but did not have the time to investigate deeply. Any know problem areas that I should start looking for first? I checked under the carbs and aside from some oil residue there was no gas.

Pat, the lines behind the fuel filler blanking plate where the vapor separator is located, is a common area for the hoses to deteriorate. They are out of sight, and not checked frequently and tend to provide that after shutdown fuel smell.

David Elsberry

Rescue, Scotch 33 & Gaffer's Tape

After the duct and other tape conversations we had after Stan's TR3B hose blew in September this bit of web knowledge by Carl McIver – an old hand at about everything - seemed appropriate:

Rescue tape and the Scotch 33 are all self fusing tapes, and you're looking at the consumer/sucker priced product as well as the Cadillac of self fusing tape. The 3M is marketed for electrical applications, however, due to its high dielectric capabilities.

I've been using this stuff for decades and it's been seen in my wedges a number of times. Use it on both military and commercial aircraft, as well as the high voltage stuff I do in research and development (mostly...) You can get a good review on all the self fusing tapes there are out there by going to mcmaster.com and putting "self fusing tape" in the search box. They usually have 10-12 yard rolls for about what you've been paying. I use it mostly now for high voltage stuff, and have moved away from the more expensive 3M stuff to the generic stuff they sell since I always put on more than I need, and that gives me more bang for my buck when it comes to volts per mil.

Since we're discussing this stuff, I've learned the best way to work it as well. It really needs to be kept clean the whole time you're working with it. Wash your hands and use alcohol wipes or equivalent. Leave it on the liner as long as possible. For starting it, I pull it all the way around what I'm wrapping, pinch the free end against the long end, pinch, and pull. Then I start wrapping. For removal, use a very sharp knife, like a razor blade, and just score it lightly while you pull it away. I've got some of this stuff keeping a rusted sink drain joint from leaking as well, and its been there for years.

If you want to know my other two favorite tapes, go look up gaffer's tape and 3M VHB. The gaffers tape is the perfect OEM looking replacement for the tape used to hold the wedge wire harnesses down (it also sticks to everything, tears easily, comes off years later with no residue, and can even separate from itself, unlike duct tape.) The VHB tape is the only double backed tape I use for anything, and I've used it for all sorts of stuff. This stuff sticks so good I've had to work really hard getting two flat and rigid surfaces apart when I needed to. I last used it to hold a fuseholder on my son's car for his amplifier and didn't want to drill holes in anything. Not worried about it every coming off (again, clean surfaces are a must.) It's a foam tape, so I can't use it in vacuum chambers, but the gaffer's tape has found its way in some for a matte black background for cameras. Probably not good for high vacuum, but huge pumps cure all outgassing ills.

I like the latter tapes so much I often leave a roll of the gaffers' tape at all of my customer's locations throughout

the company, and often when I return I find they no longer use duct tape anymore. This is one of those products that cost more than duct tape, but you will never want to use duct tape again after using this stuff.

Carl McIver

Don't Lose Your Cool

Finally the last bit of advice comes from the Stag email list, not the Wedge list, but since the Stag engine is kinda doubling of a TR7 engine, it's appropriate. The response if from Randall, who pretty much responds to everything on the Stag list, but he usually knows what he's talking about, so I tend to read his responses…

(Excerpt from a longer question on how to keep a Stag from boiling over) …I use a 50/50 mixture of blue antifreeze and distilled water as I > believe the 50 50 mix is about optimal for heat transfer and elevated boiling point. Radiator was back-flushed thoroughly 2000 miles ago…

I don't know that this would be relevant, but it's worth a thought. I have been struggling with marginal cooling on my TR3 for a couple of years now.Everything seemed to be fine, but the temperature gauge would run higher than it should. The problem was most noticeable at 65+ mph, but also existed at slower speeds. Not enough to boil over; but with a 160F thermostat I was seeing temperatures in excess of 200F even on reasonably moderate days.

Radiator had been "boiled out", flushed and checked for flow several times. Lots of other things, including different water pumps, different arrangements of shrouds and air dams, blocking the thermostat bypass, etc.

