



The Marquee

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

November 2019



We found them!



To new home...

Late-Breaking News

Late breaking news – TRA 2020 Registration is now open – here is what the TRA 2020 Webmaster sent out to the club:

Registration for TRA 2020 is now open!

Registration for TRA 2020 is now officially open. We have two ways for you to register and pay. First is electronic registration on the web and payment with credit card via PayPal. The second is a printable form that can be filled out first and printed or you can just print the form, fill in by hand, and mail in with a check.



Here's where you go to start either registration process:

<https://www.miamivalleytriumphs.org/tra2020-registration>

In addition, we have expanded the explanation for the major events on the website. You might want to go here first to decide if you want to participate in certain events before you register.

<https://www.miamivalleytriumphs.org/tra2020-events>

One last item to check out is the auction page:

<https://www.miamivalleytriumphs.org/tra2020-auction>

Note that even though the auction is some time away, the rules for Auction TRA 2020 have changed. A must read before bringing any item to the auction next year. We'll be reminding you of these changes several times in the coming year.



So register now, why wait. And oh, if you haven't already, don't forget to reserve your hotel rooms. <https://www.miamivalleytriumphs.org/tra2020-lodging>

Cheers, TRA 2020 Staff



This is looking very technical...



Editor's definition of a "turkey"... gobble, gobble....



Fall Foliage Tour – Chuck realigning the frizzlejam spanner-dogears while Chris (Y) tries to talk him into buying an Audi

Public Service Announcement

Stop the government from tracking your car:



Disable the tracking chip by removing this antenna.

Events this month:

- 2 – Guy Fawkes Bonfire
- 6 – MVT Monthly Meeting
- 9 – Tour to Caesar's Creek Vineyards
- 10-12 – Visit to Lexington for TRA 2020
- 16 – Tech Session

- 21 – TRA 2020 Committee Meeting

In This Marque

- Officer's Reports
- Events & more Events
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Okay, so what is Mr Tester up to?

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: Stan Seto, 513-683-7974

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

Secretary: Patti Clifford, 937-836-0286

Treasurer: Harry Mague, 937- 426-3802

Membership: Valerie Relue, 937-667-5227

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

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

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

Club Website:

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

We are also on **Facebook** at

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

Please send comments/suggestions to: miamivalleytriumphs@gmail.com or to the PO Box.

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

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

MVT Monthly Meeting

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

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



This message is Sparky approved!

Going are the Green Leaves of Summer, appearing are the brown and yellow leaves of Autumn with an occasional tree showing bright red in amongst the yellow leaves. The really hot days of late summer and early Autumn have waned to moderate temperatures and occasional showers, but the prediction is a warmer than normal winter. Not much left of the Triumph Driving season, but October did present some opportunities, which were accepted by the club.

BCD is now three months behind us. Financial equity has been determined, checks written and received, and banked. MVT is now richer by \$2,000.00, so the registration price increases and higher numbers of cars registered this year, has paid-off. Further, someone asked if BCD could entertain awarding a Spectator's Choice Award. The MG Club chief representative, Skip Peterson thinks it's a good idea. I've thought about how to ballot for this (will take a new ballot counting team, two people, and a simple tie-breaking methodology). My thought right now would be to have a different color ballot, available as spectators come from the parking area to the display field, a single collection point and an empty coffee can (51 Oz.) for all the tie ballots. When all is said and done, if we have six cars tied at four votes each, we can put those six car numbers in the coffee can and have a near-by

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.

Officer's Reports

President's Report

spectator draw the winner. We can discuss this at the November meeting.

Through the inquiring auspices of Charles (Chuck) White, we are close on the trail of a seamstress who has the machinery to embroider garments with our car silhouettes, club patches, names, etc. More solid talk on this at the club meeting. The company in question is located in Kettering, just off Wilmington Pike.

The Club now has (in hand) new business cards, 500 minus those taken when we were at Zemore's on 17 Oct. Thank the team of John Coutant (Design and revision) and Chuck White (least expensive printer). They got the job done in about seven weeks of the thought.

Got my green Doughnut Trail Tee Shirt. Washed it, tried it on, still fit, hung it in the closet, waiting for Indian Summer, to wear it outside....., Thanks Karl!

Had another successful get-together at Zemore's to further TRA2020. About ten club members showed and the place was packed. Service was limited due to a lack of lady servers and a cook. In fact Karl almost did not get fed, but a complaint to the right person, got him dinner before we all left. Don't know where the crowd came from, but it was certainly noisy that evening.

October events included tech sessions with John Coutant, who replaced a Tachometer cable, a pin in his trunk hinge and determined the real problem with his mechanical fuel pump (internal pivot for cam follower lever). Also work was done on the White's TR6, but the overdrive problem has not been solved, just bypassed. There was, I believe, a BTM session to work on the yellow TR7.

Fall Leaf Tour was a great event, Bruce brought out his TR7 and we had more 7's than any other Triumph model on this event. It was about 75 miles of cold morning and pleasant afternoon driving, with several stops at Farm stands and late lunch at Stone House in Waynesville. We lost one car as Tim had to leave with a funny noise in his TR250 running gear (Maybe a rear axle U-joint?). Probably a report-out at the meeting. We also saw and looked at three covered bridges, two recent re-builds.

