

# The Marque

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

## The Marque – July 2024



Who's with me on this?



Let there be chickens!!!!!!

### July Events:

- 6 – Tech Session
- 10 – MVT Monthly Meeting
- 13/14 – Mad Dogs & Englishmen
- 20 – Blessing of the Cars & Bikes
- 27 – Ice Cream and Wine – Oh my!
- Free Radios, did you say free?

### In This Marque

- VTR SCR '24 – Give us a full report!
- TRA '24 – Give us a full report!!
- Why the public loved TR7's...

### 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...

In addition, the technical advice given within is the opinion of the writer(s) 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).

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**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 25th of the month or when the editor screams...

## 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/>

## National Affiliations:



### Vintage Triumph Register

**MVT** is proudly a Chapter of the Vintage Triumph Register, the link to their comprehensive website is: <http://vintagetriumphregister.org/>.

The Vintage Triumph Register (VTR) is a North American Triumph car club of nearly 3000 Triumph owners and enthusiasts supporting and showcasing all models of Triumphs. Their award-winning VTR web site has been assembled through the co-operative efforts of many VTR members and make the VTR site a current and accurate resource for Triumph enthusiasts worldwide. VTR publishes a bi-monthly magazine, The Vintage Triumph, which is filled with valuable historical and technical articles and industry news. In addition to the magazine, membership in VTR also includes:

- Access to VTR's staff of volunteer vehicle consultants
- Various VTR Triumph car club regalia
- Low-cost collector car liability insurance to members at costs far below regular insurance rates
- An annual convention, hosted each year by one of VTR's many local chapters.

If you are interested in becoming a member (you don't have to own a Triumph to join), please head to this website for complete information:

<https://vintagetriumphregister.org/whatisvtr/>

## Triumph Register of America



MVT is a Center of the Triumph Register of America, website: <http://triumphregister.com/>.

TRA was established to aid TR2, 3, 3A, 3B, 4, and 4A owners in the preservation, maintenance and enjoyment of their classic sports cars and is focused on growing local groups of TR2, 3, 3A,

3B, 4, and 4A owners. We believe that local used parts supply networks and local activities such as technical workshops or rallies provide the binding glue for our national organization. TRA is firmly a grassroots organization, which offers many advantages and services for individual members, groups, and local centers.

## Other Clubs

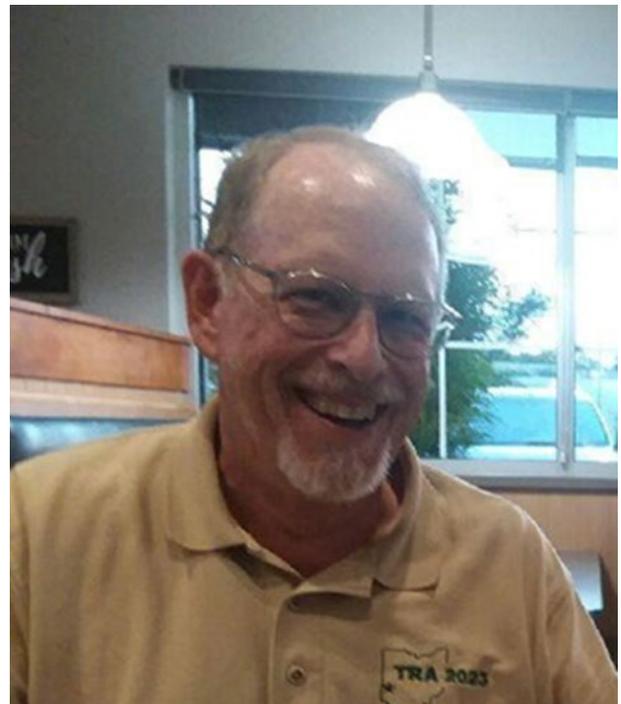
In addition to VTR and TRA, MVT members are also part of other model-specific clubs such as:

- 6-Pack (TR6/TR-250) <http://www.6-pack.org/j15/>
- Triumph Wedge Owners Association for TR7 and TR8 owners: <https://triumphwedgeowners.org/> .

We actively participate in activities of these clubs and their endeavors to preserve the marque.

## Officer's Reports

### President's Report



## Hey, it's Summer already

*Jeff Barth*

June has been a busy month of travel for several in the club. Early in the month we went to St Louis to attend the South Central VTR Gathering. Others attended the 2024 TRA held right here in Northeastern Ohio at Mohican State Park.



**Figure 1 TRA – Mohican State Park**

One of the great things about our travels, whether long distance or local to our corner of Ohio, are the unexpected experiences that happen. Stopping for a fried bologna sandwich, finding the largest rocking chair, the headquarters of Rawlings or hearing other people share their stories and experiences.



**Figure 2 Clancy Illinois**



**Figure 3 Rawlings Headquarters, Missouri**

Fortunately, there are more opportunities to drive our little British cars coming, as well as chances to polish and shine them to show them off as well.



**Figure 4 British Tea and Biscuits, Kettering, Ohio**

Even if your little British car is not ready for the road, join in the fun, the travel and fellowship.



Ready, Set, Go! Enjoy!

## Secretary's Report/Last Month's MVT Meeting Minutes – 5 Jun 2024

By Stan Seto

**MVT Meeting Minutes, 05 June, 2024 – Archer's Tavern, 2030 E. Dorothy Lane, Kettering, Ohio**

**Call to Meeting:** 7:30 PM, Members Present: 24, a Quorum.

**Opening Comments:** The trip to VTR South Central in St. Louis went well with no breakdown, and the club won some awards. The president welcomed new members Missy and Roger Scott Rutledge.

The President handed out the Agenda for the meeting and asked for any additions. There were none.

### Officer Reports

President reminded the club that May-June was renewal membership dues time and to get the dues in. He then started working his way through the officers.

Vice President: Was glad the President had showed up, but had no other comment.

Treasurer: As of 01 June, the club has \$5342.90. Full accounting for May is in the June issue of the

Marque and the full June accounting will be in the July issue of the Marque.

Secretary: Noted that the May Minutes were published in the June Marque and asked if there were any corrections or additions that were needed. None were mentioned, so he asked for a motion to approve and got it from Mark Senter with a Second from John Coutant. Motion was approved by voice vote.

Membership Secretary: Absent due to illness, her husband, Michael Meade gave the report, 58 members and remember to send in your membership dues. Contacting those members in delinquency will not start until July.

Events Chairman: May Events – British Transportation Museum Car Show happened on the 11th. No report submitted, but those who attended said weather was co-operative, cars showed up and it ended quietly in the Mid-late afternoon. The MVT (App critique) T&D rally was attended by about six cars and went well, there was a report in the Marque and the day also ended at a winery in Eaton, OH. The Tech. session for the last weekend in May was cancelled.

June Events - The South Central VTR Regionals started on 30 May and a write-up is promised for the July issue of the Marque. MVT had several members in attendance. The Tech session scheduled for the 8th (Saturday) is open. TRA, 17 – 20 June, a convoy of attendees will leave from Starbucks, (near Bechtel Ave.) Springfield, OH. on the 16th. Time to leave, TBA.

July events were touched on, the Mad Dog and Englishmen Car Show, Ice cream and Wine drive, and on the 20th of July the Bellbrook Methodist Church is having a "Bless the Cars" event more information closer to the date.

Keep your eye on the Marque for more specific information.

### Standing Committee Reports:

Technical – Complaint heard about poor product quality from our Parts Vendors, specifically Choke cables and door latches for TR7's and some counseling about TR6 windshield wiper

controls which are different from original, and don't dismantle the in-place unit before you've had a chance to match the new unit and all the wiring attachment points since some look the same, but are not. Comment that TRF is beginning to sell parts again.

Marque – Keep sending in articles and photos. Also note in June issue, a request for stories about the first TR you owned.

Spare Parts – Chris Yanity commented he has parts for TR3's and maybe TR4's but cannot support TR6's, TR7's or Spitfires.

Web Site – Things are OK so far, but John has some issues with email and the fact that some of the problems he has is due to a lack of technical support.

Memorabilia – It's available.

#### **Old Business:**

BCD Registration is going well and about 75 cars are signed up; a need from Last year is a card table for the Pre-registered Lane at the park; there should be a plan to look at the park prior to the event to assure there are no unusual road blocks.

