



The Marque

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

The Marque - December 2023



Triumph ownership is deep spiritual experience, with donuts, and coffee - yes, there is that – please become enthralled with us as we take this journey together!

December Events:

- 2 – Holiday Soiree
- 9 – Tech Session
- 17 – Ugly Sweater Gathering

In This Marque

- Brown Bag Instructions
- Tech sessions, donuts, and maybe even advice
- A plea for Officers
- A reminder of awards
- Did we mention free beer?

2023 MVT HOLIDAY SOIREE

It's time to make plans to attend the 2023 MVT Holiday Soiree on December 2, 2023 at 6PM! The Soiree is held at the Queen of Apostles Center at Bergamo. If you don't know how to get there, see the last page of the Marque.

The RSVP was due to Patti Clifford on November 26th – she sent out a separate email to the club with the RSVP'ing instructions and carry-in food information.



So what will be in your present?

As far as food, we are asking for Potato dishes, Veggie/Side dishes, Rolls/Bread and butter, Appetizers, and Desserts. The club will be providing Turkey and Ham. Oh, you can bring wine, beer and spirits also!

Don't forget your BROWN BAG to auction off!

For any new members, this is a fun auction with low bids! (\$1-\$10 usually!) Just fill a brown bag with white elephant items and decorate the bag to entice bids! Items don't have to be car related, anything goes, usually the stupider, the better!!! Bid high, bid often, get the fish. More info below...

We want to see you there!



Holiday Cheer

A note on brown bags

The Brown Bag Auction started years ago as a way of having fun - we put old Triumph parts and other things we didn't want into a brown bag, stapled it shut, and auctioned it off to the highest bidder as a way of both having some fun, and helping the club's treasury.

Years later we are still at it, although things have changed a little. The bags are fancier and have a lot of decorations, the stuff inside is less dirty old parts and more "junk lying around the house that we don't want, but don't want to throw out". Ask Harry what he got last year. It made him blush. A favorite is taking the stuff we got in the BBA last year and rebagging it (aka - playing it forward), Harry plans on making others blush.

So, what should you put in a bag? Essentially anything you want to get rid of that will cause others to laugh when someone gets it. Triumph parts? Sure, as long as they are not all greasy and grimy, but better would be a Tom Jones 8-Track tape, some Ex-Lax (or maybe Metamucil), or better yet - a one-size-fits-all adult onesie, or a snow-globe of a place you have been to, but now want to forget. Use your imagination - there you go! You have to have stuff around your place you got, but don't know why, and feel guilty throwing it out - these are the perfect brown-bag contents. Keep the weight down please so the bags won't break and nothing falls on the auctioneer's feet. It should be interesting to see what we get in the bags!

We encourage bag decoration. Nothing like putting all those 1987 S10 fuel filters in a Victoria Secret bag adorned with ribbons and bows! Let your creative juices flow.



Life is like a box of brown bags...

You will notice some "fish" (not to be confused with "Phish") stuff showing up. This is a tradition started

by late MVT member Jim Quillen who used to make a wood whale each year with plastic fibers stuck into its head to spot water just to put in a brown bag for the auction. That fish-thing continues to this day, so do not be surprised.

As far as the number of bags, please only bring one bag per the number in your party - so if two of you are coming, two bags. We also have a tradition of ensuring new club members get a bag, so if something gets sold quick, well, there you go.

Oh, the rules?

- Bids are on dollar increments
- What the auctioneer says, goes.
- The auctioneer is always right
- See rule Three.

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).

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

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

Secretary: Clyde Collins,
cyaclyde@outlook.com

Treasurer: Harry Mague,
harrymague@aol.com

Membership: Valerie Relue,
vleigh607p@gmail.com

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

Events & Newsletter Editor: Bruce Clough
portabezi@hotmail.com

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

Club Website:

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

We are also on **Facebook** at <https://www.facebook.com/groups/1654893204751113/> - this is a closed group so you will need to request joining.

Please send comments/suggestions to: miamivalleytriumphs@gmail.com 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.

It's Awards Time Again!

Bruce Clough

Over the next few months, we will be nominating MVT members for the fantastic MVT awards since we cannot have an award's banquet without awards. Well, we could, but that would be weird. Here are the awards:

Marque of Distinction

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

Most Improved

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

Keep it on the Road

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

Press on Regardless

Press on Regardless – A driving award that is given to the MVT'er who perseveres through times of trouble during the club driving events or trips to faraway places while representing the club, and always manages to complete the trip.

Officer Nominations

Bruce Clough

It's also time to rotate out a few officers – President, Secretary and Treasurer are all up for grabs.

I have a feeling that just rolling over the officers we have now isn't going to cut it this time. These folks have been at it for a while, so we are looking for new blood - time for some of you to step up to the plate. The load is light, the burden easy, yes, that's Biblical, not Triumphical, but you get my drift.

Officer's Reports

President's Report

Faster than a speeding TR

John Coutant



It is December in a few days! Where did the year go? I feel like I just got done with the yearly spring tune-up on the TR3 yesterday. After thinking about this for a few minutes, I came to the realization that,

since 2023 was full of events, all of us had been working on so hard that we did not realize how fast time was flying by. It is true that if you are doing something that you enjoy and it takes some concentration, tempus fugit. We had a couple of events we put on, TRA 2023 and Dayton BCD that took some time and effort. In addition, we had a number of driving tours, tech sessions, and social events to enjoy. All in all, a good year.

By the time you read this, Thanksgiving has come and gone, only the fixings for a lonely turkey sandwich left to remember the celebration with family and/or friends. I hope everyone had a chance to relax, enjoy, and reflect all that we can be thankful for.

December brings the holidays, Christmas and Hanukkah, and time to enjoy your family traditions. Before then we still have some MVT activities in December. First up is our Holiday Soirée on Saturday evening, December 2nd. This is a chance to get together for a pot luck dinner and then enjoy the fun of the Holiday Brown Bag Exchange where you can bid on the unknown contents of a tempting looking brown bag. The contents can be good, strange, or funny depending on your luck.

The last gasp for events is the Ugly Sweater Gathering at Caesar Creek Vineyards on the 17th.

December also is the time when we start looking forward to next year. It is the start of the process of accepting nominations for officers and for MVT yearly club awards. Nominations are open starting with the short December business meeting at the Soiree and remain open until the end of the February meeting. Voting concludes at the March meeting. Officer positions for the 2-year period of 2024-2026 include President, Secretary, and Treasurer. Elections for the remaining three offices are in the odd years to provide an overlap.

