

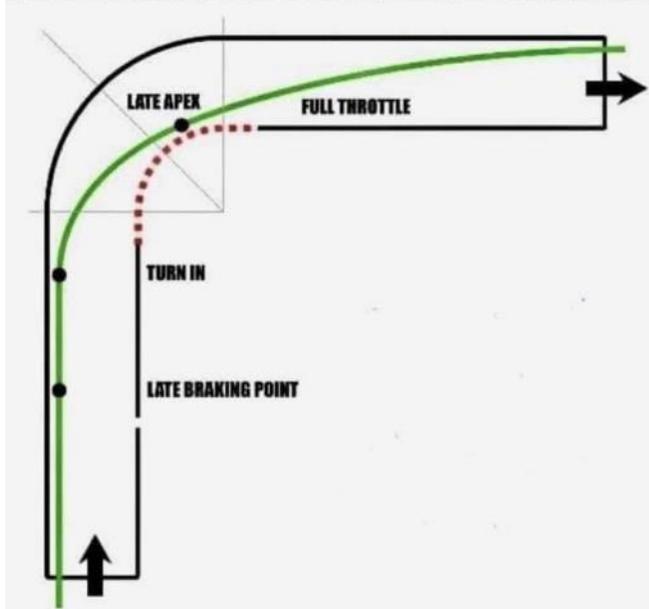


# The Marque

*"All the news that's fit to soak up oil"*

**August 2020**

## HOW WE FLATTEN THE CURVE



Public Service Announcement – For This a Mask Not Mandatory, But Helmet Might Be

### Events this month:

- 1 – BCD 2020 Wake
- 5 – MVT Membership Meeting (on line)
- 20 - TRA 2021 Committee Meeting

### In This Marque

- Officer's Reports
- By-Laws update
- 2020 Events Calendar
- TRA 2021 Report
- Tech Articles
- MVT Store
- Classifieds



For the record, the editor does not do that to his son...

### 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. We also don't vouch for spelling or grammar – the editor is an engineer...

Technical advice given within is the opinion of the writer and should not be construed as

professional advice nor relied upon. They are not official advice of Miami Valley Triumphs, MVT officers, or MVT members. As with all maintenance and repairs the reader should do their homework and get multiple opinions.

## MVT Club Info

**Miami Valley Triumphs** is a non-profit club founded to preserve and enjoy Triumph and Standard automobiles. You do not have to own a Triumph or Standard to be in the club, just be interested in the preservation of the marque. For more info on joining the club and dues please contact the MVT Membership Chair (contact info below).

**President:** John Coutant,  
john.coutant@gmail.com

**Vice President:** Chuck White,  
triumph.driver@gmail.com

**Secretary:** Mark Senter,  
senter1436@gmail.com

**Treasurer:** Harry Mague, 937- 426-3802

**Membership:** Valerie Relue, 937-667-5227

**Webmaster:** John Coutant,  
john.coutant@gmail.com

**Events & Newsletter Editor:** Bruce Clough,  
937-376-9946, portabezi@hotmail.com

**Club Address** – MVT, P.O. Box 144, Bellbrook, OH 45305.

**Club Website:**

<https://www.miamivalleytriumphs.org/>

We are also on **Facebook** at

<https://www.facebook.com/groups/1654893204751113/> - this is a closed group so you will need to request joining.

Please send comments/suggestions to: [miamivalleytriumphs@gmail.com](mailto:miamivalleytriumphs@gmail.com) or to the PO Box.

**Cutoff date** for next month's Marque is the 22nd of the month or when the editor screams...

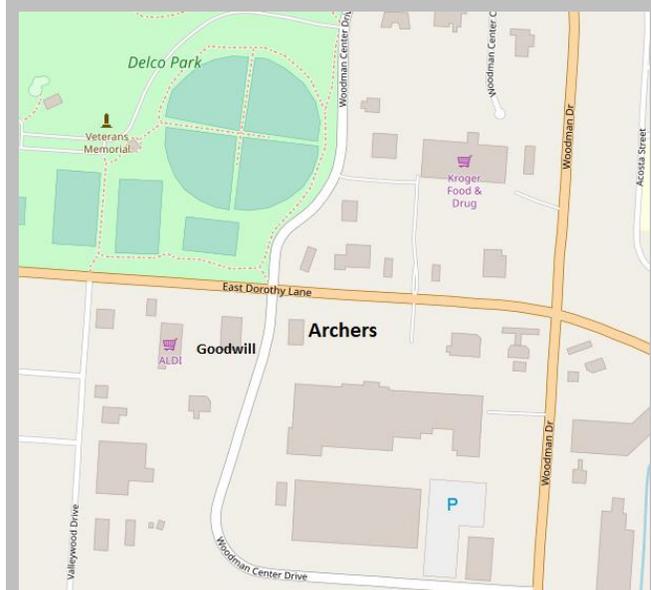
**MVT** is a Chapter of the Vintage Triumph Register (<http://vintagetriumphregister.org/>) and Center of the Triumph Register of America (<http://triumphregister.com/>). We actively participate in activities of these clubs and their endeavors to preserve the marque. In addition to the above national clubs you also might want to check out 6-Pack (TR6/TR-250) <http://www.6-pack.org/j15/> and the North American Spitfire Squadron for Triumph Spitfire and GT6 owners <http://www.nasshq.org/>. Yearly dues are \$20 due in May each year.

## MVT Monthly Meeting

**COVID-19 UPDATE – Until further notice we will not be meeting at Archer's for the monthly meeting, but will be doing a web meeting instead. Instructions on how to do this are in the Events listings just after this month's meeting agenda.**

MVT Monthly Meetings are held on the first Wednesday of each month at **Archers Tavern Kettering**, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015. We are in the meeting room off the bar at the front of the tavern. We have dinner and socializing at 6:30PM and the president usually ruins our fun by starting a meeting at 7:30PM.

<http://archerstavern.com/archerstavern/>



# Officer's Reports

## President's Report

### The Long Road Ahead

*John Coutant*

July was a hot month with temperatures in the 90's and heat indices above 100 at times. Almost bearable when moving in a TR but when you have to stop in traffic, instant broiled driver.

The club had a few activities in July and they are covered later in this month's Marque. I only wanted to comment on the request that came to us through our web site with a request on a "bucket list" item by the wife whose husband was seriously ill. He had owned a blue Spitfire when young and planned to acquire another before the illness occurred. His wife was trying to arrange a ride in a Spitfire and while several in the club volunteered, he passed away suddenly before something could be arranged. The family was moved by the club's offers to help and they invited MVT to his celebration of life to drive by. Chuck White stepped in to coordinate and several showed members showed up to do a memorial drive by on a hot afternoon. I am touched by everyone to be so willing to help strangers like they do for club members.

While we have some club activities coming up, the status of COVID-19 has and will continue to impact what we plan and what we can do. While I was a bit optimistic in the spring, the situation in the US has not improved and is getting worse in some areas. Unfortunately, the SARS CoV 2 virus is here and will be with us for a long time. There are a number of vaccines by different companies in late stage clinical studies and even with fast tracking by the FDA will just start to be available in early 2021. While there is some indication they may be effective from early clinical studies, how effective is still unknown.

Added to this the lack of any therapeutic for COVID-19 (although several are in clinical studies) and the probability that COVID-19 infection will increase in the fall as people move

back into enclosed spaces (similar to the increase in flu).

Bottom line is that I feel that our club activities will be impacted well into next year. Realistically we have to continue to plan for the worse and hope for the best. We are a social club as much as, if not more than, a car club and coronavirus affect this the most. This month will be our 5th general meeting by videoconference and, while hard to predict the future, I expect we will continue to meet this way for some time.

Warm weather gives us the chance to more safely meet outside with masks and social distancing and we need to take advantage of that. So, let's continue to plan and take advantage of short road trips and stops that let us safely catch up with each other.

### August's MVT Meeting - Videoconference with Google Meet

The general meeting of Miami Valley Triumphs for August will be by video conferencing using Google Meet. This will be our fifth general meeting using Meet so I think most people are getting comfortable using this technology.

As a reminder, to use Google Meet all you need is a computer with microphone, speakers, and camera (most laptops have these built in) and a recent browser (Chrome, Edge, Safari, Firefox). You can also use a smartphone or tablet but need to download the Meet app first. To join, all you have to do is click on the link for the meeting. All this is explained in detail in the Guide to Video Conferencing on the MVT website. Please review if you have questions.

<https://www.miamivalleytriumphs.org/videoconferencing-guide>

Come in early to chat as I will try to open the meeting at 7pm with a start of the meeting at 7:30pm. The link for the August meeting is <https://meet.google.com/zky-wgwm-tzw> and we will send this link a few more times before the meeting.

