



# ***The Marquee***

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

**June 2021**

**Breaking news!!**



**We are on!**



**We are going!**



**We are back!**



**The struggle is real!**

Spotted in Bellbrook - I did not know Billy Idol retired to Bellbrook - good to know.



If this is your car, well... More, more, more!!!!

## Events this month:

- 2 - Monthly Meeting @ Archers!!!!
- 5 - Louisville British Car Bash
- 12 - Operation Yellow Jacket?
- 24-27 - SVRA Mid-Ohio
- 30 - 1 Jul - Run to Madison IN

## In This Marque

- Officer's Reports
- Events Calendar
- Tech Articles
- MVT Store
- Classifieds

moments after you disregarded that "patrolled by aircraft" sign



## 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:** Currently Open - To Be Filled

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

**Membership:** Valerie Relue,  
[veleigh607p@gmail.com](mailto:veleigh607p@gmail.com)

**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



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





## New Normal

*John Coutant*

Things happened quickly as more and more people were vaccinated for COVID-19 and the infection and hospital rates declined. As of June 2, 2021, the existing Executive Order declaring a State of Emergency and the Order on Mass Gatherings related to the COVID-19 pandemic will expire. As most, if not all, the members of MVT have been fully vaccinated, the response of most members was to resume in-person meetings and Archer's was preferred location. So, starting this month we will be back in our usual spot at Archer's for dinner and the meeting.

I asked for feedback from those who might not be comfortable in meeting and eating in a restaurant just yet. If there is enough demand, we'll try to set up a hybrid video/in-person meeting.

May was a good month for MVT activities. We had two good tours which you can read about in the events section. It is great to see everyone out enjoying their Triumphs (or alternative vehicles). And with driving our Triumphs, the gremlins are there to thwart our fun. Your Pres has been fighting a puking carb and you can read all the gory details in the technical section of the Marque.

The expiration of the Executive Order on June 2nd also means that Dayton British Car Days will be a go. Skip has heard from the park board that they will approve all events after July 3rd. Stay tuned for details as it is not that far away and MVT will have work to do for everyone to help make this event a success.

Because of the pandemic, I think we have become more aware and understanding of how

outside influences can impact our lives. Unfortunately, our secretary, Mark Senter, has asked to step aside as club secretary due to personal family issues. I told him that I understood from having been in the same position. Mark says he will still participate in club activities as circumstances allow and continue to take his frustrations out on the TR7.

This means we need to have a volunteer to take over the secretary duties for the rest of Mark's term. If you regularly attend the meetings, it is not a lot of effort.

While we are talking about duties, it is time to revise the club's by-laws to bring them up to date to account for things like virtual meeting, voting and communicating by email, and a change in roles. As indicated in our by-laws, any changes must be published in the Marque for several months for comments and feedback from members. Then the new revisions must be voted by the membership to be enacted as the new by-laws.

We are starting this process in this June issue of the Marque. Since there are many proposed changes, the current by-laws are presented in one column on the left and the proposed by-laws in one column on the right aligned so the sections correspond. Doing the presentation this way makes for a long document, about 20 pages (2-3 times the normal length). This document is at the end of the Marque. PLEASE read and send any comments to me to distribute for consideration.

*(Ed Note - the side-by-side version of the buy-law changes killed Word, so what is published at the end of this Marque is just the proposed buy-laws.)*

## Vice President's Report

Chuck didn't submit a report, so we made one up for him. He is glad for John Coutant's continued good health. He is happy that the overdrive continues to work on the TR6. He is happy that we could find a place out of the wind at Caesar's Creek Winery. Finally, he is happy that somebody else can have all the tech sessions from now on!

*Respectfully submitted - The Editor for Chuck White*

## Treasurer's Report

As of 1 May 2020, the club account had an account balance of \$3170.96. For the month of May the club had no income or expenses. As of 1 June 2021, the club's account balance is \$3170.96. As a note, the TRA National reimbursed the club for all the monies we used in the run-up of TRA 2020/2021.



*Respectfully submitted, Harry Mague.*

## Marque Editor's Report

This will be a long Marque - between updates, good trip reports, added events, and some tech stuff, we have the new bylaws. John Coutant submitted them as a comparison between what we had and what we are desiring as far as changes go, but that Word tabular format played all Hades with my Marque template. We will get that comparison to you, just it won't be printed in here - in here you will just see the suggested new bylaws. I am also starting to scan in some of the old TR stuff we rescued from the Richards' Auction. Some of the tech stuff is pretty interesting.

Keep the articles coming!

*Cheers - Bruce*

## Membership Chair Report

# 47

No change since last month!

*Valerie Relue*

## Events Chair Report



**Apple Country Gothic**

## Sigh of relief

Life is returning to somewhat more normal. Shots have been received, masks put away (anyone need some hand sanitizer?), and the open road beckons.

- We will be meeting @ Archers on the 2nd and I will be glad to see you there!
- We have added Indy BCD to our schedule for August 14th
- We have been given the green light by the Metro Parks District for BCD, so expect quite a bit of email traffic and Facebook posts - we need to get the word out! Let's rock!

Last month saw us on several great drives - thanks to Roger and Carol Rutledge for the Bellefontaine Tour - appreciate you putting that on, and what a great day to drive! The Ohio Heritage Drive was also great, weather was brrrrr

to start out, but what a lovely day to be out and about in the rolling hills of central Ohio! I do not believe any MVT members besides the Fowlers made it to Central Ohio BCD on the 16<sup>th</sup> - we did a Flashwinemob that day and a few came out - including the Fowlers!

This month we do have events and drives, oh yes we do:

- As stated, our monthly meeting is back at Archers, and will be on the 2<sup>nd</sup> - 6:30PM for food and 7:30 for meeting. Hope to see you there!
- AFAIK Operation Yellow Jacket at the BTM on the 12<sup>th</sup>
- For those into racing SVRA will have its Vintage Races at Mid-Ohio the weekend starting the 24<sup>th</sup>.
- Sojourn to Madison IN and back on 30 June - 1 July. This will be an overnighiter and we will be staying at The Clifton Inn just outside of Madison.

Farther out a few events have been moved around as well as added. As usual please head on into the Events Section and check them out!

See you on the road!

*Events Tsar Bruce*

# MVT Events

## Past

### May 2021

#### 5 - MVT Monthly Meeting

Pre-meeting: No guests or new members, 17 signed in online.

##### Officer Reports

President: April was a mixed month with some 80 degree weather, some snow storms, tech

sessions and some drives. Everyone chipping in with the events really helps. We carry insurance as a club. We have liability coverage for club & officers thru VTR. In order to get this insurance policy we have to have a percentage of members also enrolled in VTR. If you're a member of VTR make sure to select MVT under affiliated club memberships. That's all I have.

Vice President: Glad to be here.

Treasurer: \$3170.96 in the kitty. TRA will be reimbursing for the losses on TRA2020, so we are in good shape. The money will roll into TRA2023 for us.

Secretary: A motion was made by Scott Huey to accept the minutes as published, Seconded by Harry Mague, approved by all.

Membership: Holding steady at 47. Recent roster was published a few weeks ago. We acquired a new email for Mark Shaner. Everyone has been positive about pause in dues for the year.

##### Events Chair:

1. Thanks to John Clifford, Scott, and everyone who helped with Project Yellow Jacket brake lines.
2. A flash mob drive to Caesars Creek Winery. It was a cool, windy, and drizzly day, but a good time still had by all. We will do this again, with hopefully a warmer day.
3. Thank you to John & Patti Clifford for coordinating the Wildflower Trip at Aullwood Farm. It was a great time. Fog in morning but cleared up and made for a good day.
4. Harry and Chuck sent in pictures from the April British Biscuits & Tea. Thank You. It looked like everyone was having a good time.
5. Planning a dinner meet with the Texas Triumph Group (May 7th). I would like some RSVPs for this to help plan it better. Will be going to Macy's garage and other area sights on the 8th.

