



The Marque

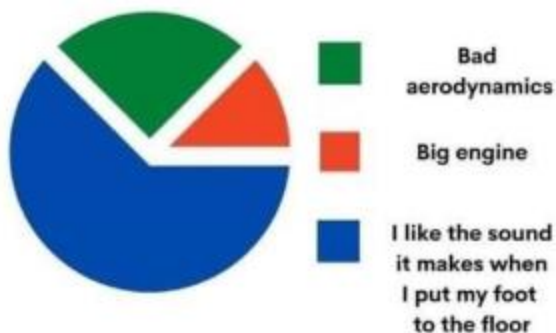
"All the news that's fit to soak up oil"



Tim's Groupies - they adore him, they really do!

October 2021

Why my car gets
bad mileage



Events this month:

- 6 - MVT Monthly Meeting
- 9 - Covered Bridge Tour
- 10 - Brits at the Fifth St Brewhouse
- 16 - Little Miami River Run (Fall Foliage Tour)
- 16 - BTM Chili Cook-off
- 23 - Tech session

In This Marque

- Boring Officer's Reports
- Exciting Events Calendar
- Tech Articles Galore
- THE MVT Store (please buy stuff from Harry)
- Classifieds

Wife: If it doesn't fit, you have to sell it!!

Husband: 🤔.....



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,
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Vice President: Chuck White,
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Secretary: Clyde Collins,
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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 or to the PO Box.

Cutoff date for next month's Marque is the 25th 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



Toy Car Season Coming to an End

John Coutant

It is hard to believe that fall is here and we only have a few weeks before nasty weather starts to show up now and then. Fear not, we have a bunch of opportunities to enjoy your Triumph in October and take advantage of the fall weather and scenery. Typically, Guy Fawkes tour and bonfire in the first of November marks the end of our driving season as everyone starts to put their car away for the winter and get ready for the holidays.

Speaking of holidays, we are still planning to hold our Holiday Soirée in December. The situation with COVID-19 is still discouraging as infection rates and hospitalizations are still high and it is unknown what will happen when cold weather arrives and if it will create another "surge" of infections. Sadly, this is primarily occurring in those who are not vaccinated although there have been a few breakthrough cases in those who have been previously vaccinated. So, we will watch carefully what is going on but as most of the members have been vaccinated, fingers crossed that the soirée will go as planned.

As you read in last month's Marque, the tech session to demonstrate Pertronix install and timing in my TR3A did not go so well. Read all about the follow up in a Tech Article later here in the Marque. The saga continues.

We did not get the fuel line leak fixed either but we did determine that my clutch was indeed slipping. Why? Who knows but a tech session is planned for October with a transmission removal and clutch autopsy planned. I am in the process of preparation (interior removal and removing/loosening nuts) so things are ready to eat donuts and drink coffee.

We had a bunch of drives and events in September, a very busy month. It started off with a British Biscuits and Tea in Archer's parking lot which ended in a BCD wrap up session with the MG club. Then it was off to Cincinnati BCD for another show. Then some members headed off to VTR and some to the 2-day Hocking Hills Run (which I heard was great and am sad that I had to miss it). We ended up with the annual fall Farm Stand tour at the end of the month. Whew. You

can check out all the details later in the Events section of the Marque.

As we move towards December and the Holiday Soiree, it is not too early to remind everyone that nominations for President, Secretary, and Treasurer for 2022-2024 open at the general meeting in December with a vote at/by the March meeting. Also, it is not too early to start collecting "stuff" for the brown bag auction at the Soiree.

Vice President's Report

*Ashes to ashes.
Dust to dust.
When life's a pain,
Wine is a must!*

*Roses are red
Blah, blah, blah
Wine*

Respectfully submitted,

Chuck White

Treasurer's Report



As of 1 September 2021, the club account had an account balance of \$2647.25. For the month of September the club had 50/50 income for \$13.00, a new membership payment of \$55.00 and we received the final BCD Payout for \$1500.00. Total income for September was \$1568.00. The club had for September the club had only one expense for a partial membership refund for \$20.00.. As of 1 October 2021, the club's account balance is \$4195.25.

Respectfully submitted, Harry Mague.

Marque Editor's Report



September was a lot of driving, and a lot of Marque inputs - thanks guys!

Wow - one hellofamarque this month. Over 40 pages and most of it original work, not copies or just the "boiler plate". Thanks for the articles on trips, thanks for the tech articles, and thanks again for all the pictures and words folks have given me - makes it a lot easier to put this together. We had a lot of contributions from a lot of people to put this month's Marque out - thanks to the John's, Stan's, Clyde's and all the little people who work with my minions to make this the success it is!

Another thing I am looking for are, quite frankly, funny and silly, borderline really stupid, pictures and graphics. I find them on Facebook, that loving app we all sooo like to complain about. So if you find any good ones, tag me.

Keep the good stuff coming!

Cheers - Bruce

Membership Chair Report

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As evidenced by the recently revised number above, our MVT population has grown—by one! Bud and Kathy Graff and their grandson, Ace Curp, all of Middletown, have joined us as a family unit. Ace and Grandpa Bud, who currently share a 1974 TR6, were part of the recent MVT caravan to Cincinnati BCD. The Graffs also own a 1966 Herald, We welcome this family to our family!

Sadly, we are bidding adieu in a few weeks to Tim and Marty Moore, very active club members since 2013, as they realize their long time dream of relocating to Florida. October's membership meeting will be their last in person (at least for the foreseeable future), but they will remain part of us as Tim has already prepaid their May 2022 dues! Rumor has it that the Moore's Florida welcome mat will be out for any MVTers who venture south. Happy Trails, Tim and Marty.

Valerie Relue

(Ed note: Bud and Kathy were MVT members back in the 80's and 90's and glad to have them back! The Herald was owned for a short while by moi, and was the Official Staff Car of TRA 1995. I'll see if I have a picture of it back then & glad also to hear they unCloughed it...)

Events Chair Report



Bring on the Pumpkin Spice!!

Well dang it, leaves are turning, falling, and Pumpkin Spice is rampant again - must be fall! September was a quick month, with a lot of activities and gave me a lot of homework to write about it - and the length of this Marque attests to the fun we had.

As far as the MVT events go for October we have our meeting on the 6th, a Covered Bridge Tour on the 9th, our Little Miami River Tour on the 16th, and a tech session on the 23rd. For the Tour on the 16th, last month I sent out an email reminding MVT'ers to let me know if they are coming - by the time you are reading this that window has closed. You can still come along, but might not have a seat at dinner (can probably cram you in for Breakfast though). We will start at Clifton Mill for breakfast and drive south.

There are also a few British Transportation Museum (BTM) events coming up - food and drink benefitting the museum at the Fifth St Brewhouse on the 10th, and a chili cook-off at the museum on the 16th.

I've added in a tech session in November to start the Carma suspension work - I have a feeling there will be a few more.

National Events are starting to be laid in for 2022 - TRA will be at Gettysburg in June and VTR will try Galena IL again in late August - some info in the events schedule and standby for more information.

Events Tsar Bruce

Speaking of events....

MVT Events Calendar

Past

BCD 2021 Revisited

Stan Seto

A small contingent of MVT and MGSWO members met after the Crumpets and Tea meeting on 11 September, at Archers, to discuss what was learned from BCD 2021 and what needs to change for BCD 2022.

Matters discussed included event parking, food vendors, expenses, what seemed to work well and what seems to be needing improvement.

Food Vendors – Although short sheeted by Covid-19 (the original food vendor had to cancel) MGSWO was able to pivot to another vendor, who was able to step in and handle our event, Brock-Masterson. The crowd being what it was, they ran out of food twice and their workers were in short supply because they were handling another event also. People did get fed, so we squeaked through.

For 2022, a right move appears to be to engage more than one group to supply food, and to, perhaps, locate them away from the riverbank to provide more room for them to operate.

Event Parking – MVT as the upfront club with Registration, has been handling directing cars into the event and also parking spectators, using between two and three club members. It is becoming exhausting given we are also having to show spectators how to best park in the field adjacent the entry road, while also advising people towing trailers where to go to unload and store the trailers during the show. MVT works to rotate these teams every two hours, but that does

depend on whose available at the Registration point and how fast the cars are flowing in.

With MGSWO stepping away from cooking and food dispersion, we will be asking for their help in 2022 parking and directing traffic. Note also, that the MG Club will be asking our club for help parking Triumph registrants on the field, a service we have provided in the past and did during the 2021 show.