## Vice President's Report

Thank you to everyone who participated in our recent mini-parade in celebration of Doug Salyers'

life. I have received an email where the family thanked us profusely. For those who might not have seen the flurry of emails, Doug was diagnosed with end-stage liver cancer in May. Doug had owned a Spitfire in high school and had visions of owning another "some day". In July, his family found the MVT website and asked if we could provide a final ride in a Spitfire for Doug. Roy Owens and Jeff Barth stepped up to the plate.

Unfortunately, Doug's health deteriorated very quickly and he died before the necessary arrangements for a ride could be made. The family then invited us to attend a Celebration of Life party in Doug's memory. With the pandemic, we felt uncomfortable mingling with a large group of people and, instead, opted for the mini-parade in which MVT had 8 Triumphs, including 2 Spitfires, drive through the celebration. It was a very touching moment for all of us.

And thanks go out to John Coutant for continuing to stay healthy!

*Respectfully submitted – Chuck White*

## Treasurer's Report



As of 1 July 2020, balance in the club account was \$3779.62. For the month of July the club's only income was \$40.09 for membership renewals. The club had no expenses for July. As of 1 August, 2020, the MVT account balance is \$3819.74. Be safe out there and I hope very soon the roads will open for the club activities.

*Respectfully submitted, Harry Mague.*

## Events Chair Report



The ebb and flow of events continues. Indy BCD cancelled but we added some drives. Had to postpone the BCD Wake due to both weather and other issues, but we have rescheduled it for the 15<sup>th</sup>. As far as I know the Operation Yellow Jacket is on for the 8<sup>th</sup>; however, we will have to restrict how many can go. The Columbus Arthritis Foundation car show is still on for the 22<sup>nd</sup>.

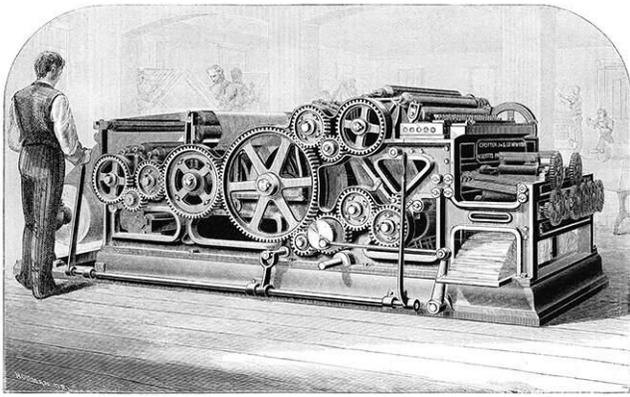
Yeah, I'm typing this on 1 Aug which should have been BCD, so I'm bummed a bit even though it has been on and off rain here all day. The only good thing to report is that Duncan is starting to ask to drive Carma and he has mastered the Bruce-a-matic choke cable. I look for him to drive it on nice days since it has more get-up-and-go that his Subaru!

Speaking of get-up-and-go, I encourage everyone to develop local tours and drives, even flash mobs. One of these days we will have the White TR6 OD tech session, although I think they are enjoying driving it, so it might be a while before it comes off the road. .

Also included a notice about an upcoming (this fall) Pyrenees and Northern Spain tour put on by Jeffery N. Givens out of Kansas. Looks like fun but I'll be busy - any takers?

*Events Tsar Bruce*

## Marque Editor's Report



Lots of content this month, lot's of content! At least 33 pages while I am typing this! Am I complaining? Naw baby, naw. Bring it on!

Cheers - Bruce

## Membership Chair Report

# 45

As of July 29th, our membership roster stands at 45 members with three members not yet renewed. The deadline for renewal is indicated in our club by-laws as "60 days after the 1st of June". The renewal deadline will have passed as of our August membership meeting. If you haven't yet renewed and still wish to, please get in touch with me ASAP at [vleigh607p@gmail.com](mailto:vleigh607p@gmail.com).

Valerie

**CLUB AWARDS - The following is a proposal to ballot entry of the Miami Valley Club**

## Awards in to the Miami Valley By-Laws.

Note - the items in **blue** are the revision to the proposed by-laws addition

**CLUB AWARDS, Revision One** - The following is a proposal to ballot entry of the Miami Valley Club Awards in to the Miami Valley By-Laws.

**This revision covers adding the comments of the club obtained at the July virtual meeting with respect to the defining statements for the candidates as they are nominated. In addition, the ballot has been neutered to eliminate any sex discrimination.**

**The item will be placed in the Marque for all the members to see and comment on. The clock is reset to two months to allow for further member review. All comments will be handled electronically, and as best fits the request.**

All comments should be addressed to Stan Seto, [stans@fuse.net](mailto:stans@fuse.net) Comments and their handling will be discussed with their author and results posted either in the Marque or on the Website. Any adjustments to the item will be posted in the Marque for further review by the club.

### **CLUB AWARDS - Ballot Proposal**

#### **8.6 – Club Awards.**

**8.6.1 - The Miami Valley Triumphs Club has four awards it can give out annually to deserving club members, subject to the following:**

**8.6.1.1 - Nomination of members for these awards normally occurs in the monthly club meetings held in December (Holiday Soiree), January, February and March.**

**8.6.1.2 - Voting on the nominees occurs at the end of the March Meeting.**

**8.6.1.3 - The nominations are for single individuals, but can also encompass the spouse.**

**8.6.1.4 - Any club member nominating another for one of these awards will be required to provide to the club President, **Club Secretary****

and Editor of the Marque, a short statement explaining why they think the nominated individual deserves the award. Statement can be spoken at the meeting and recorded by the Secretary, written, or sent electronically after the meeting has been completed. These statements will be repeated in the Marque prior to the election to give the voters a basis for selection. Failure to supply this statement will result in candidate withdrawal.

8.6.1.5 - The actual awards made are subject to yearly review and possible revision by the Club President, Vice President, Club Treasurer and the Events Chair, at the January Meeting.

8.6.2 – The awards categories are as follows:

8.6.2.1 - Marque of Distinction - Most prestigious in the club, and should go to a member who most personifies the character of the club in the past year. Most nominees have served as club officers and have promoted and served the club at both internal and external events.

8.6.2.2 - Press on Regardless – A driving award that is normally given to a person who perseveres through times of trouble during the club driving events or trips to far away places, while representing the club, such as going to attend a National Meet, and always manages to complete the trip.

8.6.2.3 - Keep it on the Road – A driving award to the club member who is able to drive their car from January to December, demonstrating good upkeep and the reliability it brings in this day and age.

8.6.2.4 - Most Improved – Normal improvements are car performance or car appearance, for example: A club member who has a car that does not run at the beginning of the year, but has it running in club events by mid- or late year due to the work they have invested in the vehicle to obtain the better performance. A club member who has a rather dilapidated car in January and who has put time and money into the necessary area (seat upholstery, engine compartment, trunk, or body work) to materially improve the car's appearance.

(Stan Seto)

# MVT Events

July 2020

1 - MVT Monthly Meeting - was held via videoconference. Minutes:

## Officer Reports:

### President's Report – John

It is strange being president of the club at this time. The club is such a social group. To be stuck really gets to everybody. At least its summer and we can get together for some outdoors events. I have fears that as things get cold again it will be harder for gatherings. We keep in touch with our church and we keep track of what they do for arrangements. As for our club other than are monthly meetings it has not impacted us too much in the summer months. As we get to the winter months and our events move indoors we will have to see what we can do around covid19.

### Vice President – Chuck

Extremely grateful that John is remaining in good health, and keeping safe.

### Treasure – Harry

We have \$3,367.26 in treasury.

### Secretary – Mark

With no amendments' or changes to the June Minutes; a motion was made to accept the minutes by Chuck, 2nd by others, and accepted by a unanimous vote.

### Membership - Valerie

Membership is at 45. We lost Karen & Jim Sipos. There are 5 people who have not paid. I have heard from 2 of them. 1 said in May he would send his check but has not yet done so. 1 who just sent his check on Tuesday. Memberships will lapse according to the by-laws if dues are not received 60 days after the 1st of June. So coming up August 1st we see if we have 45 on our roster still.

## Events Chair – Bruce

- Having some driving event.
- A tech session with Greg and his GT6 on the 11th. He has a smaller garage so a smaller tech full working group with fewer watchers standing around scarfing on donuts <smile>. We are taking volunteers to work on the engine problems.
- The 16th is the virtual meeting for TRA2021.
- A British Tea & Biscuits on the 18th.
- A few shows in August: the Indiana BCD on the 8th, a dispersed car show without awards.
- The Arthritis show on the 22nd.
- Rewind to June events. Thanks to Chuck for taking me to the auction. Did not get what I wanted had to let the barrel go. Clyde was there also and was seen leaving with something?
- The 7th had a flash mob drive to Caesar's Creek winery. Then on the 14th a wake for TRA2020 drive down to Valley Vineyards. Both drives had beautiful days.
- Thanks to everyone who did the Bethany Village drive thru. It was really appreciated by the residents.
- The Mid-Ohio Grand Prix did open up to Spector's at the last moment. It looks like people had a good time. John and Patti Clifford said it was very loud.
- Next Project Yellow Jacket is planned for August.
- September 19th will be talk like a pirate day, so start getting your RRRrrs on.