Each year we recognize members for their contributions over the previous year. The four club awards are: Keep it on the Road, Most Improved, Press on Regardless, and Marque of Distinction. You can check the descriptions for these awards later here in the Marque and on the Members page of the web. If you wish to nominate someone, you

must also provide details of why the person should receive the Award. Results are announced and presented at the annual Awards Banquet in March.

I need to start decorating the brown bag for the Holiday Soirée and deciding what will go in it. I have been collecting items since last year and now I need to see what goes in the bag and what just goes. See you all there!

Secretary's Report/Last Month's Meeting Minutes – September 23

Clyde Collins

Meeting called to order: 7:32PM by President John Coutant.

Attendance: 18 members

Opening Remarks John Coutant: Welcome after so much candy, last month passed quickly

Request for Changes / Additions to Agenda: None

Introduction of Guests/New Members: None

Officer Reports:

President: No formal December meeting, a short business version at December soiree. The topic of a new location for the Holiday Soiree will become focused in the coming year. Coming soon is nominations for next year's directors for 2 months and election in March.

Vice President Report Chuck White: Color logo (non-engraved) on white background, \$5.00. Engraved name tag available in several colors, \$3.00.

Treasurer Harry Mague: Checking balance on 11/01/23 is \$6838.67 with about \$102.22 to be deposited. Report approved by all.

Secretary Clyde Collins: October minutes no corrections. Motion to approve by Scott, 2nd by Stan then approved by member vote.

Membership Valerie Relue: We had 55 paid members. Report approved.

Events Bruce:

- Past: VTR meeting discussion and thanks to all who attended as well as a review of all the driving events we had in October.
- Future:
 - 11/04 is Guy Fawkes event beginning at 4 PM at Bellbrook Brewing and progressing to Clough's
 - Project Yellow Jacket TR 7 Saturday morning sessions at BTM 11/04 10 AM.
 - 11/09 Tech session is at Wesley Gipes for electrical issue and fit doors to GT6.
 - On 11/18 a Tech session at Clough's for Rogers's seal fix at Tranny and diff.
 - 12/2 is Holiday Soiree at Bergamo, bring bags of auction items please.
 - Tech session at Greg Relue's 12/9.
 - 12/17 ugly sweater contest concludes the 2023 events except calendar planning TBA.

Standing Committee Reports

Technical: Bruce leads a discussion on ensuring the relay you have is the relay you need, not taking pin-outs for granted. This was based on earlier comments from Jackson and a plea for help from a VTR member – you gotta know what you need and if what you have can do it before plugging in. This was backed up by personal stories by Jimmy, John and Jackson about this issue and their experiences.

Marque: Mighty and colorful 61 pages. Keep articles coming to Bruce

Spare Parts: Chris showed new TR4 reservoir and master cylinder for \$75

Website: John Coutant: None

Memorabilia: Harry: Has club related items

Event Committee Reports: None

Old Business:

Jeff Barth gets the chicken from Harry

New Business:

Chris had something I missed.

50-50 Raffle \$13 to Clyde

Adjournment moved and passed at 8:07 PM

Respectfully submitted, Clyde Collins

Vice President's Report



Since I do not have an article this month, you are going to get some inspiration from my VP pulpit:

- If the clothes can stand-up under their own power it might be time to do laundry.
- Weed-eaters do not make good razors.
- Quantum physics can be a silver dollar calling your name.
- Scorpions and toes do not co-exist well.
- The smell of oil dripping on an exhaust pipe can be soothing to the nostrils.
- Dark beer is good, IPA evil.
- Never kick a man when he's down, ask him to check under the bed for fuzzies while he's down there.
- Crossing a mandolin with a steel guitar is the stuff of nightmares.
- Pumpkin spice usage outside of Fall should be punishable by listening to Slim Whitman.
- They can make you travel to Mars, but they can't make you reach a higher level of consciousness.

- Choose to say yes to Constitutionally protected mud wrestling.
- Sing wish and be abstract, but only on Tuesdays.
- Be the first to try to drink what any decent individual would find undrinkable.

I hope you find these as inspiring as I do, have a great remainder of 2023.

Chuck, or someone impersonating him

Treasurer's Report



As of 1 November 2023, the club account had a balance of \$6843.67. For the month of November, the club's income was only \$13.00 from 50/50. We had the following expenses: A deposit of \$150.00 was made to Franco's restaurant for the Awards Banquet in March 2024 and a \$114.00 payment to the WPAFB Hobby shop for two extra TRA Concourse Awards. We start the month of December with \$6592.67 in our account. Hope everyone had a great Thanksgiving as we all look forward to our Holiday Soriree.

December is the month the club's budget is developed and will be presented to the Club at the January meeting.



Respectfully submitted, *Harry Mague*

Membership Chair Report

55

...and holding...

Thank you.

Valerie Relue

Marque Editor

Bruce Clough

In the way October was a driving month, November has been a "work on your car" or Tech Session month. No 60 pages this month, a much more manageable 30-ish. Please send in your articles, pictures, comments and suggestions to me. Next month starts the planning for warmer weather.

But, it is the end of another year, and as such I started to look through old MVT photosto put something together about the year. I suppose I could talk about the great articles on national meetings, or maybe the closing of Windy Acres, and MVT icon for years.

Maybe, or I could talk about the Chair Headstone in the Spring Grove Cemetary a little north and east of St. Paris. I first saw this on a cemetary drive put together by Ray and Mary Bolich years and years ago. A few years later we revisited it again after Bridgett was born on another run, and yet again when Bridgett was in middle school.



I was president of the club at the time and couldn't understand why this stupid thing wouldn't recline – is that a Sony Mavica camera?



Ray Bolich in the Stone Chair circa 2002 – Bolich's used to be really active in the club. They still are in the area, living in Monroe, but don't do sports cars any more.



Okay, now we're circa 2011, not president anymore, and consigned to the fact this can't recline



At the time Bridgett could barely get in the chair



Alice didn't let that bother her – note the Ellis Fudge in her hand – some should remember the fudge!



Dakota, Bridgett and Duncan - knew that chair could handle a squad!

I think we have been by there since – believe the Rutledges had that on a run a couple years ago. Ah. Memories light the corner of my mind – hey, are those cobwebs?

Events Chair Report

Well, I finally got a new car. My souped-up VW-that-really-is-mostly-an-Audi-in-disguise died almost two years ago, and since then I've been driving my son's Outback. He's at Miami U and wasn't allowed to have a car, so why not drive his? My plan was to find a decent early Crosstrek since that has (at least for me) the right balance of size, features, lack of annoying automation, and overall

performance. 5-Speed manual and Desert Khaki color coming from the mid-south. Have not found one, then again, I wasn't looking that hard.