Don Bigler's condition as reported by Lois through Chris White: Getting more mobile by the day, he's doing more walking and is now also using a wheel chair.

Greg Relue's TR6 as reported by Harry Mague. Engine runs, exhaust system seems secure and he is still working on the wiring behind the dash. Things are progressing fairly well.

Yellow Jacket will be worked on this coming weekend per Jackson.

#### **New Business:**

None was brought up.

#### **50/50 Drawing**

Amount - \$20.00; Winner – Jackson Galloway

#### **Adjournment:**

Time – Not Recorded, but near 8:30 PM, Motion - Stan Seto, Second - Scott Huey.

*Respectfully submitted, Stan Seto*

## Vice President's Report



### Let's revisit what we think about chickens, are they really the most appropriate thing to honor breakdowns with?

*By Chuck White*

Somewhere later in this newsletter you are going to learn about chickens. Not the type that cluck, lay eggs, and terrorize small children, but those that are made of plastic/rubber metered out to Triumph owners that find themselves subject to breakdowns. These are happy-go-lucky chickens, and certainly not the stuff of dinners.

So, just being blunt with y'all, I would like to address the social-personal impacts to the rubber chickens themselves. This is a very overlooked issue and needs to be addressed in an adult manner. Rubber chickens are people too, okay, maybe rubber people too, but still, we need to think about this when we meter out the rubber justice to those who are experiencing the true fun of British Motoring.

The issue is the average person doesn't consider the impact on the rubber chicken of being thrust upon some angry car owner – not only did that person have to endure the breakdown, but also now has to endure his/her pairing with the rubber chicken. This could lead to human emotional distress that could then lead to rubber chicken abuse, and in some extreme cases, destruction. A rubber chicken wasted is a terrible thing, and

this society needs less terrible things if you ask me.

Now, I know nobody in MVT would wantonly abuse rubber chickens with hate in their hearts, but it is a possibility we need to take into consideration. So, next time you see an MVT member on the side of the road with his/her Triumph in distress, and you want to lay on a little rubber chicken love, please be conscience of the impacts of that decision. Before you grab the rubber clucker and head in the direction of that person under the hood who is murmuring threats to long-dead engineers, please think twice. Do I really want to do this?

Be kind to our cross-linked long-chain polymer hydrocarbon friends.

*Chuck*

## Treasurer's Report



As of 1 June 2024, the club account had a balance of \$5357.90. For the month of June, the club's income was 50/50 for \$40.00, and membership renewals for \$80.04. Total income was \$120.04. For the month of June we had 1 expense for new member name tags for \$15.00. As of 1 July 2024, the club's account balance is \$5462.94.

For all, REMEMBER MAY IS ANNUAL DUES. SUBMIT EARLY AND OFTEN. ....

Respectfully submitted, *Harry Mague*

## Membership Chair Report

# 57

Any question? Let me know.

*Adrienne Meade*

## Editor's Corner



## Somewhere Southeast of Dayton

*Bruce Clough*

A long time ago I subscribed to Old Cars Weekly, which I stopped after a while since there wasn't much LBC content. If you had an old Studebaker or Marmon you were set, old Triumph, not so much, but I digress.

One of the columns I enjoyed was a guy writing about travels and travails with pre-WWII cars in a column called "Somewhere West of Laramie". Years ago (when I was also the Marque Editor), I had a column called "Somewhere Southeast of Dayton" where I discussed my travels and travails

in TRs. I'm bringing it back since it provides me an independent of position Op Ed opportunity.

Today (30 June) was the best driving day we've had in several weeks. Highs in seventies, low humidity, and no clouds in the sky – perfect day. I needed to take The Grey Ghost for a long ride since it's been a while since I did that. What better way of doing it than calling a Flashwinemob at Caesars Creek Vineyards followed by listening to Greg's Car at Harry's? So, I wonder – did your inner Moss bug you to take a ride today?

I started the drive giving myself a chicken - I had a loose accelerator linkage after filling up that I had to take care of, but for that I didn't even need to turn the car off, so maybe I just get ½ chicken for maybe a 5 minute delay??

Once back under way the roads were great – as usual I took the back roads over the CCV that meander between the Little Miami, Gladly Run, and Caesars Creek watersheds, which means a few twisty-turny roads and some elevation change. With a side-screen car such roads are a blast! Speed you say? The Grey Ghost does not have a speedo in it (60mph is 3K rpm in 4<sup>th</sup> gear, you can do the math), but the tach was usually between 2K and 4K in fourth, so it was a little sporty.

And fun, did I mention that?



**Headed east on West Krepps Rd - the low, flat fair-weather cumulous clouds would dissipate as the humidity decreased during the day**

The TR3 is very crude compared to the TR7s, but it accelerates quicker due to gobs of low-end torque, so twisty roads are loads of fun. Having cut-down doors and narrower track also give that go-cart experience (heck, compared to the RAM 2500s on the road this is a go-cart), very fun to drive. I also noticed some whistling above 50mph, but I correlated it with heading into the wind which was 20mph – just more fun wind noise!

I expected CCV to be pretty packed on such a gorgeous day, but it turns out there were plenty of parking spaces and plenty of tables – people where there, but spread across the grounds and some inside. I grabbed a table and waited to see who would show up.

I'll say this again – CCV is a hidden gem here in the Little Miami Watershed. I've been in a lot, I mean a lot, of Ohio wineries, to have one as good as CCV in our backyard is a real plus.



**CCV, Chardonnay, and that little LBC in the distance**

I didn't have to wait long before the Whites and Sipos showed up. Between us we had a little spread going on.



### Sunday Afternoon Vittles

After some great conversation I bid the crowd farewell and headed over to Harry's – I had promised him I'd listen to Greg's Car running, so I had to leave a little after 3PM.

Again, the roads were great, bereft of cars, and sunny, sunny, sunny. Pulling into Harry's, the garage doors were open and the sun was glinting off the TR6's. Beautiful paint jobs on those cars for sure.



**Blue TR6 looking good!**

*PSA – Greg's car is good to go, so if you are looking for a decent TR6 please talk to Valerie!*

Heading back home, more fun dipping in and out of the Little Miami River Valley on not-so-straight

roads. Got home in time to meet Alice back from Conneaut.

Great drive – have to look at tightening that accelerator linkage, maybe getting the stereo in the car to be a bit better (need my tunes), and backing off slightly on the timing – it's better, but I am still getting some detonation under load when the car is hot. Oh, I need to rotate the steering wheel a bit CCW to make the signals cancel better, there is that. Always something on a TR...

Nice column, you are saying, so what's my point? Simple - drive your cars. None of you are getting any younger. Drive your cars while you can enjoy them on beautiful days like today (30 June). I don't want to hear anyone complaining about how you can't enjoy your cars. You have the cars, we have the days, the roads of the Great and Little Miami River Valleys are awaiting you. Drive.

## The Marque

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Longer Marque this month – with the VTR SCR and TRA'24 both happening in June there is a lot to write about. Some tech stuff (Harry submitted an article (thanks) but the rest are from me – you guys need to do more of this – step up your tech game) and a joke or two.

Heading forward, I could use some non-Bruce tech articles as well as some non-Bruce write-ups on events – hint, hint, nudge, nudge...

## Events Chair Report

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Long month for us and events – VTR Regional and a TRA National to name a couple. Lots of activity and things to relate, and the pictures, there are those. Let's see how much energy I have to write up what went on at those events.

July is also shaping up as a busy month. We start out with a tech session, head to Kalamazoo, have a chance to exorcize Lucas demons, and end it with ice cream and wine. What could go wrong?



As you might guess from the graphic, we're also in final prep for Dayton British Car Day. Be on the lookout for us asking help with that. If you have not registered, head over to

<https://britishcardaydayton.com/>

...and register, or fill out the registration form in the back of this Marque, attach a check, and send it in. It really is that easy.

Okay – on to the events.

## MVT Events

### Past

#### 30 May – 1 Jun - VTR South Central Regional



*Bruce Clough*

Three teams from MVT (Barths, Cliffords, and Clough/Owen-Clough) headed over to St Louis for the 2024 VTR South-Central Regional meet. This event arose from wanting to host a VTR event for those that couldn't make the trip to the VTR National Convention. There used to be regionals in several parts of the country, but now only the South Central Regional and Triumphest remain.