## Tech – (Bruce)

Thanks for submitting things we had the sticky top from the Clifford's, new tail lights on the Gray Ghost and found the fuel pump seals. At the Richards auction I got a few things for door prizes. I also got about 5 Triumph TR3 car tops for the tops of trophies.

## The Marque Editor - (Bruce)

Submissions for the Marquee require no formatting. Plain text is preferred. Pictures under 200k are ideal, but all are welcome.

## Memorabilia – Harry

Shirts/Embroidery is available as several members have recently purchased apparel.

## Spare Parts – Chris

Have not gotten any more parts for last 3 months. Still have several TR3 parts, along with a TR6 hard top. Top is aftermarket Snug Top. It is factory new in black.

## Event Committee

Stan: BCD Moved to 2021, park has been rescheduled for 2021.

TRA2021 Nothing other than meeting on 16th. Feel free to forward the TRA2021 info to other sites or groups.

## Old Business

Proposal to amend the by-laws for the club awards.

This is part of the proposed language for 8.6. about the 'Club Awards. "... any club member nominating another club member for an award needs to provide the club president a 25-50 word statement explaining why he/she thinks the person deserves the award. The statement may be written, or sent electronically. Failure to submit the statement of nomination would result in the nomination not being submitted for the award."

An objection to the proposed addition to bylaws was brought by Tim Moore who feels the awards are just a fun thing the club does, there is no need to cover it with requiring members to write a formal nomination. Tim says he thinks it will limit the nominations as it removes the ease of nominations, making it more formal thus reducing the number of nominations.

Stan's submission was the awards have progressed over the years with more formal trophies and gift cards that need more accountability to membership.

Bruce proposed a middle ground where the person doing the nomination would provide the statement with the nomination as to why the person deserves the award. The statement would be recorded by the club secretary in meeting minutes who would forward it to the Marquee editor to publish. This will allow membership to cast informed votes on the nominees.

Chuck suggested that in addition to Bruce's suggestions that the 25-50 word requirement be changed to just a brief reason for the nomination.

Stan's response is that the amendment is to address the awards officially in the bylaws as the awards value have increased. The members making nominations have always given a reason for the nominations, the reason for nomination just needs to be recorded, is the reason of the thought behind the 25-50 word statement.

Additional discussion took place among the members present as to next steps. The final determination is that Stan will provide a clearer nomination process, addressing Tim's concerns, along with Bruce and Chucks Suggestions.

### **New Business**

None

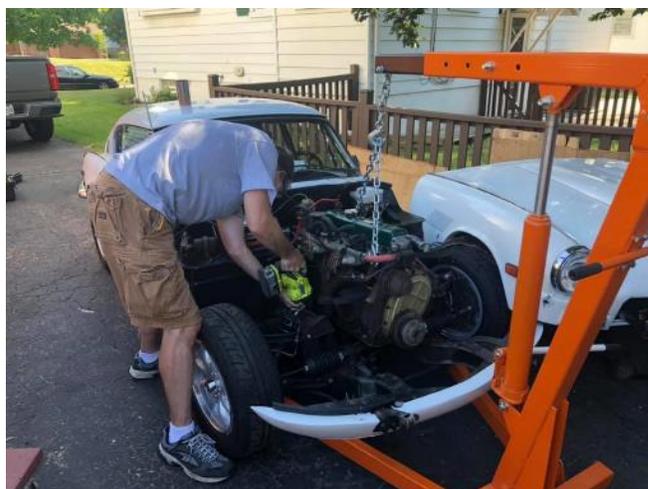
**Meeting Attendance:** (Based on the virtual meeting sign in's).

Don & Lois Bigler, John & Patti Clifford, John Coutant, Curtis Hayes, Karl & Carla Ludolph, Greg & Valerie Relue, Mark Senter, Stan Seto, Scott Stout, Chuck & Chris White, Chris & Cristyne Yanity

**11 – Tech Session –** We (Jackson Galloway, Tim Moore, Brian Sullivan, and Bruce Clough) donned our masks and headed over to Greg Schnittger's house to yank the engine out of their GT6. Greg had donuts and most of the bolts loose on the engine, we just had to take off the bonnet/cowl, get the engine out and on an engine stand, and eat donuts.



**Greg working on getting the engine loose...**



**Greg working on getting the engine looser – Mr "Sawsall" meets Mr Exhaustpipe. Exhaust pipe looses.**



**Out comes the engine...**



...and on to a stand it goes!



A lot easier to work on with the engine out!



We all took a look at Brian's GT6, Greg was taking notes...

We had the engine out in record time and on the stand. Now comes the fun part for Greg – to figure

out what that noise way – we wish him luck



**15 – TRA 2021 Planning Meeting** – Had a great on-line meeting. Goal was to work on the updated registration and talk about visiting Lexington in August. Please head to the TRA 2021 article in the Marque for more info - thanks for all those who attended!

**17 - Bridgett & Payne's Wedding** - a great time was had by all - thanks for the emails, texts, and Facebook comments - we had a big, no, huge time! That little girl who used to smile at me from the passenger seats of TR's is now married and (mostly) on her own with the help of a great son-in-law. I'd cry but I think after that wedding I am out of both sweat and tears.



Fall tour - 2002 in Inca @ I75 & US35 - I think at the Bobby E's waiting for a few more folks - Alice was being an Athletic Director that day...



**A few years later dancing with groom <smile>**

**18 – British Biscuits and Tea –**



Your Events Chair was recovering from the wedding while other MVT members that didn't have to clean up and put away a bunch of stuff showed up in the parking lot in front of the old Elder-Beermans, 2030 E Dorothy Lane, Kettering.



**Survivor TR7 @ BB&T**

Fortunately for us, ace reporter John Clifford was there and provided the following report:

*There were 22 or 23 British cars that braved the heat of the blacktop parking lot by Archers. Quite a range in models and years represented, from a highly modified Anglica to 2005 Mini to a MG-TD. I talked my sister's friend to drive there with me in his recently acquired TR6 (and yes he was given a MVT application). Several members of MVT were there (Scott H, Curtis and Karl come to mind). Did I mention that it was HOT?*



**I must have missed the email on red cars..**

*The biggest surprise (for me) was when a '79 Brooklands Green TR7 pulled up. The owner has had it since '82 and has put 71,000 miles on it. It has been parked in his garage there in the south end of Dayton for the last 15 years, only taking it out to wash it and drive it around the neighborhood each year. When I asked him why he had never brought it to the Dayton BCD, he said he had never known about it. Turns out he wants to sell it as he has plans to move to Florida in the very near future. I gave him one of our MVT cards and suggested that he might want to list it there or on the TWOA site. I did not catch his name.*



**Lonely white in a sea of red.**

*BTW, the Big Lots moved into that shopping center next to the DQ. This provides for a convenient restroom facility.*



**Scott H contemplating a Wedge!**



**937-313-2412, \$7000**

**25 - Operation Tribute** - For those who might have missed it - Doug Salyers of Xenia (not an MVT member) had Stage 5 cancer and wanted a ride in a 77 Spitfire (blue) before he slipped the bonds of this earth. Try as we might, we could not get that done before he passed. His family and friends appreciated our try and invited us to a party they were having in his honor. Rather than go to a party with unknown folks in this time of COVID we decided instead to drive by. Thanks to the MVT members who participated:

- Brian & Janet Sullivan
- Ted and Eden Allison

- Jeff Barth
- Roy Owens and grandson, Andrew Barnes
- Roger & Carol Rutledge
- Scott Stout and his office manager
- Brian & Janet Sullivan

After the cruise by a few MVT members kept the TRadition and headed to Caesar's Creek Winery for a bit of cooling fluid. Thanks again to all who came out for this!



**Hot day at the winery!**

**August 2020**

**Note: from now on forward in this events schedule you can assume the information is tentative. As we receive updated info on events we will update.**

**5 - MVT Monthly Meeting** - Virtual meeting on the web. Instructions will be sent out by President John. You know the drill!

Agenda

August 5, 2020

Opening Remarks – **John**

Toast - **John**

Request for Changes and Additions to the Agenda - **John**

Introduction of Guests/New Members – **John/Guests**

### Officers Reports

- President – **John**
  - Long term impact of COVID-19 on current and future MVT activities
- Vice-President – **Chuck**
- Treasurer - **Harry**
- Secretary
  - Approval of July's Minutes as published in the Marque– **Mark**
- Membership Chair – **Valerie**
  - Status of membership renewal for 2020-2021
- Events Chair – **Bruce**
  - Review of Previous Month's Events
  - Possible Future Events

### Standing Committee Reports

- Technical – **Bruce**
- Marque – **Bruce**
- Memorabilia – **Harry**
- Spare Parts – **Chris**

### Event Committee Reports

- TRA 2021 – **Bruce**

### Old Business

- Review of modifications to Ballot proposal to add MVT Yearly Awards to By-Laws – **Stan**

### New Business

- 

### Adjourn



**8 - Operation Yellow Jacket** – 10 AM at the British Transportation Museum (321 Hopeland Street, Dayton, Ohio 45417). We are assuming this is on for a couple of people to help Jackson.