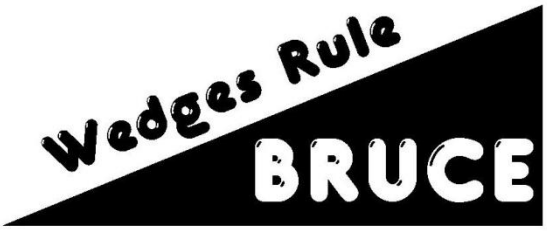
Finally, I insisted that the shop try rodding out the radiator. They boiled it and checked for flow first, it still looked "fine". But when they rodded it out, they got "an incredible amount of mud" out of the tubes. Apparently the tubes were all evenly coated on the inside with a crusty brown mixture that I surmise is probably a mixture of rust flakes and stop leak. They were finally able to force the rods through all of the tubes, but it leaked in multiple places afterwards, so I've now got a new core installed. Haven't really had a chance to put it to the test yet, but preliminary results are encouraging.

The other thing I would look at is whether you have a small head gasket leak.LE1473L is sidelined with a small compression leak that produces symptoms similar to yours. Under modest, low speed driving, it exhibits no problem.But under heavy throttle, it instantly boils over (literally steam coming out before the temperature gauge can respond). Apparently the gasket only leaks compression into the cooling jacket when cylinder pressures are high (full throttle). The gases pass harmlessly through, until enough of them build up to "vapor lock" the water pump, which causes instant overheating.

There is a simple test that the radiator shop can do, or you can buy the tool to do it yourself. I had them do it the first time (under $20), then bought a tool on eBay for about $25.

One other comment, mixing 50/50 will actually reduce heat transfer. It does raise the boiling point, but not as much as it reduces the heat capacity of the coolant. If you don't need freeze protection, then the best coolant is pure water plus a product like Hyperkuhl or Red Line Water Wetter that provides corrosion protection and reduces surface tension.

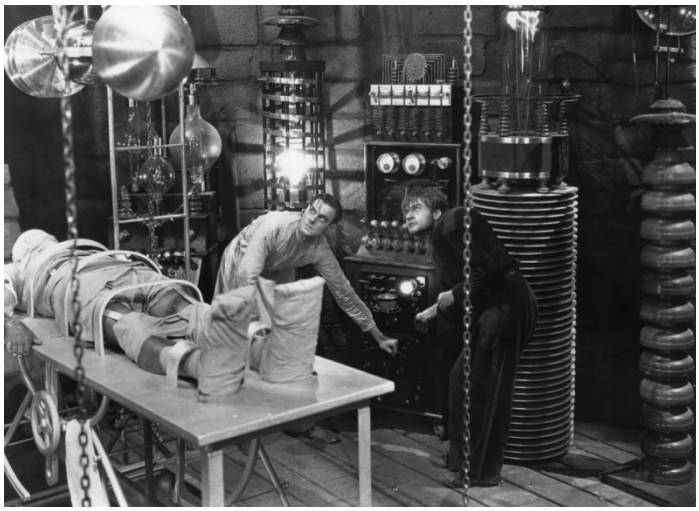
-- Randall



FrankenStag

Tales of the FrankenStag

November 2011 - Bruce Clough



It Lives!

…but before we cover that part of the news, the rest of the story…

It's Integration Time

As some of you know, my background is aviation technology, and some of the more interesting times I've had is trying to get a bunch of new technology to play together.

FrankenStag is no exception, except it doesn't fly, in fact, it doesn't drive yet.

Need to fix that. First off the block, just trying to fill up the oil pan without a lot of leaky drips…no, not you guys…

What's this? Read on…

Valve Cover Blues

The astute readers amongst us will notice the picture above is the TR7 valve cover upside down. What I'm doing is fixing an oil leak. An oil leak caused by me having to cut and trim the gasket to fit. You'd think that one could at least get the gasket right, but it was too big (long) in several parts where it goes around the camshaft sprocket. I had to cut lengths from it to fit, then glue back together using Permatex Aviation brush-on gasket stuff. Yes, I tried gaskets from other parts vendors, but they were the same gasket and didn't fit either.