6. Pete is opening up the British Transportation Museum the morning of Friday the 7th. Project Yellow Jacket will meet to put in the rear axle if anyone wants to help.
7. May 8th is the Ohio Heritage site tour in the Chillicothe area. Ohio's first governor mansion is on the run, Mennonite & Amish Shops and National Park stuff. The route is planned, weather looks good. Hope to see you there.
8. Central Ohio BCD will be the 16th at Polaris. It will be at the Quaker Steak and Lube.
9. The 22nd is the Bellefontaine Tour. The Rutledge's are coordinating this drive. We will meet at Studebaker's at the Upper Valley Mall for breakfast, then leave from there. Rutledge's are confident you'll enjoy this day.
10. May 29th is the swap meet at the Clark County Fairgrounds. Link provided in "The Marquee".
11. Events Changes:
  - a. Louisville British Car Bash is on June 5th.
  - b. We moved the Winery Tour to Madison Indiana back to 30th of June and 1st of July. Thoughts are to stay at the Clifton Inn.
  - c. In July we are going to do the tour to Augusta, but it will be a 1 day trip. Same stops at wineries and a stop dinner.
  - d. The Rutledge's will need your RSVPs if you'll be at the pool less pool party on 24th July for dinner.
  - e. The Fall Foliage tour will now be a one day drive.

### **Committee Reports:**

#### Tech:

1. If you're buying car parts check the specs as not all are equal.

2. Harry – Went back to 2 carb setup on my TR6. The car is running good now. Just hard getting the 3 carburetor's tuned.

Memorabilia: I have it sitting in my garage just waiting for it to be bought. Club apparel is still available to be ordered. Details on our club web page.

Web Site: Our MVT site is being cleaned and updated especially our garage photos, and cars of the club. Watch for people trying to scam us from data on our web site.

TRA 2023: TRA2023 Is moving forward now that TRA helped with final financial numbers from TRA2020-21.

BCD: Hinges on if parks will be available or not. There is a meeting in May to plan.

### **Old Business:**

Club Bylaws (Coutant): Working on revisions/updating of the Club Bylaws to include all the virtual and electronic data that has changed how the club does things. More details as the work progresses.

Incorporation (Clough): Time to look at incorporation Pros/Cons. We will need to check with some lawyers. Scott stated it is not an easy process without the aid of lawyers.

Future Meetings: In person looking more possible, where and how still uncertain. Will need to look at options and appreciate feedback. Chuck suggested comfort level steps, plus the Secret Garden if Archers or other sites not available. Will do email survey to poll membership thoughts.

Meeting Adjourned.





**Looking through Stan's TTR Tour "goodie bag" - didn't find Jimmy Hoffa though...**

## **7 - Dinner w/TTR FOG (and Stan) Group**

*Bruce Clough*

Every year the Texas Triumph Register sends out its old farts on a multi-week roadtrip around the USA. This year they are driving through on their way to the Finger Lakes. As you might expect Stan is joining them for the trip and they happened to come through Dayton to see Macy's Garage as well as AF Museum and other sights. They planned on staying the night of 7 May in Dayton.

What a great thing if we could host them for dinner. Easier said than done. Being both a Friday Night and in COVID season there wasn't a good restaurant option. In the end we decided to do it in the hotel breakfast area, order in pizza and adult beverages.



### **Fun with TTR Members - great conversations waiting for the pizza to arrive**

All of MVT was invited to join us, but in the end it was the Whites and Clough/Owen-Cloughs that joined the TTR crew for great pizza, decent drinks, and good conversation. Okay - Stan was there also, but he is also a part of TTR so he kinda doesn't count for this! The TTR members/cars in attendance were:

- Dave & Tyler Smith (Tyler is Dave's son) – Red TR6
- Randy DeRuiter – Green TR6
- Karl Rettenmaier – Blue TR6
- James Moore – Magenta(?) TR6
- Mike Hado – Red TR4A

After eating we went out to look at cars which was cut short by a thunderstorm. Tropical deluge time - it was a good thing we were not out at a restaurant! Glad when things work out!



**Triple SUH6 on Karl's TR6 engine**

Hopefully the travelers will have a good tour and Stan won't get a chicken, he already has a duck!





**Stan's Duck**

## **8- Trip to TRF & Beyond w/TTR FOG**

We don't have a report yet, but I think Stan earned a chicken, and maybe more...

## **8 - Ohio Heritage Sites Tour**

*Bruce Clough*

This was a one-day trip to take in historical sites around Chillicothe and whatever other trouble we could get into. The Clough plan was to take the Z4 since morning temps were supposed to be in the 30's, which they were. While checking the tire pressure one of the valve stems broke off. Yes, broke off. Instant flat tire on a run-flat car without run-flats on it, and no spare.

Okay - what TRs could we take? The Grey Ghost? Lol - nope. Inca? On the lift above TGG, nope. This left Carma which had the top down (and it won't go up unless it's 75 F or warmer!) Carma it is - dress warm!



**At Starbucks - Normal TR attire for 38F and top-down!**

We met the Whites and Karl Ludorf at the Starbucks, I-71 and US 35. We waited a bit, but no other MVT'ers showed up. Left there 40F and not a cloud in the sky.



**Great place for snagging a fresh-baked breakfast if you happen to drive by...**

First stop was the Old Home Place - a great home-baked good, bulk foods, other interesting goodies place off 35 near Frankfort. Time for breakfast - my turnover was fantastic and it looked like the rest of MVT decimated their bakery goodies also.

From there we continued into Chillicothe. The original plan was to stop at the Hopewell Culture Park, but the interpretive center was closed due to COVID, so instead we went straight to Adena House and museum.



**About 42 degrees by now - warming up!**

If you have not gone there, this is a hidden gem of a historical tour of the first Ohio Governor's mansion and grounds. On the way out we stopped at the Great Seal Overlook - the place where the first governor and some drinking buddies (literally) stayed up all night and saw the morning sun rise over Mt Logan on the other side of the Scioto River.



**In front the museum at Adena - never knew this was here!**



**Adena from the front - Impressive building for early 1800's Ohio!**



**Backside of Adena - walls are 22" thick Berea Sandstone...**



**From this spot you can see the view that inspired the Great Seal fo Ohio - see it?**



**See it better now? Mt Logan across the Scioto from us...**





**Up to 54F by now, almost balmy!**

From Chillicothe we headed southwest to Seip Monument and looked at the grounds of a Hopewell ceremonial center. Sucked in all that history and headed to JR's south of Bainbridge, an Amish store where you can buy about anything (except for Ghost Pepper Cheese Curds - ask Karl).



**Paint Creek Valley - Seip Earthworks in background - a little walk to it but worth the history!**



**Yep, a little bit of a walk at Seip - but the history lessons are worth the hike!**



**Up to 57F....balmy**



**Remember to share the road!**

After that it was time to look for a late lunch. We landed at Momma's (Southeast of Hillsboro in the village of Marshall) and what a great place! Marked that place to revisit!





### Greeting we saw at Momma's! Moo...about 60F now...

From lunch we headed by road not travelled before to Wilmington and the Mill Shops where we looked at stuff and more stuff. From there we said our goodbyes and headed home - TR7's by one way and TR6 by another. BTW - local thermometer said a bit above 60 when we got home...

It's been a while since 100% of the cars on a Triumph Run were Triumphs, so maybe I felt good about the BMW popping the valve stem???

Noteworthy Roads from the drive:

- US 50 from Chillicothe to Bainbridge - scenic views of the Paint Creek Valley and surrounding hills.
- OH 41 from Bainbridge to Cynthiana - Nice curvy roads with lot of significant elevation change that will work out the gearbox.
- Cynthiana and OH 506 from Cynthiana to Marshall - a continuation of the twisty roads with good views of Amish farms.
- OH 124 from Marshall to Hillsboro some good elevations changes and good views of the valleys around Rocky Fork State Park.
- OH 124/134 from Hillsboro to Wilmington - Not as much elevation change since we are going from broken to flat till plains, but some quick small elevation change in and out of creeks crossings as well as lots of turns in the road give the gearbox a work out - many 90 degree turns courtesy of old property lines - nice views of the farm country south of Wilmington.

## 16 - Central Ohio British Car Day

Dublin, OH [www.britishcardaycolumbus.com](http://www.britishcardaycolumbus.com)



As far as we know only the Fowler's from MVT went to this. They report it was a show, and there were cars.

## 16 - Flashwinemob

*Bruce Clough*



### The Spread @ CCW

For those of us not going to the Central Ohio British Car Day we decided the weather was too nice to sit around, so over to Caesar's Creek Winery we went. Cloughs. Whites, and Ron and Brenda Fowler (coming home from the COBCD - nice seeing these rarely seen in these areas MVT members) - beautiful weather and would have been nicer if Carma didn't pee on the floor when we got her home...more on that later...