November – has Guy Fawkes Tour and Bonfire, possible revisit to TRA2020 Clarion Hotel in Lexington, Zemore's again, 21st of the month, I think, and at least one Tech session, and maybe two.

Next meeting of the club is at Archer's on the 6th of November. Hope everyone can come....

Regards,

Stan S.

Vice President's Report

Winter and the Web

John Coutant



Almost bedtime...

Definitely not a TR3 day as I write this. In fact, I think our driving days are limited, if not done for the year. Time to think about preparing the cars for the winter. Everyone has their own ritual to put their cars away. Trying to find one way to do it is like asking "What kind of oil do you use in your TR?" or "What tires should I put on my TR?".

This is what I do, you need to find a ritual that works for you. First thing I do is put Sta-Bil fuel stabilizer in my gas, usually a fill up before the final fill up (also with Sta-Bil) so I can drive the car and get the treated gas throughout the fuel system. Then I do a thorough cleaning of the car and interior just to get the fall tour grime off and out. All is ready for the car cover then.

For the engine, many people change the oil before storage and that's fine. However, since I have to put the car on jack stands to drain the oil into the catch container I wait for spring when the

total lubrication service is done (grease and oil) to do that and I don't think there are problems with that.

For the winter I completely disconnect the battery (both positive and negative) and attach a Battery Tender Jr. (not any old battery tender but a Battery Tender brand. Trust me here, I used a no name battery tender on my lawn mower batter and it blew up the battery. You do not want this to happen in your car!) I leave the battery in the car as it sits in a plastic battery box liner and my garage does not get that cold. Some people take them inside and put on the battery tender.

I over inflate the tires for storage for the winter. I think it helps any flat spotting, compensates for the loss of pressure as it gets colder, and makes the car easier to push around. I may be kidding myself but it's what I do.

That's it for winter. Come spring is the major car maintenance as I said before so the fall for me is doing those things for the long winter months sitting there.

So when the cars are done and in your garage, how about doing some work on your web garage? You do know that each of you have your own web garage on the MVT website, don't you? Well you do and most of them are empty. A few (4) of you have done a good job filling them up with stories and pictures of your cars but most of you have not. Come on, send me your car photos and stories so I can fill them up. That goes for those of you who already have information in your garage but have new additions to brag about.

Just click on the thumbnail picture of each car in the Cars of MVT to go to the individual garage for each person or for those filled garages, the garages are listed.

John Coutant

Treasurer's Report



As of 10Oct 2019, the club account had an account balance of \$2245.29. For the month of October the club's income was \$2000.00 final payout from BCD, \$11.00 from 50/50, \$150.00 Paypal transfer from TRA, and \$230.00 for TRA registration check. Total income for October is \$2391.00. The club had only one expense for the month of October. Our first TRA expense was a deposit to Red State BBQ for \$336.97. As of 1 November the club has account balance of \$4299.32

This is the first month that the club has had income and expenses for the Triumph Register on America National Meet next year in June. As an explanation to the club membership, I will be using the club's bank checking account for all expenses. Most of the current income will come from registrations and will flow into a separate PayPal account. All mail in registrations with a check will be deposited into the MVT account. TRA income and expenses will be tracked on a combined spread sheet. When we have expenses, monies will be transferred from the PayPal account to MVT account as I have done already in October. As of October 29th, the TRA account had a balance of \$1022.59 which is not reflected in the MVT balance and we had only one expense, the Red State BBQ deposit.

If anyone has any questions, see me at the November meeting and I will gladly show the two accounts.

Respectfully submitted,

Harry Mague.

Events Chair Report



Lot of events happened in October – including a few pop-up ones, mostly tech sessions with us either getting new (to us) cars and wanting to get them on the road. As I write this there is still a weekend open in last October and maybe another tech session?

November starts out with the Guy Fawkes bonfire at our place. Was going to do a tour, but don't know what is going on that morning. Since this is before the meeting I'm going to have to send out a separate email or two. By the time you read this you might have been there, or hopefully you will have been there.

November also looks to be more tech sessions. Usually the weather is cool enough that if a tour is scheduled folks bring their warm-weather cars, not their Triumphs, so tech sessions dominate. This November is no different – we will probably have several tech sessions even if there is only one on the docket so far. We only put in one drive event – a trip to Caesar's Creek Vineyards on the 9th, so hopefully, hopefully the weather will be warm enough to bring the Triumphs out one more time...

Get ready for the Holiday Soiree in December as well as the December MVT Christmas Dinner. I do not have a location for the dinner yet, but traditionally it's held at The Paragon in Centerville, so maybe we will do that again. I do know you need to start collecting your goodies for the brown-bag auction at the Soiree – I have a box filling with goodies, do you?

Finally, before we know it 2020 will roll around. Yes, TRA 2020 will get a lot of attention, but if

there is an event you want to do by all means get in touch with me and we will get it going. Lots of room here folks!

See you at the November meeting!

Events Tsar Bruce

Membership Chair Report

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Thank you!