Why is this a problem? Humankind can accomplish all sorts of fantastic achievements, but can't cut cork gaskets to the right size. There must be something I don't know…

When I was putting the oil in the engine for the first time I had oil dripping from the places I had glued the gasket back together. Re-glued with black RTV. Hopefully this will hold. *(it did – Ed)*

Dip Stick Madness

I have another problem, I have no idea what the oil level is in the engine. I have no dipstick. In a "normal" TR7 the dipstick is in a long rubber hose that attached to the air filter housing, well, I have no air cleaner housing, and the dip stick that came with the engine is about a foot shorter than stock. I could do what I did on the red TR7 which is to cut it back and make a shorter tube out of metal.

Or I could just cut it back to the length to use the short tube that sticks out of the engine block that the stock rubber tube clamps to.

The easiest thing to do is shorten the dipstick and use the existing 3" tube.

Which I did, since I'm lazy and I can always get a longer dip stick should this not work out. I can always rationalize the easier path, that ability is not limited to Wally in "Dilbert". I do have to keep it from leaking around the top of the stick. I did this by layering on heat shrink tubing until I got an interference fit – be they never had anyone do this with it!

Dip Stick covered with shrink tubing – you are right, it's a lame subject for a photo, but it's my column…

Dip stick in situ – works fine!

Houston, we are go for engine start, aka, October Tech Session

I invited everyone over to the Clough Ranch (Château Rouge de Rocher) on the 8 Oct for a tech session. The goal was to work on any Triumph needing help before the Fall Tour, and if we ran out of things to do, work on the Stag.

Two Triumphs showed up, The McKitrick's wedge and this:

Hey, where are the other wheels?

Problem was, neither owner would let us touch their Triumph, sooo we had to work on the Stag.

Which wasn't a bad idea considering the august crew that showed up to work on the cars

The Crew

Now, we did actually have some work to do in the car – the night before I cleaned the garage, then put gas in the Stag to see if any lines leaked (they didn't), and then I tried to start the car just for kicks.

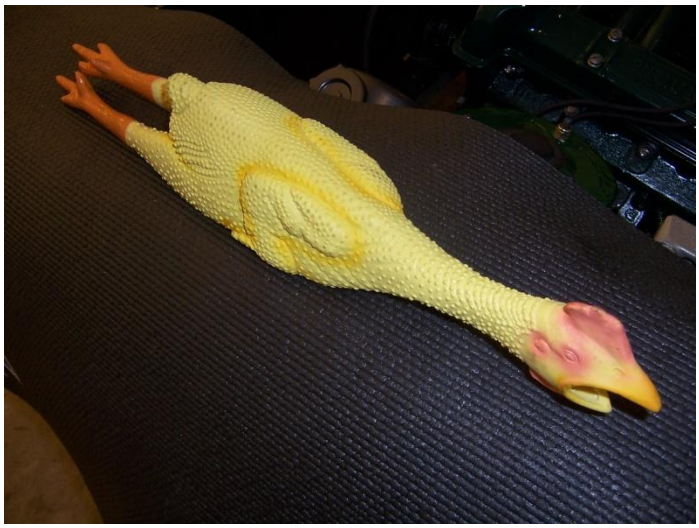
It started, but ran like fecal matter.

Since it was late and I wanted to get out to dinner with the family, I didn't troubleshoot too much, except for the thought it was due to either ignition or lean mixture – it was backfiring out of both carbs and seemingly only running in a few cylinders.

Back to the 8th – after the MVT members arrived, and after I made sure they had donuts and coffee, we attacked the Stag. The Reader's Digest (what's that?) condensed version of this is that I had set the carbs up right, I just assumed a clockwise rotor rotation. It's not, it's counter-clockwise. Reverse plug wires 2 and 3 and "whoopee" the engine roared to life like it should have to begin with. Whew! I also managed to have a hose come off during all this (Looks as if I never tightened it during the "let's swap out hose parts to fit the pump" fun back in late August/early September), so the garage floor and driveway got a wash:

Yes, I do windows also

Anyway, due to the bad assumption on distributor rotation and loose hose clap I duly gave myself the rubber chicken.



The rubber chicken – given to the MVT member who breaks down during an MVT event. I carry one with me wherever I go, it comes in handy.