## 22 - Bellefontaine Run/tour

Hat's off to the Rutledge's for putting together a great tour of Clark, Champagne, Logan, and Union counties. We left home at 7:30am and got home about 7pm - long day of driving in great weather on great roads. We started out in Springfield, went north almost to Indian Lake, then looped back ending up in Marysville for dinner and then home. No breakdowns, no drama, but we did have wine! Looking forward to the next tour coming to this Triumph Club that is very near you!



**The John's wagering if the Whites will get the top down all the way**



**Roger letting us know how big the fish will be**



**The open road ahead, and a TR6 for that matter, maybe two...**



**I don't know what Carol was laughing about, but my bet it was at Roger's expense**





**Junk Shop in Huntsville (but a really good one)**

If you don't believe me you can read the sage words of our Pres:

*It was a good drive. We saw 7 Churches, 42 ponds or bodies of water, and numerous left over political signs. We did get close to the highest point in Ohio but that's for another day as well as a run up the Bellefontaine hill climb route. Yes I took the Swedish Triumph. I had hoped to take the TR3 but for some reason the electric fuel pump that has worked well for the last 2 years decided recently to work even better and the pressure has increased to the point where the float valves have been overcome and gas is pouring out the float bowl overflow. Not great for mileage or fire safety...*



**More on the scales at a junk shop (did I say a really good one?) in Huntsville**



(From John Clifford) Here is photo from the drive last Saturday. It is focused on the inside of the car but I was driving. Could not believe that we were on a road! That is Roger and Carol ahead of us. Glad we did not meet anyone coming the other way!



**Nice Amish Bakery/Store north of Bellefontaine on US 68**





**Did you know Pres John likes beer - or has a face without a mask?**



**Refreshment stop at the Dalton Union Winery and Brewery near Marysville**



**Team MVT pounding down the drinks**

## **28-30 - Cars & Parts Swap Meet**

Clark County Fairgrounds, Springfield, OH

## **Future**

**June 2021**

### **2 - MVT Monthly Meeting**

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.

#### **Agenda**

Opening Remarks – **John**

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

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

*Officers Reports*

- President – **John**
  - Transition back to regular meetings
- Vice-President – **Chuck**
- Treasurer – **Harry**
- Secretary –
  - Approval of May's Minutes as published in the Marque

- Membership Chair – **Valerie**
- Events Chair – **Bruce**
  - Summary of events, past and future

#### *Standing Committee Reports*

- Technical – **Bruce**
- Marque – **Bruce**
- Spare Parts – **Chris**
- Website - **John**

#### *Event Committee Reports*

- Dayton BCD – **John, Stan**

#### *Old Business*

- Revisiting the By-Laws - **John**

#### *New Business*

#### *Adjourn*

## **5 - Louisville British Car Bash**

Registration and more details at:

<http://www.britishbash.com/files/bashregform2021.pdf>

## **12- Operation Yellow Jacket**



As of the writing of this it is back on. If any changes occur we will let you know, but for now assume 10am, and assume donuts.

## **24-27 - SVRA Mid-Ohio**



More info at <https://svra.com/events/2021-mid-ohio-speedtour/>

## **30 Jun-1 Jul - Winery Tour to Madison IN - wine, food, shops, scenery, and roads!**



Wow - it's been a while since we have scheduled an overnight MVT tour and we think this is a good one. We will be spending a couple days wandering from the tristate area down to Madison IN and back, not a long drive, except for how we will drive it!

Plan on plenty of stops, and also plan on some decent roads and sights. Contrary to popular opinion Indiana, like Ohio, is not all flat and corn. Will there be wineries? That would be a yes. Will there be interesting shops? That will be a yes. Will there be interesting places to eat? That would be a yes. Will we have some great vistas? That would be a yes. How about the roads, will they twist and turn? That also would be a yes.





We will be gathering at the Bob Evan Restaurant on OH 4 northeast of Hamilton (3524 Indian Meadows Dr, Hamilton, OH 45011) for breakfast starting at 8:30. After that we will hit the road - show up hungry, but with a full tank of gas!



Our drive the first day will take us through the Whitewater valley across the top of Big Oaks National Wildlife Refuge and across the Muscatatuck River to Madison. The second day will find us winding back up the Ohio to the tri-state area. Plan on plenty of driving and stops both days.

The night of 30 June we will be staying at The Clifty Inn in Clifty Fall State park, overlooking Madison. The website for the inn is:

<https://www.in.gov/dnr/state-parks/inns/clifty-inn-at-clifty-falls-state-park/>



We would love to have you along for drive, so please consider joining us!

## July 2021

**7 - 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 - Tour to Augusta, KY** - (note date change from May Marque) Changed up events a little bit - this will be a one-dayer in Clermont, Brown and Bracken (KY) counties. Leave early, drive a lot, get home well before dark.

**24 - Pool-less Pool party** - Get your virtual swim suits ready, the Pool-less Pool Party is back. Coming to you on a warm, sunny afternoon Saturday, July 24, 2021. The pandemic may still be with the nation and Ohio's health rules will prevail. PLEASE HELP BY SENDING US A.S.A.P. Your intentions on attending BY MAY 1, 2021. This is to help the meat supplier\* and Big



Willy, our chef, who will again bring his super delicious chops. We will ask you to bring your favorite or unusual side dish or desert to share with all. The club will furnish beverages and place settings. Roger and Carol hope to see you then at 2200 N. Hampton Rd. New Carlisle, Ohio 45344. You may text at Carol's number or email. A second notice and directions will be sent closer to party time. \*Note, our Clark County Fair sells 20,000 pounds of chops, it is scheduled at the same time as the party.



### August 2021

**4- 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 - Dayton BCD** - We are on! I will add details as I get them - this will be a blaze of activity, so hold on and please volunteer to help!



**14 - Indy BCD** - We hope this message finds you, your vehicles, and your families in good health! We are excited to announce the 33rd Annual Indy British Motor Day featuring Jaguar will take place on August 14, 2021!

We are no longer sending registrations or collecting payment by mail and have moved the registration and payment process online. As space may be limited, we encourage you to sign up early! Vendors are welcome to attend and must register for the event.

We hope you are able to join us for another great show!

<http://www.ibcu.org/indy-british-motor-day.html>

**21 - Tech Session** - Petronix Ignitions - Chateau Clough

**28 - Orphan Auto Show** - Young's Dairy

### September 2021



### 1<sup>st</sup> - MVT Monthly Meeting

**12 - Cincinnati BCD** - Harbin Park, Fairfield -  
<https://www.bccgc.com/bcd-registration>

**14-16 - Vintage Triumph Register National Convention** - Edmond OK -  
[https://redrivertriumphclub.org/blog/event/2020-vtr-national-convention/?instance\\_id=437](https://redrivertriumphclub.org/blog/event/2020-vtr-national-convention/?instance_id=437)

**14-15 - Hocking Hills Run** - for those not going to VTR we will be heading the other direction - will be a middle of the week run to avoid the crowds. Wear good hiking shoes. This will be an overnight trip.

**25 - Farm (stand) Tour** - will be on as usual!

**30 - Oct 3 - 6-Pack Trials**, Hilton Garden Inn, Colonial Heights, VA, hotel reservations (866) 238-4218. Most of the events will be at Moss Motors in Petersburg.

## October 2021

**6 - MVT Monthly Meeting**

**9 - Covered Bridge Tour**

**17 - Little Miami River Run/Fall Foliage Tour** - Changing this to a one-dayer similar to what we did last year, but it will end with an assumed dinner at Valley Vineyards. More on that later!

## November 2021

**3- MVT Monthly Meeting**

**6 - Guy Fawkes** - Tour and bonfire

## December 2021

**4- Holiday Soiree and Dec Business Meeting** - Queen of Apostles Community, Bergamo

**19 - MVT Christmas Dinner**

3 of my tires have less than 40% life left, is there anywhere I can buy 3 tires and just keep the one that's still at 102%?



## Technical Talk

*Edited by Bruce Clough*

### Rats are abandoning the TR3 – my float is sinking!

*John Coutant*

What is it with fuel system problems? First of all, I ended up with the TRA chicken 2 years ago on the way to TRA in Georgia with fuel pump problems. After trying my spare pump, Bruce came to the rescue with a spare electric pump that he carried in the TR7 and we used that to bypass the mechanical pump. That was an inexpensive pump that also failed also so we replaced it with a Holly electric pump for carburetors. That worked great and I left it in place until we could rebuild an original AC pump. That rebuild was an open tech session just before the COVID-19 pandemic restrictions hit in March of last year. The electric pump was working well and I was just not driving the TR3 much so I never got around to installing the mechanical pump last year.