The South Central Regional is hosted by Triumph clubs in MO, OK, and TX (sorry if I missed any). These meets are a smaller version of a VTR National with most of the events, but at a reduced scale. With it being in St. Louis, versus Tulsa or Houston, it was in easy driving distance so naturally we registered.

We have two reports on what went on over the week – one from Jeff Barth and one from your Marque editor.

### VTR SCR Vista Barth

*Jeff Barth*

Our trip started out on Wednesday morning from John and Patti Clifford's house and headed west through Indianapolis, Indiana through cloudy skies and light rains.



**Liquid Sunshine**

West of Indy we moved to US Route 40 and the skies started to clear and the drive was headed toward fun and adventure.



### **Exit the liquid sunshine**

With Patti as our navigator we ventured on and off the Interstate and ventured into Clancy, Illinois for lunch and found an extended adventure of larger proportions.

Clancy, Illinois is the home of the largest several items that were fun to explore and would recommend the stop to anyone who might be in, or going through, the area.



**How about the world's largest Windchime?**



**How about the largest piggy bank?**



**Or the world's largest rocking chair?**



**Is this a mailbox or a diving board?**



**Did we mention wooden shoes?**

After leaving Clancy we ventured on to roads north of St Louis where the cicadas sang to us all the way until we arrived at our planned destination west of St Louis in Maryland Heights, Mo.



**Breakfast of hugeness!**

Thursday started with a breakfast run with several old friends and some new friends as well as good food. The day progressed with drive choices of two adventures, one geared toward diehard car

people and the other a poker run to historic locations and ending with lunch and wine. The evening closed with a welcome gathering from the host club and a short drive for a delicious dinner.



**Gearheads in paradise**



**Winos in paradise**

Friday was a day of competition starting with Autocross, Funkana and LeMans start. Later in the afternoon we participated in the new method of TSD, which I have to say I enjoyed considering it was the first time we had ever participated and my navigation partner was very apprehensive. Even the rain during this adventure did little to dampen the experience.



**Vitesse + Autocross = Fun**



**Funkana in action – it’s all happening at the zoo...**

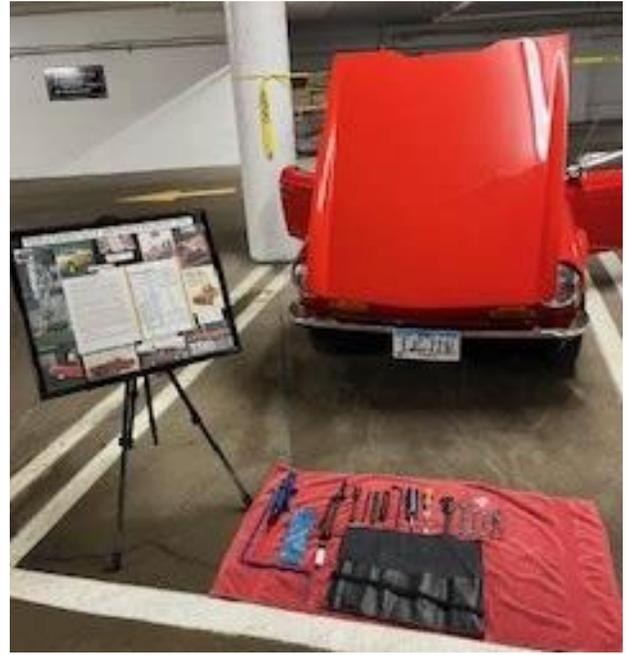


**Jeff showing his style in vamoosing after heists**

In Missouri, just like Ohio, the weatherman does not always know what is happening, but with an abundance of caution the Saturday car show was moved from its planned location to the underground parking garage under the event hotel. Even after a bit of organizational confusion for everyone we survived and after were able to explore Historic St Charles, Mo before the awards banquet that night.



**Hey, whose car is this??**



**Got to love original cars...**

The awards banquet started with a delicious dinner and rich dessert while bidders protected their desired goodies during the silent auction. The evening concluded with the awarding of several awards where everyone from MVT was able to bring home more than a few awards to add to our respective award displays.



**Plaques are a wonderful thing...**

Even the drive home Sunday was not without surprises when we stopped for fuel and ended up driving past the Terra Haute Air Show where WW II planes were flying overhead.

As our trip concluded we met with Dave and Carol from Indiana to share our adventures before finishing our drive home with my #1 mission for the trip accomplished. The trip was truly

mechanically uneventful and regardless of all else, fun and memorable.

Thank you to John, Patti, Bruce and Alice for the navigation and shared driving experiences. Looking forward to more to come.

## VTR SCR Vista Clough

*Bruce Clough*

Alice and I decided to make a two-day trip each way – we could have blasted down the interstate, but we knew there were a few places to visit along the way we wanted to see. I registered two cars, but in the end we decided just to take Inca.

What follows is a narrative by pictures of what we experienced, hopefully without too much sarcasm thrown in.



The first day out saw us (Alice/Bruce) driving through western Ohio and eastern/central IN visiting quilt stores, wineries, and distilleries. We did have breakfast at the Liberty Bell diner in Liberty, IN to relive old TRA'23 memories. This is a shot of us driving on US52 just a bit west of Metamora, IN. The roads here are fantastic due to the Whitewater River Valley, in fact they were good from Oxford, OH to Nashville, IN, our stop for the night. The flat stuff was in IL!



At the end of the first day, we stopped at the Abe Martin Lodge in the Brown County State Park near Nashville, IN. This will be the headquarters Hotel for VTR'24 in a few months. Of course, we also spent quite a bit of time in Nashville shopping (wineries, quilt stores, and a distillery, what can I say?). The Lodge itself was started in the 1930's and has been extensively added/modified. This is a back-side view (which is what you see on arriving) showing the parking lots – three large ones. Behind the camera and off to the left are a lot of different size, and age, cabins.



This is actually the front on the opposite side from the last picture. Originally you would have driven up to the entrance pictured to enter the lodge, but with expansion they moved the entrance to the other side. The lodge itself feels dated – the room we were in was in the older section of the lodge and had seen better days – everything worked, okay, kinda, but it just seemed old. The hotel staff

was friendly and accommodating, we did not eat there – it kinda scared us and the reviews were, um, not flattering. I think at VTR we will be forced to eat there sometimes – I hope it will be better than the reviews...



Be careful if walking through the trails at Abe Martin - this wonderful plant was quite abundant...



Meanwhile, on our second day we continued the visiting traditions – here we are at a quilt store just across the river south of St Louis. That was a rough day, three quilt stores and no wineries...



Fighting a little St Louis rush hour traffic we rolled into our host hotel, on the west side just off of I-270. Of course we ran into Jim TenCate fixing a car, in this case Chris Sharp's door catch failed. Nothing a calibrated leg couldn't fix, literally, you have to kick the door open while jacking up the car. Royal pain, and this failure is a "when", not "if" thingie...



At the welcome reception at the hotel, our table was crashed by Chris and Kathy Kresser, local to St Louis. We see them at TRA every year. The food was supposed to be light appetizers, but you could eat dinner there if you wanted.



Here is the rest of the MVT crew on the other side of the table. Tell the big guy to get that damn chicken out of his mouth...



The first official day of the meet we had a breakfast run, and the place we had was not know for it's small breakfasts – this was a breakfast sandwich...



Later that day we had a Poker Rally to the wine part of MO – the Missouri River valley about 40-50 miles west of St Louis. The winery they chose to be at was on the top of a hill with vistas for miles and miles and miles. We had some decent wine there as well as a nice

lunch. The Poker Rally was fun also, and I managed not to get anyone lost, in fact, we got there well before folks in front of us did, so something happened somewhere.



The official mascot of VTR SCR 2024 – that's right, the broods were out in full force. 17 years of pent-up energy, and the area was loud. These guys can make a racket. Speaking of that, we kinda befriended one, and named him Bob. Unfortunately, Bob got away, and we were very sad, so we started calling every locust we saw "Bob" in hopes he would remember us. Alas, Bob is gone <sniff>...



Friday morning was the Concours and Participant's choice, due to weather it was held in the parking garage, which is just as well – actually worked out really well.