Signage – It was acknowledged that more signage is needed. This is especially true at the park entrance, and for spectator parking. For On the Field, some ideas were batted around about Row Markers and how to make them more effective. Use numbers to designate the rows, Big Numbers, and to provide more Parking Row schematics to registrants (do not put these in the bags, hand them out as cars arrive). Provide more colored vests for those doing the parking, so they can be seen from Registration.

Finances – Skip Peterson told us that we did save some money Friday night when the truck carrying the dumpster for our event was denied permission to put it on the grounds and he is working to assure that in 2022 we are permitted to drive on the grass without being harassed by the park police. Most of the money made came from registration of cars. The food vendor said he will pay us \$275 for his experience, but as of this meeting has not yet cut a check.

The cost roll-up has been completed and it looks like each club will get about \$1500.00. A financial report will be published in the Marque.

Combined Events – While in these discussions, Skip Peterson commented that he had not ever seen what we (MVT) do either Friday night or on Saturday, because he has always been working the food and the on the field parking set-ups. He and John (Coutant) spoke about perhaps having some combined events so club members could get to know each other (Pub Crawl, combined drive and picnic, Dine-out night at a restaurant or similar) and do it in the Spring before BCD. Interesting thought.

Organization - For 2022, MVT has to get organized a little earlier in the year. The club needs to discuss what additional signs (flags,

banners, Row markers) and Safety vests need to be obtained. Then get agreement from the MG club, and to support this get funds from both clubs. Spectator parking, do a working sketch, and select a team (both clubs) and train them to just get it all started on "Game Day".

Other thoughts: Count the field every hour after 9 AM, do last count at 12: 15 PM. Provide Car classes on the bag labels for pre-registered, and mark bags of cars arriving on the day. Consider reclassifying Jaguar Sedans by year rather than by Model.

The clubs really "lucked out" in 2021. We need to stand-up and Smell the Roses for 2022.

September 2021

1st - MVT Monthly Meeting Minutes

Clyde Collins

Meeting called to order @ 7:30PM, 20 members and 2 guests signed in.

Opening Remarks- John Coutant says Thanks everyone for a successful British Car Day. The Delta virus issue is of concern and will be monitored. We hopefully do not have to go back to virtual meetings. He personally wears masks often and considers the possible threat very significant.

Request for Changes / Additions to Agenda – None

Introduction of Guests/New Members – Benjamin White came with Chuck and Chris. Two applicants for MVT membership are Bud Graff and wife Kathy own a Herald, as well as their grandson, Ace Curp, who has a TR6. Both applied at BCD.

Officer Reports:

- Treasurers Report- Harry Mague reports for August an income of \$236.00 and expenses of \$146.00 leaving a total of \$2647.25 in checking.
- Secretary Report- Clyde Collins version of Minutes from last month in Marque were approved with 1 opposed.

- Membership- Val Relue reports 47 members and 2 new applicants
- John Clifford said something about past reports, I think it was that the Indy BCD 8/14/21 was very good.

Events – Bruce Clough

- **AUGUST**
 - Stan Seto discussed BCD on August 7 last
 - 13-14 Project Yellow Jacket: Jackson reports that brakes and fuses were projects, next session 9/11/21 to start or run it the TR7.
 - 14 - John Clifford said that the Indy BCD was very good.
 - 21 – Tech Session on Pertronix Electronic Ignitions at Chateau CO-C Chez Bruce was to install a Petronix electronic ignition in a TR3A but was unsuccessful as discussed in The Marque. Bruce noted that some members may not have all the background and we should be good teachers while any questions are best brought up on the spot to be addressed. Understanding is important.
 - 28 – Orphan Auto Show at Young's Dairy in Yellow Springs: Bruce commented that the meal of pizza Prime Rib was excellent good and drinks were priced on the high side the wine and welcoming dog at the winery afterwards were both fantastic .
- **SEPTEMBER**
 - 10? - Another Tech Session TBD
 - 11 - Tea & Biscuits next to Archers
 - 11 - Project Yellow Jacket at BCM
 - 12 - Cinci BCD
 - 14 - Hocking Hills trip, lodge at Sleep Inn: 5 committed so far
 - 14-16 - VTR National Edmond OK
 - 25 - Farm Stand Tour
 - 30 - 6 pack Trials Hilton Garden Inn, Colonial Heights, VA
- **OCTOBER**
 - 6 - MVT at Archers
 - 9 - Covered Bridge Tour

- 16 - Little Miami River Run/Fall Foliage Tour - need head count for breakfast at Clifton Mill as well as dinner at Valley Vineyards
- November
 - 3- MVT Monthly Meeting
 - 6 - Guy Fawkes - Tour and bonfire
- December
 - 4- Holiday Soiree and Dec Business Meeting -Queen of Apostles Community, Bergamo
 - 19 - MVT Christmas Dinner

Committee Reports

- Technical : Thanks to Senters for recent TR7 parts distribution of good stuff
- Memorabilia – email Harry if interested, items available are in the Marque
- Parts – John Coutant is in contact with a family looking to sell a TR3A and an early TR4. Contact him if interested.
- Marque – John Coutant commented that the Marque is very good and always needs new articles
- Website – John Coutant- website is current and works well.
- Projects – none.

2021 Dayton BCD Post Mortem

Stan Seto first commented gracefully about the better angels in our group, an extended family including his now passed beloved English Sheep dog, cremated but not forgotten. Information about AKC non-registration for the breed and a CODA death talk was very expressive. A possible new dog was a hopeful thought for all listeners.

The BCD was very successful with 292 cars, 110 registered the day of the show. This compares to recent high years and bodes well for next year. We were a few 'entry bags' short having delivered 275 complete bags with only a few BCD shirts short. 17 bags were mailed to participants requesting one after the event. The income and expenses are being reconciled.

A meeting with the MG Club is planned for 9/11/21 to discuss results from this year as well as starting planning for next. One area will be adjusting roles, another could be to look at

vendors - some were satisfied while others were less satisfied so there is room to improve.

A lady from the MG club was very helpful and many MVT members did an excellent job getting participants and spectators parked. The visitor lot was pretty full, but could not be enumerated and notable was how many different cars were on display from many locations. Some cars are regulars, but many hadn't been seen before or for a long time. Three cars were from Indy, and our central location to other cities helps make this a big show. 25 prepaids did not show up.

Old Business – none

New Business – Tim Moore thanked everyone the great times and memories. Next month will be Tim and Marty's last meeting before their move to Florida

50-50 raffle - Benjamin White won \$15

Adjourn 8:18

Respectfully, Clyde Collins

10 - Pandora Sojourn

Bruce Clough

You might not know it, but Carma is a grey-dash TR7. The dash in it is from a '77 DHC, put in after an accident. It looks good, but is not original.

At Dayton BCD this year I bought a grey center between-seats console as well as center console (where air and vent controls are) and Ted Schumacher let me know that he had a grey dash.

Fast-forward a month and I'm piling into the Whitemobile for a trip to Ted's @ Pandora, OH - a bit north of Lima. We were also getting a steering wheel for Chuck and picking up some parts for John Clifford.



0900 Heading to Pandora. Gorgeous day - not a cloud in the sky and comfortable in temp

The drive up was uneventful. Weather was clear blue sky and temp in the 70's. We got to Ted's in about an hour plus some - the drive is a straight shot up I-75 - no construction and no accidents.

Ted is no longer in the old car dealership that his dad worked in that he bought and used as his office/warehouse. He made the mistake of putting it on the market just to see if he could get a price, and he did. He's now out of a group of buildings down the street a bit.

He also sold his lot in town where he kept all his hulks and now keeps the remainder at a scrapyard just a bit out of town. Chuck and I followed him out there to look for parts.

Chuck did find the TR6 with the steering wheel on it. We were expecting drama to get it off, but it came off without a fight, not even a whimper. Alas, the grey dash in the wedge was weathered beyond my interest, so I spent the time helping Ted get a Wedge top-bows part off a TR8 body that has seen better millennia - he was shipping to a guy in Canada. That came off easy also.

Heading back to Ted's office Chuck paid for the wheel, we picked up John Clifford's parts, and headed out (but not before sampling the wares at the local ice cream shop).



Chuck looking for any more parts he might need from the TR6 hulk that gave him the steering wheel. There were none - it's pretty gone. Ted does have another '76 TR6 that had all the emissions goodies on it if anyone is interested - yes, it's seen better decades, but it's all there, you might need C4 to get it off, but it's there...

On the way back we had to stop at a Waffle House for lunch - we had been talking about restaurants we like to stop at while on road trips (or out late partying) on the way to Teds, so stopping for a little breakfast-for-lunch was a no-brainer.