As I and others got vaccinated, I thought it was time to invite my friend and photographer, Frank Harrison, along for the first MVT tour of 2021 out to Millers and Amish country. When we got back, Frank said he smelled like gasoline and was the first to jump ship. So, it was back to the Swedish

Triumph for driving while I tried to find the source of the gasoline smell.

It was time for the annual maintenance on the TR3 anyway so I changed the oil, filled the transmission, steering box, and rear end, and greased all the fittings. All the time I checked everywhere for leaks or smell but didn't find anything. Then on to changing points and condenser, rotor, and sparkplugs as the rest of the tune up.

In hindsight this should have been the first clue. The sparkplugs were sooty black. Well the carbs are running rich. I'll check and fix that after I get done and have the air cleaners off to clean.



**Them Sooty Plugs**

In May as it warmed back up I started driving the car and started noticing a gas smell. When I got back home, I'd look for all the usual places for leaks or gas could be but could not find anything. After another drive, I decided to check for leaks with the pump on. That is when I noticed gas dribbling out of the front float bowl overflow. OK, I thought it might be dirty needle valve not seating so I pulled the top and checked the condition of the seat and needle which looked OK but cleaned them anyway. I reassembled and there was not leak with pump on so I thought – OK, there was small piece of dirt that I cleaned up. I also checked the height setting for the float valve and it was OK.

To give you an idea of what I am talking about, below is a picture of the top of the float valve.

Gas comes in, fills the front float, and goes on the back carb. The overflow vent is the short tube.



**The Vent Tube**

Went for another drive and after a while started smelling gas so I left engine running and checked – yup – Gas was now coming out of overflow so back home and replaced float valve with a new one. This is what the contents of the float bowl look like. Their job is to fill the bowl up to the correct level for the main jet. When full the float (large brass barrel thing) floats up, touches the fork lever, which pushes on the needle valve against the seat and stops the flow of gas. When the carb uses gas, the float lowers and lets more gas in again until full. Simple, right?





### **Our Friends - the float, needle valve, and lever.**

After replacing valve, no leaks. So, I went for yet another drive. I started smelling gas again and this time I began to see the gas level in the tank starting to go down as I drove. I stopped and this time gas was pouring out of overflow. I made it home without going up in flames and gas was still flowing out of the overflow.

OK I thought, maybe the maximum fuel pressure on pump has changed to a level the valve cannot shut off. So, I ordered a pressure regulator and set it for 2 psi. When I turned the pump on gas was still coming out of overflow.

I did some more research online and sat down to organize my thoughts and what I had done in an email to Bruce asking for feedback. After I sent it, I thought well the only other thing it could be is the float itself. It looked OK. So back to the TR3 and took both float bowl covers off. For the rear carb float, there was about 13mm from the top of the float to the gas level. On the front carb, the top of the float was about even with the gas level. Oops! Pulled the float out and it was partially full of gas when you shook it.

Ordered two new floats (to replace one plus one spare) and when they came in I weighed the new one and the bad one. The new one weighed 25gm while the bad one weighed 38gm so 13gm of fuel sloshing around inside even after 4 days of being removed.

So, this was the source of the problem. Obviously, the float had a very small leak for some time and was slowly sinking. As it sank, the front carb ran richer and richer – hence the sooty plugs. Why is this? When the float level is adjusted correctly it results in the level of fuel being at the top of the jet. If the level is too high (even though it is not coming out of the overflow) gas will leak out of the jet and the carb will run rich. As more and more gas leaked into the float, it continued to get worse until the point gas started really coming out of the overflow. The amazing thing is that the car seemed to run without noticeable problems, even with the front carb so rich.

*(Ed Note - this is a rare failure, but it happens!)*

## **Can't take it anywhere...**

*Bruce Clough*

Once home from the Flashwinemobon the 16<sup>th</sup>, I was getting ready to disconnect Carma's battery when I smelled coolant, and the smell was a bit stronger than I remember it being before. Now, there has always been a little smell which I chalked-off as being due to an open system running full ethylene-propanol fluid (Evan's Coolant), but it has never been this strong before. Wandered around to the passenger's side of the engine and sure enough, there was coolant under the intake manifold and on the garage floor - not a huge amount, but enough to tell me we had something serious here.

So let's think about this. The coolant is on the side of the engine from under the front of the intake manifold back to the distributor rise on the block, on the bottom of the front carb, and on the fuel supply lines to the carbs with some splattered as far out as the inner fender. There are five places the water can come from - the intake manifold where the coolant passage meets the block, the coolant pump top cover gasket, the heater return line into the coolant pump top, the top radiator hose and thermostat cover, and the heater supply connection on the intake manifold.

Since there was coolant on the inner manifold and the electric fan was not running when I came home it had to spurt out, not just seep out. The

only source of pressurization would be the coolant pump itself since the system is unpressurized. This eliminates the return lines and the pump top cover since there is suction at their locations. The top hose and the thermostat cover do not have any fluid on them as well as the heater supply connection. This seems to indicate the intake manifold O-Ring which seals the coolant passage. This was new from when the manifold was installed 1.5 years ago, and is sealed with top-grade coolant-resistant silicone sealant. Why would that fail?

Next day I took the intake manifold off and confirmed the culprit - the O-Ring on the water passage between the head and the manifold failed.



**The failed O-Ring**

It had not just failed, it flattened and buckled. I was a victim of myself. The O-Ring I used was not an original - when I put the manifold from the FrankenStag engine on Carma I just went to my new O-Ring selection, the ones you get from Harbor Freight, or Amazon, for \$15 and picked one out the right size. These are supposed to be for automotive applications, resisting all possible fluids, so why buy something new and wait when we have a pile of O-Rings here? Well, evidently the material for these is inferior (go figure) since the ring had visibly flattened and buckled. It was still pliable, but now flattened and distorted to the point it would not seal. Remind me to throw those out...anyone want some O-Rings?



**Flattened and wavy...not how I like my O-Rings...**

Since last fall I had procured some actual TR7 O-Rings and I got one of them out, cleaned up the mating surfaces, secured the O-Ring to the intake manifold with a very thin layer of good silicone adhesive, and let it cure overnight.



**Cleaned up manifold**

Putting it back together was somewhat easy - first thing you do is assemble the manifold to the engine, connect up the cooling system hose, and fill with fluid to do leak check. This came out clean - no leaks.



**Cleaned up head - note the paper towels used to block off the intake ports - no debris allowed!**

Now we put the rest of the engine back together and fired it up - and so far, no leaks. Will Carma make it to the Bellefontaine tour? Stay tuned for a full report. (Spoiler alert - it did)

**If they don't find you handsome...**



**Who needs Harbor Freight?**

Still can't get the ball joint apart, any other tools to try?



**First World Problem**

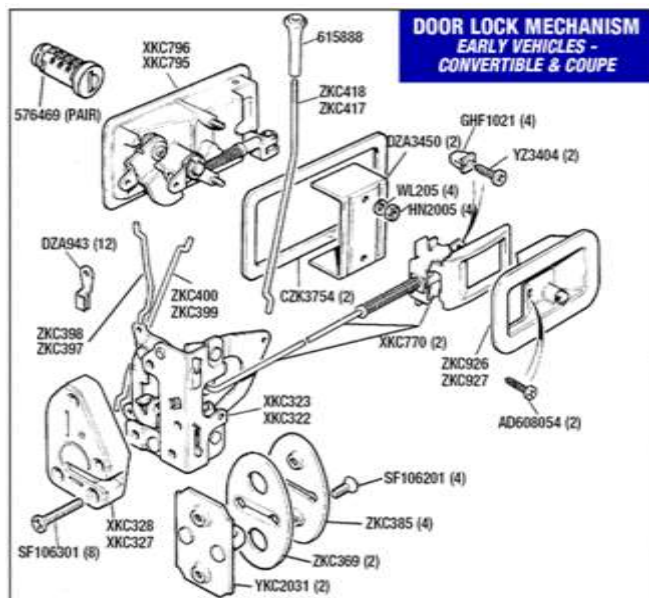
## TR7 Door Latch

**Bruce Clough**

Ever since we had Carma the passenger's door has been hard to open sometimes from the inside. Of late it just doesn't open from the inside at all - you have to roll the window down and open the outside lever. Alice never could open it during the May Chillicothe tour, so once we were back home I decided to fix it while Duncan and Alice took Nikki for a park visit.