Valerie

Marque Editor's Report



This guy named Bruce spent a bit of effort getting the "new" TR7 ready for the road as well as being appalled at the fuel pump Moss sold John Coutant. His ramblings mean we have a decent tech section this month.



Overlooked AC option on most Triumphs

Bruce

MVT Events

October 2019

2 - MVT Monthly Meeting Minutes

Call to Order – President Stan Seto called the meeting to order at 7:28 PM with “good evening and welcome to the October meeting of the MVT, to the cars”. There were 19 members in attendance.

Agenda - Changes & Addition - none

Guests and/or new members – none

President – Stan Seto said September was a good month. The Farm Stand Tour was a good one if you missed it. October will be the Fall Leaf Tour and he hopes more members will attend. We usually only have a core of 7 members and we would like more to attend the tours.

Vice President – John Coutant had nothing to report.

Treasurer - Harry Mague was absent, but his report is in the Marque. We are still in the black.

Secretary – Patti Clifford said the minutes were in the Marque. Tim Moore made a motion to accept the minutes as posted, Bruce Clough seconded the motion and it passed by voice vote.

Membership Chair – Val Relue was absent. Stan Seto, reporting for her, said we still have 44 members.

Events

September

- Monthly Meeting
- Tour of Donuts part 2 – Great time, thanks to Karl Ludolph for arranging the tour.
- Triumphfest in Santa Maria California was attended by John Clifford. He reported that there were approximately 200 cars and had a great time, especially on the Autocross.
- British Transportation Museum work day
- Concours d'Elegance at Carillon Park. Great weather and lots of nice cars per Lois Bigler.
- TRA 2020 meeting at Zemore's, about 10 members, a number of decisions were made.
- Farm Stand tour – Great day, thanks to Bruce Clough for planning this tour.

October

- 5 – Tech session at John Coutant's 9:30 AM
- 8 – Tech session at Whites to fix whatever happened during the Farm Stand Tour.
- 11-14- VTR Nationals in Dripping, Springs Texas, no members are planning to attend.
- 12 – Tech session at British Transportation Museum
- 17 – TRA meeting at Zemore's 6:30 PM, come earlier if eating dinner. All are invited and encouraged to attend.

- 19 – Fall Foliage Tour through Southeast Ohio – will start at Beans and Cream. Plan to leave at 8 AM.
- 26 – Chili Cookoff fund raiser for British Transportation Museum, 4 – 7 PM

November

- 2 – Guy Fawkes bonfire. We will have a tour then end up at Clough's for the bonfire.
- 5 – (Tuesday) Tech session at Chuck White's 6:30 PM
- TBA- trip to Lexington for TRA

Committee Reports

Regalia –Email Harry Mague if interested in making a purchase. Items can be viewed in the Marque and on the website. Chuck White asked if we had anyone to do shirts or hats. Stan Seto said the person he had is not doing it for us anymore. Chuck said the Miata Club has a person and he will contact them to see if they will add Triumphs.

Technical – Tom Hesse asked for help with his TR4 overheating. Several members gave him advice on parts to check out. He was advised to set up a tech session if needed and only he only has to provide donuts for people to show up to help! Al Smith had problems with a replacement bonnet latch from Moss. When he called to ask why it was not the same as the one he is replacing he was told he needed the whole assembly replaced. He asked why they sold them separately, then was told to take it to a body shop and they could do wonders with a hammer. He then called Roadster Factory and explained what went on and they sent him a proper hood latch that they make themselves and it fits. Most members said that is why they don't use Moss if possible.

Spare Parts – Chris Yanity was absent

Marque – Bruce Clough said to continue sending articles.

British Car Days – Stan Seto said the final meeting should be in October.

TRA 2020 – Bruce Clough said the registration should be online on October 15. Shirt and other items need to be finalized. All events are in place. The committee will be contacting some places again to check that all is in order. There is a meeting at Zemore's on Oct. 17. Might be a weekend trip to Lexington or just a day trip to check about the Monday tour. Bruce said we need to make sure everyone knows this is for ALL Triumphs. The concourse judging is only for TR2, TR3, and TR4 cars, but there is a Participants Choice Award that will include all cars. He suggests that rooms be reserved now. The only problem we are experiencing is with TRA Staff and getting them to release member email addresses, so we can promote the show. That is being worked out.

Old Business – MVT business cards – John Coutant had the final design and three price quotes. Stan Seto made a motion that John Coutant be authorized to spend the money to purchase new business cards based on best price and quality. Scott Huey seconded the motion. Discussion followed with consensus being to purchase 1000 cards for \$60. John Coutant asked Chuck White if he would follow up with the company from whom he had gotten the quote, to which Chuck agreed. Motion was voted upon and passed with a voice vote.

New Business –Stan Seto said we need to start thinking about election of new officers for President, Secretary and Treasurer. We have the first nominations in December. Stan indicated he will not run for President for another term. He will be contacting the Secretary and Treasurer to see what their intentions are in regards to another term. Stan Seto also moved to put Awards into the MVT Operating Instructions (By-Laws) so that everyone knows what the awards are for and when they are given. He will do the write-up and make a motion at a future meeting.

Split the Pot – Stan Seto won the \$11 pot, and commented that this is the first time in 2019!