After the car show we headed over to a pub and had lunch. Pres Jeff got a Lava Cake, yum. I think he did eat it all – thanks for asking..



We tried to get all the Wedge cars in attendance to line up for a shot after the car show. We got most. Clifford's TR7 is behind the monster green FHC TR8 in front and just in front of Inca in the last row.

Not pictured here was the TSD Rally. We ran it the same way, using the same equipment and app as the MVT rally last month. We did pretty good all the legs except for one where we scored more points that we should have – operator error on my part I think...



Taking the pictures were this group of oddball characters. Yes, they were oddball.



Saturday was mostly autocross day – Cliffords and Barths were to that while we headed to some Quilt stores and did a few other things, like sleep and read. That evening was the awards banquet, and it was a nice banquet. Cliffords took home a trunk full of awards, and Barths and ourselves trophied. It was an eventful night!



On the way back Sunday we had the chance to visit a few places we visited when coming home from TRA 2013, they were still there along with a few more we had not visited. One that we had was Monkey Hollow Winery, which also now is a distillery. The wines were too sweet for us, and their whiskies need to age a little bit more. That said, we did enjoy our visit and talking to the staff. It also did not let loose with a severe thunderstorm after we visited, as it did the last time. There were a few showers in the area, but nothing severe.

Heading east, we stopped by the French Lick Winery/Distillery. We were not impressed by their wine – just not fans – and the whiskey expressions they had were okay, but nothing I wanted to part greenbacks for. That said, we did enjoy the Indiana drive a lot due to elevation changes and trees. Flat IL was way back in the rearview mirror...



That night we stayed at the Clifty Inn on the bluffs overlooking the Ohio River. This is a view from our room looking into Madison IN. That night we had dinner at the River Oak Chophouse, neatsy, cutesy, avant-garde menu, but the food was just okay. The place we ate last time we were there was not open on Sunday night – bummer.



Monday we just headed home. Mondays none of the shops and places we like to stop at seem to be open. We got home a bit before noon and started laundry. The car came through fine – we are going to need another top sometime, like this fall after driving season stops, and the rubber seal for the trunk is not working, so I ordered new ones from Rimmer Bros.

June 2024

## 17-21 - TRA National Meeting

Bruce Clough



As usual, we came home with more than we left with. Not pictured were the bags of fabric...

So was it a good time? Yes. Will you go next year? No, it's in Waco, and that is a bit too far to drive for us – been there, done that when we lived in San Antonio. We do look forward to TRA later this month and VTR in September.

### *Speaking of VTR*

During the TSD (and I am still trying to determine what happened on that one leg...) I discovered that my placement of TSD aids on the windscreen hindered my nav ability to see turns ahead, nothing that caused any issues with the rally, but it did annoy me. For VTR'24 I developed a way to mount the aids to the dash in front of me, leaving the windscreen clear of gizmos. I'm going to try it during TRA'24 to see if it can mechanically stay put...



Two GPS units and space for my phone – perfect..



Well, we've been there and back, and survived. A few bumps in the road, but as far as I can determine we have all our appendages. Yes, it was hot – 90's every day, but we survived. What follows is a pictorial story in chronological order of our exploits. Since this was the 50<sup>th</sup> Anniversary of the founding of TRA there were a lot of events that carried this theme through.

Rather than writing a long article, I'm going to take the easy way out and comment on pictures either I took, or were sent to me. Let's go!



Day before leaving – I've got the GPS units on Old Paint all operating. My goal is to run them while on the road at TRA 2024 to see what will fail. I also am trying a magnet mount for the radio – between the legs is not the best place

for that. Why? So I can run all these in the TSD rally in VTR'24 – using my head I am!



The SE Dayton contingent (Alice, Bruce, Chris, Chuck, Duncan, and Harry) met at Devil's Wind Brewery in Xenia on Sunday. Perfect marshalling point as far as I am concerned. We left out from there to meet the Rutledges (Roger, Roger, Carol and Missy) at the DQ in Delaware (OH). Cloudless day, temp about 91F...



On the road headed from Delaware to Mohican Lodge – note the radio mag holder

already failed – silly double-sided tape! What a little direct sunlight on a hot day???



We made it to Mohican area A-Okay. Our room was supposed to have a lake view. Certainly had a pool view, but the lake view would need some trees cut. That evening we had dinner at the lodge restaurant. Probably not the best idea. The wait was a bit long, the orders were mostly right, and the food was edible, but lackluster. From now on we ate dinner in the bar.



Monday was a gathering day for the meet, so we decided to visit a couple of wineries and quilt stores after breakfast. Oh, breakfast – we resolved not to eat in the dining room again for that, enough said. Okay, where was I? Right. The quilt stores were okay from what I was told, the wineries were not so much. 1285's wines were exceptionally lackluster – nobody liked anything, dry or sweet. The other winery at least got us to get a bottle, and I liked their slushies!



The one win from Monday was the Ice Cream and Coffee Shop in Loudonville – perfect on a hot day – we discovered it about the same time our TRA friends from Maryland did, so we all had a yummy time!



Ran into Jeff Zimmerman (TRA Head Judge) and talked him into becoming the latest and greatest super hero – The Human Taco. We are now looking for someone suitable for his sidekick, Guac. If you know anyone, please let us know...



The COCTRA folks developed a special plaque for the founders of TRA and had them on display along with a slideshow of the first 18 years of TRA meets – we are going to work on expanding that in the future.



True to our word, Tuesday morning we went to a local place in Perrysville that had good reviews – we can recommend this place for sure! Since we were in two TR7's, the name is perfect!



**Did we mention they had fritters?**



**Parking lot at the Lodge before we left for an afternoon tour to Berlin (OH). 93F in the shade. Perfect. After a while things got very crowded in the parking lots due to all the TR's, the trailers, the tow vehicles, and all the non-TRA guest's vehicles. I wish they had an option for trailer parking such as we had last year at Hueston Woods – alas, none existed.**



**On the way to Berlin. The roads in this part of Ohio are perfect sports car roads, twists, turns, elevation changes and not a lot of traffic. Sure, farm machinery and buggies are around, but not really an issue. In Berlin we found food, fun, antiques, and air conditioning. Oh, a hat, I found a hat...a Stetson Fedora, so I can look as dapper as Pres Jeff!**



**That evening was the TRA Picnic at a pavilion down next to the Black Fork of the Mohican River in Loudonville. The BBQ was decent, temperature hot, air stagnant, and we drank a lot, a lot, of Arnold Palmers.**



The car line-up at the picnic – we were arranged all around a playground. Behind the trees to the left is the river.



Four of the MVT cars in attendance – Inca, Old Paint, White's car, and the Harrymobile.



That evening was the annual membership meeting for TRA. We re-elected Jeff Kelley for one more term, then basically discussed dues

and concurs rules, but it was an animated discussion, lasting well over the time allotted, which cut into our party time, but since it was so hot that day most folks decided to call it an early night and get ready for the car show tomorrow...



Chuck the TRA Membership Chairman in action.



Wednesday morning was the car show. This is a view looking west at the concurs cars ready for judging. Since this is TRA, that means TR2-4A cars. Yes, if you are curious, that is TS1LO in the front.



And here is a view looking east at the participant's choice field. All-in-all there were about 60 cars in attendance, a lot of TR6's as well as the earlier cars. Yes, that is a GT6 you see there, and they were driving that all week! I'm guessing that might have been a warm ride...



Another shot of the participant's Car Show – the 1800 Roadster on the left would end up winning the Other Triumph Class...



If I had to pick a favorite early TR out of the pack, I think I'd pick the Kelley's early TR2. Beautiful car...



During the car show three cars were on display that were part of TRA when it was first formed – yes, they were being driven in 1974 and are either still in the family, or driven by original owners – quite a feat. The red TR3 was Jerry and Jo Zimmerman's car, now driven by their son Jeff. The blue TR3A was one of the first Best of Show cars owned by Barb and Joe Richards and still enjoyed by their family, and the tan TR3 was, and still is, driven by Tom Mahoney.