(Of course I didn't take any pictures - too busy trying to get it done by the time they came home.)



(from Rimmer Bros catalogue)

The door panel came off without much of a fight - the trick is having the right upholstery tool to pop the press-in plastic fittings out of the door metal. You can get these at any car parts store.

The latching mechanism itself is fairly simple - rods from the inner and outer door handles go to a mechanism in the door attached to the door latch itself. When the door is closed the latch wraps around the metal loop on the body and keeps the door closed. When either handle is pulled it releases the latch and the door opens. The lock just keeps the handles from releasing the latch by moving an internal lever which keeps it from releasing the latch.

The reason the inner handle could not release the latch was that the actuating rod from the inner handle to the mechanism (XKC770 above) was too long. How does that happen? Simple - I think in a prior Marque I noted that the passenger door on Carma is from another car originally (and a white one to boot). When they put this door on the car after whatever accident got this on a salvage title the body shop never adjusted the rod length correctly.

The rod from the inner door handle to the lock mechanism has two bends in it - making a shallow "v" - so you can fine tune the length needed - the

deeper the bends the shorter the rod as the crow flies. In Carma's case the bends were too shallow, leaving the rod too long, ensuring the inner handle could not be pulled enough to release the latch. The solution was to just deepen the bends until the handle could release the latch. Easy.

But wait - a look at the locking mechanism showed it was dry of any lubricant as well as covered with paint overspray from the accident fix. That needed to come out for cleaning and lubrication while I was in there, and that made life much more interesting.

To take the mechanism out one has to take out the back window guide as well as the door latch itself. After this is done the next step is to release a couple of actuation rods from the outside handle as well as the inside lock. These are either held in place with clips, geometry, or both. What a PITA. This has to rotate a bit this way and that to unclip (as well as reclip) the actuating rods. As I stated, some of the rods are held in by 90 degree bends, others use a clip-on retainer, and one seems to have both. Tough to work this on the inside of the door when both hands do not have easy access.

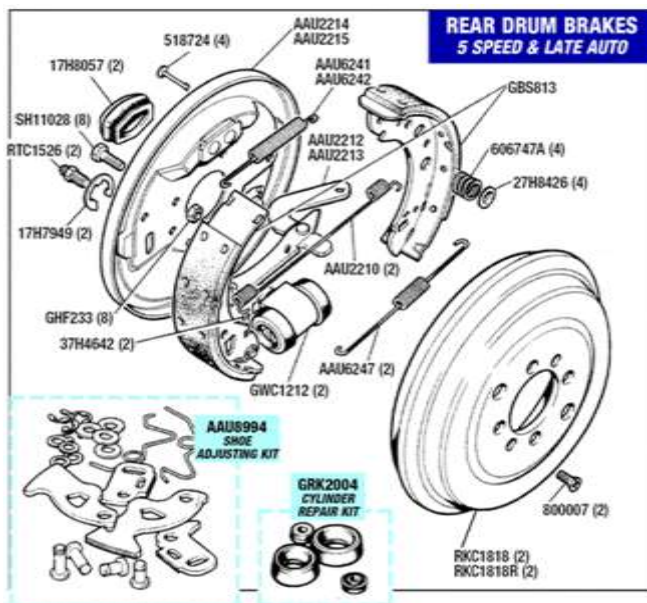
After a bit of effort I got the mechanism out. I soaked it and the latch in paint thinner so I could clean off the overspray as well as get the old oil and grease out of them. After cleaning, I re-greased the latch and lock/release mechanism cleaned and lubed it well, and readied it for re-installation. To my astonishment, putting it back in went very easy, which means for once I got lucky!

Once back together it works very nice, so nice I need to take apart the other door, but I'll wait until I am bored, or can't open the door!

Oh, the window even rolls up and down better! Love these unintended consequences!

## Back on TR7 Rear Brakes

*Bruce Clough - graphics courtesy of Rimmer Bros.*



A few years ago I hosted a tech session at Chateau Clough to replace the left-rear brake cylinder on Inca - after 40 years it finally needed replacement. Somewhat of a pain to do given the springs and the self-adjusting mechanism, but we got'er done!

Fast forward a few years, in fact, fast forward to last month. After backing the car out of the garage so I could put the CC on the lift I was looking at the left rear wheel and wondering why it was so dirty compared to the front. I also noted that it took a lot of effort to set the parking brake so the car wouldn't roll. Took a mental note to check both of those out. After getting the CC off the lift it was time to put Inca back on it. After driving it on the lift, I got out of the car and wondered why the rear tire was wet on the treads since I didn't wash it and it was a sunny day.

*Yeah, it took me a moment, wait for it...*

Bingo - not water, but silicone brake fluid. Took Inca up in the air and looked behind the wheel - yep, leaking brake fluid. Nice. But at least I could see where it was leaking from - from the fitting attaching the brake line to the cylinder. Wiggling the brake line I could feel that it was not really fully seated and could see the fluid oozing out between the line and the nut, but itself was tight. Well, crap - this has to come off. A car doesn't have to go, but it has to stop!



If you don't know the TR7 brake line configuration it's not like earlier TRs. Rather than having a flex line got to a T-block and separate hard lines go to each cylinder from that, the car has a hard line that goes from the flex line to the right rear wheel cylinder, and from that another hard line goes to the other wheel cylinder. This means that there is only one bleed location for the rear brakes - at the left rear wheel. It also means that to fix the leak I probably was going to have to replace that cylinder-to-cylinder hard line that spans the rear end.

Turns out this isn't a huge issue. A few years ago I bought a TR7 nickel-copper brake line kit at a TRA auction. Actually I got a hell of a deal since I was really the only TR7 guy in the room! I dug the kit out, and found the line that goes between the rear cylinders. I also pulled out a short one used between the master cylinder and the brake proportioning valve so I could keep the fluid from draining out while I was replacing the line. More on that later.

Now I stuffed a bunch of rags under each wheel to soak up any fluid I dripped and took off the rear line between the wheels. Fittings loosened easily so there was little drama. I then attached the short line to the passenger cylinder where I had just taken off the old line and capped the other end off. Very little leaking - great.

On inspection, sure enough, the leaking pipe end showed signs of the flare being flattened as well as having a crack through the flare. No way was this going back on the car.





**Flattened and cracked brake line end flare - not for reuse!**

Now the challenge was to bend the coiled nickel-copper line the same as the old line. Yeah, good luck with that - these CuNi lines bend easy enough, but the bends are fairly tight and there are a lot of them. That said, having used these before I knew I could get close enough. Close enough it, if, if it wasn't for the fact this line was about 7 inches longer than the original one. Yeah, nice! I wasn't going to cut and re-flare - I've had a lot of fun, too much fun, with that even though I do have the right tools. I'd have to figure out something...

So as I said, there is no was using home auto mechanic pipe-bending hand tools that you can duplicate the sharp, 90+ degree compound bends on the ends of the TR7 line, but you can come close enough on the divers side.



**New line on driver's side**

All I had to do was to enable access to the bleed nipple as well as clear the suspension, but how was I going to handle the extra line length? Here is where my Red Green training came into use - I abandoned the idea of duplicating every bend and instead said "git 'er dun". I looped the line on the passenger's side of the rear axle to use up the extra length and nylon-tied it in place. This will not meet racing specs, but it's good enough for tooling around country roads until I can get another line ordered in from Rimmers.



**If women don't find you handsome, at least they will find you handy - not pretty, but it's not going anywhere - don't look Martha!**

With the new line in place I bled the system. With the single bleed screw bleeding is very easy - just open it up until steady fluid runs out, and being on the lift made it all that much easier - bled the system and the leak seems to be fixed with good pedal pressure and no leaks. Now for Part 2.

The brake fluid had soaked the brake shoes and drum on the driver's side. Guess who doesn't have any brake shoes (note to myself - put them on order with the line)? I took off the wheel and the drum and then spent an hour going through several solvents (mineral spirits, lacquer thinner, acetone, and then methanol) to take as much of the fluid off the drum and shoes as I could. At the end the shoes were back to the grey color they should have been, the drum clean and dry, and after re-assembly the parking brake worked much better - lol!