**8 – Indianapolis British Car Day – Cancelled.**  
From the organizers:

*We hope this message finds you, your vehicles, and your families in good health! Due to the environment surrounding us and the city and state issued event and health guidelines, we have decided to cancel the event with everyone's well being in mind.*

*We hope you understand why we have cancelled the event and hope to see you and your British cars next August for the \*33 Annual British Motor Days!*



**15 - BCD Wake Run** - Show up at Oakes Quarry Park, 1267 E Xenia Dr, Fairborn, OH 45324 at high noon. Who knows where we will go, but go we will!

**20 - TRA 2021 Committee Meeting** - will probably be on Web. Look for connection details coming via email as we get closer.

**TRA 20201 Trip To Lexington** – Being postponed due to COVID increase - on a month-for-month slip as of now.



**22 – Arthritis Show in Columbus:** As of now the show is still on. The website for registration and more information is:

<https://arthglr.ejoinme.org/MyEvents/2020ClassicAutoShowColumbusOH/Registration/2020ClassList/tabid/1093192/Default.aspx>

British Invasion live on stage Friday night. Bill

## September 2020



**2 - MVT Monthly Meeting** at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.



**12 - Operation Yellow Jacket** – 10 AM at the British Transportation Museum (321 Hopeland Street, Dayton, Ohio 45417)

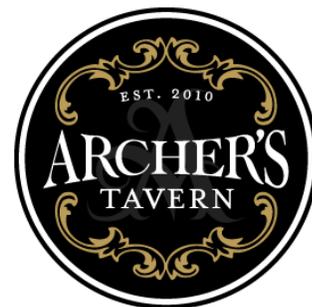


**19 - Talk Like a Pirate Day:** I think we should make this an MVT event... Keep calm and say "Arrrrrrrrrrr...."



**26 – Farm Stand Tour:** Never too early to lay in the harvest for winter. I think this year we will end up at Caesar's Creek vineyards to see how the grapes are coming along...

## October 2020



**2 - MVT Monthly Meeting** at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.

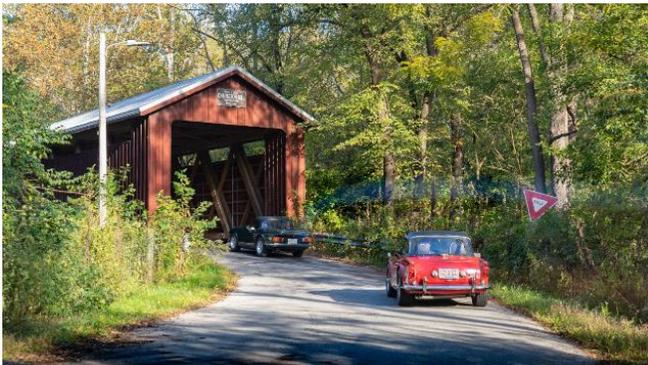


**10 - Operation Yellow Jacket** – 10 AM at the British Transportation Museum (321 Hopeland Street, Dayton, Ohio 45417)



**10 – Spring (Now Fall) Classic Driving Tour VII,** Scenic Driving Tour featuring the most picturesque roads in Southern Ohio, visit an Amish Market, historical points, and more as we tour Clermont, Brown and Adams Counties. The drive Benefits a number of charities, support the cause that speaks to you. Open to all roadworthy, licensed and insured vehicles; drive your "everyday car" with the Classic, Collector and Specialty vehicles.

<http://www.springclassicdrivingtour.org/home.html>



**17 – Fall Foliage Tour:** Exact direction unknown, but it will be in some direction!

**November 2020**



**2 - MVT Monthly Meeting** at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.



**7 - Guy Fawkes Tour and Bonfire:** Let the traitor burn!



**14 - Operation Yellow Jacket** – 10 AM at the British Transportation Museum (321 Hopeland Street, Dayton, Ohio 45417)



**21 – Tech Session Day - TBD**

**December 2020**



**5 – MVT Holiday Soiree:** Queen of Apostles Community, Bergamo Center. Lots of food, lots of brown bags for the MVT-is-the-charity Brown Bag Auction. We start at 6:30 PM with some light appetizers and dinner is at 7PM. Short membership meeting then the auction. You are saving things up for your brown-bags, right?



**12 - Operation Yellow Jacket** – 10 AM at the British Transportation Museum (321 Hopeland Street, Dayton, Ohio 45417)



**20 – MVT Christmas Dinner:** People enjoy this every year, so we are going to do it again - We will shoot for a 5:30PM seating at The Paragon in Centerville.

## **TRA 2021 Update**

*By Bruce Clough, TRA 2021 Chair*

**Just a reminder that MVT is hosting the 2021 meeting of the Triumph Register of America in Lexington KY. This multi-day event will feature car shows, tours, fun runs, workshops, auction, banquet and gobs of other events. Focused on TR2-4A models, but it is open to anyone with an interest in Triumphs. A good time is always had by all. We are going to need your help MVT – this is your club putting this on and it is an excellent time! If you need**

info of any type head to the MVT TRA 2021 web page:

<https://www.miamivalleytriumphs.org/tra-2021>



**14-18 June 2021, Clarion North Convention Center, Lexington KY**

## Had a committee meeting on 15 Jul - meeting agenda/minutes

Attendees - Bruce Clough, Alice Owen-Clough, Chris Yanity, Harry Mague. Chris White, Chuck White, John Coutant, Stan Seto

Agenda Items and discussion

1. Meet & Greet
2. Toast to John for setting this up
3. Action Items from Last Meeting
4. Venue and catering updates – trying to reach Red State BBQ to get the revised contract out ... leave this open.
5. Web and Publicity Update
6. Registration
  - a. Form Review – clarify the BBQ – are we charging or not. First two are covered with the registration, charging for additional people
  - b. Back On-Line date – 1 Sep 20

7. Awards status – have not gone to the base – paid for, probably there, in limbo, have to make an appointment,
8. Visit Dates for August - discussion if we need to delay any – nixed - doubtful let's move to September -
9. Round Room – Chris will be re-contacting the vendors over the next few months – still has his pile of stuff. Harry - \$6595.71 – has only taken him three months to figure this out. John is very, very, sorry, and is at the verge of tears. Only two that haven't said anything. Stan – won't be lighting it up until next year.

### 10. Action Item Review

- a. Send Windy Corners run route to Stan – Bruce
- b. John will fix up registration forms.
- c. Chris W will continue to bug Red State.
- d. Harry will update records with names of those still coming.

11. Next Meeting – tentatively set for August 20th - same bat time, same bat channel.

12. Adjourn and talk cars

This month we will have another planning meeting on the 20<sup>th</sup>, planning for a trip to Lexington as soon as possible. Stay tuned!

*Postlude: Note that we are going to delay the trip to Lexington - just too COVID-hot for a bunch of old folks who have close relatives that are immune-compromised. Try again in September!*

## Technical Talk

*Edited by Bruce Clough*



## Paint Love in a Can

*Bruce Clough*

So those that have really looked at Carma might have noticed an issue with the paint on the front passenger fender above the tire. It is hard to see at a glance, but the repaint is coming off.

Repaint?

Yes, originally I was led to believe this was the original paint on a 50K mile car, but it turns out the car has been repainted, totally, and they did a decent job, at least decent enough that if you look at the flaws they could have been factory!

However, on that fender the surface was not prepared well and the paint is flaking off. I just got done with a repair of the CC fender where I used a spray can paint kit mixed to the color and included in the kit was primer and a clearcoat for \$50. This has worked really well:



VW CC fender repaint – nice – might do a little bit more polishing, but we've proved the concept.

Great – I'll just order a kit for Carmine Red, except I couldn't get them to reply to my queries of call back, so I went to a place called TouchUpDirect at touchupdirect.com. Didn't even have to call – 1980 Triumph Carmine Red is available on their drop-down order list. Sent \$60 their way and a three-can kit similar to the VW one came my way.



### Touch up spray can paint kit and some touch-up brushes I bought separately

So the first thing I did was to see how bad/far the paint issue went. It went for about 9 inches along the fender before the repaint was attached to the old paint.



### Area where paint has come off or is loose

The instructions were brief, very brief, in fact, too brief. Nothing about feathering or wet sanding instructions.



Short instructions, too short it turned out



Got out 400 grit sandpaper and had a go!