**My big find at the autojumble – BL Service Training Note Books from a couple of guys taking Stag Training – good bathroom reading...**



**After the car show we took a break. Judging was very hot, but not as hot as Branson in 2005, and there was shade to stand in as well as a Big Ass Fan in operation by the judging tent. We survived. Speaking of surviving, Alice and I ran the Funkana afterwards, didn't do very well, but had some fun for sure. After the Funkana we ran the fun rally, driving on**

**some roads I've not been on since my Boy Scout Troop camped in these hills years ago. Our favorite campground is still in operation as well as a food place or three we used to frequent.**



**My auction item haul – not much, but I don't need anything! Yes, I was the auctioneer, and yes, we did have 120 items, all of good to great quality. We got done before 10pm after starting at 7pm, keeping the tradition started last year of no late-night auctions! I bought a Triumph Email List Badge Bar in the live auction, and a set of TR3B brake lines in the silent auction. Deals...**

**Not pictured – On Thursday I lead the Early Morning Breakfast Run to the Der Dutchman restaurant where I-71 and OH-97 intersect. I thought we'd only have a couple cars, turned out we had about a dozen. More than I thought, but still most everyone wanted to attend the later run. We saw them as we were leaving the restaurant. Beautiful run there and back across the hilly countryside.**



Thursday afternoon's highlight was the Poker Run. I like to drive these, but I never win. My strategy this time was to let Alice pick the cards, especially when the first card (that I picked) was a 2 of diamonds... Above is a covered bridge that was part of that poker run. We also stopped by the Ugly Bunney winery, which was better than the two we visited on Monday.



Okay, so maybe this is a little better picture. Tables were big enough – so there is something....



Quaint Messages were scattered across the table decorations. On the banquet itself, well, the hotel decided not to do a cash bar with the excuse being the lounge was so close – yes, the under-staffed lounge that had to also serve the dining room, the bar itself, and the swimming pool, was going to adequately serve the banquet. It didn't – most folks stood in line for only one drink, or (my supposition) snuck something in from their rooms. Again - conjecture, not that we would do anything like that ever. The food you ask? Meh – it was edible, but nothing you'd want to write home about. My guess is its better living through frozen Sysco or GFS. Probably should have taken a picture to document it.

Table 8

- 1: Chuck White
- 2: Chris White
- 3: Bruce Cloagh
- 4: Alice Owen-Cloagh
- 5: Duncan Cloagh
- 6: Harry Mazue
- 7: Roger Rutledge
- 8: Carol Rutledge
- 9: Scott Rutledge
- 10: Missy Rutledge

A picture of the MVT table.



There were a lot of awards given out at the Awards Banquet. Alice and I won awards for the Fun and Poker Rallies, Chris won best craft. I was honored to receive the Joe Richards Founder's Award this year – didn't see that coming, wow! In the picture above the winners of the Best of Show were moving to the front to get their award – I told Duncan when we were judging this car that it had all "the right stuff" to be Best of Show – right on, right on....



Here is the Chicken Winner Roger (dad) being helped out by Roger (son) in the incident that gained them notoriety – one small step for fuel pump, one giant leap for chickenkind...



Our own Roger Rutledge took home the Chicken Award for breaking down at some point in the meet. Chris and Kathy Kresser won it last year, and they needed to give it away this year. The fuel pump failure on Thursday afternoon cinched it for him – Bravo!



Surprise of the night was moi winning the Joe Richards Founder's Award – that was not expected! Thanks to the folks that voted me in, very humbled by this!



One of two awards MVT gave out that evening was the "Spirit of TRA'24" awards – to five people who exemplified what TRA'24 was about – the MVT'ers at the meet thought about

this and selected Tom, Diana, and Matt Mahoney as well as John and Charma Huddy for their tireless work to make the meet a success – between them they put in 80% of the meet – bravo, well done!



Jeff Zimmerman earned the “Sweat Equity” Award for running events, being the Head Judge for TRA and running Concours, and generally doing that other 20%, all while he was concerned with a sick car – his starter died on Monday after he arrived.



The TRA 2024 team thought of everything. They even had wrist bracelets as part of the individual place settings on the tables. What a wonderful piece of jewelry.



Back home on Friday. Drive home was pretty uneventful - I hate the drive through Delaware (OH), but besides that, all's good.



Our mantel has a few more things on it now



You know, we beat on Mohican Lodge quite a bit, and they kinda deserve it as far as food service went. The last few times we ate dinner there we ate at the bar – food was better and

delivered faster – go figure. However, there is no mistaking the beauty of the place. During the day it was overrun with families camping stopping by for the pool. During the night it was kinda quiet. During all the time the forests and hills were real pretty and fun to drive in (but watch for deer, poison ivy, and ticks...).

Next year the 51<sup>st</sup> TRA National Meeting will be in Kalamazoo, MI – exact dates and venue depend on ongoing negotiations. Stay tuned for more information. Odds are we will go up there and stay overnight in Shipshewana, or someplace like that, to make it a two-day drive up. We can probably make it back in a day, but it might be a little long. If the weather is like this next year, it might very well be two days.

And those GPS units and the like – the rally stuff? They actually stayed on even on very rough roads, so maybe that stuff is ready for VTR. The steel plate for the back of the radio fell off (Chineseium double sided tape – nothing a little JB Weld or Gorilla Glue won't fix).

Fixes needed to cars? Really none. They ran well. I had to replace a door window handle on Inca, but Doug Braden was there at the car show and he had a couple. Might look at the rear shocks on Old Paint, or maybe not – we'll see (*I did look and I think I'm good*).

I also volunteered to help/lead the update of the TRA TR4/4A Concours Judging Guidelines, so those of you that have a TR4/4A, I might be giving you a call. Speaking of that, hat's off to John Coutant who has taken the judging guideline files and generated Word documents from them.

**Future**

**July 2024**

**6 – Tech Session Anyone?**



We need to have a tech session. It's been a long time since we've stood around, ate donuts, and watched someone else work on a car. Details: be there by 9:30 AM at our (Clough's) house – 1726 Sutts Trail, Xenia, OH. We should have our new driveway in by then so you don't lose a TR exhaust getting here. (*I can confirm the driveway is in.*)

The victim du jour will be Jeff Johns and the electrical system on his TR3. It needs turn signals and a bit of other love. Come see the smoke roll!

Did I say we'll have donuts?



**There will might be donuts!**

**10 – MVT Monthly Meeting**

The meeting will be held 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.

## 13/14 - Mad Dogs & Englishmen (Trip to Gilmore Museum Show)

*Patti Clifford*



Tour Dates: July 13 & 14 – We'll leave Englewood at 8AM. About a 4 1/2hr drive to Gilmore Car Museum.

Show is Sunday, July 14, 9-4 with all cars on the field by 12. We went last year and cars left anytime during the day- so you don't have to stay until the end of the show if you want to start for home earlier. Register here for show:

<https://maddogsandenglishmen.org/auto-faire-registration/>

There is a German car show the day before if we decide to go to see the cars in the museum on Saturday, otherwise, I am sure we can find some wineries to visit!

Motels seem to be booking up so if you are planning to go, you will need to make reservations soon. Here are a couple of choices:

**Homewood Suites** - This is the one where we have reservations:

<https://www.hilton.com/en/hotels/azokphw-homewood-suites-kalamazoo-portage/>

**Country Inn**

<https://www.choicehotels.com/michigan/kalamazoo/country-inn-suites-hotels/mi602?mc=llgoxpx>

These are close together, only about 2 miles apart and both seem to have rooms still.

We are still working on specifics for the trip and will let you know the details soon!

Please let us know by July 10 if you are coming. (We will firm up plans depending on how many will be in the group) – email John at [sgaugeflyer@gmail.com](mailto:sgaugeflyer@gmail.com).

## 20 – Blessing of the Cars and Bikes

Let's face it – it can't hurt! If you can't fix it, then faith and hope is all we have. Bellbrook United Methodist Church, 47 East Franklin St, Bellbrook. 10AM Blessing followed by a drive. By bike it was originally meant "motorbike", but this has morphed into something larger with bikes of all kinds showing up. The (motor)bikers are heading off for a drive then to Slim's in Spring Valley for food, and then heading back to the Bellbrook Brewing Company for liquid libations (BBC opens at 12 noon on Saturdays). We'll head off on a drive also and we'll take a vote/discuss if we also want to head to the BBC or some other venue, including food. If it's a nice day for a drive, we drive! Let's talk more at the July MVT Meeting.