Adjourn – Chuck White made a motion to adjourn, seconded by Bruce Clough. Meeting was adjourned at 8:15 PM.

The next meeting will be Nov. 6, 2019 at Archers.

Submitted by Patti Clifford

5 – Tech Session – We met at Coutant's to fix both fuel pump and tachometer issues.



Non-working mechanical pump in place, working electrical pump below steering shaft

The fuel pump issues have been dogging John since TRA2019. If you remember, the original pump failed him on the way to Townsend TN. We fixed that by by-passing the mechanical pump and using an electric pump. When John got back to Cinci he put the original mechanical pump from the car restoration back on and the car drove fine, for a while. Then poof, it was having problems also. John needed us to exorcise demons.



MVT Hook was baited

Bruce & Karl joined John and delved into the fuel pump issue. The old pump was taken off and determined unfixable (see tech article later in this Marque), so a blanking plate was affixed to the

engine and the electric pump remounted. The tach fix was a combo of a new tach cable as well as a replacement tach from John's stash. We also attempted to fix the trunk hinge that lost a pin during the farmstand tour, but due to Moss/TRF incompatibility we stopped pretty early on that and left the failed Moss hinge in place – John will just order a replacement Moss hinge.

Car now runs fine and with a usable RPM readout. Day was beautiful and the drive excellent. As John wrote: *"Thanks to Bruce and Karl we managed to determine what failed on the fuel pump and how it caused the symptoms that resulted. Put on a blanking plate and hooked back up the electric fuel pump, for the interim while Bruce rebuilds an old pump with John's rebuild kit. Found a TR3 tach in great condition so replaced the tach cable and installed that while the other tach gets rebuilt. Decided to wait on the trunk hinges as the replacement from TRF did not match the existing Moss ones."*

Did I mention we had donuts?

6-11 – VTR National Convention – No MVT members went as far as I know. From the looks of the social media reports a good time was had by all. Next year it will be in Galena, IL.

8 – Tech Session at Whites – they had a few things go south on them during the Farm Stand Tour so we thought we'd take a peek.

First thing we did was pull the OD solenoid and check it. The nylon tie around the weather shield rubber indicated someone has been here before.



No, the tie is not factory...

A quick test showed that the pull-in coil was non-functional, so a new solenoid needed to be ordered. We then moved on to a few other things non-functional, including the transmission tunnel courtesy lamp. That was easy...



I think I found the problem...

So we didn't really fix anything, but we did figure out what the problem was..

Fast Forward to the 12th – Bruce went over to Whites - Chuck bought a new solenoid but it still wasn't working. Bruce checked out the new solenoid and determined it was working fine. What wasn't working well was the OD relay, which rewarded Bruce with a shower of sparks (not quite right). The relay was falling apart.

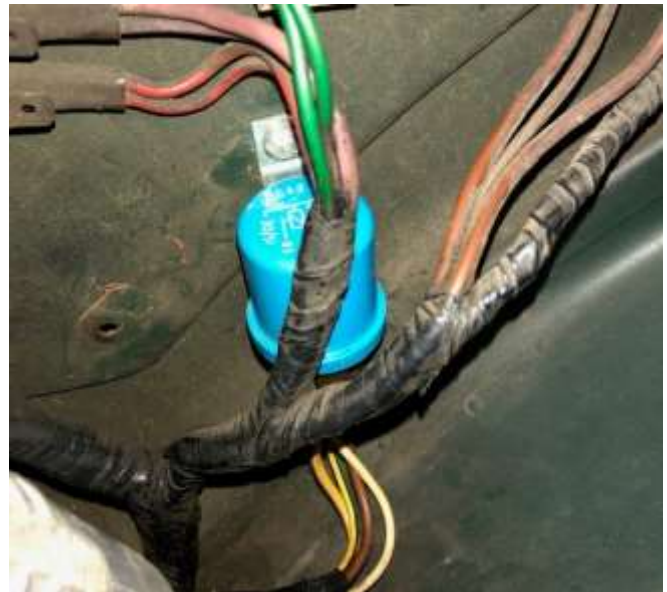


**Relay after the guts fell out in Bruce's hand.
The can is still attached to the body**



Relay out of the car – the two pieces are supposed to be together...

Bruce ran home and got a few relays to try – ended up with a Lucas relay from a TR7 he parted out a long time ago – installed and works perfect!



Fixed that!

So with any luck the Whites, and their OD, will all show up on the 19th...



The bait was set for the 12 Oct OYJ Tech Session. No subterfuge here, nope...

12- Operation Yellow Jacket - Thanks for all who showed up to help Jackson. The car is now running, albeit with an idle a bit high. Hat's off to John Clifford in leading up the suspension reassembly. Jackson want to thank Scott Huey, Brian Sullivan, Charles White, Kent Southard, Jeff Barth, Karl Ludolph, Al Smith, and any other folks he missed – great turnout MVT!



Suspension work, or Craps game? You be the judge...



Ooooooo, Ahhhhh, Wowwwwww!