Once back on the road we contacted John Clifford and arranged to meet him at the DQ in Vandailia (where else?). We made the rendezvous and passed off the parts. Since were at a DQ, and since this was a pseudo-official MVT function, at least in our own minds, we had to get a Blizzard.



The perfect end to a perfect day - it's what we do - how we roll!

Thanks to Chuck for driving, and I think I will just leave Carma with the black dash for now, at least this next year. There is always painting...

11 - Project Yellowjacket

Jackson Galloway

Project Yellowjacket went as usual. One step forward, two steps back. We have one caliper assembled, but are missing the inner seals for the 2nd caliper. So, we will attack it next month!!

11 - British Biscuits and Tea - the Sojourn

Bruce Clough

The plan was to leave home about 9:30am, stop by the bank and get some coffee. The Grey Ghost dies 200 yards from the garage. Fuel starvation was the culprit. Some neighbors helped me push it home.



The Huey's TR6 @ BB&T

My guess was I had a fuel line blockage since the fuel gauge read I had plenty of fuel. To my surprise the fuel line was just fine, the gas tank was empty. The fuel sender had failed and was giving erroneous readings. Nice.



Pres John's Bikini-clad TR3A

After putting some fuel in the car, as well as cleaning up, I was back on the road again and got to the BB&T just in time to join the BCD wrap-up meeting already in progress.



MVT'ers and MG club members discuss Dayton BCD 2021

John Coutant will have a full report at the next MVT meeting, but suffice to say that we went over a lot of lessons learned and plans for next year.

After the meeting the remaining cars from BB&T started to leave. One MGB was having issues starting and even push-starting could not get it going - after a few tries they started wrenching on it in the parking lot.



Obviously something you'd never see with a Triumph



Obviously something you should expect to see on a Triumph

The MVT crew headed to Archers for a little lunch and afterwards the drive home was enjoyable. I did make up a new gas gauge for TGG when I got home.



The new TGG gas gauge - good enough for a Model T, good enough for me...

Thinking back, that is the second time the fuel level sender failed in the gas tank. The tank in TGG is an aftermarket one from Summit Racing that I originally had in The FrankenStag. The fuel sender failed on it a couple of years after I bought it, maybe 2010? The failure this time was the same as last - the arm holding the float fell out of its mount. I have another sender unit, but am loath to put it in since it will just fail again. Need to understand the failure mechanism more. Oh, well, no time to opine since Cinci BCD is upon us!

12 - Cincinnati BCD

Bruce Clough

0700 - Rolled Carma out of the garage and headed towards the MVT rendezvous point, the Bob Evans @ I-75 & OH122. The morning drive was fantastic, winds light, skies blue, and the sun just peeking above the horizon. All things were normal with Carma as I enjoyed the drive to Bobby E's.



Bellbrook @ 0700 - it was actually darker out than the camera shows

At Bobby E's I was joined by Harry Mague, Steve Solomon, Karl Ludolf, Tim and Marty Moore for hearty breakfast and fuel gauge jokes. Bud Graph and his grandson Ace were waiting for us in the parking lot when we came out. Six Triumph caravan headed south out of the parking lot...

The drive to the Cinci BCD at Harbin Park was uneventful - we all forgot our radios, but we managed to stick together. It takes most of an hour to get there over the side streets, but hey,

we did pass a DQ and White Castle (but didn't stop - what is wrong with me?) so what's a bit extra time for scenery...



View from my seat at the show...

Sticker-shock at the show - day of show registration was \$25 - ouch - what a deal our BCD is. I was parked with the other Wedges (Karl was parked in the premiere class), or the other wedge I should say - another Carmine Red 7 with biscuit interior - the only two wedges in the class. Had I know that I might have washed the car!



Red Barchettas

The wedges were parked in the sunshine, so I took my chair up to the Moore's, who had slightly better trees around them, and set up camp. From the strategic Observation Post Moore location you could pretty much see most of the show.



View looking left from Observation Post Moore - Todd Bermudez's son's TR6 - brownish - primerish color, and it was attracting yellow jackets...nice - two cars beyond that was Bud Graff's TR6 that will be going to their grandson Ace



View looking right from Observation Post Moore - this was the only other TR4-250 car there, a nice 4A, beyond that is Solomon's TR3A

I wandered up to the vendors since Ted was there with the strut parts for me - go the parts, wandered the vendors, but didn't see much else I was interested in. Next I wandered to the food shelter. John Coutant was off duty by then (he is also in the Cinci club, but I still got in the line..



Food line was long, but moved well - I just got a Cheeseburger since I planned on taking Alice out that evening. It was good, but I had to fight the yellow jackets for it - nasty buggers



We did have a sighting of Karl in the wild - the picture is fuzzy, but the resemblance is there

Where were all the Triumphs? Two wedges, four TR2-3s two TR4-250, six Spits, and about a

bazillion TR6's (18 was my count). Even with all the 6's there really were not the Triumphs I would have expected given the day and the location. Overall their attendance was up by quite a few cars from last show, but you'd never know it by looking at the Triumphs.

At noon they did have a nice 9/11 Memorial with a local HS band member playing taps. About 10 minutes later I finally was stung by a yellow jacket; however, that drone will not be doing any celebrating ever again. Stings don't affect me much, but it was annoying anyway, almost as annoying as my new first aid kit that says use a hydrocortazone cream for a sting, but has none in the kit. Can you say itch??

A bit before 1pm my fun meter pegged - I still had a hot tub to work on and a date night, so I ppointed Carma's nose north and go back, again w/o drama.



The excitement at Observation Post Moore - you can almost feel it in the air. I might have to break down as get one of them chairs...

It was great getting to the Cinci show again - I really do like Harbin Park - I think it's a great place for a show, just sad they don't draw 300 cars like we do.



Best dressed award goes to Steve Solomon - damn son, you're looking good and making us proud!

Note from John Coutant on Cinci BCD (John helped staff it)

The Cincy BCD was September 12th this year. I am also a member of BCCGC and showed my TR3 (display only) and worked the grill in the food shelter for a couple of hours. From feedback after the meet, they struggled with the same things as we did – primarily parking and getting cars in the correct class on the grass. They did participant choice voting and used a similar system as we do with credit to us. I helped out Aaron Kuetz who ran it with some suggestions. You have to understand the president of BCCGC died unexpectedly this spring and was the key person to organize the meet. People stepped up but did not have a lot of experience. This is something we should be aware of as there are so many of you with lots of experience in the various areas and we should make sure to preserve it. Overall things went well.

14-16 - Vintage Triumph Register National Convention

By Jeff Barth and John Clifford (photos by several people)



When planning on taking a long trip in our 40+ year old cars, it is important to get your maintenance done (before the drive) and plan to travel in a caravan. Getting our cars ready for such a trip made for a very intensive month prior to departure.



Jeff's new brake job

There is always a list of things to get done, ranging from show-stoppers that need to be addressed to items which we just want to get done. Things that had to be done were replacing strut boots, tie rod ends, universal joints, greasing bearings and bushings, replacing brake fluid, changing brake linings/drums and changing oil to mention a few. Other not as critical items were wiring a manual fan switch, fixing the cigar lighter (phone recharging), replacing a door seal. We even had some time to complete a few cosmetic items.



Repairing Spit rear axle U-joint



Tie rod repair

Our 860+mile drive to the 2021 VTR National Meet in Edmond OK started on Monday morning, leaving Englewood at 8:15. Jeff arrived in his blue Spitfire, joining Patti and I in our beige TR8 to meet with the other members from the east coast to caravan together. There was Gary from Maryland along with Tom and Wayne both from NJ. On the SW side of Indy we stopped for gas and to pick up two more members of the group. We were now up to 5 Wedges, a TR6 and a Spitfire for the run to Rolla MS where we spent the night. In the morning, Dave from St. Louis met us in his TR6 for the final 350 miles to Edmond OK, about half on the backroads including US Route 66.



Caravan @ Lunch Stop



They were getting their kicks....

VTR national events are four-day affairs and there were about 160 cars registered. On Wed and Thurs there are breakfast and dinner drives both near and far (about 5 to 45 miles is the range) with TSD and Gimmick rallies in the afternoon. Thursday also had a couple of fun events consisting of a timed Le Mans start and a Funkhana. For us the big event happens on Friday, that being the Autocross. There were a lot of cars entered (82) and each driver was allowed 5 runs. Thanks to a very efficient local SCCA Autocross group, the first car started about 9:00

and we finished up at about 3:00. Then it was back to the hotel to get the cars cleaned up before the driving awards presentation.