## 27 – Ice Cream and Wine, Oh My...



This got suggested at the January MVT planning event, so I guess it's time to put it together.

- We will have a 11AM meet-up, 11:30 leaving time at ContempoRoast Coffee, 967 S Main St, Centerville, OH 45458 (south of Spring Valley Road/OH-48 intersection).

- We'll drive from there to Miranda's Ice Cream in Morrow (205 Main St, Morrow, OH 45152) for, well, ice cream (although they sell food, or at least that's what Google says, and Google is never wrong, so if you want food, hey, maybe...).
- Then we are off to Caesars Creek Winery to close the afternoon off.

Oh, we will be taking paths not very straight between stops <smile>. I know these roads, and I know you know I know these roads.

## August 2024



**2 - Dayton BCD Set Up** – Eastwood Metropark 6PM – we will pack registration bags, set parking spaces, and beat back yellow jackets <lol>.



**3 – Dayton BCD** – Eastwood Metropark, and assuming the usual stuff. Online registration is at:

<https://britishcardaydayton.com/bcdreg.aspx>

...and we have put a BCD registration form at the end of this Marque.

**7 – MVT Monthly Meeting** - The meeting will be held 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.

**10 – Indy BCD** – Clifford's lead the pack?

**10 – Drive Your Triumph Day Too** – Remember to drive your car, take a picture, and send it to me so I can squirrel it away for February 10<sup>th</sup> next year...

**17 – Tech Session** – at the White's

**24 – Orphan Auto Show** – Young's Dairy

**24 – Bellefontaine Hill Climb Revival**

## September 2024

**4 – MVT Monthly Meeting** - The meeting will be held 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.

**8-12 – Vintage Triumph Register National Convention 2024** – Nashville, IN,

<https://indianatriumphcars.regfox.com/2024-vintage-triumph-register-national-convention?fbclid=IwAR32tbAO5P2Uhr5jH5d8VcTSpQZ0uEkEMJSUP5Ow3R-eC4-5CV1z6A ITs>

**14 – Pool-less Pool Party**

**15 – Cincinnati British Car Day** – Information at: <https://www.bccgc.org/british-car-day>

**28 – Farm (stand) Tour** – get your pumpkins and mums!

## October 2024

**2 – MVT Monthly Meeting** - The meeting will be held 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.

**12 – John and Frank's Excellent Tour**

26 - Fall Foliage Tour & Halloween party – Somewhere southeast of Dayton, for now...

## November 2024

2 - Guy Fawkes Celebration – 2 November

6 – MVT Monthly Meeting - The meeting will be held at Archers Tavern Kettering, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015.

16 – Tech Session

## December 2024

TBD – MVT Monthly Meeting - The meeting will be held 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.

7 – Holiday Soiree

21 – Ugly Sweater Gathering – They will be ugly.

## Public Service Announcement

You are not permitted in the hot tub if you have swallowed a baseball and Xbox controller



## Technical Talk

*Edited by Bruce Clough*

Several articles this month – Harry tells us about his trials and tribulations with replacing the wiper motor switch on Valerie's car, and I have a few on things I've been doing with The Grey Ghost and Inca.

### Wiring of New Replacement Windshield Wiper Switch

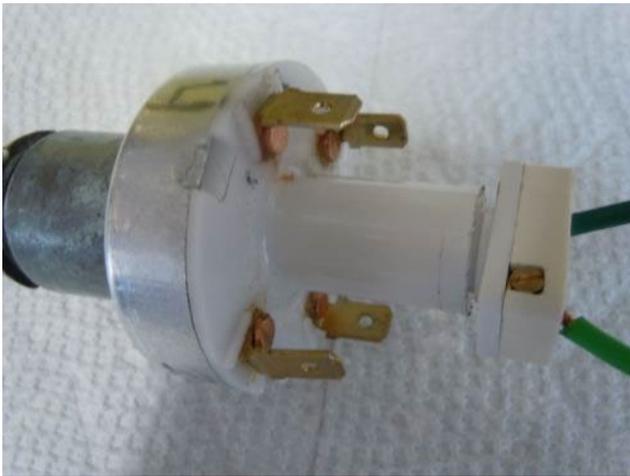
*Harry Mague*

As most club members know, I have been working on Greg's 1973 TR6. I offered my garage to get Greg's car in running condition so Valerie could sell the car. Things have been going a little slower than I wanted due to some unusual problems. The one problem that surprised me is the wiring of the replacement windshield wiper switch. First let's look at the original switch.



**Original TR6 Wiper Switch**

The original switch has a history of breaking. This switch is no longer available with any of the major parts suppliers. The replacement is completely different. This replacement was on the car when I got it. This is that switch.



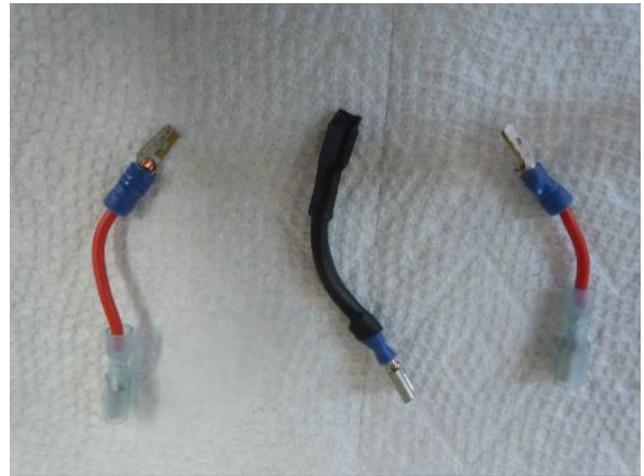
**Replacement Wiper Switch**

Notice that there are 4 connectors and the 2 green wires that are also connectors.

All 4 main connectors on the replacement switch are same as are the 2 connectors on the green wires. On the original, each connector is different. Each switch has the 4 main connectors numbered 1 to 4 although the original switch the numbers are clear and easily found and read.

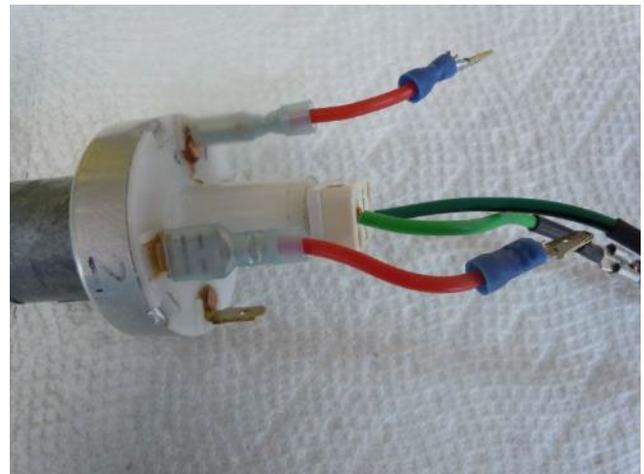
On the replacement switch, I had to use a magnifying glass to read the numbers. They had to number them to make it easier to make the connections. But wait, you would think the numbers go around the switch would be in sequence, but no – you are wrong! On the replacement were 1,3,2,4 around. That's why I had to mark them.

When I pulled the replacement switch out, I noticed that there were small wires attached between the switch and the wiring harness. Looking at the wiring harness and the original switch and I noticed that 4 main wires had each different type of connection. Looking at the 3 small wires, they converted 3 of wiring harness connectors so as to attach them to replacement switch. These are the small wires:



**Existing Jumper Wires**

And this is how they attached to the replacement switch:



**Jumpers in place on Replacement Switch**

I reinstalled the replacement switch, and the slow speed wiper wouldn't work. Of course, my first thought was that I errored in connecting the wiring harness. I checked the connection several times but couldn't get the switch to work in slow speed. The high speed worked as did the stowing of the wiper blades. I had the original switch in my spare stuff and connected it. It was easy to connect because each of wiring harness color code wires and connectors were different and matched to original switch. All functions of the switch were correct and operating.

Now knowing that wiring is correct, I tried the replacement one more time. Also reading the Master Electrical book, there was a way to test the switches functions. Once reconnected, I tried the replacement switch and had the same results.