Well, plans are just that - plans, so when Duncan took his car back to Miami U I was down to driving sports cars every day, not bad, but might want something else in the winter. Well, that's when family ties came in. Alice had to do something with her Aunt Grayce's car. She's happily in assisted living and not going to drive it, and folks, you do not want her on the road! It was parked at the old homestead that the sisters plan on selling, it needed to get out of there, and Bruce needed a car. I took one for the team.

In trade for a few more months of assisted living paid for, Bruce drove home this 2012 Impala, 3.6L V6, cloth seats without side bolstering, seats six, shifter on the column. Lol – I might have to wear a disguise when I drive this, or at least some of those wrap-around sunglasses.



2012 Impala

What makes it even better is that it has been sitting for a couple of years in NE Ohio. Yes, it was started and driven every once in a while, but essentially sitting in a somewhat damp part of Ohio. It was covered with mold and wasp nests in interesting areas, wipers rotted way, and the sister of Alice who shall not be named forgot to start it up for a while so the battery was dead. Not the best way to start a relationship.

It's a big Chevy sedan, so it's a smooshy-comfortable ride, engine turns about 2000 rpm at 85 mph, and not much noise at all – a cruiser for sure. I've nicknamed it The Turboencabulator after a famous engineering/nerd/geeky set of videos on YouTube which beat out a few other names that would make Aunt Grayce blush.

https://www.youtube.com/watch?v=MXW0bx_Ooq4

Got it home, pressure washed it, shined it up -- looking good until I slammed the trunk hard – rust fell down. Whaaa??? I thought I had already looked it over for rust. Out came the old screwdriver and a little poking around ended up with this:



Uh, oh... at least the car is lighter

There is a crash bar that is under the rear bumper cover which is designed to take impacts, but this one won't be doing that, yeah, the rear crash bar has bad rust. Ordered a new one, so it's time to put all I have learned in Triumph repair in operation – at least the body where the bar mounts is in great shape. Also have done a few other Cloughian updates, like LEDs all around. Well, at least you don't have to worry about reading about this in the Marque's Tech Section, although I might moan about it here. Next it needs new tires, TPMS

sensors, and probably need to look at other wear items.

Okay, enough of me bemoaning my lot, back to events, or what you probably really wanted to read.

Last month was a lot of events - we had an, um, interesting time at the Guy Fawkes bonfire. Thanks to all who brought food as we sent the traitor to ash. We also had back-to-back tech sessions at Gipe's and also at our place. Hopefully all learned a few things and had a good time.

This brings us to December. Three events this month:

- The fantastic, fantabulous MVT Holiday Soiree on the 2nd
- The next tech session at the Relue's on the 9th
- The Ugly Sweater Gathering on the 17th

...and that will wrap up 2023. A year that saw us host a very successful TRA National Meeting, pull off another BCD, and have decent attendance at the VTR National Convention. We had countless tours, tech sessions, and bottles of wine. I am hoping 2024 will be as memorable.

Speaking of 2024 we added two events to the calendar – Chris White provided details for the 9 March MVT Banquet, and we laid in a tech session for March 23rd.

BTW – since the 1980's the Turboencabulator has been superseded....

<https://www.youtube.com/watch?v=5nKk-Lvhzo>

Cheers!

Bruce Clough, MVT Events Chair



WHEN YOUR WIFE ASKS WHERE
HER TURKEY PAN IS.....



AND YOU HAVE TO TELL HER IT'S
FULL OF 20W-50 FROM YOUR
LAST OIL CHANGE... 😊

It was not me

4 - Operation Yellowjacket



Bruce Clough

John Clifford and I spent some time on Yellowjacket getting a new coil in. Jackson wanted to replace the coil on the car since the relay mix-up caused the coil to get a little hot and he wanted to make sure a good coil was on the car.

Jackson received a good-used Petronics coil from Harry to use on YJ. Checking it out, we confirmed it was for a ballasted ignition system.

Getting the coil off an early TR7 is a religious experience. The coil is mounted down on the firewall, down by the transmission, by bolts over

two studs, neither of which is easy to get to, and one that a real %#&!!.



Documenting the carnage

With a lot of patience, and a few choice words about the designers, the coil came off. We took the old coil off the bracket, cleaned up the bracket, and went to put the new coil on.

Not so fast Speedy Gonzales. Nobody gets off that easy.

The new coil was a larger diameter than the old one. Off to the vise to enlarge the bracket. Once enlarged we discovered the bracket would no longer fit the body studs. Off to the vise and file the bracket holes larger. Now the bracket will mount to the car, but the little bolt in the bracket that applies clamping action to keep the coil in place is now too short.

Heck with it, we mounted the coil on the car enough to test fire the engine and we'll work those other issues later.

Since we were the only two there working on the car, and since we've not been briefed on the starting procedure, we decided to defer starting to a later date when the crew chief, Jackson, could attend.



New coil in position, now we just need to start the engine

Meanwhile, Buckeye Triumphs Club from Columbus was touring the BTM at the same time, so we hung out and talked with them until it was time to go.



John Clifford (right) chatting with John VanNorman and his father (left – of Buckeye Triumphs) on the realities of trying to get an elder Yellowjacket running

Looks like we will be doing this some more – I will let Jackson tell us when, but I have a feeling it might be later in Nov??



4 - Guy Fawkes Roasting

It was time. The day had come, Guy Fawkes must die. Okay, this is America in 2023, not England in 1609, and we're celebrating Guy's failure to blow up Parliament as a reason to drink, but hey, we can at least pretend to be historical.

We started out as all good stories start out, at a pub, in this case Bellbrook Brewing Company. They were out of the Sweater Weather stout, but had a few other goodies on tap. They also had a smash-burger food truck, which we all partook of.



Demon Liquor

Once we had a few beers and the sun was going down we headed back to Château sur le Ruisseau Tortueux to burn the Guy. We were ready.



He needs to go.



It is done!

And then, just after the fire reached its peak, it happened, he came, the ghost of Guy appeared to haunt our dreams!



The site prepared



Flame on!



Well, hello there you heathens!

Scared Roger so much he fainted. Okay, so it wasn't the ghost of Guy, but lack of hydration that cause Roger to faint, but he's better now!

Thanks to all who participated in the shenanigans. We told the ghost that he is more than welcome to come back next year. He mumbled something about gunpowder and vanished. And thanks to all who bought the appetizers and desserts!

11 - The "Last" Tech Session

Bruce Clough

We called it that earlier in the year when we were putting our calendar together. Now we understand that it might not be the last, oh well. We had it anyway.

Wes Gipe had a number of electrical gremlins that he needs us to exorcise, as well as to hang doors and let us see his electroplating and powder-coating equipment. So, to entice us to visit, he dangled donuts, fruit and coffee in our faces. Worked. I think I counted 6 MVT'ers converging on Gipe's.