Bowling Alley on Rt 66

This was followed by various dinner drives to make a full day of it. Saturday morning saw everyone putting the final touches on their cars prior to the car show from 9 - noon.



There has to be chickens!

Finally, the main banquet was Saturday evening and everyone splits out on Sunday morning. We even took a drive to Oklahoma City to visit the bombing memorial Friday evening.



Breakfast run!



Jeff pumping his fist for the Funkana win!



John digging in a corner on the Autocross



Oklahoma City bombing memorial

Since most of the cars were driven some distance to the show, invariably there were some cars that developed issues. These ranged from a blown head gasket, alternator/electrical issues, gas delivery gremlins and a bad TR6 half-shaft u-joint. Most of the problems were diagnosed and fixed there in the parking lot thanks to lots of comradery displayed among all of the participants and a fair number of parts runs to the auto parts stores or local member's homes.



Unrestored TR4

The weather was great (no rain) but HOT and Humid (90 degrees / 70%RH each day). The good news is that we all had a great time, seeing people we had not seen for a while and meeting new friends. There were a lot of cars we had never seen ranging from a nicely running TR6 in authentic rusty paint patina to a tough decision for

the Best-In-Show, which was won by a newly restored TR8 (less than 20 miles) that received 397.5 points.



Show venue early Saturday



Clifford car being judged

Jeff did very well at this show coming home with a first place in the Spitfire Participant choice, first place in the Funkhana and a first place in his class in Autocross! Our TR8 finished second in the stock TR8 concours out of 4 cars.

Four members of the original caravan left Edmond on Sunday and retraced our drive back to just south-west of Indianapolis. There two continued north to their home. Google indicated that the traffic and construction in the Indy area would result in an extra 45-60 minutes sitting on the interstate. So, my wonderful navigator found a route eastward keeping it on the backroads south of Indy which took about the same time but allowed us to at least keep rolling. Jeff and we finally rolled into Ohio about 6:30 on Monday, ending our nearly 2000 mile adventure.



Barth (top) and Clifford awards



Caravanning home - 3 of 4 cars



Back to finding it here - almost home!

The Central Oklahoma Vintage Triumph Register Sports Car Club and the Green Country Triumphs are to be commended on putting on a great show, at a great location and on great roads! Everyone was very helpful. Next year the VTR National will be in Galena ILL the week before Labor Day, so make you plans now to join us on our drive there!

14-15 - Hocking Hills Run

Bruce Clough

What a great mid-week tour! We headed to the less-flat part of Ohio for a couple of days. Thanks to Ron and Brenda Fowler, Chris and Chuck White, Stan Seto, and Alice for joining me!

Rather than opine here about the great time, I'll do it under pictures...



View looking east leaving Xenia - Tuesday was nearly cloudless in the morning and temps were supposed to reach 88F, maybe a bit cooler where we were going. Rolled into the I-71/US-35 Starbucks and met the Whites and Stan there



Headed east from The Old Home Place - you can't see it clearly, but the initial hills of Appalachia are dead-ahead! Still no clouds in the sky. Temp was well into the 70's



First destination was the Old Home Place for breakfast. About halfway between Washington Court House and Chillicothe off US-35 it's a easy stop! The Fowlers met us there.



Our first stop in the Hocking Hills was a glass shop off OH-180...



What we ran - two Triumphs, VW, and a Subaru - kinda like our garage at home!



...where you can watch skilled masters of their craft...



...make things like exquisite hand-blown pumpkins in all wondrous shapes and sizes.



The shop was filled with all sorts of beautiful fall gourds other glass art works



And mollusks



I think I found a new favorite yard yucky



Typical of the terrain in the Hocking Hills - the hills and valleys force the road network into twists and turns with many quick elevation changes - in other words perfect Triumph roads!



After the glass shop we headed out to hike, stopping at the Rock House. Significant elevation changes, cliffs, trees, nature all around



Fallen tree that fell perfectly - you can't get much better than this



Inside the Rock House - actually more of a cave. Nice and cool within - temp outside was pushing 85F, here it was in the 60's



Thinking somebody big sat here a few times, or was it just happy to see us?

After hiking the Rock House we headed over to an antique shop strip mall in Rockbridge - several shops with some good, some questionable, antiques and memorabilia. A bit of gas and we were off for another drive into the hills looking for twisty-turny roads - ask the crew, we found them. The roads ended up at Logan, OH, where I found the perfect destination...



Nothing better on a hot day than a little moonshine I always say.



Hocking Hills Moonshine actually had a lot of selection - from bourbon to shine and all flavors in-between. Here is our sampling tray



From the distillery we headed to the hotel and dinner - which we ate at a local BBQ - in fact.

It was next to the hotel. Food? Mixed - brisket was dry, red beans and rice good. Corn muffins a bit dry also, but butter....



Wednesday morning dawned grey - it had rained a bit in the night and rain was threatening for today, so tops were up. Our first stop was the world's largest pencil sharpener museum. Yes, pencil sharpeners.



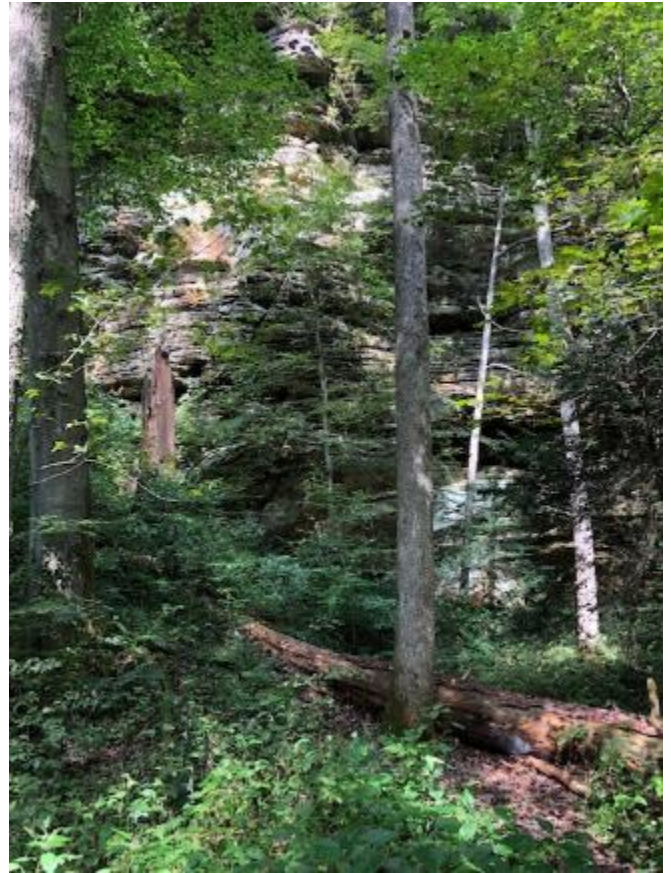
You can never have enough pencil sharpeners, how's about 3500?



Wind Chime Shop - the Fowlers are now the official MVT roadblocks...



It's true you know



Wednesday after a few morning stops waiting for the rain to finally pass we gave up and headed to Ash Cave for some hiking. If you have never done this we highly suggest it - the trails are accessible to those who don't walk so well and the scenery is gorgeous



The "cave" part of Ash Cave - the pigeons put up with us. A lot of folks out walking their dogs - or as the case for some of the folks with smaller dogs, carrying them...



View looking back to the bottom of ash cave - where the waterfall hits.



Interesting root formation from several different trees.



After lunch (at a great little restaurant - the Ridge Inn in Laurelville) we headed to Tarlton to visit the Cross Mound, another nice little hike in the woods



The Cross mound itself is in the shape of a cross, or an "X", depending on your viewpoint - the mound's purpose is unknown, but it was a nice hike!



The flora and fauna of the Hocking Hills region are truly unique



After Cross Mound we went to the other side of Tarlton and visited the Manchester Winery - no the first time MVT has visited - this was on a tour for TRA 2014 - we had a great tasting of some decent wine after which the Fowlers bid us farewell (since they live relatively close to there) and the rest of us headed west...



...for peanut butter pie of course! Waynesville rocks!



The crew had a great time on the trip - thanks to those who joined us and we will do it again!

19 - Concourse D'Elegance



This is the umpteenth year for the Concourse and it was held at Carillon Park. Thanks to the Brunnells for the pictures!



Only picture that I found that had anything close to Triumph on it, and, of course, it was red!



You have to have a soft spot in your heart for Crosley Station Wagons, and a woody at that!



“Meanwhile, at stately Wayne Manor...”