Using Master instructions on testing the replacement switch, the replacement slow switch function was faulty. Could have save myself some time if I had read and tried Master's test instructions.

I now committed to using my original spared switch from my stash. Next problem was I didn't have the proper bezel or the alignment piece, and none to major suppliers carried the parts. I contacted Doug Braden to see if he had the parts. He came thru and sent the parts. I installed my spare original switch and another problem was solved, but not before it made me lose several more hairs. (*Ed's Note – car is about done – anyone want a nice TR6?*)

## **Well, I was at work a little bit on the TRs....**

*Bruce Clough*

I did manage to do a bit of tech-y-ing last month. I decided I was going to start driving The Grey Ghost a bit more on nice day, so I started doing it and that surfaced a couple of issues.

### **Does anyone really know what time it is?**

About two years ago I got rid of my Petronix distributor and went with a new stock distributor so I could play with points again. It's a personal issue, please don't spread it around. The install went like clockwork, but I've had a nagging feeling I just didn't have the timing right. I had assumed that the timing was correct on the Petronix, so all I would have to do is replace. Maybe not?

Maybe not – I've been noticing pinging on acceleration, and not really hard acceleration at that. The carbs seem to be running right, so time to check the timing. I originally set the timing dynamically for the Petronix, but statically for the 25D4 replica – did I do that right?

No. Redoing the static timing I noticed I was significantly before TDC on my static timing. I have a feeling I used my dynamic marks instead of the TDC mark.

*Doh.*

Well, we have it reset to book timing now, so we'll see how it goes. This was not without travails since I thought it would be a good time to get the distributor in a more parallel alignment with the head at TDC (if you don't know what this means I'll buy you a drink sometime). That little rotation led to a two-hour sojourn, but I am in recovery now.

### **I can see clearly now...**

When I rebuilt The Grey Ghost back in 2012, I put in a grill made by 2TallTR (in Centerville – he also did my TR3B seats and Rutledge's TR6 seats) from stainless bars. It's cool, it's heavy, but it doesn't allow for turn signal installation. No problem, I applied technology. I installed white LED light bars on the back side of the bars and used those to illuminate that side of the mouth as the turn signal – works great at night, in fact it looks uber-cool, but not so much during the day. I need to get real turn signals on the front, but I do not want to use a stock grill. I also want these to look somewhat cool, and not be the glass/rubber Lucas lights - what to do, what to do.

Meanwhile I also wanted to add daytime running lights (DRLs) to the car. Like the turn signals I didn't want to have to do a lot of modification work if I could get away with it. I could turn on the headlights, but that's no fun, and besides, I need to remember.



**The Grey Ghost before turn signals added**

So, where do you turn to for solutions to this kind of dilemma? Amazon, of course. I put in "12V, automotive, chrome, LED, and turn-signal" in the

search box, and the little AIs showed me a lot of options. The one I liked best could act as both a DRL and turn signal – white when DRL, and yellow when turn signal – just three wires to get this done. I think I found a winner, and it was on sale!



**Life is better with Prime, sometimes, maybe....**

Looking at the lights, looking at the mouth, and looking at the grill, I decided to mount the lights to the bottom outsides of the mouth and cut away some bottom grill bar (top and bottom would now be the same length). The existing wiring for the turn signals would just need lengthening a tad, and I'd have to add a wire for the DRLs, but I could connect that to a very convenient junction that just happens to have a spare connector which is hot when the battery is connected. This means the white lights come on when the battery does, but since the LEDs are a small load, that works (remember, I have a remote disconnect for the battery). Okay – way forward set, let's go.

Out came the grill and the old lights. Figured out where to mount the lights based on easy access

to the nut holding it on from underneath and the teardrop shape not hitting the inner fender. Drilled two 5/16<sup>th</sup> holes and installed the lights.



**In the midst of installing the lights – the grill is out and one light is in. This is where a cordless soldering iron comes in handy...**

Once the lights were installed, I used a Dremel tool and a cordless reciprocating saw to cut the bottom grill tube even with the top one. Then I put the grill back in.

Next was to wiring - the grounds were made to existing holes and new wires were run for the power feeds to the lights. Once I had them grounded, I did a quick test using alligator clips and wire to make sure they work. After that I soldered up and insulated new wiring, then installed the wires in the body, protecting and attaching them so they are not going anywhere.



**Modified grill and new turn/DRL lights**

We now have DRLs and turn signals that are visible in daylight. Just what is needed for more driving...

## Valve Cover Madness

*Bruce Clough*

*"I thought 1980 TR7 Model Year valve covers were blue, why is yours green?"*

No, I've never had anyone ask me that, but they do have a point. When we got Inca years ago, the valve cover had peeling paint and rust, so I repainted it - and I just happened to have a can of Buick green engine paint lying around. End of that story, unless you want to know about that 1960 Buick Model 4411 with the 361 Nailhead, then it's a bit longer a story...



**Yep, it's green – what the engine looked like in the late 1990's...**

But now I feel guilty. Not guilty enough to buy some blue paint, but guilty enough to paint it black to match the car body color scheme.

Black? Hey, I have some wrinkle valve cover paint left over from Old Paint, so that's what it gets, black wrinkle.

What I do not have pictures of is the paint removal, so here is that step-by-step:

- Take valve cover off car
- Scrape old cork gasket off and clean metal gasket surface
- Apply citrus-based stripper, wait, scrape, apply and scrape again

- Finish with wiping with steel wool, wipe with paint cleaner, wash in soapy water and let dry

Then I followed the instructions on the can to paint the cover. Basically you lay it on really thick, wait a day, then throw it in the oven for a while. It worked great.



**One painted valve cover**

Now for the valve cover gasket. I ordered an ARE silicone gasket. Why? Do not use the cork gaskets available today – some are the wrong size, and the silicone ones are reusable. Let me take that back – if you are a sadomasochist, then by all means, use a cork gasket. If not, get a silicone one from ARE. It came in about three days in a small packet since being bent and wrapped up doesn't hurt it in the least.:



**The valve cover gasket**

First thing I did was to lay it out and ensure that it will fit:



**Cover and gasket**

Comparison showed it should fit fine.

To put the gasket on, you glue the gasket first to the valve cover. I used high-temp black silicone sealer that is specifically for valve covers. Run a small bead along the gasket surface to hold the gasket in place to the cover.



**Running a small bead of black silicone valve cover sealer around the edge**

Now to put on the gasket. The instructions say to use tape, but that can become a royal pain (don't ask me how I know this). Instead, out came a few small clamps to hold it in place while it cured for a day.



**Clamped into place while the sealant cures**

Now to put the valve cover back on. Four special nuts and two screws hold it in place. These need to be tight, but not over tight – compress the gasket for a good seal, but don't smoosh it.

After the sealant had set, the installation is the opposite of removal, about 20 minutes after replacing a few hoses for good measure. Looks a little different now.



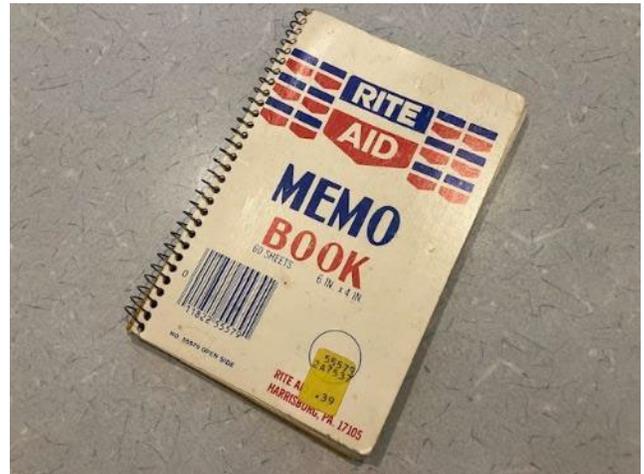
**Much better, no Buick left...**

## **Last Thoughts: 2-Way Radios**

*Bruce Clough*

I should say "back on radios again". When we run rallies or tours we use FRS/GMRS radios. I believe the best ones are made by Motorola, with my favorites being the T5410 and T500 models. You cannot buy those new, only used, but they are all over ebay. They have a decently large display, on/off switch and a volume knob you turn,

good audio quality, and operation is as simple as you can get with these things.