So, thanks to Miami Valley Triumph members Danny, Ted, Harry, Mike and Chuck for the physical and mental help. I know we made progress since I see two very visible outward signs:

The engine is back together and…

The workbench is bare…

But…I didn't make my goal of having the car running by the Fall Tour, so the adventure continues…

Until next month – Bruce

Notes from Members

Jason Pigg 8:11pm Feb 29

Who wants to Autocross? You don't need anything special. A Stock car will work.
http://www.ovr-scca.org/_autocross/schedules.asp

www.ovr-scca.org

Ohio Valley Region of the Sports Car Club of America - autocross and club racing information, schedule...

Jason Pigg 8:10pm Feb 29

TSD Rally season is getting ready to start. Get your cars ready for some summer fun

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Jason Pigg 8:03pm Feb 29

car show listing website :

http://www.carshownews.com/national/OH.htm
Ohio Car Shows - Ohio Automobile Show Calendar - Ohio Auto Events Schedule

www.carshownews.com

Auto shows, car shows, & automotive events schedules & coverage

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A Note from Bruce Clough:

From: Graeme John White <gjvkwhite@bigpond.com>
Sent: Monday, February 27, 2012 1:55 PM
Subject: AUSTRALIAN TR2-3-3A SPORTSCAR HISTORY VTR South Western Regional Coordinator

Hi there Bob Muzio,

Greetings from Australia Bob, I thought that you may be able to assist me a little and give my Triumph TR book a mention in your areas of the U.S.A.

Bob, having said that, I was hopeful that you could bring to the attention of your zones/ chapter members my book titled **TRIUMPH Sidescreen TRs** which I had published, late 2007, as it relates to the history of the Triumph TR2 –3 –3A , here in Australia. I am a Life-member of TSOA Vic. Inc. and of the TR Register in Australia, having previously owned a 1961 BRG Triumph TR3A roadster for some 35 years.

As you know, the 1950's and 1960 's was a fantastic period for the very popular British Sports cars such as - the Austin-Healey, M G , Morgan, Jaguar and the Triumph TR series. I am confident that a number of Triumph enthusiasts in your region would enjoy reading about the Australian TR history , when there was great rivalries between the sporting marques, (if only they knew about my book) ? Equally, my book would make the ideal gift or addition to the private library of any classic Triumph /British sports car buff who is interested in Triumph motoring history from around the world. My book is available through my publisher Haynes - Bookworks, 63 Fairford Road, Padstow in Sydney , New South Wales, Australia E-mail sales@bookworks.com.au (or just google the books title, for other suppliers)

The price is only $ 65.oo Australian, but I am not sure of the current USA exchange rate, (the books ISBN No. is 1876953 45 4).

Triumph Sidescreen TRs is a well illustrated, hard back book of 184 pages which focuses on the classic two seater TR2 –TR3 – TR3A around Australia. As you would appreciate , local motorsport played a very important part in the early TR's motoring history in all States, from the mid 1950's to well into the 1960's , and my book highlights many of those major TR successes, along with a number of leading and well known Australian drivers, who drove TR sports cars during that most exciting motoring period between 1954 – 1962 - known as " the good old days "

when things were more relaxed and simple e.g. ... Eldred Norman, Doug Whiteford, Gavin Baillieu, Harry Firth, Charlie Campbell, Allan Jack, Wes Nalder , David McKay, Ian McDonald, Dianne Leighton, Allan Moffat etc..

In addition, there is a interesting chapter on the Australian assembled CKD TR3 , plus a chapter on one- owner Aust. TRs .....including many more fascinating snippets of interest, like the rise and fall of Standard-Triumph here in Australia, not to mention some great period motoring photographs, many previously unpublished, with a number coming from the late John Blanden collection. My book also contains the Australian delivery numbers .

Steve Redway from the TR Register in the U.K. reviewed my book and this review appeared in their magazine TR Action No. 241. Pat MacMahon, Secretary ,TR Register Ireland said after obtaining his copy over the net "this book is worth every cent of its cost ". Historian Bill Piggott, thought that I had done a splendid job and he learnt quite a bit that he did not know, especially about the TR3 assembly in Australia.