Established a feather line – where I wanted to sand the repaint off to, but no farther than.



Much of the paint didn't need much help to sand down, it fell off in big pieces



Next I taped off the surrounding "original" paint



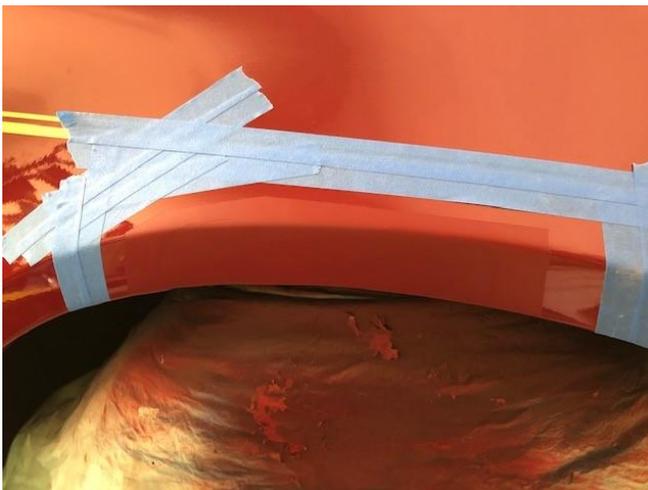
Next I hit that area with primer



**Then took off the old tape and put on the next tape series just a bit further out than the last one**



**Then feathered the edges of the primer**



**I then repeated the process for the base coat – shooting and re-establishing a tape line out farther**

And this is where I ran into issues. They were telling me the dry time of the base coat was 15-30 minutes above 70F – it was 90 in the garage and the relative humidity was still low, but the base coat was tacky even after 2 hours and resisted every attempt to feather it. Let it go another 2 hours top sanded it, reapplied the base coat, and let that sit overnight. Don't know where they got the 15-30 minute bit.



**After clear coat sprayed but before polishing. The color is a dead match – right on.**

The next day I backed off the tape line even further and hit it with the clear coat. Now I have to wait a week before polishing...



**After first polishing – will probably polish it again, but you get the idea...**

In the end was this worth \$60? Absolutely. Besides the re-do feathering the based coat it worked really well. Go try to have a quart of basecoat, & clear coat mixed up, then get the

small spray gun to paint this, and start counting the time and money involved, and you will see what a deal this is!

## TR3B Wiper Motor Rebuild

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*Stan Seto*

**(Aka: What I am Doing on my 2020 CoronaVirus Vacation)**

Sleeping more (a lot more), napping some, lounging about, walking the dog and working to get the TR3 ready in case we ever do the 2020 FOG tour to Yellowstone. That task, getting the TR ready, means jack stands, wheel removal, grease everything, oil, filter, air cleaner maintenance, and, Oh yes, tear into the windshield wiper motor and attached accessories.

On the '3's (and the '2's), planned obsolescence was the thing. Keep the car 3 years, buy a new one. Hence, things like the windshield wiper mechanisms deserved little or no press in the manuals. At the end of three years they would still be like new!

The first TR3 I had went 5 years (1961 to 1966, and 215,000 miles), the following TR4A went 6 years and about 180,000 miles, both were daily drivers. My current TR, TR3B, I've had from 1996 until now and it's got about 100,000 miles and a newly rebuilt engine, courtesy of the TTR members in general and Mike Hado, specifically, but the windshield wiper setup is (most probably) original and clearly needed work.

Urging me on was John Coutant, who, by his own admission had rebuilt one and maybe two motors, and was clearly willing to help me if I needed it. In the long run, I did.

So, I dug into what references I had and looked up The Roadster Factory website, which said "we don't have any parts to sell, but we can rebuild these units."

My references were: Volume Two of Technical Talk, one page in Section 5, Electrical, published by the Triumph Register of Southern California.

What I think is the Benchley Service Instruction Manual (has no cover and is water and insect damaged, very old parchment paper document) and in Index M, Electrical Equipment, page 28,

Figure 32, a very nice sectioned view of the Windscreen Wiper Motor (CRT 15) with a half a page of instructions. Then there is, the JH Haynes Owner's Workshop Manual for TR2 thru TR4A, Chapter 10, Electrical System, and Page 221, Figures 10.13, Exploded View of Windscreen Motor for TR4 and attached accessories, and Figure 10.12, the separated view of the TR2-3 motor. The accompanying words cover the working of, dismantling and inspection of both the TR2-3 and the TR4 motors and gear boxes.

Under the guidance of John Coutant, current Miami Valley Triumph president, and wiper motor expert, who is carefully keeping a safe (3 mile) distance from me, I disconnected the wiring, removed the gearbox cover, took off the connecting link, unscrewed the motor from the gearbox, decided that was a mistake and screwed the motor back onto the gearbox, popped out the Inner Cable rack from the gearbox. Then I removed the motor and gearbox from the frame stand, took the frame stand off the fire wall, and found my first real problem.

The frame stand is held to the car body in three places, a fixed bolt with the nut inside the cockpit (removed, but not without language) and two bolts through the firewall sheet metal, nuts hidden way up top of the inside fender arch (lots more Language....Oh! Wait, those nuts are square and free running, (Hydroelectric-) DAM! These should be in baskets!! Their going to be a (lady dog) to put back in....

Put that thought aside, removed the final drive wheel from the gearbox by launching the spring clip holding it clear across the garage (heard where it hit the garage door and retrieved it later). Pulled out the gear making sure I saved the thin washer under the spring clip, and was then able to remove the motor.



**Wiper Motor and Gearbox assembled**

The gearbox and drive cable (which is easily removed once the wipers are removed from the wiper stems) for the wipers were clogged with dry and hardened white grease. Mineral Spirits, a wire brush and an old Tee shirt, plus a couple of hours of elbow grease got all that off. To my surprise, the Final drive wheel (1300 of arc) was nylon, and mechanically, in very good shape. The gearbox itself was also in good shape, very little apparent wear.



**Wiper Motor/gearbox and Chassis Mount**

The armature and the commutator from the motor were toast. The brushes were completely worn out and had grooved the commutator. The wire for the "parking" function was broken. Luckily, John had a spare motor, which was cannibalized for needed parts, and the motor is almost like new. John re-assembled the motor and gearbox and tested them. They worked fine.



**"Parking function" electrical connection on top of Gearbox Cover**

So, now I'm at a point where it can all be reassembled, but I need a solution for those square nuts way up under the fender, and the drive cable and gearbox need to be greased up and grease packed respectively.

First things first, dug out a tube of lubricating grease and regreased the drive cable. Then carefully fed it back into the tube and back over the wiper drives.



**Gearbox Guts, Nylon drive gear on right, Connecting Link in center, cover at bottom, everything regreased**

Greased the gearbox surfaces, put the motor back in position then put in the gear and slide bar, loosely attached the motor to the gearbox and repositioned the gearbox onto the frame and set it on the body. It of course fell over onto the motor side. No matter. Got my opened end tappet (1/2 in.) wrench that fit the square nuts. Put masking tape on one side and presses the nut down onto

it. Stuck the wrench into the wheel well cavity and visually found where it lined up with the hole in the firewall. Pulled the frame and motor upright and stuck the screw thru its hole and started fishing around for the nut. Six try's later got threads and loosely screwed it down. Went into the driver foot well and nutted the threaded bolt. Went fishing again to get the second firewall nut engaged (much easier than the first.) Went around and tightened up everything, greased the connecting link put it on and reattached the drive cable. Put on the parking function and lock washer and screwed on the cover. Rewired the electrical connections.

Tried it out without the wipers on. Worked! Basically done.



**Close-up of drive gear with "Parking function" arm on small stanchion, lower center, but not yet locked down by split ring**



**Drive cable on right, reassembled onto connecting Link and greased**

Stan Seto, hiding in Ohio, where there is no longer a Winter or Spring Season, just six months of sinus inducing temperature swings and lots of rain!

29 April, 2020



**Waiting for dusk and the comet at Stone Lick Lake, 17 July. Very clear night, comet was easy to see and photograph, Thousands of picture taken by the crowd there. Of interest in Photo, six inch reflecting telescope on left side of photo, on a wooden stand, Matt and Hero made the mirror for it in the summer of 2019, focal length of telescope is 48 inches.**

## **Alternator Replacement**

*Bruce Clough*

Right before the first drive of this spring the Lucas 17ACR alternator on Carma decided it didn't want to provide power anymore, so I swapped it out with the 17ACR alternator on the TR7 engine built by Mike McKitrick and sold to me by Chris Yanity. I then went to rebuild it, wanting to replace both the internal regulator and the diode pack, but the rebuild parts for that alternator were impossible to find. I made a mental note that next time I could I'd replace the alternator with the GM one I had (actually it's a Bosch unit used on the Saturns) from the FrankenStag engine.