First off, Wes is finishing up a very nice GT6 restoration – nuts and bolts restoration. Here it is at the moment – the interior and doors are going in:



Current state of the car

When I got there, I decided I'd dive into the electrical gremlins and leave the doors to others – work into your strengths, right?

I got my DVM out and we confirmed the circuit grounding out – the "Green" circuit that is turned on by the ignition switch that has things like wipers, gauges, turn signals, and blower motor on it. Initial continuity checks with my veteran DVM showed 170 ohms to ground at that location, which should not blow a fuse, but when the battery was connected the fuse certainly blew.

That's weird.

Next step was to see if the short was there with a much lower power source than the battery – hooking up a trickle charger. That will give enough current to run the lights and a few things, but not enough to cause smoke release if grounded, and it has a built-in protection circuit. If there is still a short then I will see about 0V at the green circuit side of the fuse that blew, if not, it should be about 13V.

It was 0V.

Next, we started disconnecting the green wires off of the loads in that circuit until the voltage at the fuse jumped back to 13V. The load that "did" it was the wiper motor. Something in that motor was at a high resistance when a low voltage (or at least the DVM voltage) no-current source is present, and no resistance when a high-current source is connected, and my bet is that it has something to do with the wiper parking circuit (parks the blades when the switch is turned off). Wes is on it!



The villain!

While we were farting around with that, we confirmed that most of the things on the green

circuit were actually working, well, except the blower motor – that was working, but not quite as expected, but Wes is on it!

After we did all the electric stuff we could, it was time to move on to the doors. I went to grab coffee and a Timbit, and when I got back there was a crowd of humans fitting a door:



“Where’s the hammer?”

Turns out with the hinges fitted the door is too far back. Wes enlarged the holes a bit, but the door was still too far back. We conformed the hinges seemed to be in the right place, so at that point Wes decided to stop and call his body man to look into this.



“C’mon baby, you need to fit!”

After that, Wes showed us how to do electroplating at home as well as powder-coating. What a great

tech session and we are looking forward to seeing the GT6 rolling down the road under its own power.



The dude abides...

Post Mortem

Wes let us know that after making and installing new mounting plates and elongating the body holes for the door mounting bolts, the doors are on and fit nice.



All ready to win Best of Show @ BCD 24!

18 – The Tech Session After “Last”

Bruce Clough



First Victim

Roger Rutledge noticed some oil dripping on his TR6's exhaust, so he wanted to find the source of the leak(s) and fix them if we could. He asked if he could use our lift, and since I knew this meant another trilling MVT Tech Session, of course I said yes. We discussed what he observed, and it seemed like it could be the transmission rear seal, and the differential(diff) front (pinion or input) seal. So, he bought a few seals and drove the TR6 over to put on our lift.

In addition, we are trying to track down some modern electronics failures John Coutant has seen running a generator in his TR3A. John observed significant short voltage spikes that could be the issue, and wanted to look at the voltage signal on another TR3 with a generator. So, Roger's TR3B showed up so we could do that (complete with what seemed the entire Rutledge family).

Oh, he also brought donuts, there is that.

First thing we did was get the TR6 up on the rack. While we were waiting for the exhaust to cool down, we looked at the voltage waveform from the generator output on the TR3B. I have a portable oscilloscope we were using for this, and it showed the same type of voltage spikes John was seeing before. The opening and closing of coils inside the regulator as part of the voltage regulation process

generate the spikes, actually significant spikes – maybe 180 volts peak-to-peak (but very short duration). Old circuits and electronics in never saw these as any issue, but modern ones just might. Not sure that made John feel any better, but it did highlight that those of us sticking sensitive modern electronics on early TRs might want to think about a little filtering for them.



Oh wow, look at that, it's a car

With the exhaust now cool it was time to get back to the TR6. The first thing we did was to look over the differential and transmission looking for leaks. The assumption was that the rear transmission and pinion seal in the differential were leaking.

Inspection showed that was not the case. There might have been a little oil leaking from the rear seal on the tranny, but the vast majority of the oil was coming from above. Looking up there, the oil seems to actually be coming from the shifting linkage, where the selector fork rods go into the tranny case. The seals there are a set of O-rings. Evidently, they have failed, so oil that gets on the rods leak out the seals rather than going back down the tranny. This is actually pretty normal.

The differential was not leaking much at all from the input seal, but from output seals – where the half-shafts bolt up – and not from the input (pinion) seals.

The leak from the selector rods is something that cannot be fixed from below. To fix that the tranny top cover has to come out and be taken apart. To do that you have to take the interior out, including

seats, and the transmission tunnel off, then remove the transmission top cover that has the rods, and leaky seals, in it. This is something that is for a garage floor and not on a lift, so no fix today.

As for the differential output seals, the way you get at those is to take off the tires and then remove the hubs with the half-shafts, which also means you might want to look at the brakes as well. One could make the case that if you are doing that, you need to just pull the differential, do all the seals, and check it out at the same time. This is also something that is best not done on a 4-post lift on a Saturday morning,

So, we did neither of the original things we were planning on doing, which meant we had time to do other things. We top off the oil in the tranny and the diff. In both cases we needed to add oil, but not that much oil.



The source of the transmission leak – O-ring seals in the shifting fork rods

After that we tended to something we noted earlier when we were doing a “walk-around” under the TR6 we noticed that the dust boot, the rubber cover on the slave cylinder, was beat up, okay, torn to shreds, and needed replaced. An interesting thing we noticed while replacing the boot was the clutch actuation rod from the slave cylinder seemed to be welded from three pieces.



Clutch actuation rod – the Frankenrod!

I’m sure a prior owner had good reasons for doing that, and the clutch was working fine as is, so we left it as is and just replaced the rubber – turns out that a TR7 master brake cylinder boot (the one that is buried inside the brake booster) is a close fit, so we used one of those. Red Green would be proud of us, maybe even more had we used more duct tape.

Unfortunately, while under there we also found out that Roger’s frame has a bit of the dreaded frame rot where the trailing arms bolt on. Nothing that will fall off immediately, and nothing we could do about it, but something that needs to be taken care of eventually.

This ended the fun with the TR6, but not all fun. We put the TR3B up just to take a peek at what is below. To tell you the truth, and to Roger’s delight, there really isn’t anything down there that is an issue to fix. Yes, there is a bit of dirt and oil, but hey, it’s a TR3!



Yes, yes, it’s a TR3!

Roger and Carol would like to thank us all for the help we provided, and we would like to thank them for providing donuts! I have a feeling we will be going over the tranny seals next year in future tech sessions, so stay tuned.