Triumph Sidescreen TRs is not just about TRs, it is also the story of an era.

I hope that you can assist a first time author, so many thanks for your co-operation.

Yours in motoring,

Graeme White

Eric Finn 10:38am Feb 26

I would like to thank all the members of Buckeye Triumphs who helped pull my engine and transmission yesterday. The tech session was a huge success. The only snag we had was not having enough 9/16 sockets to go around. I am very grateful to be part of such a great group.

John VanNorman 10:38pm Jan 28

Since tonight's Holiday Party was my last official event as prez, I just wanted to again thank everyone for a great two years and all the support everyone gave me during my tenure. We are in great shape with Donald Olshavsky taking over the reins as President.

From: John VanNorman jsvannorman@gmail.com
Sent: Sunday, October 30, 2011 5:30 PM
Subject: Newest Buckeye Triumph member

Just wanted to introduce Buckeye Triumph's newest member - Adeline June VanNorman. She arrived Thursday night at 5:56, weighing 8 pounds 9 ounces and is 20.5 inches long. Daddy has already begun the search for her very own Triumph. I'm thinking she (or her daddy) would really like a TR3. Big sister Anna is happy as can be and mommy is doing fine.

John VanNorman

Events 2012 – Jason Pigg

Jason Pigg 11:41pm Jan 30

Guess what. more stuff was added to the Buckeye Triumphs Calendar. Check out the spring and summer months to plan now. Keep checking the Calendar for more updates.

Buckeye TRIUMPHS REGALIA

T-Shirts- Lt Grey Cotton $14.00
BTC Logo - front
Large Wreath Logo – back

Sweatshirts- Lt Grey Cotton $20.00
BTC Logo - front
Large Wreath Logo – back

Golf Shirts with embroidered logos – 100% Cotton ~~$35.00~~ on sale for $30.00

Patch Embroidered Logo $12.00

Buckeye TRIUMPHS Logo $10.00 - Embroidered on your article - Select your favorite jacket, shirt or bag since the logo can be added to almost any cloth article.

Halkias Video on Valve Adjustment for 6-cyl TR's - $10.00

Contact:
John Schilling
Phone: 614-353-9443
Email: jschilling@designgroup.us.com

Officers and the Fine Print

The Buckeye Triumphs Newsletter is a publication of Buckeye Triumphs, and the content herein is not officially endorsed by the staff or members of Buckeye Triumphs, their families, or lawyers. If you decide to follow the advice of anything inside this newsletter, you do at your own risk. We are all adults here, so if you do something stupid, own up to it and don't sue the club. Heck, we don't have any money anyway…
Club address: Buckeye Triumphs, 9023 Concord Rd, Johnstown, Ohio 43031 **Annual Dues: $20.00**

General email: buckeyetriumphs@BuckeyeTriumphs.org

Web Site: http://www.BuckeyeTriumphs.org

Our current crop of Buckeye Triumphs Officers include:

President: Donald Olshavsky 614-761-1550 dolshavsky@aol.com	Vice President: Allan Whisler 740-967-2144 whis@embarqmail.com
Treasurer: Jim VanOrder (740) 967-2110 vanordergj@columbus.rr.com	Events: Jason Pigg 614-338-7152 Jason@Pigg.com
Newsletter Editor: Bruce Miles (740) 587-4179 bmiles@buckeyetriumphs.org	Secretary: Murry Mercier (614) 888-0838 trsixer@yahoo.com
Webmaster: Ann Gillman 614-891-3733 AGillman@aol.com	

Technical Consultants:
TR2's & 3's:
John Hartley 740-753-1066 email: johnbeckyhartley@sbcglobal.net or
John Huddy 614-846-2321 email: jhuddy@columbus.rr.com

TR-4's: Bruce Clough 937-376-9946 clough@erinet.com

TR250, TR-6: Robert Mains 614-890-7767 rmains1@columbus.rr.com or Jim VanOrder 740-967-2110 vanordergj@columbus.rr.com
Spitfires and GT6: Doug Braden 614-878-6373 braden.13@osu.edu ,

TR-7 & 8's: Ron Fowler 614-397-3685 tr8@att.net

Affiliations: 6-Pack Chapter Center of Triumph Register of America – VTR Zone Member

Comedy Clips

From: Howard Jefferson hjefferson@microcenter.com
Sent: Wednesday, January 11, 2012 11:13 AM
Just one more reason why I will not grow a pony tail…

From: Jacqueline/Murry Mercier mercier@ameritech.net
Subject: Tools

DRILL PRESS:

A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL:

Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh, shit)!"