That time came with fixing the fender paint, so I took a couple of hours on a weekday afternoon to fix it. I was going to do a complete write up, but then I remembered the write-up that an old ISOA member (Ted "something" - he had a Russian last name?) posted that I originally used for the GM

conversion of Inca. I couldn't find that, but I found a copy posted by J. Clay (May he rest in peace) back in 2008 on the TR7 Owner's website. Reposting that here. After this text I'll add some pictures and comments on my conversion.

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### **Fitting Saturn Alternator In TR7**

From:

<http://tr7triumph.com/forum/viewtopic.php?t=6989>

*Posted by J. Clay 03 Apr 2008*

Something in my alternator broke after 25years, it could no longer provide any output current, and locally its getting hard to find parts service for older British cars (some don't even recognize that Triumph was a company that made cars...just like Nash). So that's why searched out an alternative replacement.

#### Parts needed:

- a) GM Delco-Remy #8215 Alternator in US/Canada GM Saturn brand cars from 1991 to 1996 (I've seen auto part web sites indicate 1991 to 2002). Used salvage alternator \$35, rebuilt alternator \$100, new from dealer \$150. This #8215 Alternator (or equivalent) is actually a Bosch unit, and is available from many auto parts stores and Internet auto parts suppliers. The #8215 Alternator (or equivalent) is a little smaller than the Lucas 25ACR alternator, but it fits into the TR7 without having to make a bracket or do use any special tools. Although the #8215 is smaller, it will give all the benefits of modern technology and 96Amps, versus the Lucas 25ACR's 65Amps. (Got mine at AutoZone when I bought the pigtail)
- b) #85854 Alternator pigtail harness (right on the shelf!), from AutoZone, new from dealer \$43, #85854 from AutoZone \$7
- c) Pulley is a 2.5" diameter with 0.67" shaft hole, from a Ford MotorCraft alternator (AutoZone, free from a smashed alternator someone brought in on an exchange, 1975 to 1990 era?) no number was visible on the alternator guts (Don't even bother going to a Ford dealer! They don't have any! Go to your Alternator repair shop, they will have an old one somewhere, If you're nice, they will even put it on for you. Charged me a total of \$5.)
- d) Sleeved male spade terminal connector
- e) Male & female sleeved barrel terminal connector.
- f) Nut and Bolt, if necessary, see step #18 below, to replace the upper mounting bracket bolt if hole is not threaded.

I wanted these to be different to avoid any chance of misconnection, and sleeved or protective coated to avoid anything touching the metal surface and causing a short circuit.

Got the parts, so let's get started!

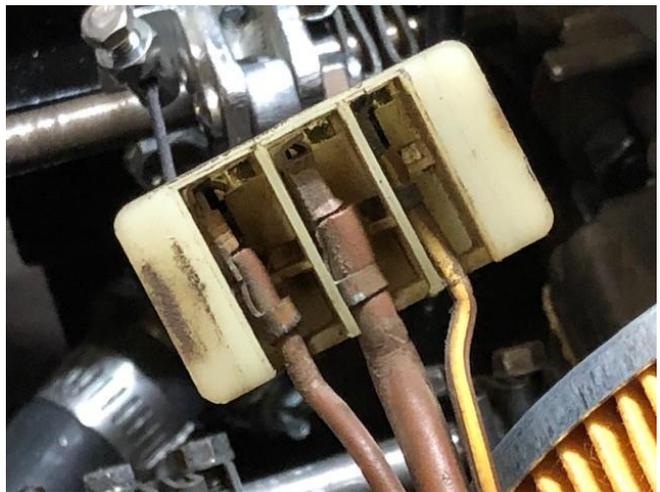
- 1) Remove 1 end of the air by-pass hose, and charcoal canister hose and fold those back out of the way (my car is an EFI car).
- 2) Remove upper adjustment bracket bolt to the alternator.
- 3) Disconnect electrical connections from the rear of the Lucas unit.
- 4) Disconnect lower mounting bolt thru the alternator's lower holes.
- 5) Loosen and fold up the upper mounting bracket out of the way.
- 6) Remove old alternator.
- 7) On the pigtail harness, cut & remove black wire (not needed).
- 8) Cut red and brown wires 3 inches or 75mm long.
- 9) Remove 5 groove belt pulley from #8215 alternator, replace with 2.5" V pulley from a Ford/MotorCraft alternator.
- 10) Crimp a barrel shaped terminal on the brown pigtail lead.
- 11) Crimp the matching barrel shaped connector on the brown/yellow wire in the TR7.
- 12) Crimp male spade terminal connector on the red pigtail harness.

- 13) Plug this little harness into the #8215 alternator.
- 14) With a clamp, squeeze the #8215 mounting insert deeper into its mounting hole as deep as possible, the extra 1mm is all my alternator needed to fit in the my TR7 (you don't need a clamp, put your bolt through and tighten the nut until it moves the sleeve).
- 15) Install the long bolt through the lower alternator mounts first.
- 16) Install the high current, big brown battery wire in the TR7 to the B+ bolt on the back of the #8215 alternator.
- 17) Connect the spade and barrel connectors to the other 2 TR7 harness wires (brown TR7 spade terminal-ended wire to the red pig tail harness, TR7's brown/yellow wire to the brown wire of the pigtail harness).
- 18) Install the upper mounting bracket bolt (before you start, check to see if the alternator hole is threaded, If not, buy a nut & bolt to fit this mounting hole!).
- 19) Install the alternator belt.
- 20) Pull the alternator to increase tension on the belt and then tightened the upper mounting bracket bolt. Re-install the charcoal canister and air-by-pass hoses.
- 21) Start the car, and measure the voltage applied to the battery, under little electrical loading, the #8215 alternator was applying 14.7V at the battery on my TR7.

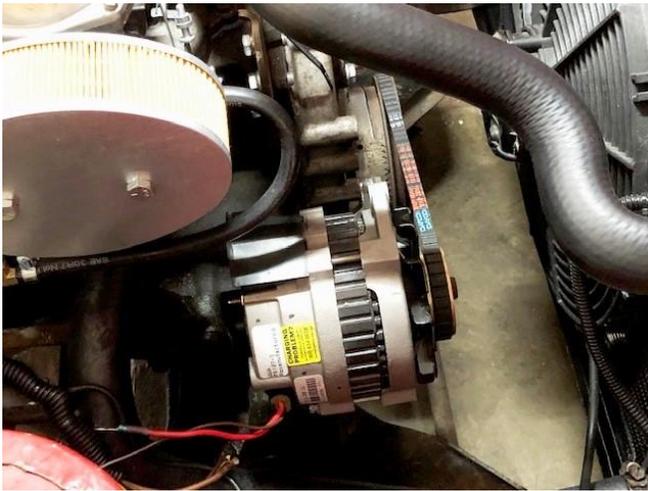
.....  
 So what I did was very similar to what J. Clay posted with some minor differences. Here, have some pictures:



**Replacement Lucas 17ACR alternator from the McKitrick (and come to think of it, Ciboch before that) engine – functional, but no spares to rebuild local.**



**The web directions above don't mention about cutting the old alternator plug wires off the connector – if you pop the top off the plug the connectors are exposed, and if you use a small screwdriver you can push down a plastic tang that holds each in. The cut the wire as close to the connector as possible.**



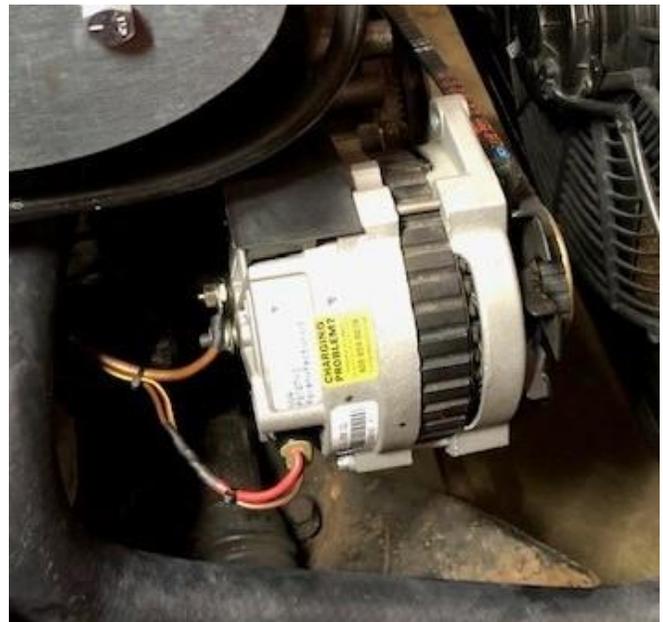
I trial mounted the GM unit on the car – fit pretty good – the alternator might be a smidge forward – if that causes belt wear issues I'll have to take it back off and relieve the bracket a bit – opposite issue than the web article had.