17 – TRA 2020 Committee meeting – Thanks to all who came out to the TRA 2020 planning meeting @ Zemore's. The place was jammed and the chef only had himself and two wait staff working due to the rest of the staff (including his family) off at his daughter-in-law's rehearsal dinner. Even with that dinner came out fairly quickly and was uber tasty. We had a good turnout as well as meeting – went over a lot of stuff. Planned a lot of stuff. look for topics discussed and more comments later in the Marque.



Looking SW over Little Miami River Valley East of Waynesville



A man and his car – a beautiful thing!

19 - Fall Foliage Tour – Your Event's Chair was going to make this an all-dayer with a lot of distance covered. Decided several months ago to limit it a local drive, just too much going on. Glad I did that because in just 6 hours we did a lot of driving and saw a lot of the prettier parts of SW Ohio. One other thing – Duncan drove Carma most of the way – great day to learn...and the top was down...and it was 34F when we started. What more could you ask for?



Duncan driving Carma – picked up on it pretty quick!

This was also the first MVT event in a while that Alice had the chance to drive Inca. Both C/O-C wedges out in 30 degree weather with the tops down. New high mark in our hobby.



The gang's all here!

I decided to start this out at the Beans and Cream in Cedarville since the parking at 8AM is good and they have good food and Coffee. By the time we arrived the rest of the gang had shown up – Tim Moore in the TRminator, Chuck and Chris White in the new TR6, Stan and Sparky Stano in the TR3B, Karl Ludolph in the TR7, Chris and Cris Yanity in the TT, and John Coutant and friend Frank in the TR3A. All sports cars and all but one Triumphs! Could be a new record.

After a scone and coffee I rounded up the troops and we headed southwest crisscrossing Massey Creek on the way to the Little Miami River. On the way we stopped at the Charleton Mill Rd Covered Bridge for John to put his top down and Tim to get a photo op.



Picture that I took of Chris White taking a picture of Tim Moore as he took a picture of the TRminator in the Charleton Mill Road Covered Bridge



Almost a tech session – we stand around watching John and his voodoo ritual for taking the top off. We needed donuts...

After that we had a little bit of a drive to get to Bellbrook. On the way Tim heard some noises he didn't like, so he peeled off for home (probably a rear bearing or half-shaft U-joint – expect a tech session coming up soon). The rest of us motored on to the BellHOP Café in Bellbrook for more coffee and a bathroom break.



Evidently Sparky must have been a bad boy since Stan parked the 3B way over in the corner...

From there we had to back-track a bit since I didn't want to go anywhere close to the soccer fields – the largest 2-day soccer tournament in the States was going on that weekend and the fields east of Bellbrook were part of that tournament (600+ teams). That's okay, since the road we took were as pretty albeit maybe a longer drive. After crossing the Little Miami River Valley yet again we ended up at Apple Country Farm since I needed to get a pumpkin. We got one as well as photo ops...



Barn find...



Three '80 Wedges all in a row...

when the clutch pedal connector pin fell out of Karl's TR7, but we were back on the road before I could give him a chicken. Our long tour leg ended up at the Secret Garden on OH 73 just west of Waynesville for folks to look for yard art and other seasonal goods.



All the purty cars parked in a row at The Secret Garden



Houston, we have the pumpkin!

After we had our fill of Pumpkins the longest leg of the drive commenced – from Spring Valley to south of Oregonia then back up near Waynesville back and forth over the Little Miami on some of the prettiest roads around here. Had to stop once

We popped the hood of the Whitemobile since Chuck complained of lost power, but found nothing visibly wrong, so Chuck decided to press on.



Karl trying to hide from Sparky – it seemed to have worked

And press on we did to The Stone House Tavern in Waynesville (a sister restaurant to Archer's Tavern where we have our monthly meetings) for a later lunch...and that late lunch was great!



Stone House Tavern is actually a great place despite Frank, Chris, and Cris saying their prayers while John eats his phone.

From there we split up and went our separate ways. The day was still sunny, a lot warmer, and football was all around us, or at least on TV.

The leaves were not as colorful as we would have liked it – the warmer and dry September and early October impacted that, but even so some trees had turned and it was a great day. Duncan learned to drive a Triumph, Alice got to drive one, and I got to sit and play with radios. Wunderbar!

26 - Chili for the masses! - We didn't get a report from the Chili Cook-off, but we have a picture! Here is Amanda Hawker (the Stroble's daughter) with Dick Smith at the museum – it was also Dick's birthday celebration!



November 2019



"I approve of this message..."

2 - Guy Fawkes Bonfire – For those of you who do not know Guy Fawkes there is a good review of his escapades at:

<https://www.britannica.com/biography/Guy-Fawkes>

We had a nice celebration of his failure with a little event of feasting, drinking and burning Guy at Chateau Clough-Owen-Clough.

The crowd started showing up a bit before 6 and by 7 the place was packed with folks who wished ill for Guy. Either that, or they liked the good food and spirits – who knows!

Once it was dark enough we headed to the bonfire location to burn Guy. Thanks to the Whites we actually had two Guys. Folks were worried about starting the fire, but Bruce had enough fire water to more than overcome the erratic winds.



Dinner? Two Guys on a stick!



Burn, you treacherous rascals!



Soon all were bathed in the glory of the Guys' demise!

Afterwards a few of us snuck down to The Den for a few wee drams of good whiskey while the rest of the team debated whether to burn the rest of

the conspirators. A tip of our 17th Century hats to all who came.