19 - Caesar’s Creek Winery Flashmob

Bruce Clough

It just seemed natural to call an MVT Flashmob @ CCW on the 19th due to the weather and, well, why not?



3 TRs and an Interloper

Moore’s, White’s (including Ben), Rutledge’s, and the Brucifer all showed up @ 3 - all but Bruce were in a TR, and Bruce was is a pseudo-TR now that BMW owns the Triumph name - the Z4 (Zed-vier) - I had to charge the key fob (it’s a BMW thing), that’s my story and I am sticking to it, oh, it does have a killer sound system in it....



One well-stocked picnic table @ CCW

Out came the wine, out came the food, and out came the flies - lol - great time was had by all. What a great afternoon to be driving roadsters. The back roads between Chateau C-OC and CCW were great and the weather fantastic. When the smoke cleared a lot of wine met our bellies as well as cheese and crackers.



**Toyota SUV getting a jump - the Rutledge’s knew these folks and here is Roger helping.
Note no Triumphs in this picture...**

25 - 2021 Farm(stand) Tour

Bruce Clough



They are out there - they need to be found!

A group of dedicated MVT'ers started out on a somewhat gloomy morning to see if they could find the perfect pumpkin. There was a threat of morning rain with promises of sunlight later in the afternoon. Since the temp was in the low 60's Carma's top was up, and, as predicted, we went through a little rain on the way to our first stop/meeting place - Peifer Orchards north of Yellow Springs on US68.



Chris and Alice discussing pumpkin economics, politics, or something like that...Peifer front parking lot with a little rain coming down

I guess Peifer now does quite the fall show for visitors - there were signs for overflow parking we had not seen in past years and even at their opening on a rainy day there were quite a few folks already there - mostly young couples also looking with their kids for that perfect pumpkin!



Carol informing Stan on the benefits of mums - Roger agrees



On the way to Peifer Orchards Alice mentioned to me that we could use some more pickling pickles, and guess what we found!

Joining us at Peifer were Chris and Chuck White, Carol and Roger Rutledge, John Coutant and his friend Frank Harrison, the unofficial MVT Photographer, and last, but not least, Stan the Man Seto. TR3, TR6, TR7, Volvo 1800, and a Subaru Outback. At least they were not all red...

Heading out of Peifer we turned south - this last couple of years has been hard on farm stands since several in the local area that we would normally have gone to are no longer there, so the next drive was actually a bit longer than I would have liked, made longer since I did not want to drive through Xenia. The only good part is the longer drive is on scenic roads...

Apple Country Farm is on the west side of US 42 just north of Rocking Spring Valley. They have the usual country-tourist-farm stuff: Corn Maze,

Amish furniture, Amish barns, Amish (okay, pseudo-Amish) foods, and lots of pumpkins. Prices are a bit higher, but not as high as Hidden Valley Farms on OH 48 north of Lebanon (which we don't go to anymore due to crowds). I can't recall who bought what there, but they did have clean Porta-Johns...



Neatly displayed mums @ Apple Country Farm

Headed to something a bit different from there - a working farm that (in season) you can pick fruit there, but right now is selling from stands set up in outbuildings - that's Berry Hill Farm on East Krepps Road just east of OH 380 south of Xenia. Always love it when we get greeted by kids waving hi to us in these old cars! They didn't have a huge selection that day, but Alice grabbed a bit bag of fresh-cut greens and several acorn squash.



On the lawn @ Berry Hill

From there we continued to head east to another small working farm on the other side of US68 from us in the Caesar's Creek Valley on Stone Road. I cannot remember the name of the place (SF Farms?), but it was lots of mums there, some small crafts as well as a petting zoo! Owners were uber friendly and we ended up getting a lot of mums!



Stan engaging with locals in his search for the perfect mum



SF Farms - nice little place on Stone Road...mum's the word!

Next on the list was the Jackson Farm Market back on US68 heading towards Clinton County - we stop here every year - the selection is nice, prices good, and I noticed the last space in the TR7 trunk was taken up by several kinds of squash. Also found out the mums we bought at SF farms had spiders on them! Lol...



Some pumpkins are better than others. Some just need to be chucked back into the patch...



Jackson Farm Market - skies still had not cleared, but you could see blue bits every once in a while



The roads were great!

That stopped our farm stand visits, and a good thing too since none of us had more trunk room for produce. The next stop was The Secret Garden on OH73 just a bit west of Waynesville. Chris and Chuck know the owners and they are

always glad to have us, and I am always amazed at what they have found to stock their lot of outside ornaments and yard sculptures. Saw several things I might like, but I also like Alice not yelling at me, so I passed them by.



Yard Sasquatch HQ @ The Secret Garden - all sizes available - BTW, anyone need a velociraptor? Mums?



\$5900, but what a statement this makes in your yard!

It was finally time to head to the last stop - the Village Restaurant in Waynesville and peanut butter pie. The famed peanut butter pie. Since we had a large group and didn't want to wait for a table we decided to eat outside. Remember folks,

in late September on warm days in this part of the country you might not want to pick outdoors to eat due to the yellow jackets. Nobody was stung, and the little buggers didn't eat much. The pie was good though!



Mission fulfilled - Houston, we have pie!

After the late lunch we headed out separate ways. By then the sky was clear and the temp warming up. Thanks to all who came out to keep our tradition alive...



A man and his mums - a beautiful thing!



Our finds



Bruce contemplates VW yard art - what about a TR7?

30 Sep - 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.

<https://gatriumph.com/wp-content/uploads/2021/06/TRVA-2021-Flyer-and-Registration.pdf>

Future

October 2021

6 - MVT Monthly Meeting

Opening Remarks and Welcome – **John**

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

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

Officers Reports

- President – **John**
 - Hard to realize fall is here
 - COVID-19 situation
- Vice-President – **Chuck**
- Treasurer – Harry is not present for the meeting but his report is in the Marque.
- Secretary – **Clyde**
 - Approval of September'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 – Final financial report

Old Business

New Business

- Farewell to Tim and Marty but not without a little roast on the side.

Split the Pot

Adjourn

John will send agenda

9 - Covered Bridge Tour



Any excuse to take pictures of cars next to bridges, or to drive on country roads! Hopefully the walnuts will all have dropped by then - doh. We will meet at Beans-n-Cream in lovely downtown Cedarville, leaving at 10am to find bridges, and maybe even drive across them! We will look for photo ops and fallen leaves. If you missed a farm stand on Sep 25th let us know and maybe we can stop by one. The last covered bridge is south of Waynesville, so Peanut Butter Pie calls!

9 - British Biscuits and Tea?

Have not seen notification yet, but guessing it might be on this date.

10 - Brits @ The 5th St. Brew Pub



Just in from Mike Edgerton - Join us Sunday October 10 for brunch from 11 - 4 to raise funds for the British Transportation Museum. British cruise-in across the side street. Great cars, a great meal, and great beverages! Help us repair the only museum building in the USA housing an eclectic collection of British cars. Address is 1600 E 5th St, Dayton, OH 45403.

16 - Little Miami River Run/Fall Foliage Tour



The Little Miami Beckons

Changing this to a one-dayer similar to what we did last year, but it will end with a diner at Valley Vineyards. Clifton to Morrow, breakfast to dinner. The cut-off for head counts for dinner and breakfast was Sep 26th.



Breakfast

We will congregate at the Clifton Mill for breakfast @ 8am - yep - get your coffee ready to go! After some breakfast we will be heading out to hit some roads, hit some shops, and generally drive all over the place. Walking a bit at Caesar's Creek? Maybe. Opportunity to get some yard yuckies? Probably.



Dinner

16 - British Transportation Museum Chili Cook Off

Here is the information Pete Stroble sent us on the cook-off. Cooks, man you cumin! Believe there is more information posted on the MVT website.

British Transportation Museum's
CHILI COOK-OFF
and Cruise-In

*Saturday,
October 16
4pm-7pm*

Tickets: \$8.00 donation
For tickets, more info, or to enter the Cook-Off,
please contact Amanda Hawker @
btmkids1@gmail.com or 937.238.8451

British Transportation Museum
321 Hopeland St. Dayton, OH 45417
britishtransportationmuseum.org

Proceeds benefit

23 - Trannie Tech Session



At the last tech session we didn't get to install the Pertronix or find the ferrule to fix the fuel leak but we did determine the clutch was slipping. Therefore, this tech session at Casa Coutant to pull the transmission, remove clutch, and hold post mortem. Coffee and donuts of course. The Coutants live at 10350 Buxton Ln, Cincinnati, OH 45242 - note this is a Cinci mailing address, but they live in Montgomery close to the I-275/US22(Montgomery Rd) intersection.