December 2023

2 - Holiday Soiree –

We are back at Bergamo for the last time – what a great run, and we thank the Queen of Apostles community for letting us use the location all these

years. Yes, we'll have to change it up for next year, but for this year we have the food, the brown bags, and free beer! More info at the November meeting – but the just is this – MVT provides the sliced and cooked dead animals, plus those non-alcoholic drinks (except the free beer). You will be asked to bring an appetizer, side dish, or desert (I believe we will have sign-ups for these) and a brown bag for the Brown Bag Auction. Yes, despite the little bit of unknowns here, we hoping you are saving up your brown bags for the auction. Show us your fish! Where is that sketchy music and old parts? Bring it on!

MVT December Meeting at Holiday Soiree

Short Business Meeting Agenda

Opening Remarks and Welcome – **John**

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

Officers Reports

- President – **John**
- Vice-President – **Chuck**
- Treasurer – **Harry**
- Secretary – **Clyde**
 - Approval of November's Minutes as published in the Marque
- Membership Chair – **Valerie**
- Events Chair – **Bruce**

Old Business

New Business

- Nominations - offices of President, Secretary, and Treasurer
- Nominations - MVT Awards - Keep it on the Road, Most Improved, Press on Regardless, and Marque of Distinction.

Adjourn to Brown Bag Auction

9 – Tech Session

One more time - Greg Relue needs some help - projects are replacing the steering rack, new front shocks, replace the ball joints, new bushings on the

anti-sway bar, and a 16" Spal Fan installation. Can we get that all done? Naw, but we'll do what we can do!

17 - Ugly Sweater Gathering

We will gather on the 17th at Caesar Creek Vineyards off Long Road east of Xenia to celebrate ugly Christmas Sweaters, wine, and the MVT year in general. We will hoist toasts to the events that were, and the ones to come. Heck, any reason to drink wine actually, we don't need any stinkin' events. Bring a snack and bring yourself. Fun starts at 2PM.

2024

Next month I will be laying in a bit more detail for 2024, but for now we're going to stay with the big-ticket items, things we know about, as well as some other tentative things that strike the Events Chair!

January 2024

3 – 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.

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



6- MVT Events Planning Meeting – 3PM at Bellbrook Brewing Company.

February 2024

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.

18 - Valentine's Day Dinner – Location TBD

March 2024

6 – 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.



9 - MVT Awards Banquet – You are cordially invited to attend the 2024 Miami Valley Triumphs Annual Awards Banquet.

Our banquet room has been reserved at Franco's Italian Restaurant, 824 E Fifth Street, Downtown Dayton, for Saturday, March 9th.

Social gathering at 6:30pm and the wait staff will take dinner orders promptly at 7:00pm. A brief meeting, announcement of newly elected officers and the highly anticipated presentation of awards will be at the conclusion of our dinner.

As last year, you will place your order with your server from a menu selected just for MVT. Dinner will include a salad with your choice of dressing, their freshly baked Italian bread (not garlic), an entrée of your choice, a non-alcoholic beverage and ending the evening with a fabulous dessert!

As a member of MVT, the Awards Banquet is at no cost to you for your meal. However, any alcoholic drinks are your responsibility.

Franco's requires a firm head count (aka reservations) for setting up the room and staffing, so please RSVP to me at midgen54@gmail.com no later than Friday, 23 February 2024.

23 – First Tech Session - TBD

April 2024

3 – 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 - Lunch Run to Plain Folks Café – They invited us back!

May 2024

1 – 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.

30 - VTR South Central Regionals – Continues to May – 1 June in St. Louis.

<http://www.sltoa.org/vtr24info.htm>

June 2024

5 – 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.

17-21 - TRA National Meeting – Mohican State Park, OH

July 2024

3 – 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.

August 2024

2 - Dayton BCD Set Up – Assuming Eastwood Metropark

3 – Dayton BCD – Assuming Eastwood Metropark August

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.

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=IwAR32tbAO5P2UhHr5jH5d8VcTSpQZ0uEkEMJSUP5Ow3R-eC4-5CV1z6A_ITs

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.

19 - Fall Foliage Tour – 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. 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.

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.



BTW - The BTM Sign is done

Technical Talk

Edited by Bruce Clough

New products Available

From time-to-time new products hit the little British car marketplace and we at MVT want to make them known to you. We do not get any kick-back on these, BTW, although that's a thought....



Wrong-On-Wright Ltd from Smalltown-On-Smallriver in the UK has just announced their new line of badge bars and aux lighting mounts for vintage autos. Here is one of their products on a Mercedes Benz saloon. They are partnering with Lucas to develop smoke-free power distribution systems for future releases



Greenway GMO Industries Inc has just hit the market with biodegradable organic brake pads for a wide range of automobiles. They have eliminated toxic brake dust while providing educational opportunities about wood-burning and activated charcoal. Available in the wood stove pellet section of you nearby hardware store.



Skinned-Knuckle Tools LLC is now out with their specialty line of mechanics tools – pictured here is their finger-tight adjustable wrench



Yee-Haw Inc has come out with a new line of budget-conscious auto repair kits – highlighted here is their “Uncle Billy-Bob Spring Recovery Kit” which is purported to fit any vehicle using coil springs. This joins their line up that has such past hits as their “Aunt Mae’s Closet Hanger Muffler Hangers” and “Kissing Cousins Concrete Block Jack Stands”.



Sushi Heavy Industry Ltd from Japan has developed tool storage solutions for cars with limited stowage space. Here is their Spectra-XG101M-BGF-X2Z socket-storage thermostat, part of their wide variety of solutions to tool storage challenges.

Tech Tips of the Month:

I am reading a book on the history of lubricants



It's non friction

A concept design for car safety belts from the 1960s.



What could go wrong?

Ask Mr. Fixit

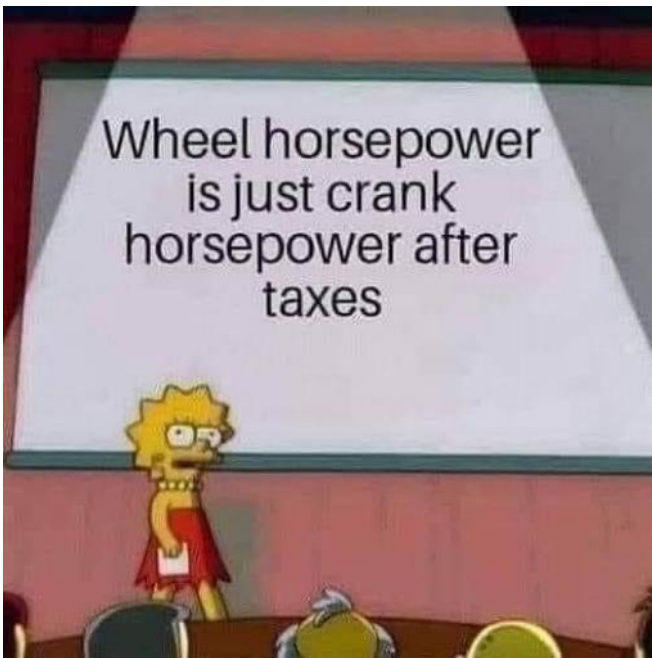
Question: Can I use my Triumph as part of my daily orthopedic surgery therapy?