I'll take it in the road and see how it does...after I order a few parts...

## Blast from the past for this month

*Bruce Clough*

In the pile of stuff I received at the Richard's Auction last year was a bunch of old TSOA newsletters and some tech notices. This month I'm sticking in a Girling Service Bulletin from February 1957 outlining the service required for TR3 brakes. Enjoy!

### 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 Pin - \$5.00**



**MVT Car Flag - \$5.00**



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



**MVT Cloth Patch - \$12.00**



**MVT Window Sticker - \$1.00**



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

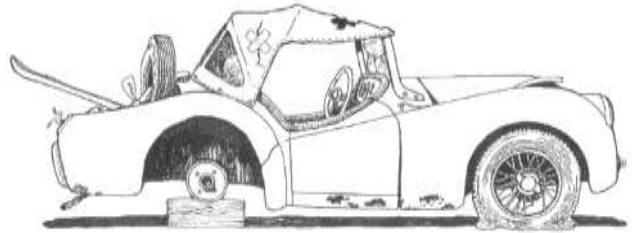


**They look very spiffy on a TR7...**

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)

## 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".*



**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)



# GIRLING

THE BEST BRAKES IN THE WORLD

## Service BULLETIN

KINGS ROAD · TYSELEY · BIRMINGHAM 11. TELEPHONE ACO 3371

GIRLING BRAKE AND CLUTCH EQUIPMENT  
on the

FEBRUARY 1957

TRIUMPH TR3

BULLETIN No. 444 T 93

(From Chassis TS 13101 1956 on)

### INSTALLATION

The brakes on the front wheels are Girling Disc type and on the rear Girling HL3 Drum type. All four wheels are braked hydraulically by foot pedal directly coupled to a Master Cylinder in which the hydraulic pressure is originated.

The handbrake is of the lever type and operates on the rear wheels by cables attached to the compensator and levers on the wheel cylinders.

The clutch is hydraulically operated by the Master Cylinder coupled by pipe and flexible hose to the slave cylinder attached to the clutch housing.

The supply tank situated on the bulkhead provides a reservoir of fluid which replenishes both the brake and the clutch master cylinders.

### GENERAL MAINTENANCE

No adjustment or maintenance is needed for the front brakes except for occasional inspection of the pads. They should be replaced when the lining is worn to within 1/8" to 1/16" of the pad backing plate.

Rear brakes should be adjusted regularly and the need for it will be indicated by an increase of pedal travel or excessive free motion of the handbrake.

To adjust first block the front wheels, push off the handbrake to its limit and jack up the rear wheels. Turn in a clockwise direction the squared adjuster stem projecting through the backplate in front of the axle until the shoes are locked in the drum. Slack back two or three clicks when the wheel should rotate freely. Jack down and test.

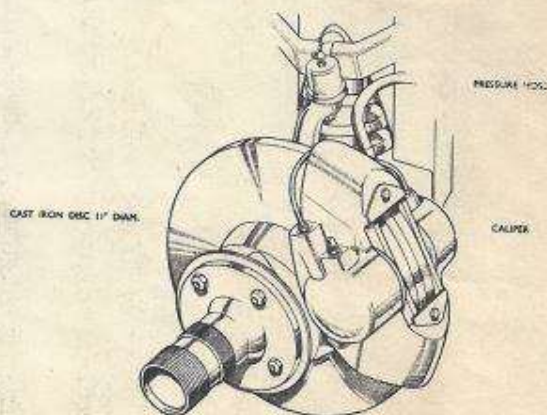
After several adjustments remove the drums to examine the condition of the lining. If worn replace with factory relined shoes as described on page 3.

Examine occasionally the level of fluid in the supply tank and if needed top up with Wakefield/Girling Brake & Clutch Fluid, Crimson. Take great care that no grit or dirt of any kind is allowed to enter the tank during this process. The Girling filter which fits inside the supply tank assists in this matter and its use is recommended.

The handbrake cable should be greased regularly but the linkage should not require any adjustment. If after adjusting the rear brakes there is excessive free movement of handbrake the shoes should be locked up in the drums by turning the adjuster stems, the handbrake pulled on one click and the transverse cables adjusted until the slack is just taken up. Turn back the brake adjusters two clicks.

### FRONT BRAKES

The front brakes are the Girling Disc Brakes consisting of the disc and caliper assembly. The disc is fixed to the hub by four spigot nuts and the caliper assembly is mounted on to a bracket on the stub axle. The segmental pads are bonded on to steel plates and are forced onto the disc by two opposed cylinders providing a powerful and fade-free brake.



Manual adjustment is eliminated as the pads are always in light contact with the disc. There are no pull off springs attached to the pads and no residual line pressure in the hydraulic system and when the pressure on the pedal is released the pads remain just touching the disc.

The only servicing needed will be the replacement of worn pads, seals and boots of the hydraulic caliper.

#### Lining Pad Replacement

Jack up the front of car and remove road wheels. On the caliper body are two set screws which secure the pad retaining plates. Unscrew sufficiently to enable the retaining plates, with anti-rattle springs when fitted to be lifted and swung clear. The pads can then be lifted out of the caliper.

Under no circumstances should attempts be made to reline the pads, but only genuine factory replacements used.

**MIAMI VALLEY TRIUMPHS BY-LAWS**  
**(Draft of proposed changes/version V4)**

**1. NAME AND PURPOSE**

**1.1 NAME**

The name of this organization shall be Miami Valley Triumphs. It shall be referred to as MVT in these By-Laws.

(no changes)

**1.2 Purpose**

The purpose of MVT shall be to promote the driving, restoration, and enjoyment of Triumph automobiles; to assist the owners in acquisition of spares; and to arrange events where members can further their appreciation of the Triumph automobile.

(no changes)

**2. MEMBERSHIP**

**2.1 Eligibility**

Any person sixteen (16) years of age or older who is interested shall be eligible for membership. Ownership of a Triumph automobile is not a prerequisite to membership. MVT shall not discriminate due to race, sex, creed, age, national origin, or for any other cause.

(no changes)

**2.2 Application**

Application to MVT shall be submitted on a membership form, made expressly for that purpose, to the Membership Chairperson along with first year dues as applicable for an individual or family membership. Upon receipt of dues, the individual applicant or individual applicant and their immediate family [partner/son(s)/daughter(s)] will be declared a member or members in good standing. Member voting rights will be limited to the primary member and his/her partner.

**2.3 Termination**

**2.3.1** Any member may resign by letter or email addressed to the secretary of MVT and the resignation shall become effective upon receipt thereof. Such member shall forfeit all dues paid.

**2.3.2** Membership of any person indebted to MVT and delinquent for more than sixty (60) day shall automatically lapse.

(no changes)

**2.3.3** The Board may suspend a member at any time for infraction of any MVT rule or for any cause if the Board shall deem such action to be in the best interest of MVT. Such vote shall be by the entire Board. Decision shall be by majority of the vote. The Board shall then notify the suspended member of its action in writing within thirty (30) days. The suspended member shall thereafter be entitled to a hearing before the Board either in person or by the member's representative within sixty (60) days. The Board may thereafter continue for a definite term, terminate or retract the suspension, or expel the member. The Board's decision can only be overruled by vote of the general membership during the monthly membership meeting. A 2/3 majority vote shall be required for reinstatement.

(no changes)



## **2.4 Honorary Lifetime Member**

MVT may elect any person to the status of Honorary **Lifetime** Member when such member, in an outstanding and selfless manner, **has shown outstanding service to the club and** has furthered preserving the Triumph Marque. Honorary **Lifetime** Members shall be entitled to all rights and privileges of regular members, but shall not be required to pay dues. **Member shall be named by nomination in any general membership meeting with a short statement explaining why they think the nominated individual deserves the recognition. The nomination and reason for shall be posted in the newsletter for two subsequent editions along with the election date. Election will be by simple majority of votes cast at the end of the third regular membership meeting following nomination.**

## **3. AUTHORITY**

### **3.1 Membership**

All of the rights and powers, which may be exercised by MVT, shall be vested in the membership. These rights and powers shall be exercised or changed by the Membership at monthly membership meetings or at a duly called special meeting of MVT.