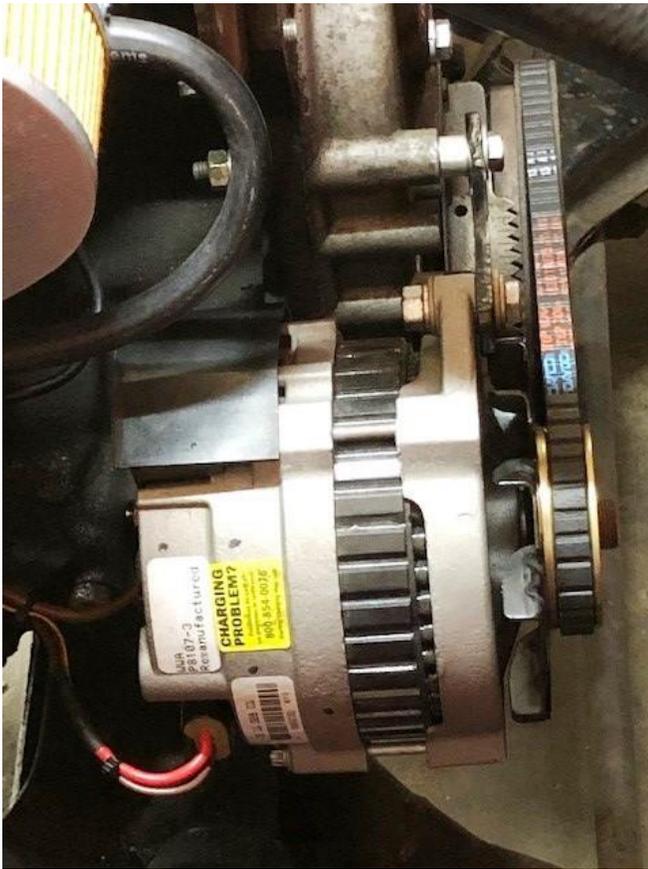
Next you use a couple layers of shrink-wrap to insulate – two, not one. These wires can do some damage if they short



The web article wrote about using crimped connectors – forget that mess – you want to solder the connections, solder each one using a good rosin-core solder.



Connected up – notice the use of wire ties to keep things from flopping around while operating



**All back together – time for a drive!**



**Anyone want a couple of Lucas alternators cheap?**



## **Back on the sound system...**

*Bruce Clough*

I am a flaming extravert, which means I get energy from things going on around me – that is why I always have a radio going, and that's why I like tunes in my cars.

When I first put The Grey Ghost together I had a stereo in the car I could run off a cheap android tablet I built into the car.



**Original dash with Android tablet that also was a sound system**

Needless to say trying to operate that tablet while underway was dang-near impossible and I had a lot of noise in the system. I went through a few noise filters and other configuration of amps and equalizers and finally gave up, ripped out the tablet, amp and speakers, then recovered the back upholstery since the Retro combined stereo speaker had been in the middle of it.

Fast forward almost 7 years. Now that I am driving The Grey Ghost regularly I'd like some tunes. I thought I had a solution in the SSL Boom Tube system that was in the Frankenstag, which has both a stereo plug connection as well as Bluetooth.



**Boom Tube out of the FrankenStag**

However, I found out that in The Grey Ghost, when this is sitting on the back shelf you can't hear the music even with the Bluetooth volume all the way up on the phone, and besides, it uses up the 12V power outlet I use for the speed (GPS).



**Amplifier mounted on inner rear fender using high strength double sided tape – tired of drilling holes.**

So back to the future – I dug out the old speaker, but got a more modern amp and am going to use MP3 players I have rather than a tablet. I had left all the wiring intact when I took the original system

out (just insulated it) so it was ready to use. Mounted the new amp using premium double-sided tape, connected it all up and wow, it's a lot louder than the Boom Tube using Bluetooth, so maybe there's a hope I can hear it.



**“Retro” stereo speaker – two speakers built into one – installed in the back panel piece**



**One of several MP3 players we have – plenty of room for songs....**

## **The MVT Store: MVT Memorabilia**

The Club has the following fantastic, wonderful memorabilia for sale. Show your colors in public, on your car or on you! Look at all we have:



**MVT Enamel Car Badge - \$30.00**



**MVT Car Flag - \$5.00**



**MVT Cloth Patch - \$12.00**



**MVT Window Sticker - \$1.00**



**MVT Pin - \$5.00**



**MVT Magnetic Signs – these can be easily cut so they are round. They are 12"x12", 11" in diameter if cut round. - \$12**

All the memorabilia is available at each Club meeting upon request. Pls contact our MVT Memorabilia Manger, Harry Mague [harrymague@aol.com](mailto:harrymague@aol.com).



# TR PYRENEES

October 8-18, 2021



## Pyrenees &

Authentic: Triumph TR2, TR3, TR3A

## North Spain

**Spirit: Triumph TRS, TR4, TR4A, TR5, TR6, TR7, TR8, Stag**

Following the great success of our TR Register Liège-Brescia-Liège Rally 2019, by popular request Rally TR Pyrénées 2021 will traverse the Pyrenees and northern Spain! Run first in 2009, refined in 2014, the superb route takes in beautiful, deserted mountain passes, sleepy villages and sweeping open roads, all in stunning scenery. Participants will enjoy luxury hotels, fun special tests on race circuits, fascinating visits, mechanic back-up – and the chance for the competitive to win superb trophies.

The roads are wonderfully quiet, the weather is usually superb, and the camaraderie of rallying with like-minded enthusiasts all in TRs is unbeatable: it's a challenge for sure, but it's enormous fun! Participants on our last event said:

**"An amazing event. The work involved must be mind-boggling and to do it so well without a hitch was simply brilliant"**



**"Thank you and your whole team for yet another superb event. It contained a fair balance between competition, astounding scenery and interesting visits"**

**"Organisation was immaculate and the choice of routes was inspired..."**

**"As a rally first-timer, I'm not sure it could be beaten..." "The hotels were splendid..."**

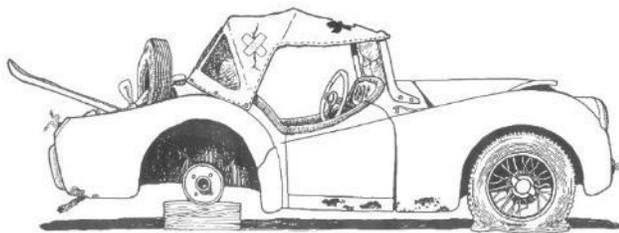
**"A fantastic event, we thoroughly enjoyed it..."**

Don't miss out: this exclusive event for Triumph TRs, limited to 30 cars maximum, is a one-off and even if over-subscribed, won't be run again for at least 10 years!

See [www.classicrallypress.co.uk](http://www.classicrallypress.co.uk) or [www.facebook.com/LBLRallies](https://www.facebook.com/LBLRallies) for more info. Email organisers ClassicRallyPress Ltd at [LBLRally@aol.com](mailto:LBLRally@aol.com) or [classicrallypress@yahoo.co.uk](mailto:classicrallypress@yahoo.co.uk), or phone 0044 7711 901811, for Regulations and Entry Form.

## Classifieds

*Classified ads are free to MVT members and run month to month. We do not endorse anything in here, nor do we get any compensation in fees or royalties. As with the rest of life "buyer beware".*



**WANTED** - One or a pair of stem mount Fog or Driving lamps (working or non-working) -also looking for a badge bar to fit a TR3A/3B cash or trade - [tryanity@gmail.com](mailto:tryanity@gmail.com)

**WANTED** - TR3 Luggage Rack in as new condition (No drill , Hinge pin mounted type ) Contact Chris at [tryanity@gmail.com](mailto:tryanity@gmail.com).

**FOR SALE** – 1980 TR7, 64K mileage Anniversary Edition – was running when parked two years ago. No rust teal green car with A/C. Will need top, interior work and door panels – seats are okay. Comes with extra and new parts including rear end, trannie and radiator. Appraised at \$5K for insurance, but looking for best offer. Chuck Alcorn 937-901-7212.

**FOR SALE** - TR3 and tr4 parts as I find them – cleaning out duplicates. Need something? Ask Contact Chris at [tryanity@gmail.com](mailto:tryanity@gmail.com).

**Wanted** : Triumph TR3A/3B Hoodstick ( Soft Top Frame) cover in good or restorable condition - Black or Tan -Chris Yanity [tryanity@gmail.com](mailto:tryanity@gmail.com)

**Hardtop for Sale** -Triumph TR6 Snugtop Custom Hardtop:

- Black -Built in Long Beach, California

- Factory Mint Condition inside and out, weather stripping, glass ,headliner etc.
- Ready to bolt on and go
- Hardware included -Price Negotiable

Inquire at [tryanity@gmail.com](mailto:tryanity@gmail.com)

**FOR SALE** - I have just placed my 1975 TR6 with 53k miles up for sale.I am in Northern Virginia. If anyone in your club might be interested:

<https://www.britishcarclassifieds.com/autos/triumph/tr6/1975-triumph-tr6-1404.html>

ANOTHER "PERSONAL EXPERIENCE" STORY

## FIXING TEMPERATURE GAUGES

BY PATRICK HENRY DOYLE, MARSHALL, TEXAS

When I read Henry Miller's piece on temperature gauge repair in the February 1979 issue, it struck home. I had just, due to necessity, devised my own repair method for the liquid filled gauge. Though Mr. Miller's method gets the job done, there may be some readers who hate, as I do, the idea of destroying a good gauge to fix a broken one, or they may just like the idea of starting from scratch. Anyway, here is my story and I hope it helps someone.