It's the place to be!

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



9- Obligatory tour to Caesar Creek Vineyards before the snow flies. Meet at the Winans Fine Chocolates and Coffees, 4425 Feedwire Rd, Centerville, OH 45440 at 2PM and we'll leave for CCV just after that by roads less traveled. Bring your best cheese and crackers as well as you radios!

10-12 - Visit to Lexington for TRA 2020 – We are planning on heading back to Lexington to visit several more places on our tour list for next year's event. Notification of room rates and times will be sent via email

16 - Tech Session – Lets' get another in before the weather gets too cold to do these unless you are the lucky soul with a heated garage. Location is TBD - Chuck, do you think you are going to need another? How them fuel pumps John C?

December 2019



7 – MVT Holiday Soiree – Brown Bags @ Bergamo – much more info in next month's Marque – you are saving your brown bags for the world-famous brown bag auction aren't you? Somehow the editor has a few more parts to stuff in bags this year. Anyway, the Bigler's host this and sometime soon Lois will send me the particulars on when/what/ and how you can come and have a great time!

15 – MVT Christmas Dinner - at a location to be determined early Nov. Last year it was at the Paragon – might be there again, we'll see!

TRA 2020 Update

By Bruce Clough, TRA 2020 Chair



15-19 June 2020, Clarion North Convention Center, Lexington KY

Just a reminder that MVT is hosting the 2020 meeting of the Triumph Register of America in Lexington KY. This multi-day event will feature car shows, tours, fun runs, workshops,

auction, banquet and gobs of other events. Focused on TR2-4A models, but it is open to anyone with an interest in Triumphs. A good time is always had by all. If you need info of any type please contact Bruce at portabezi@hotmail.com. Room registration is now open and there is a TRA 2020 info flier attached to the back part of this Marque that has all the contact information you need.

We went live with the registration on 20 October. We have received both on-line and mailed-in registrations. Please get your registrations in as soon as you can as well as reserving your rooms at the Clarion. Go here for registration:

<https://www.miamivalleytriumphs.org/tra2020-registration>

Things are continuing to come together:

- Registration Forms are out on the Web and we have received registrations both web and mail0in already.
- BBQ location set
- Horse farm tour is set
- Shirt type/color/graphics are set

We are planning another visit to Lexington on 10-12 November. Goals are to visit the pavilion where we are planning the BBQ, talk to the Kentucky Horse Park folks once again, set up some routes, and discuss traffic control with several companies who hire off-duty police just to do that sort of stuff.

We had a committee meeting on 17 Oct at Zemore's in Bellbrook. Hat's off to Zemore's chef and servers – that evening was the owner's daughter's rehearsal dinner so they only had the chef and two servers working a packed house. Food came out in good order and drinks were served. We had a productive meeting. Most of the action items are closed, but we still have a few open ones:

- Bruce owes Chris Y a tri-fold pamphlet for vendor publicity – Due 1 Nov

- Chuck will contact John Long to get list of TRA 2018 attendees. No due date yet.
- Bruce will reserve a room for TRF for two nights at the meet – Due 1 Nov
- Decided just to have TRF give us items for the meet rather than assume any funds come at all. Bruce will update the budget. Due 1 Nov.
- Bruce will email Stan the contact information for the off-duty police. Done 26 Oct.
- The committee likes the blue name badge holder that was used for TRA 2018 – we will search for samples. No due date yet – Alice has found a vendor and requested a sample.
- Need to put together guided tour options for Tuesday & Wednesday afternoons. No person was assigned this, and no date was set.

Good news – we’ve discovered a second way out of the Clarion – turns out if you go through the parking lot of the resort next door, which you can easily get to, you can get out at an intersection which offers an easier way west and I have to think a faster traffic light. We will try that during our November visit.

Shirts have been finalized. We will offer men’s and women’s t-shirts as well as a unisex sweatshirt. They will be in Carolina blue (a lighter blue) with the KY TRA 2020 logo on the front upper left and the horse-chasing-car TRA 2020 logo on the back. Bruce will get with Jeff Krupp to work the specific colors for the artwork.

Auction rules are being finished. The Flea Market Auction idea was dropped. More streamlined way of handling reserve-price auctions was developed, and auction rules and “what sells” info was given to John C for the website.

Dash Plaque Design

We have three designs and we are looking for your input.



Dash Plaque Design 1



Dash Plaque Design 2



Dash Plaque Design 3

Please look at these and we're going to ask you which one you think is best at the November MVT Membership Meeting – want to get your thoughts.

Just another reminder that the next TRA Planning Meeting will be the 21st of November at Zemore's in Bellbrook and we would love to see your smiling face. 5:30ish for dinner and the meeting starts at 6:30.

Reminder

Just want all to know just because you do not have a TR2 – 4A doesn't mean that you can't be part of TRA 2020. Oh no, in fact we are making it a safe place for all Triumphs (lol) - Alice and I will be driving TR7's - every event except the Concours Judged cars are open to all Triumphs, so you HAVE NO EXCUSE. You must come to TRA 2020, it's destiny, don't you know...

End of an era

Editor

It's sold.