SKILL SAW:

A portable cutting tool used to make studs too short.

PLIERS:

Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER:

An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW:

One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

VISE-GRIPS:

Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH:

Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW:

A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK:

Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

BAND SAW:

A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more

easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST:

A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER:

Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER:

A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR:

A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER:

A tool used to make hoses too short.

HAMMER:

Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent to the object we are trying to hit.

UTILITY KNIFE:

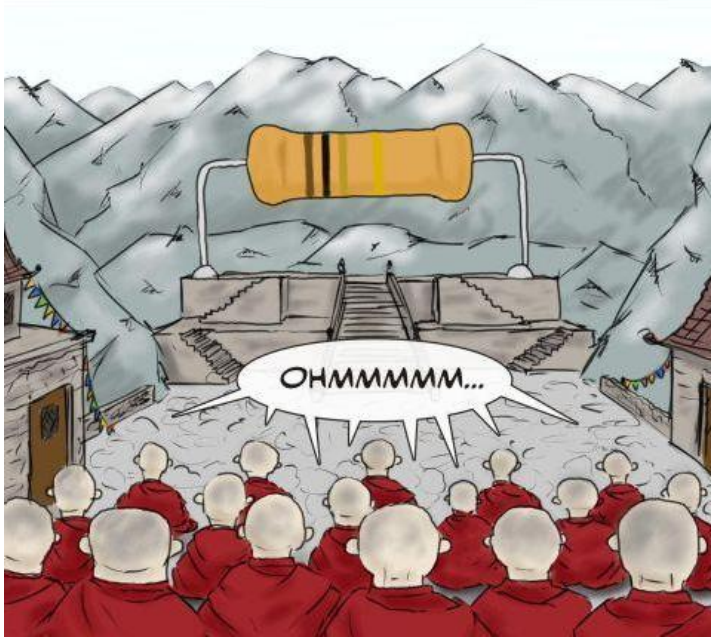
Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

Son of a bitch TOOL:

Any handy tool that you grab and throw across the garage while yelling, "Son of a bitch" at the top of your lungs. It is also, most often, the next tool that you will need.

From: Ryan Miles [mailto:RMiles@scca.com]
Sent: Tuesday, November 08, 2011 12:49 PM
Subject: Yoga funny

This picture made me laugh…



Ryan Miles
rmiles@scca.com

From: Sam Halkias [mailto:atr6racer@hotmail.com]
Sent: Friday, October 28, 2011 3:21 PM
Subject: FW: HOW TO KNOW WHEN A WOMAN IS REALLY PISSED


Hi Steven,
Do I have your attention now?
I know all about her, you dirty, sneaky, immoral, unfaithful, poorly-endowed slimeball. Everything's caught on tape.
Your (soon-to-be-ex) Wife,
Emily
p.s. I paid for this billboard from OUR joint bank account.


Cheating Husband


LOST DOG
Last seen humping his wife's best friend on hidden camera
Answers to Steven
To see this old dog practicing tricks with his new bitch


HOPE SHE WAS WORTH IT


SCOTT KELLY HAS GOT A SMALL DICK

Classifieds

PARTS...PARTS...PARTS -

My parts business is located at 539 Cambrian Road just east of Urbana.

The phone number is 937 834-1690.

I can supply new parts, used parts and some NOS. I sell Moss, Roadster

Factory, BPNW, among others parts at dealer's cost to Buckeye Triumph club members. My website is WWW.triumphparts.com

Doug Braden
Doug's British Car Parts
539 Cambrian Road
Cable, OH 43009
PHONE (937) 834-1690
www.triumphparts.com

Buckeye Triumphs
9023 Concord Rd.
Johnstown, Ohio 43031