Having an inoperative gauge on my old Mercedes prompted me to research these old bulb type temperature devices and devise a method of repairing them. A system consists of a dash unit which is a simple Bourdon pressure gauge connected to the engine temperature sensor, or bulb, through a small pipe called a capillary tube. This closed system is filled with a liquid which, when heated, increases its pressure thus indicating a rise in temperature.

I dug through a book on industrial temperature measuring instruments and located a chart which listed the various pressure-temperature relationships for various liquids used in temperature measuring instruments. This chart also indicated ether to be the liquid best suited for the temperature range for the automobile. Further checking confirmed that many automobile gauges, including Mercedes, did indeed use ether. The chart indicated that 25 PSI equals 140° F and 90 PSI equals 212° F.

The ailing gauge was removed from the car for repairs. A cursory inspection showed the capillary tube broken off at the sensor bulb. To check the tube and dash unit, I merely applied 25 PSI air pressure and with a correct reading of 140° F, I knew that part was okay.

As I had damaged the old bulb, a new one was turned out of an old brass bolt. The capillary tube was soldered into this new bulb. A 1/8" copper tube about 1-1/4 inches long was soldered into the bottom of the bulb. This copper tube will be used to fill the system with ether, and one must be sure that when the system is filled and the tube cut off that it does not hit anything inside the engine block when installed. Apply 25 PSI air pressure through this tube to ascertain that the gauge works and no lines were plugged while soldering.

All that remains now is to fill the unit with ether (obtainable at your local drug store), seal the unit, and test it. To fill, I made a 3-legged manifold with valves from 1/8" pipe fittings. One leg was connected to a vacuum pump (the intake of my air compressor), one leg connected via clear plastic tubing to the end of the bulb, and the third leg connected to a container of ether. Twenty-six inches of mercury vacuum was pulled on the gauge, the valve on the pump leg closed, then the ether was admitted to the system by opening the valve on that leg. When the unit was filled with liquid, the copper tube was pinched off to seal the ether in the unit. After pinching off, I sealed the end of the tube with solder to insure against any possible leakage. Since ether boils at about 95° F, cool weather is best for this filling operation. Also, *handle ether in a well ventilated area and keep away from open flames.*

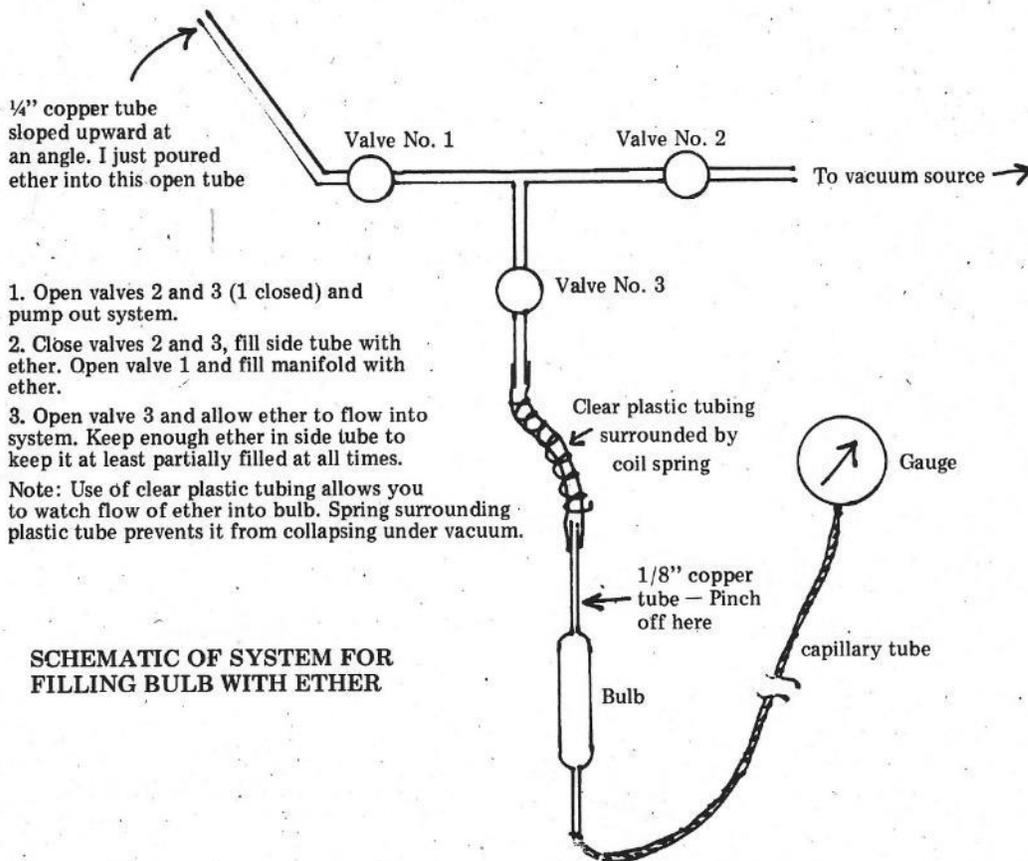
The final test is proof of good workmanship — put a pan of water on the kitchen stove and heat. Put a thermometer in the water for actual readings and put the sensor bulb in the water. The readings of the thermometer and temperature gauge, if the same, indicate you did a good job and have a reliable and accurate unit.

Now, remount the unit in your auto and you can watch your old car overheat rather than guessing about it.

### NOTES ADDED IN PROOF BY THE AUTHOR

1. *The compressor I used is a piston type, although any type could be used. Connection must be made to the intake side of the pump, and this could be difficult on some units. I believe any vacuum of 8 or 10 inches of mercury or better will do the job. My pump produced a vacuum of 26 inches of mercury.*

2. *The tool I used to pinch off the tubing was just a pair of pliers. I squeezed the tubing with the jaws of a vise to further flatten it. This flattened portion will hold the pressure due to the ether until the soldering is applied. I have seen refrigerator repairmen pinch off refrigerator lines filled with Freon with a pair of diagonal cutting pliers.*



1. Open valves 2 and 3 (1 closed) and pump out system.
  2. Close valves 2 and 3, fill side tube with ether. Open valve 1 and fill manifold with ether.
  3. Open valve 3 and allow ether to flow into system. Keep enough ether in side tube to keep it at least partially filled at all times.
- Note: Use of clear plastic tubing allows you to watch flow of ether into bulb. Spring surrounding plastic tube prevents it from collapsing under vacuum.

#### From the Editor's Notebook on Bulb Type Temperature Gauges

The temperature gauge of the bulb type using ether is an instrument known scientifically as a vapor pressure thermometer. The useful range of the thermometer will be determined by the sensing fluid used and will usually be slightly above the boiling point. In this range, the pressure over the fluid in a closed system will be changing rapidly with a change in temperature. Ether, which boils at 95° F. happens to be a good fluid to cover the range from about 100° F. to the boiling point of water and slightly above.

Note that in the temperature system described, the bulb and gauge tube do not have to be completely filled with the sensing liquid. In fact, this is definitely undesirable. Just as long as there is enough liquid present to establish the liquid-vapor equilibrium, that is all that is necessary. The vapor pressure thermometer, therefore, differs fundamentally from the typical mercury or alcohol thermometer which depends on the expansion of a liquid with a change in temperature.

**Bourdon Tube Gauge.** A Bourdon tube is a flattened tube bent into an arc and fixed at one end. As the pressure inside the tube is increased, the tube tends to straighten out due to the unbalanced total pressure on the opposite sides of the tube. The movement of the free end of the tube causes a pointer to move across a dial through a system of linkages or gears. The Bourdon tube gauge is among the most widely used devices for the measurement of gaseous and liquid pressures.

**Ether.** Chemically known as ethyl ether or diethyl ether (chemical composition  $C_4H_{10}O$ ), it is a highly flammable, volatile liquid with a boiling point of 34.6° C (95° F.). Its use as an anesthetic is well known. Ether is comparatively stable and unreactive so its use as a temperature sensing liquid is ideal.

Temperature devices of the vapor pressure type are apparently not used any more on cars of current production. Manufacturers now use all electric devices where the sensor consists of an electric resistor which changes resistance with temperature. Such instruments are evidently cheaper to produce.



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