Fall 2004 – As it came

The FrankenStag is now sold and waiting to head to a new owner in VA. When we bought Carma I knew it was time to get rid of the Stag. The car has been an interesting experience – essentially a fun car to do anything to because you could. It allowed us to go as a family to Triumph events and shows, but now the kids (and one is not a “kid” anymore) have cars and drive themselves

and cannot fit in the back seat anyway. The car is actually a bit of a chore to drive without fantastic maneuverability and is a little underpowered, so it wasn't a hard decision to make.



Fall 2019 – last drive

So the Clough's-have-a-Stag chapter closed and we will put it next to the Clough's-had-a-Herald chapter. Now I will devote this winter to getting Carma ready for all the driving I'm looking forward to doing in 2020. Anyone want some downdraft Webers?



Bye!

Technical Talk

Edited by Bruce Clough

Clyde's New Ride



Just a little bit of work here...

Clyde Collins fired off an email where we was excited about winning an auction for TR3 parts he lost! As he explained it:

“At the Zemore meeting I mentioned losing an eBay bid on a '59 I looked at, but the winner defaulted and I own the lot. Looks like hell, body in 2 parts & all but not to worry... Small halves are easier to store away. My goal is to use what I need for the TR2 and assemble/ell the rest. More on that later...”

From the looks of it a tech session or two will be needed! More as Clyde works his way through this.



Hey – that nose looks pretty-darn straight!

No More Big Daddy Rat!

Bruce Clough

For those of you who are old enough, and I think that means most reading this, you remember the car drawings Big Daddy Rat used to do, with the creatures shifting the car using a shifter that stuck above the roof of the car.

So what does that have to do with TR7s? Easy, Big Daddy Rat designed the shifter on the TR7 we just bought (now called “Carmine” due to the paint. If you looked at the car as we got it (below) you’d notice that the top of the shifter is almost higher than the radio level. It shifts, but the throw is long and wide plus it’s easy to miss 3rd and finally it sits in neutral pointed right, not straight up and down.



Carmine as it came – high shifter and pointed to the right.

Fortunately I had another shifter sitting in spares, so I took that to a local machine shop and had several inches taken off.



Original shifter on bottom, shortened shifter on top

This makes all the difference in the world – you hand no longer hits the radio and it makes shifting quicker and crisper.

While I was working on this I decided to center the shifter. The centering of the shifter is done by adjusting the height of a couple of bolt heads the shifter return rods ride on. If the bolts are about

the same height the shifter is vertical. A check showed the right bolt head was lower than the left.



Shifter angle adjustment can be done by adjusting the height of the bolts just behind and to either side of the shifter – you can see these just behind the hole the shifter goes in – you can see the right side is significantly lower than the left

A few turns of the right bolt brought the shifter to vertical when in neutral - this and the shaft shortening made things also look nicer...



Updated shifter – looks and operates much nicer!

So that took care of the shifter, now I needed to build a piece of emergency gear...

TR7 Emergency Switch Panel

Bruce Clough

TR7/8's have an ignition switch failure mode that can be quite annoying. Essentially the tangs that hold the switch cover to the switch plate break and allow the internals to become disconnected, which results with the loss of starting ability, or in more extreme cases, ignition power.

In the dark past I carried an extra ignition switch complete with its pigtail wiring in case of failure. To replace the switch you have a couple of religious experiences to go through – taking the multi-switch cover off the steering column and replacing the switch that I held on with teeny, tiny screws. I replaced that with a short wire bundle and a couple of switches to get around that – ignition switch and push-button starter – made from an old switch pigtail. Works well – you just disconnect the failed switch wire bundle and hook this up to it in the car – about a 30 second job. Since we have two wedges now we need two emergency wire bundles. Time to make another one. Some pictures please...



This is an original ignition switch and its wire bundle. The switch is to the left, connector, right. You might not know this, but this switch is in the midst of failing

I went out to my parts stash and looked for a bad ignition switch. Of the three I have one is failing, so I grabbed that one to use. Essentially you just cut the wires off the switch and solder a couple of more switches on, but before that, let's look at the failure.

As with the failures seen on new TR2-4 fuel pumps the failure is due to bending a brittle metal. The metal cover of the switch is held on to the

switch plate by three metal tangs where the metal is punched into depressions in the plastic switch plate. The only issue is the cover is made of “pot metal”. Pot metal is defined by Wikipedia as:

“The primary component of pot metal is zinc, but often the caster adds other metals to the mix to strengthen the cast part, improve flow of the molten metal, or to reduce cost. With a low melting point of 420 °C (786 °F), zinc is often alloyed with other metals including lead, tin, aluminum, and copper.”

Pot metal is cheap, but it is also very brittle, you bend it, it cracks. The process of “punching a tang” is bending the metal. Peening (punching) pot metal doesn’t seem like a great idea. It’s not. Every time you use the ignition switch you cycle the load on the peened tangs which grows any initial cracks caused by the peening. Since cracks are guaranteed to be there due to the material properties, the ignition switch is a failure waiting to happen – it is not **if**, it is **when**.