(no changes)

### **3.2 MVT Officers and Board**

See Section 5.1 as it relates to the authority of the Officers and Board

## **4. MEETINGS**

### **4.1 Membership Meetings**

**4.1.1** The membership meetings shall be held once a month at a location and time to be published in **the newsletter**. At a minimum, the meeting shall consist of Officer's reports, committee reports, new business and old business. The meeting shall normally take place during the first week of the month. **The President, or Vice President in the absence of the President, may cancel the membership meeting due to extenuating circumstances.**

**4.1.2** When there are circumstances which prevent the membership from meeting at a named physical location, the Board shall establish an electronic means (Defined as a "Virtual Meeting") to permit a gathering of the club membership for the purposes of the monthly meeting. The electronic means shall permit not only computer interface, but also telephonic means to join for those who may not have computer accessibility. The electronic meeting shall otherwise be consistent with Para. 4.1.1, and can be applied in a similar manner to Para. 4.2 and 4.3, below.

**4.1.3** Voting on issues in a Virtual Meeting may be done by using the "raised hand" symbol or other electronic indicator, by asking visual members to actually raise a hand or hands, and those members on phones only, to verbally vote, or by emails to President or Secretary, depending on the topic and level of need to settle a position.

### **4.2 Board Meetings**

The Board shall meet as per the needs of the club at a location and time printed in **the newsletter or communicated electronically to the membership**. Any member in good standing may attend a board meeting. At the pleasure of the Board, members present may be invited to participate in the discussion, but will not have a vote in any decisions.



### **4.3 Special Meetings**

Special Meetings of MVT shall be held whenever such meeting is called by:

- (a) The Board, the President of MVT, or the Vice President in the absence, disability, or death of the President.
- (b) A vote of a majority of the members at the monthly meeting of MVT.
- (c) A written petition to the Board signed by not less than 25% of the total membership of MVT. The petition shall state the purpose of the special meeting.

### **4.4 Proxy and Absentee Votes and Nominations**

Voting by proxy shall not be permitted. Absentee ballots will be provided for Officer Elections, Club Awards, and Honorary Lifetime Memberships. The absentee ballots must be received by the Secretary by mail in a signed and sealed envelope or electronically (email from official email address in membership listing) one day prior to the counting of the votes at the designated meeting. Nominations for these categories by absentee members must also be received by the Secretary by mail or electronically prior to the nominations being closed.

### **4.5 Quorum**

At any meeting of MVT members or the Board, those members present shall constitute a quorum for transaction of business.

(no changes)

### **4.6 Majority**

Every decision of a meeting shall be by a simple majority of the votes cast unless otherwise stated in these By-Laws.

(no changes)

### **4.7 Rules of Order**

Meetings shall be conducted in accordance with "Roberts Rules of Order" as necessary for the orderly conduct of a meeting of the membership or at the request of the majority of members attending such meeting. In all other cases, the rules of order will be at the discretion of the President.

(no changes)

## **5. MVT OFFICERS**

### **5.1 Authority**

**5.1.1 Officers** The MVT Officers shall manage, direct, control, and administer the property, affairs, and business of MVT. They shall put into effect all general policies, direction, and instruction adopted at the meetings of MVT and shall act for MVT in all matters within the jurisdiction granted the Officers by these By-laws.

**5.1.2 Board** The MVT Board of Officers, hereafter known as the Board, is made up of the elected Officers of MVT. The Board shall govern the nominations, installation, and removal of Officers and members and other such duties as granted in these By-laws.

## 5.2 Nomination

Candidates shall be named by nomination opening in the December membership meeting and closed during the February meeting. The nominations shall be posted in [the newsletter January](#), February and March editions. The election date shall be the March membership meeting.

## 5.3 Election

There are six elected Officers. The President, Secretary, and Treasurer are elected in the even years. The Vice-President, Events Coordinator, and the Membership Director are elected in the odd years. Election will be by simple majority of votes [cast/received](#) at the regular membership meeting in March.

## 5.4 Installation

After the current Secretary approves the votes of the membership at the March meeting, the Board shall install the new Officers at the annual Awards Banquet in March. At this time the Officers ending their term of office without reelection shall relinquish their responsibilities and return to member status. All other Officers still in their term shall continue with their duties. Until installation, MVT business will be conducted by the incumbent Officers.

## 5.5 Terms of Office

Officer election shall be staggered to ensure continuity of The Board. Terms run for two (2) years.

## 5.6 Duties of Officers

**5.6.1 President** The President shall be the administrative head of MVT, shall exercise general supervision over its affairs, shall perform all duties required as specified in the By-laws and shall perform all other duties which are usual and incidental to this office. The President shall prepare and give a "State of the Club" statement at the Annual Awards Banquet in March of each year. This presentation shall include, but not be limited to MVT membership status, treasury transactions over the last fiscal year, and any administrative changes over the last year. The President shall designate the [Appointed Positions](#) and be an ex officio member of all committees and shall submit an article to [the newsletter](#) monthly outlining MVT functions. All contracts and legal documents for and in the name of MVT shall be signed by the President and Secretary or [Treasurer](#) when authorized in the By-laws. The President shall call board meetings and shall preside over them.

**5.6.2 Vice-President** The Vice-president shall preside in the absence of the President and perform all the duties as may properly be assigned by the President and the By-Laws. [The Vice-President shall maintain oversight of all MVT owned property in accordance with section 8.7.](#)

**5.6.3 Treasurer** The Treasurer shall be responsible for all financial activity of MVT. The treasurer shall receive all monies and shall deposit them in a financial institution [approved](#) by the [Board](#). The treasurer shall keep a regular and systematic book of [income and expenditures](#), shall exhibit such books and any and all papers and vouchers when so directed by the President. The treasurer shall prepare [a monthly financial report to be published in the newsletter monthly and to be presented at the MVT monthly meeting](#). The Treasurer [and the President](#) shall prepare an annual budget [in accordance with Section 7.4 of the By-Laws](#).

**5.6.4 Secretary** The Secretary is responsible for maintaining effective records and administration pertaining to the business of MVT. The Secretary shall keep and record minutes of the monthly membership meeting and Board meetings for submittal to the newsletter. The Secretary shall ensure delivery of notices of all meetings of MVT to all members as provided by these By-Laws. The Secretary, together with the President shall sign all contracts and legal documents for and in the name of MVT. The Secretary shall count all votes of elections. The Secretary shall cause to be exhibited any and all data, records, correspondence, documents, and any other information in their care or possession whenever so directed by the President.

**5.6.5 Membership Director** The Membership Director shall solicit MVT membership amongst the general public, shall develop membership forms and new member information packets. The Membership Director shall maintain a membership list with associated data and update with addition of new members and deletion of departing members. The current membership list shall be made available to members on the club website. The Membership Director shall be responsible for the yearly communication of and collection of dues.

**5.6.6 Events Coordinator** The Events Coordinator shall assist MVT members staging events with whatever help is possible and shall ensure MVT resources are used in a practical manner in support of the event. The Event Coordinator shall ensure proper event notification is posted in the newsletter or communicated electronically. The Events Coordinator shall provide a summary of recent events and future events to publish monthly in the newsletter.

**5.7 Vacancies** Should a vacancy occur in an MVT office it shall be the duty of the Board to fill the vacancy for the unexpired term of office.

**5.8 Resignation** Officers may resign by submitting a written resignation or email to the President. The President may resign by writing a letter or email to the Board in general. The resignation becomes effective on the date of the letter or email.

**5.9 Impeachment Motion** to relieve an officer shall only take place at a monthly membership meeting with reason for impeachment. The notice of impeachment and reason for impeachment must be posted in the newsletter prior to the impeachment vote. The motion to relieve an officer shall require a concurring vote of 2/3 majority of the members present at the meeting.

## **6. APPOINTED POSITIONS**

The MVT Appointed Positions are established to aid the Officers in operating MVT and assist the general membership in preserving the Triumph marque.

### **6.1 Appointment**

The President shall designate all Appointed Positions chairpersons. Each chairperson may create a committee and appoint any members as they feel necessary.

### **6.2 Removal**

A 2/3 majority vote of the Board is required for removing an Appointed Position chairperson.

### **6.3 Duties of Appointed Positions**



**Technical:** The Technical [chairperson](#) shall assist the general membership in the restoration and upkeep of their Triumphs by providing technical information when asked, submitting technical articles for publication in [the newsletter](#), and assisting MVT members in organizing and conducting workshops held during the year.