November 2021

3- MVT Monthly Meeting



6 - Guy Fawkes - Tour and bonfire. Tour is TBD as of writing, but probably will start somewhere with Pumpkin Spice Lattes and end up at Chateau C-OC for fire and bourbon. Death to the traitor!

13 - Good Carma Tech Session 1: TR7 suspension disassembly and inspection.

December 2021

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

19 - MVT Christmas Dinner

June 2022



Gettysburg
2022 NATIONAL MEET

JUNE 20-24TH, 2022 ★ GETTYSBURG, PENNSYLVANIA
Hosted by: Mason-Dixon Center of Triumph Register of America

HOST HOTEL
EISENHOWER HOTEL
and Conference Center
Gettysburg, Pennsylvania.

MORE INFORMATION TO COME
WWW.TRIUMPHREGISTER.COM

EVENTS TO DATE

- TRA Concours d'Elegance Car Show
- Participants Choice Car Show
- Parts Auction
- Driving tours
- Self guided venues and attractions:
 - Gettysburg National Military Park
 - Eisenhower National Historic Site
 - Farnsworth House Inn & Tours
 - The Lincoln Train Museum
 - The Outlet Shoppes at Gettysburg

August 2022



It's back! - <https://www.vtr2022.org/>

Technical Talk

Edited by Bruce Clough

Bouncing Back

Clyde Collins

Don't you hate it when the rebound bracket mount is cheesy at the bottom of the spring tower? The bouncing wheel will sound kinda violent when finished rusting even if the frame tube is pristine. The bracket is attached by bolts through the tubes and all is attached to the frame. The rebound bracket has a rubber pad on top and impacts a sturdy top bracket during maximum wheel travel. Rough stuff. This repair may be possible with the body on the frame but here is a bare frame left side up.



Cut out rust and open up left tower to add metal to the inside. I couldn't get to the rust holes or add fresh metal from the outside. The closer shiny angle piece is partly mended



Make fillers and grind to get a best fit to weld. A magnet is holding the 2nd filler piece. When the lower part of the filler is firmly welded, bend the top over and fill all holes with weld



Last chance to add sealer/paint inside the cavity. Note bottom of tower cavity is filled with metal now and the rebound bracket cannot peel away.

Rebuilding a GT6 Engine: A Love Story

Greg Schnittger

This is the saga of my experiences rebuilding my Triumph GT6 engine, a task I never thought I could accomplish. It is intended to be 10% bragging about the job I did, 15% a record of the process and lessons learned, and 75% hopefully an inspiration to others that yes, you can do this. It's a long story, so I'll be splitting this up into parts that are more easily digestible. A huge thanks to all those who lent a hand along the way. I couldn't have done it without you!

Part I: Acquisition and... Oh, Crap.

Buying my GT6 was the culmination of a goal I set probably 15 years ago when I saw one for the first time. I fell in love with the lines of the early Spitfire, and when I discovered the existence of a coupe version with a delicious straight-six, I knew I had to have one someday.

All the stars aligned when I found this one in Minneapolis. Not perfect but drivable, well within my budget, and plenty of bits that I could spend time wrenching on in the garage. "Drive it while I fix it" was the goal. So, my dad and I took a weekend and trailered the car back home. It was a great day when I fired it up

and drove it off the trailer and into the garage. We literally got cheers from the neighbors.



The Dream is a reality



On the road again!

Since it was heading into fall and the car needed some basic work before it was truly safe to drive on the road, I decided to park it for the winter while I sorted out the brakes, suspension, and lights. All things I was comfortable handling on my own thanks to my experiences modifying Miatas for autocross duty.

By spring it was ready to go, and I managed about 150 miles, mostly on a single drive with MVT, before the dreaded knocking was detected. A quick investigation revealed the noise clearly emanated from the bottom end of the engine block. We were looking at a rod knock situation, most likely a failed crankshaft bearing. There was no way around it: the engine needed to be disassembled, and probably rebuilt from top to bottom because, as they say: "while you're in there". Crap.

As fate would have it, it was June 2020, the beginning of the First Summer of COVID. I had been furloughed from work about eight weeks

prior, which made my situation simultaneously disastrous and advantageous. It meant I had lots of time on my hands, but sadly, no money to spend. I decided this was a great opportunity for a learning experience. Since I could tear it down for free, I would spend the summer doing so, and in the process diagnose the problem, learn about how everything worked, and research what it would take to put it all back together.

Better, stronger, faster. With luck, I could spend the winter building it back up and have it running again by spring. I once replaced a head gasket on a Mk1 MR2, but I had never done anything quite this extensive. I wasn't sure I could do this, but I had little choice and, frankly, not much else to keep me busy. I had a shop manual, some basic tools, a little one-car garage, and some good friends to lean on for expertise. I had my work cut out for me.

Fixing Flex Printed Circuit Boards

Bruce Clough

One of the things I had to do on Carma was to fix bad connections and breaks in the flexible printed circuit board (PCB) that is on the back of the instrument cluster to get all the indicator lights to work. This was covered in an article in The Marque over a year ago - I essentially soldered jumper wires in the board. Ugly, but functional.

Fast-forward a year or so. One of the things I acquired during the visit to Chuck Alcorn's was another instrument cluster, the plastic housing was cracked in several places, but my goal is to swap the PCB and the speedo (Carma has a cluster out of a '75 TR7 that has the old 80mph speedo in it, a '80 model would have the 140mph speedo). Examination of the PCB I picked up showed the traces were all good, but in a few places the blue plastic-ish coating that keeps the copper traces on the clear plastic substrate have worn/degraded off allowing the traces to come off the substrate. Job one was to re-secure the traces to that flexible substrate.

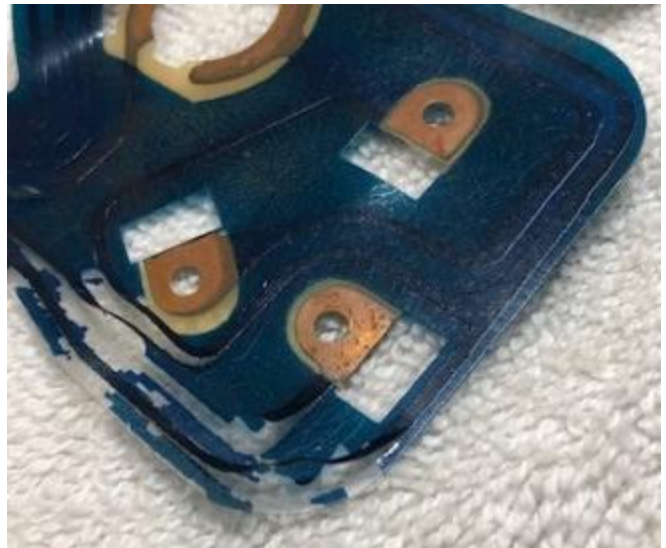


Shot of flex PCB on back of instrument cluster housing - note the gauges have been removed

First thing was to get the flex PCB off the old instrument cluster. Job one is you take the front clear plastic off by removing the three “funky head so you cannot remove” screws with a small Vise-Grip and small flat-blade screwdriver. In my case one was missing any another broke off, so I only had one to worry about. After that is removed take out the black plastic piece that names, and covers, the gauge guts. You can now get to more of those funky screws holding the gauges in - remove those, and pull gauges out - all that are holding them in are press-contacts to the PCB - I used a small screw driver to pry them out.

Now flip the plastic housing over and remove all the bulb. Since they've been in there a few decades I used a small pliers for more leverage, but got them all out w/o any damage. Next remove the Phillips screws that hold the gauge contacts in - when you get them out the metal contacts come out also - for some reason I saved them... The PCB is still not free - there are a series of small white plastic pins that secure the board to the cluster housing - again, a small set of needle-nosed pliers released these so the board would come off. Yes, I recycled the broke instrument cluster housing.

Inspection showed the traces were loose in several places and threatened to come loose in a few more.



Typical delamination seen - here on the traces that feed power and signal to the temp gauge on the PCB - lower left of the picture - this was evident in several spots on the board

As I wrote all the traces were intact, so all I had to do is re-secure them to their clear plastic base. Whatever I used to secure them had to both adhere to metal and plastic, and be flexible - oh, and be a protector and insulator, there is that. I chose clear Gorilla Glue - a non-expanding polyurethane glue that adheres well to metal and plastic and is flexible.