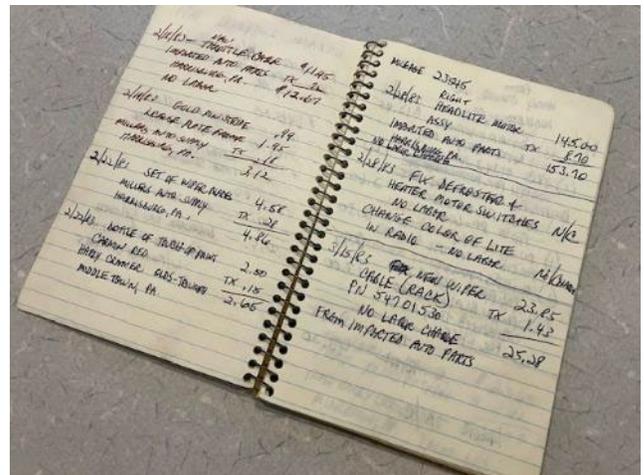
**What a find!**

It looks like this was purchased when the car was purchased on 14 February 1983. Since this was a 1980 model-year car my guess is that they were the second owner. They kept a log of what they did to the car, what it cost, and who did the work.

**T5410 Radios - \$15 on ebay....**

A quick check of ebay showed you can get pairs of these for \$15-40 depending on if you want the rechargeable batteries and charging cradle, individual ones cheaper. I just use AA batteries rather than worrying about a charger – they last longer and “recharge” time is how long it takes to replace the batteries.

I will be bringing a bunch of Motorola radios to the July meeting – one will go to some un-named club treasurer, the others are available to anyone who wants them.



**Maintenance notes galore**

It struck me, reading through the few pages of notes, that this documents well the reasons people gave up on Triumph in specific, and British Leyland in general. Let’s write these out in chronological order:

- 14 Feb 83 – Purchased for \$6495 from Carl Cook Auto Sales in Dover, PA. After taxes and trade in the total final cost paid was \$5075.
- 18 Feb 83 – New throttle cable - \$12.67
- 19 Feb 83 – New Pin Stripe, license plate frame - \$3.12

**Why the public had such a love of TR7s**

*Bruce Clough*

Yes, why of course they did. For a while, probably a short one.

**State’s Evidence:**

When I bought Old Paint, I also received a 39-cent Rite-Aid memo book left in the glove box that had a prior owner’s writings in it.

- 22 Feb 83 – New wiper blades - \$4.86
- 22 Feb 83 – Touch-up paint - \$2.65
- 28 Feb 83 – Right headlight motor - \$153.90
- 28 Feb 83 – Fix defroster and heater motor switches, radio light – No Charge
- 15 Mar 83 – New wiper cable - \$25.28
- 4 Apr 83 – Windshield washer bottle, passenger seat belt catch, door lock knobs, center console catch, owner's manual, wheel chrome trim ring - \$43.20
- 15 Jun 83 - Oil change, air filter, tune-up, plugs, brake rotors, tire balance - \$152.80
- 12 Jul 83 - Windshield washer pump - \$25.07
- 1 Aug 83 – In shop for coolant leak – replaced clamps - \$26.87
- 4 Aug 83 – More cooling system work – more hose clamps, thermostat, anti-freeze and **Bar's Leak** (really?) - \$21.89
- 18 Aug 83 – Bottom radiator hose, radiator cap, 190F thermostat - \$24.90
- 26 Aug 83 – Taken to shop to eliminate all air from cooling system - \$21.20
- 7 Sep 83 – Window regulator for right door, door rubber buffers, sill molding caps, Haynes Repair manual, hub caps - \$97.03
- 26 Sep 83 – More touch-up paint, glove box lock and latch - \$34.24
- 4 Oct 83 – Head gasket replacement, head work, oil change, anti-freeze, towing charge - \$389.98
- 7 Oct 83 – Fix radiator (leaking and clogged – go figure), new thermostat, anti-freeze – \$94.82
- 3 Nov 83 – Tune-up, plugs, head retorque, carb adjust - \$40.81
- 8 Nov 83 – New battery and hardware - \$61.99

- 27 Mar 84 – Body shop bill from damage to left front fender, inner fender well and body channels, repaint and re-pin stripe. (hit a wall while driving slow in snow) - \$1638.23

That was the last entry. My guess would be that he was finding another owner for it by then. The guy paid \$6.5K for the car, and over the next year sank another \$3K into it – almost half the purchase price – and you wonder how BL products got a bad rap. Granted, the accident was not BL's fault, but by that time the owner thought he was jinxed for sure.

There you go, a first-hand account of TR7 ownership in the day. What could go wrong? (did)

Bar's Leak, give me a break...

## MVT Triumphs

*Bruce Clough*

I did not get a submission this month, so I thought I'd continue the Bruce saga.

Last month we left off with my daily driver, and first Triumph, a '72 TR6, sold in Texas, but I still had our TR3 (and Alice was driving a nice '63 Bug).

With that sale we only had two cars, so I needed a daily driver, so what else, I bought a 1960 Hillman Minx (station wagon). It was in very original shape, could do 55mph (barely) on the highway (downhill), and was really a chick magnet (which I didn't need since I was married to Alice). It had the ubiquitous Rootes 948cc engine, downdraft Solex, Lucas stuff that I was familiar with from TR3s and 6s, 4 speed with syncho first, and was as easy to work on as the Triumph, if not easier.



**My next ride – what a beaut! Okay, so it's not a Triumph, but close enough...**

It also was in very decent mechanical (and bizarrely enough, electrical) shape. Changing the oils and doing a bit of basic maintenance kept it running fine. The rear end would have to be serviced sooner or later – it whined a little, but nothing nasty, bearings were good and nothing in the oil.

At the time I was a 2<sup>nd</sup> Lieutenant, and I hung with another “butter bar” that had a 68 Corolla - we made a fine team when we drove in anywhere. It lasted until I found my next TR – it went to a collector, so it was a good home...

## **MVT Memorabilia**

The Club has the following fantastic, wonderful memorabilia for sale. Show your colors in public, on your car, or on you! If you see something you like, talk to Harry Mague! Look at all we have:



**MVT Enamel Car Badge - \$30.00 – only a couple left – buy now!!!!**



**MVT Cloth Patch - \$12.00**



**MVT Pin - \$5.00**



**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. Please 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".*



**For Sale** -Triumph TR6 Hardtop -Aftermarket snugtop from Long Beach California-Black , factory mint condition inside and out (headliner, glass, weatherstripping, etc.)Ready to bolt on and go. Mounting bolts included. NICE HARDTOP (I do not own a TR6) - \$150 Inquire at [tryanity@gmail.com](mailto:tryanity@gmail.com).

**For Sale:** Triumph TR3 original steel hardtop for sale \$300. Inquire [tryanity@gmail.com](mailto:tryanity@gmail.com)

**For Sale:** Complete engine tranny, diff for TR6. Call Giuseppe 818-269-3240 or go to BTM.

# British Car Day Registration Form – Must be received by July, 22, 2024

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

e-mail \_\_\_\_\_ Miles Driven to BCD \_\_\_\_\_

Yr./Make/Model \_\_\_\_\_ Class \_\_\_\_\_

Require trailer parking Yes \_\_\_\_\_ No \_\_\_\_\_

Advance registration (includes free t-shirt) \$25.00 \_\_\_\_\_

T-shirt size S \_\_\_ M \_\_\_ L \_\_\_ XL \_\_\_ XXL \_\_\_\_\_

Additional t-shirts (day of show \$20) \$18.00 \_\_\_\_\_

S \_\_\_ M \_\_\_ L \_\_\_ XL \_\_\_ XXL \_\_\_\_\_

Vendor registration \$30.00 \_\_\_\_\_

Total \_\_\_\_\_

Make checks payable to: British Car Day

Mail to: BCD, 1754 Lindenhall Dr. Loveland, OH 45140-2120

Neither I, nor my heirs, will hold the Miami Valley Triumphs; The MG Car Club, Southwestern Ohio Centre; Five Rivers MetroParks, or any other sponsors or persons associated with this event, liable for any personal injuries or any damages done to me or by me, my party or my car, while engaged in this event or while traveling to or from this event.

Signed \_\_\_\_\_ Date \_\_\_\_\_