**Website:** The webmaster is in charge of maintaining and updating the website for MVT. The webmaster supports the functions of the other Officers and Chairpersons by: Ensuring the online publication and archives of the MVT newsletter for the Newsletter Editor. Posting the current membership in a secure member only area for the Membership Director. Facilitating communication of MVT meetings for the Secretary. Maintaining posting of current and upcoming events for the Events Coordinator. In addition, the webmaster is responsible for related IT activities such as maintaining and archiving of all material on the web and maintaining a club email address.

**Spares:** The Spares [chairperson](#) shall [monitor](#) the spare parts situation for Triumphs and [report any significant information to the club](#) . This includes, but is not limited to, such areas as new reproduction spares, parts no longer available, quality of reproduction spares, list of parts vendors, and swap meets.

**Newsletter:** The Newsletter [editor](#) shall be in charge of [soliciting articles](#), laying out, publishing, and distributing [the newsletter](#). The newsletter shall be published monthly with issues released before the monthly meeting via the on-line website. Hard copies will [only be provided at cost](#).

## 7. FINANCES

### 7.1 Fiscal Year

The fiscal year of the club shall begin the first day of January and go through the last day of December.  
(no changes)

### 7.2 Dues Payable

All dues shall be good for twelve (12) months of membership [from May 1st to April 30th](#) unless prorated for new [members as follows](#). [New members who join in May - December of any calendar year shall be required to pay a membership renewal fee in May of the following year](#). [New members who join in January - April of any calendar year shall not be required to pay a renewal in May of that year but will renew in May of the following year](#). [All other members will be required to pay annual renewal dues to MVT on receipt of the May publication of the newsletter](#). Membership shall lapse if [renewal](#) dues are not received within sixty (60) days after the first of June. Thereafter the membership dues shall be as a new member.

### 7.3 Amount of Dues

The amount of annual dues shall continue from year to year until changed by the club. No refund of dues shall be made under any circumstances. As of May, 2014 the dues are \$30.00 for new members and their immediate family and \$25.00 for a new single member. The renewal fee for current members and their immediate family will be \$20.00. New membership dues include two name badges for a family and a single name badge for a single joining member. Replacement badges or extra badges will be charged at the current rate.

(no changes)

#### **7.4 Annual Budget**

At the January MVT Membership meeting, the Treasurer and the President shall prepare and present the annual budget showing in detail the upcoming fiscal year's anticipated income and expenditures as well as the income and expenditures of the last fiscal year. Unless directed by a membership meeting of MVT, the Officers shall not budget the expenditures to exceed the projected income. The budget shall be adopted by a majority of the members present at the February membership meeting. By passing the Annual Budget, it authorizes the Treasurer to allocate and pay those expenditures as outlined in the Annual Budget.

(no changes)

#### **7.5 Expenditures**

**7.5.1** No member, officer, or representative of MVT shall have the authority to contract any obligation for MVT or expend any monies of MVT unless the contract or commitment has been authorized to incur the expense, liability, or expenditure by the President, Board, or general membership or allocated by the passed Annual Budget.

**7.5.2** Every expense and financial liability of MVT and every expenditure of MVT money shall be evidenced by a voucher or other appropriate instrument signed by a person or persons properly authorized to incur the expense, liability, or expenditure.

**7.5.3** Emergency funds for club needs shall be appropriated as follows. Annually the President shall have the authority to spend up to \$150 and the Board shall have the authority to spend up to \$300 without approval of the general membership. Expenditures beyond these limits require a 2/3 majority vote of MVT members at a membership meeting.

**7.5.4** The Treasurer shall have the authority to establish a petty cash account up to \$50 as authorized by the President or the Board. These funds shall be disbursed for the petty cash purposed by the person named in the authorization of the account. Statement of expenditure shall be duly recorded and the expenditures approved by the Treasurer before the account is replenished.

#### **7.6 Special Funds**

The Treasurer and the President or the membership at a membership meeting may by 2/3 majority vote of members present, establish special funds to be set aside for specific purposes and may appropriate deposits of monies to such special funds from time to time. Transactions using such monies shall follow rules established in section 7.5.3. No expenditures shall be made from such special fund unless approved by a 2/3 majority vote of members at a membership meeting. Such fund may also be retired and the funds returned to the general club funds by a 2/3 majority vote of members at a membership meeting.

#### **7.7 Donations**

If there is a societal instance of happiness or of sorrow, and a donation is decided, the value of such a sum shall be voted by the members at the meeting, but shall not exceed 10% of what is in the treasury. Further, such donations shall generally be limited to club members, their spouses and children, and the club member and spouse's parents, brothers and sisters. On the occasion, donations for other than club members and their near relatives shall be considered on a case-by-case basis.

(no changes)

## **8. GENERAL PROVISIONS**

### **8.1 Endorsements**

Neither MVT nor any individual member acting on behalf of MVT shall make endorsements or recommendations directly or indirectly of a political party or nominee for public office or of a commercial material or object.

(no changes)

### **8.2 Official Attendance Record**

Every member attending an official membership meeting or Board meeting shall sign an official attendance record. [In the event of an electronic means \(Virtual\) meeting, and at the time of the Secretary's report, sufficient time will be taken to allow the secretary to record those members in attendance. The number of members attending will be included in the minutes.](#) Record is kept to establish evidence of a quorum. The Secretary will retain those records for a period of 12 months.

### **8.3 Relations with Other Organizations**

MVT shall have no financial interest in the property, assets or liability of any other organizations unless specifically agreed in writing by both parties and approved by 2/3 majority vote during an official membership meeting of MVT.

### **8.4 Post Office Box**

MVT shall establish a Post Office Box as the official mailing address of the club.

### **8.5 Insurance**

MVT shall establish liability insurance for itself and members against third-party loss during MVT events. MVT shall ensure that the competitive events it sponsors are covered by insurance.

### **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, [and closed at the end of the February meeting.](#)

**8.6.1.2** Voting on the nominees occurs at the end of the March Meeting. [Absentee voting as defined in section 4.4](#)

**8.6.1.3** The nominations are for single individuals, but can also encompass the [partner](#).

**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 [newsletter](#) 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 faraway 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.

**8.1 MVT Owned Property** – The Vice-President shall maintain a list of MVT Owned Property. The list shall describe the property, the name of the member storing the property, and any additional information designated by the Vice-President necessary such as when purchased, cost, location, disposal date and outcome. The member holding the property will be designated the “custodian” on the listing. Copies of the list will be reviewed and updated annually by the Vice-President. Prior to the Awards Banquet, a short report of this review will be issued in the newsletter. Copies of the list will be held by the Vice-President and Secretary and posted in the “Members only” section of the website.

## **9. MVT RULES**

MVT may adopt such rules as it desires to govern its competitive and usual activities without previous notice by a simple majority at any membership meeting. The rules adopted must not be in disagreement with the By-Laws. The President has the jurisdiction to decide whether a rule is actually a rule or a By-Law change. MVT rules thus adopted must be published in the next issue of [the newsletter](#) and may be suspended at any regular membership meeting by a simple majority vote or the rules may be amended or rescinded by a simple majority vote.

## **10. AMENDMENTS TO BY-LAWS**

The By-laws shall be amended in the following Manner:

**10.1** A member in good standing shall propose amendment language by a motion at a regular meeting of MVT to permit discussion. When the amendment language is agreed to by simple majority vote, the nominated change will be published in the next two issues of [the newsletter](#) along with specific meeting

information for a vote of acceptance; and the notice that absentee ballots will be accepted by the Secretary, as long as they arrive prior to the vote taking in that designated meeting. Amendments will be adopted by a simple majority vote at the designated MVT meeting.

**10.2** The Secretary shall enter amendments to the By-Laws in the minutes of the MVT meeting and publish amendments in [the newsletter](#). Revision dates should be added to each page of the By-Laws.

## **11. DISTRIBUTION OF ASSETS UPON DISSOLUTION**

Upon dissolution of MVT its net assets, after payment of claims and expenses, shall be equally distributed among all members in good standing of MVT at the time of dissolution.

### **Summary of Changes**

7 April 2010 - Paragraph 7.7 Donations was added.

May 2014 - Paragraph 7.3 Amount of Dues were increased to account for increases in name badge cost and shipping costs.

1 July 2015 – Paragraph 7.4 timing of annual budget and 7.5.1 allocation of funds.

April 2020 - No changes to content but document reformatted and minor errors in numbering corrected

4 November 2020 - Paragraph 8.6 Club Awards was added

28 February 2021 – Version 4 November 2020 corrected due to changes of Version 1 July 2015 omitted.