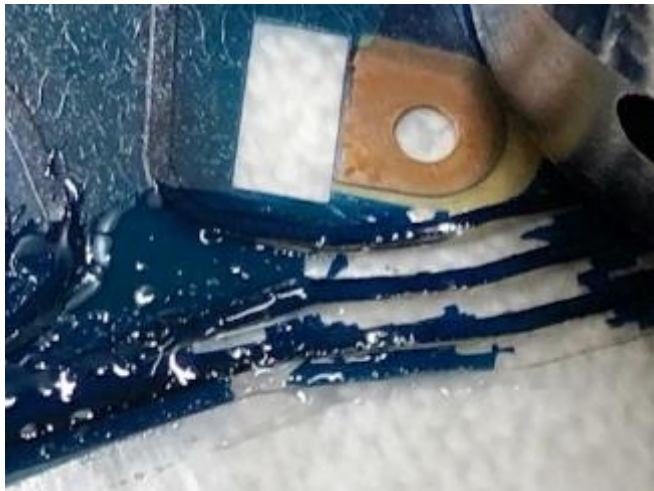


Sockets used to hold (and flex) PCB in place to attached loose traces. Adult Beverages optional.

Securing the traces is just a case of putting a little glue between traces and substrate, forcing them down in place, and then wiping a layer of glue on top. I used a socket to hold them in place, glued

the traces not under the socket, moved the socket and repeated until the traces were secured.

The result was a nice clear flexible plastic layer holding the traces in place - now to clean-up the contact pad on the PCB to ensure low contact resistance...and for the driving season to be over with so I can work on the dash in Carma....



Secured fuel gauge traces

LED and 1971 TR6 Hazard Flashers

Bruce Clough

The White's had an issue with their TR6 - when using the left turn signal the left lights blinked, when using the right turn signal all the turn signal lights blinked. The hazard flasher also blinked all the signal lights (as it should). If you unplugged the electronic flasher the turn signals worked fine. Hmmm.

Chuck (as a lot of us have) converted the car to LED bulbs - use much less power, last a lot longer, and look retro-modern cool in older cars. LED bulbs draw a fraction of the current used by incandescent bulbs, so you can't use the old style flasher with them, you have to use electronic flashers that replace the heated bi-metal element with an electronic circuit. For White's TR6 that meant two flashers had to be replaced - one for the normal turn signals, the other for the flasher.

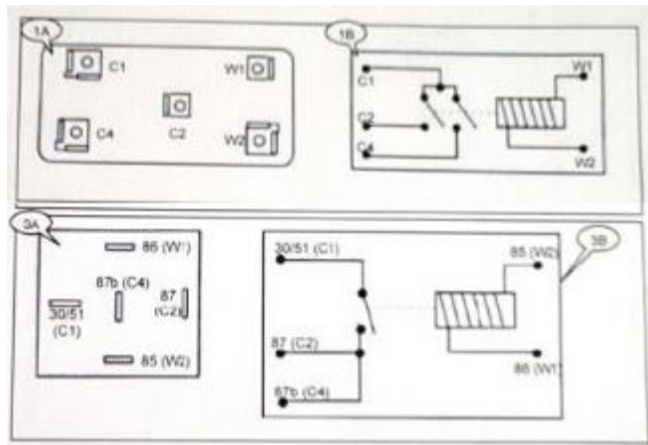
Here is a short written description of the flasher circuit - when you turn on the flasher switch 12V is sent to both the flasher unit and a relay that

connects the output of the flasher to both sides of the turn signals so all lights flash. When the switch is off the turn signals are isolated from each other by the relay, so they will operate like normal turn signals. Chuck had just replaced the old hazard flasher relay with a new one from Moss Motors, and that worked as the hazard flasher, but didn't remember testing the turn signals afterwards.

Fascinating - Chuck brought the car over and we did a little troubleshooting - we chased the cause to several things all working in concert:

- New Moss hazard flasher relay that was different internally than the original
- LED turn signal lights
- Electronic flasher unit for the LED lights

Okay - so hang with me here - the new flasher relay Moss sells is a single-pole, single throw (SPST) relay. The original was a double-pole, single throw (DPST) relay.



Original relay top, new relay bottom - see any difference in the internal circuits?

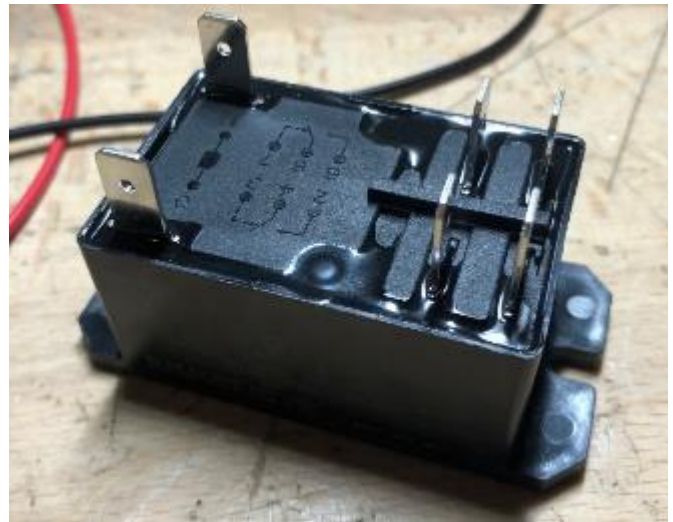
To make up for the difference Moss sells a relay with two connections on one of the switched sides and gives you wiring instructions to connect the output of the flasher unit and one side of the blinkers with one set of terminals, with the other side of blinkers tied to the other terminal - when the relay closes as the hazard light switch on the dash is engaged all the signal lights are then connected in one circuit and all the lights flash. This works great if you have incandescent bulbs

that take a few amps to glow, not so much with LEDs that only take milliamps. Let me digress...

When you use LEDs and their required electronic flasher, you set up what is known as a "sneak circuit" - a direct result of connecting one turn signal side that is connected to the flasher unit. When you use the turn signal for that side (and remember, that turn signal side is directly connected to the output of the electronic hazard flasher) +12V is getting fed back into the output terminal of the electronic flasher, which then gets routed to the input of the flasher that also is connected to the flasher relay. This causes the relay to close and then all the lights flash. Nice. How is that sneak circuit happening inside the flasher? Dunno - too lazy to chase the circuit inside, but it is.

So what is the solution? Need to look at the cause, which in this case is the replacement relay. As was said above, the relay the car originally had on it a DPST relay - it had two simple switches inside it that were closed when the relay energized. When open the turn signals sides were isolated from each other and the output of the flasher unit. The turn signals sides only connect to each other and the flasher output when the relay engages - we need to isolate the side connected to the flasher output (again). I made up a circuit using two SPST relays that mimicked the original relay, and guess what, the turn signals worked fine for both hazard flashers and turn signals. Duh.

But they don't make those anymore, and this is the problem, or is it? Yes, Lucas doesn't make them anymore, but they are readily available by other manufacturers, and used a lot in heating and air conditioning control systems. I found a Potter & Brumfield 12V DPST relay on Amazon for \$10, ordered it, arrived in a couple days, and had Chuck drive on over for the install.



Potter & Brumfield 12V DPST relay - winding terminals to the left, switched contacts to the right

Wiring not a huge issue - just had to make a jumper wire to connect the two switch inputs together. Then I marked the terminals with the wire color that came to them to have mercy on future owners.



Marked and jumpered - ready to go



Trial fit in the TR6 - worked as intended

Installation was straightforward - we just mounted it on the inner fender under the horn relay using a couple of sheet metal screws. Lights now operate as intended. Drop the mic...

If you want to get into the details of the sneak circuit in the flasher let me know - those electronic flashers have at least two active elements in them - a "normal" transistor that feeds a MOSFET. Might be a good conversation, and I have an extra flasher to take apart...



Anyone need a SPST relay with an extra contact?

So much for aftermarket...

Bruce Clough

I learned the hard way that my gas gauge died on the way to British Biscuits and Tea. The rod the float is attached to on the sender unit fell off so the gauge always read the same thing - $\frac{3}{4}$ full. Not good. I made another "sight" gauge that day out of an aluminum rod you just dip in the tank -

like an old Model T - but I really wanted to get the gauge working again.



Draining the gas out of the tank

The tank in TGG is a racing cell from Summit Racing that originally was in the FrankenStag, but brought over when I was putting TGG back together in 2011. This was not the first time I had to fix the gas gauge sender. When the tank was in the Frankenstag it failed - the float in the sender sank. It read empty when full. I fixed that by making a float out of a Stromberg CD175 carb float. The floats still looked like they were working well, they just were not attached to the sender...



Tank came out from the interior

So on the 18th, with Alice out of town and grass not growing much, I decided to take the tank out and look at the sender to see if I could fix it. I do have another, new sender, but if I can fix the old one that would be fantastic.