Answer: Absolutely. There are many ways your Triumph can be part of the healing process. Ask your doctor!



TR6 used to elevate the feet as part of a doctor-prescribed recovery therapy

Future Tech Session



Prove me wrong!



We are going to have a tech session repairing VTR2023 Awards Plaque failures – c'mon man!

Remote Isolation Switch

Bruce Clough

So, if you do not want to read about self-inflicted wounds you might want to skip to the next article.

Over a decade ago when I put the Grey Ghost back together, I decided that I wanted a battery disconnect switch in the trunk that also acted as the ignition power switch (no key in the car, long story). You know, the type where you can take the key for the disconnect with you when you leave the car.

Except for the drives this car goes on I just lock the trunk and leave the key in. Therefore, every time I leave the car, I have to turn off the car by unlocking the trunk, disconnecting the power, then locking the trunk again. A lot of extra steps to do while buds are already drinking beer.

Yes, self-inflicted wound.

So, what do you do about it? Add complexity, that's how we solve all problems.



Original battery disconnect switch – rotate the red handle to activate, red handle can be removed for security

Just happens that Amazon sells electrically-actuated high current (500A) 12V relays. Bought one. Now I can turn on and off the 12V from inside the car without opening the trunk. Sweet.

Okay, there is a little work here. Two baseline rules:

- Keep it so I could revert if I wanted to.

- No added holes – use what are already drilled.

Ordered the relay, but also had to order a few more parts:

- Battery lead set with bolt terminals at both end to remake a ground connection from the relay.
- Caps to protect the connections from shorting.
- A bunch of cheap switches to play with.



Parts is parts

First step was to take the old switch off – and I took it off along with the bracket that was holding it as well as the short ground cable from it to the body using a gas tank mounting bolt. This left two holes in the fender to bolt the bracket to. As it turned out, both holes would not line up with the new relay holes, so I plugged one, and used one. The single connection and heavy cables are more than enough to keep it from moving, or even vibrating.



New high current relay in position

Now to test it out before finalizing the switches and wiring. I connected the battery cables and new ground cable, made up the remote switch wiring enough to energize the relay, and connected up the big-honking 12V power supply. Goal was to leave the relay on for an hour to check heat dissipation. The relay coil is about 15 ohms, which meant the power dissipation would be a bit under 10W, so I wanted to see if it got warm.



Relay connected for the test



Relay under test – yes, that is a chicken and a Frisbee, a real Frisbee – one can never be over prepared...

The relay only got a little warm, tepid, not really warm-warm, and nowhere neat hot. Good. Disconnected the wires and now time to put together a switch.

For the switch, I need a switch that is:

- Rugged
- Easily disconnected (for isolation and security)
- Found easily (when getting in the car and when parked)

The switch part was not as easy as I thought – the switches I bought turned out to be less robust than I thought. I need to stop thinking. Looking around for other options, I noticed I had saved several TR7 Lucas A/C “Pull On” switches (which have not changed since late TR3A days), so I grabbed one. I have several types of harness connectors, so I grabbed a small (three wire) connector lying around. Grabbed 2’ of 20ga two-conductor silicone-coated wire, and grabbed some shrink-wrap to cover the wire. As far as the easy finding, I wrapped the switch in male Velcro (actual Velcro) so it would stick to the carpet on the drive shaft tunnel and not fall between the seats and the tunnel. I soldered all connections, then shrink-wrapped the 2’ wire. It’s a beautiful thing.



The wonderful switch – it’s a beautiful thing

I have enough slack in this to easily disconnect this switch and take it with me to discombobulate the car, probably too much, but it’s better to have more than less.



The switch in place between the seats – sticks right to the top of the drive shaft tunnel



All done

Now to put everything back together, which took a bit more work since I wanted to replace the battery hold-down – the billet aluminum one I’ve been using over the years is a royal pain due to the aluminum plate on top – short risk is high with this one. Replaced it with another billet one that

clamps the battery at the bottom. I also covered the terminals on the relay to minimize shorts there also.

Okay – was this really required? Naw, just busywork. Hey, I got another Marque article from it....

To Droop Or Not To Droop – forgot the question...

Bruce Clough

Both our TR7’s have the dreaded, okay, so not so dreaded, front bumper droop. This is where the back of the bumper is lower than the front, and is due to the aging of the rubber part of the spacers between the bumper and the body.



Hard to see in this photo, but the front bumper is drooping on Old Paint

This actually is very normal for Wedges as they age. This doesn’t mean the bumper is in any danger of falling off, just that the spacer has deformed a little.



Bumper droop on Inca

The bumper is attached to the body in two places. At each place there are three studs that go into holes on the body to be secured by the usual washers and nuts. Between the bumper and the body is a spacer made up of steel plates on the front and back, and a flexible rubber middle. More on that later.

About a year ago I stumbled across a set of solid mounts I had bought years ago from The Wedge Shop (TWS) – the parts are still available:

<https://thewedgeshopstore.com/tr7-tr8-front-bumper-mounting-brackets-fixes-bumper-droop/>

With very good intentions of putting them on a car I left them on the workbench to remind me to actually put them on a car. A few weeks ago, I stumbled across them again and decided to maybe now to actually put them on a car, and lo and behold, an opportunity arose. Alice left for a few days leaving me unsupervised, so rather than staying out late in bars I decided to put them on a Wedge.

I know, what's wrong with me? Nothing, I'm just well trained...

Okay, so I have the opportunity, what a great time to see if they work. But which Wedge, they both have some droopiness going on? The rule is try it on Old Paint before Inca due to pedigree. In addition, the accident(s) in Old Paint's past means there is a good chance the nuts might come off easier than Inca, since on Inca those have never been disturbed.

First thing to do was to get the bumper off. I need to disconnect the lights in the bumper and get it off the mounts. Six 13mm nuts and two connectors later (okay, five 13mm – either the shop that put this back together or the DPO forgot one, or it fell off) it was loose. Now, the TR7 Federal bumpers are true 5mph bumpers, so they are heavy things, made more awkward due to the weight distribution. I was thinking how heavy and awkward it was when I was removing the last nut – how was I going to get it to the floor when they say you need two people? Don't worry, the ROM says the center post will support it once everything was loose, so I will have time to think it over.