Sender (right) and the rod with floats that fell off (on top and left)

First thing was to jack TGG up slightly, take the rear wheels off, and start draining the gas. I figured I had about 7 gallons in there, so I brought out two 5-gal gas cans. I disconnected the flexible line from the tank to the hard line that runs along the frame and while it was draining took out the battery out the trunk (which means I had to take the spare tire out to get at the nuts - oh well, it needed air anyway) and took the gas tank cover out of the interior.



Close-up of arm - the rod goes through a hole in the arm near the pivot and then snaps into a channel in the arm - the plastic had slightly deteriorated allowing the rod to slip out

Next I disconnected all the rubber lines, electrical connections, and the gas tank strap bolts. The gas tank was removed from the inside of the car.

I removed the sender from the tank and fished out the float arm.



Wrapped copper wire around the arm to secure the rod in two places then soldered the ends to keep them in place

The arm did not break, but slight deterioration of the plastic arm the float rod snaps into allowed it to work loose. It snapped back in good enough, but I needed something more to hold it in. What I decided to do was to wrap copper wire around it at a couple places and solder the wire so it can't come loose.

After soldering the wires around the arm and rod to ensure the rod will not come out I reversed my steps and put everything back again. Lo and behold, I have a gas gauge that works again.

Part II - Update on the Issues with Pertronix Ignition

John Coutant

(Ed Note: John returned the bad Pertronix unit he received from Moss - Moss sent him a new one. Same issue, so we would advise that until further notice don't buy Pertronix units from Moss (or any other British Parts supplier), and just go with points. There is a bad batch out there and who knows where they are all at. Here is the continuing saga. We are working this.)

As background, we had a technical session, to demonstrate the conversion to and timing of Pertronix conversions, for the club using my TR3A back in the end of August. After removing the

points and condenser and proceeding to mount the adaptor plate we stopped due to several issues and re-installed the points.

So, what were the issues? The first was the mounting holes did not line up with the holes in the distributor. That was solved with slightly elongating the hole. The second was the main screw was sticking above the adaptor plate enough so that the ignitor module could not be correctly mounted to the adaptor plate.



Showing slight elongation needed



Showing larger screw not fitting flush

Following up a few days later, Stan had a spare Pertronix unit that he carries as a spare which he purchased some time ago from Moss. When we examined the adaptor plate from that unit the difference was clear.

The picture below shows the two adaptor plates. The “bad” one is on the left and the older “good” one is on the right. The obvious difference is that the chamfered hole for the large screw is much larger on the older adaptor plate (10.0mm vs. 8.4mm). It may be slightly off location too which would explain why the hole at the top would not align without modification.



Incorrect adaptor plate on left, correct (old) adaptor plate on right.

If you look at a side view with the screw in place, you can see the screw sits 1mm above the incorrect adaptor plate, not allowing the module to sit correctly.

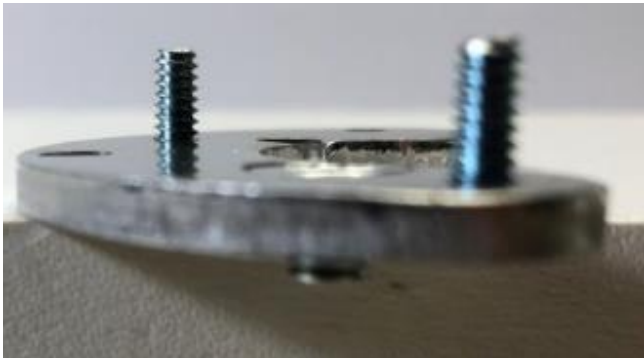


Showing screw in “bad” adaptor



Showing module “cocked” above screw on “bad”

If you look at a side view of the older, correct adaptor plate you can see the screw is flush.



Flush screw on good adaptor plate



Showing Pertronix and Moss part #'s

I contacted Moss and they were very helpful and confirmed that my distributor was the correct one for the kit. They told me to send back the whole unit which I did. They shipped me another unit

but when I opened it, it showed the identical machining errors. This could indicate that an entire batch of units from Pertronix have the same issue. I contacted Jim Kerber at Moss and then sent him all this information and photos. I have not heard back from them yet but it has only been a few days. I also contacted Dan Mabon at TRF to give him a heads up on the potential problem.

So the story is not finished yet. Stay tuned for Part III...

A bit more on MVT use of 2-way radios

Bruce Clough



Our collection of Motorola 2-Way radios - they might look a little different, but function-wise they are all the same, take the same batteries, and use the same charger

We have changed a bit on how we use radios for MVT trips. In the past we have used the 2-way radios very effectively to coordinate the trips and tours, but in the last few tours we have changed a couple things - we are now using Channel 3, and we are using Privacy Code 1. This is to take advantage of a couple of capabilities of modern 2-way radios:

- Moving from Channel 10 to Channel 3 allows us to use the high-power transmit capabilities of GMRS radios. If you have a GMRS radio you have the capability of doubling your transmit power using Channel 3 versus Channel 10, which will give an increased range of operation.

- Moving to a Privacy Code will decrease the amount of signals we receive from folks that are not part of our group. On some tours going through built-up areas we received a lot of spurious signals that left us trying to understand if that was a member of our tour broadcasting that their car is blowing up, or someone else blowing their nose.

Now, we realize that for some folks having less-expensive radios this will leave them unable to communicate - you can hear but you cannot transmit. If your radios do not have Privacy Codes you will need one that does to transmit.

So what radios should you get? I like Motorola Radios just because I like their speaker sound quality the best. Others might like other brands for other reasons. The larger the radio, the better the probable sound quality. You also want to get the largest amount of energy storage (largest batteries) you can. So a radio that uses 3 AA batteries lasts a lot longer, all else equal, than one using 3 AAA batteries. Rechargeable batteries are nice, but do not last as long as good expendable alkaline batteries - I use them both - I use rechargeable batteries but also carry alkaline batteries for when the rechargables are depleted.

MVT Memorabilia

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



MVT Enamel Car Badge - \$30.00



MVT Cloth Patch - \$12.00



MVT Pin - \$5.00



MVT Car Flag - \$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

- 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

BCD Financial Wrap-up

Just got in the wrap-up from BCD Treasurer David Gribler:

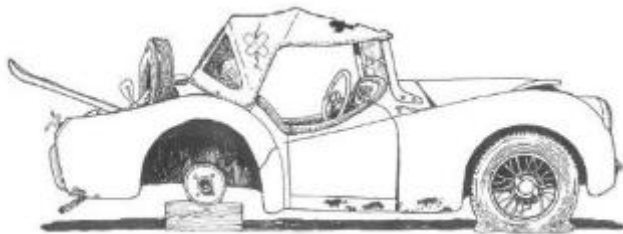


They look very spiffy on a TR7...

All the memorabilia is available at each Club meeting upon request. Please contact our MVT Memorabilia Manger, Harry Mague harrymague@aol.com

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

BCD Summary Income & Expense

1/1/2020 through 9/10/2021

Category	1/1/2020- 9/10/2021
INCOME	
Raffle Sales	355.00
Registration	
Advance Registration	3,788.00
Advance Vendor Registration	25.00
Day of Show Registration	2,135.00
Day of Show Vendor	125.00
Refund	-108.00
TOTAL Registration	5,965.00
Sponsorship	1,000.00
T Shirt Sales	
Advance T Shirt Overpayment	-15.00
Advance T Shirt Sales	455.00
Day of Show T Shirt Sales	730.00
TOTAL T Shirt Sales	1,170.00
TOTAL INCOME	8,490.00
EXPENSES	
Bank Chrg	-6.00
Charity	177.50
Misc	0.00
Office	19.50
Paypal Fees	4.92
Postage	63.92
Printing	565.46
Raffle Expense	177.50
Regalia	1,357.25
Rent Paid	863.63
Stripe Fees	134.79
T Shirt Expense	1,444.02
Website	671.07
TOTAL EXPENSES	5,473.56
TRANSFERS	
FROM BCD PayPal	3,158.29
FROM BCD Receipts	5,321.31
TO BCD Checking	-8,479.60
TOTAL TRANSFERS	0.00
OVERALL TOTAL	3,016.44

If there are any questions please get with Stan - the clubs will split the profit 50/50 with some funds kept in the account for next year.

When to Buy Harbor Freight Tools

When it's time to buy tools Harbor Freight often provides an economical but sometimes perilous option. Sometimes you get a bargain, sometimes you waste time and break things.

Here's a handy decision tree for your next tool purchasing dilemma.