Wrong.

Once the last nut was removed the bumper promptly fell to the floor. That was efficient - I didn't have to spend time thinking about it. I also found out I can still move very quick when faced with possible pain.



Well, that was easy...

Now, back to the spacers. Some call these mounts, but they are really spacers since they do not really attach to anything separately, they just go between the car and bumper. As I noted earlier, they are two steel plates with a large chunk of hollow rubber between. This is designed to flex a bit, and in concert with weights on the bumper (more about those later) eliminate cowl shake due to cutting the roof off to make a convertible, or at least that's the story.



Original spacer – metal plates shown

Over the years, that rubber will sag and stretch due to the weight, and weight distribution, of the bumper. The spacers are forward the center of gravity for the bumper, so there is a compression

load on the top, and a tension load on the bottom, so over time to top smooshes, and the bottom stretches, so the ends of the bumper sag/droop. This makes the car look unhappy, and makes the owners unhappy also.



Edge on view of the spacer showing the rubber middle – left is the top, right the bottom – you can see that the plates are no longer parallel – top was in compression and bottom in tension due to weight distribution of bumper. Not as evident here is the sag, it did.

One of the factors that contributed to the droop is that the ends of the TR7 convertible bumpers have those large weights in them to eliminate cowl shake. About 30lb of cast iron between the two. This is the biggest contributor to the torque that caused the original spacers to warp (as well as to fall off, threatening my very existence), and also adds some heft to the bumper.



Weights on the inside of the bumper side edges.

To remove these weights, you have to take off the bumper cover. To take off the bumper cover you

have to loosen a set of small nuts and bolts on fasteners that have not been played with in over 40 years. You also need to remove the turn signal lights held on by more old fasteners. I am pleased to report that only one fastener will have to be fixed – yes, all but one came off. It's a miracle! And even that one which failed will be fixed. Back to the weights - took a Torx 40 to get the weights off. Here are the weights once I got them off:



These are about 15lbs apiece – where's Arnold?

By all personal accounts these weights are not really useful. Many Wedge owners have removed these without any noticeable shake, so, whom am I to doubt personal testimony - to the recycle bin they went.

Examination of the bumper cover, and the metal form of the bumper showed no issues to fix, so after a bit of clean-up with a wire brush, and an overnight soak of all the hardware in Evaporust, it was ready to put back together.

The solid spacers are made from a hard plastic, and came with three bolts already in them and two extra holes. For the life of me I do not know what those included bolts are for since the studs are already mounted in the bumper itself, but these just came out with a tap of the hammer and put away for re-use. The two holes do not line up with anything on the car body or bumper. Are they a left over from coupe bumpers? Euro bumpers? A mystery... From the TWS website:

These new mounting brackets are machined from black marine grade UHMW polyethylene which will never corrode or rot. They also weigh less than a pound for the pair which reduces the weight of the bumper assembly by 2.2 pounds or 1 kilo.



Cover and metal part of the front bumper – looks okay to me

At that point I noticed there was a sticker on these that said they were both for the passenger side. Nice. Website shows one for each side. What is even nicer is that the mount locations are mirror images, so all I had to do was to flip one for the other side. Sweet. I also drilled out the holes a little bit to aid installation.



New spacers – made of solid plastic. They came with bolts already in the holes I needed to use for the captured studs in the bumper. Knocked them out and drilled out the holes a

bit – no idea what the extra two holes are for – the spacer as received is on the right, spacer as used is on the left.

These now slipped right over the studs on the bumper easily, so now to put the cover back on the bumper, reinstall the spacers, and put the bumper on the car.



Trial fit of the new plastic spacers to the bumper – fits fine, okay, after I drilled out the holes a bit, fits fine...

Putting the cover back on was essentially the reverse of taking it off, except for installation I left the lights out to provide hand-holds – glad I did that. No drama here – all the clips and holes pretty much lined up. I did use new bolts on the bottom of the cover as well as washers and nuts on the mounting studs, including lock nuts that were not on there before.

Next, I mounted the bumper to the car, again, no drama – I made certain this time that the bumper was over the center peg so it would not fall off, lined up the studs to the holes, and slid it in. Securing the nuts, I was greeted with this bumper profile:



No droop now

Droop is now gone. Now to install the lights and be done.

Except, I'm never done.

Since I can never leave good enough alone, I decided to relocate the driving lights (which I use as daytime running lights) to the bumper from a couple of brackets on the body behind it – this is to ease access to the bulb, allow for easier adjustment, do a bit of decluttering, clean-up airflow into the radiator, and lighten the car by about 2lbs. Very easy actually - I just drilled out a bit more existing holes in the bumper and got rid of those brackets. I then reattached the wiring and wire tires – complete! Now to order a couple spacers for Inca.

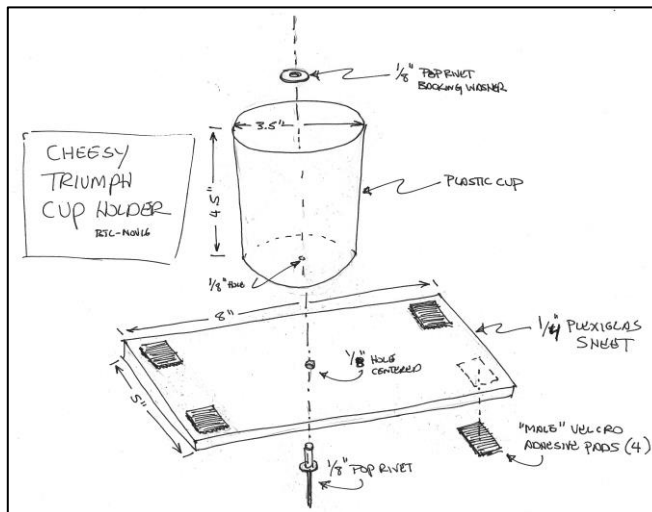


Lights on, done done

Universal Cup Holder – the Update!

Bruce Clough

This is a modification of a cup holder I built several years ago. This is a plastic cup holder attached to a flat piece of acrylic plastic that sits on the floor in front of the seat, allowing the driver to easily store a drink in it while driving the car, and a lot easier to deal with than those other locations for cup holders. I used actual Velcro “male” stick-on pads on the bottom of the plastic sheet to hold this to the carpet. Issue is, not all carpets like to work with this, especially the Z4’s where the Velcro won’t attach at all.



If you are at all interested, this is the original drawing...

The solution popped in my head after Harry gave me his worn brake pads a while back. I used those pads, plus the brake pads from Inca that we partially toasted going to VTR, to replace a Velcro grip with mass – yes, heavy weights rather than grip.

I Gorilla glued the pads on after roughing up the plastic, and trials show that this works pretty good for keeping the drinks handy and not on their sides!



Old pads glues on the bottom of the plastic sheet



Might not be the finest looker, but works fine

Did you know...

Bruce Clough



We have free beer?

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 – 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

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”.



Misc Tools For Sale – I really hate to do this, but I have for sale --1) a 140-amp mig welder and all the gear necessary for small welding jobs. I used this to weld my floors, sills, rocker panels and various patches on my TR3. I really enjoy welding, but I don't foresee any welding in the future. \$60 takes it all. 2) Crawler for under-car work. Ditto on rolling under my TR3 much any more. \$10. –Jeff John - jajohn1469@gmail.com



For Sale - 1980 TR-8



Car was purchased in 1998 and currently has approximately 39,000 miles on the odometer and has no rust and has always been garage kept.

Work done by The Wedge Shop- (TWS) (Woody Cooper) who did a complete engine rebuild (4bbl.with Edelbrock intake manifold, high lift camshaft and new lifters, headers, ported and polished exhaust ports), and there are less than 14,000 miles since the rebuild. It now runs the way it should have from the factory, with the engine now producing about 285 h.p

Many other wear parts were changed at that time including clutch, pressure plate, throw out bearing, reconditioned gas tank, and suspension rebuild with poly bushings, replaced tranny mount and shift bushings, clutch master, front pads, high torque starter, replaced radiator.

Other work done includes, new Robbins stay fast cloth top as well as a new radio and speakers, electric cooling fan, front brake lines, rear wheel cylinders, rotors, battery, battery case, alternator, electric fuel pump, water pump, stainless steel exhaust system, door cards, seat upholstery and padding . Top boot and many spare and original parts are included. Bills for work done are available.

Even the clock is working. A/C not working although compressor and dryer were changed by TWS at time all the reconditioning was done. Not used in a long time and probably needs a charge or new expansion valve.

The car is registered and inspected in NYS and is very quick and really a lot of fun to drive.

I have too many cars to drive them all. Someone will really enjoy getting into it and driving away. Asking \$31K - Shelly Sackstein 516-521-1276 ssackstein@sacksteinllp.com

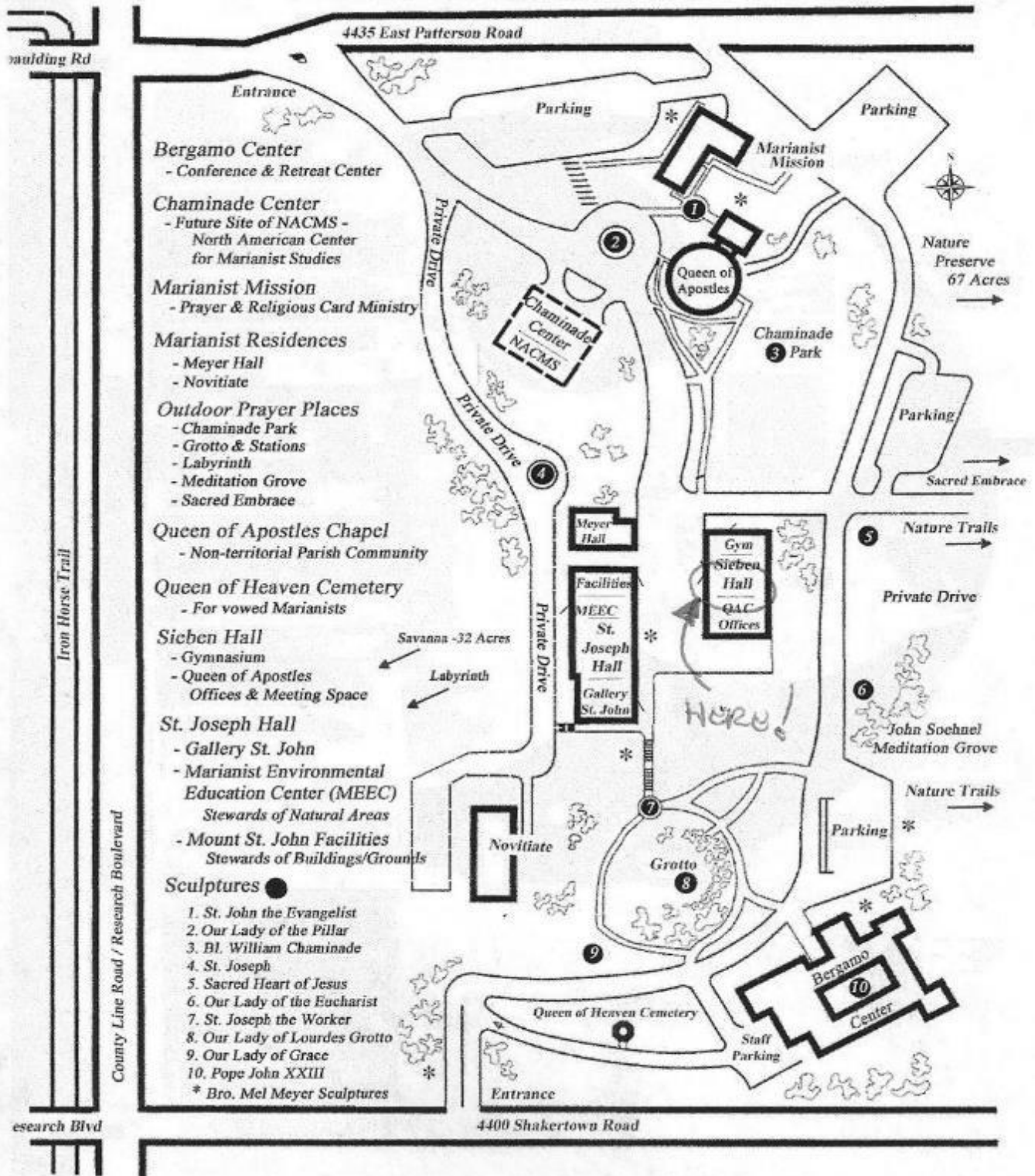
(Editor's Note: I've known Shelly through VTR for years – his cars are the real thing.)

TR7's for sale –



From Bruce Miller: *"The seller lives in Preble Co., @ the corner of "Four Mile Straight Line Rd." & Fairfield-Concord Rd. Greg Issacs - Home phone: 937-465-1989. He wants to be rid of the brown TR7 (which I formerly owned) a/w/a red 75 TR7 coupe. It was a parts car for him. He says it runs, too; BOTH for \$2500.00."*

Mount Saint John



The End...