Tang with intact peen in the tang on the ignition switch



Peened tang with the peened part broken off by normal use - this switch has failed

Well, glad I never tried to use this one, lol. Now to make an emergency switch panel. The one I made years ago for Inca looks like this:



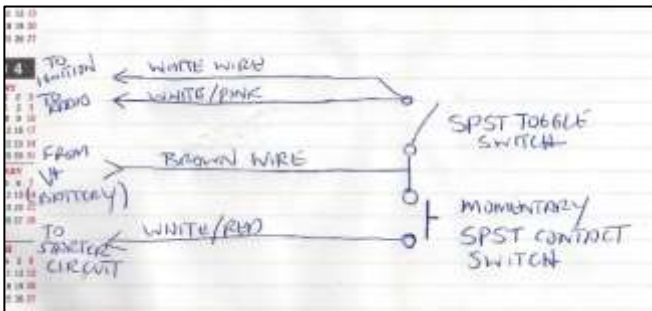
Emergency switch kept in Inca



Switches – starter switch on left, ignition power on left.

It turns out that to just power and start the car you only need to connect two wires to the brown (always hot, not fused) circuit – the white wire to provide car power (to the white ignition circuit and the green switched fused power circuit) and the white/red wire to power the starter. For the ignition power you want a good toggle switch, for the starter a good momentary contact switch will do.

I went a bit fancier – I connected the white/pink wire to the white wire at the toggle switch so the radio works – us extraverts have to have radio... Okay, I'm sure somebody wants a wiring diagram:



Emergency switches wiring diagram

Anyway, I did cut all the wires off the broken switch, cut off and shrink-wrapped the unused wire ends, then used short shrink-wrap sections to make the wire bundle.



Making new wire bundle from remains of the old

Next to attach the wires to the switches. In the original version I soldered the wires to the

switches, but that was a bit of a pain – decided to use spade connectors soldered to the wires.



Spade connectors on the switches – they were taken off before soldering

I shrink-wrapped the connectors after soldering then shrink-wrapped the connection to the switch after the plug was attached to reduce any bare metal showing.



Switches attached to wire bundle

Now for switch mounting. For the first version I just glued the switches, but trying to be a bit better this time. Decided to make a small panel with a piece of sheet acrylic plastic instead, and even found a switch guard for the ignition switch. Nice. Covered the wire bundle with the right length of plastic wire bundle cover. I then got the Dymo labeler out and made a few labels. Sweet.



New emergency switch panel and wiring harness



The switch panel – hole in the top is to use a long wire tie to hold it up when in use.

So, this is now in the trunk of Carmine hoping this owner doesn't have to use it. We shall see...

TR7 Tail Lamps

Bruce Clough

So why all the TR7 stuff? Simple – I want to take it on the Fall Foliage Tour! One of the things I've noticed is that the TR7 tail lamps could be brighter. I have already converted the turn signals and reverse light to LEDs, but for the tail lamp and brake lights I want it brighter – so instead of a single tail lamp and a single brake light on each side I can put two of each by using "dual filament" bulbs for each.

Now, you just can't order these from Moss or VB – you have to go to British Heritage Motoring in the UK, and there you can order the TEX dual-filament bulb holder, so four I ordered and they showed up several days later.



Original single filament bulb on the left, new dual filament bulb holder and dual brightness LED lights on the right.

So the first thing I did was to take out the light fixtures themselves since I guess something. Getting the lights out is easy – the cardboard cover comes out with a plastic upholstery tool to pop out the press fit plastic plug on top and two #2 Philips at the bottom. Turn and release all four bulb holders (taking time to pull off the tail light and brake light bulb holders from their wiring since they are going to be replaced), then remove the six 8mm nuts holding the light on. No drama doing this on Carmine, but once off I noticed the rubber gasket was still on the body and painted body color – the back of the car was repainted also – interesting. This car really has a story to tell.

You next have to take the lens off the housing. This can be a pain if the gasket is stuck to both, but in this case both lenses and gaskets came off easy.



Right side tail light housing

Inspection showed the chrome was shot on the reflectors – I expected that after working on too many Wedges. It is not an option to get out the #0000 steel wool and shine it up – the chrome layer is much too thin for that. I just shoot it with a good chrome paint.



Chrome painted tail light housing

The paint is not a mirror finish, but it's better than it was as far as reflectivity. Yes, I had to do this for both sides.

The switch to LEDs for the reverse and turn signals didn't require me to do any more than replace the bulbs (okay, I had to replace the flashers with electronic ones, so there is that), but to go to dual tail lamps and brake lights I have to add wires. For both Inca and Freebie long ago I spliced in wires, but here I decided I wasn't going to cut into the wiring harness if I can figure out another way. That other way was to make a couple wires with two spade females to attach to

the bulb holders and one male connector to plug into the existing connector. Since there are two bulbs per side I needed to make four of these.



Bulbs, holders, and added wiring per side

Connections were soldered and protected with shrink wrap. Now to put things back together. One of the things I didn't put back on was the amber filter used for the turn signals – this is a separate piece and comes right out. Since the turn signals are amber anyway this is not needed. (Note that I am keeping all the parts I take off the car for the next owner, so these will not be in the Holiday Soiree bags).



Amber filter separated from the lens – it just pulls out easy

So now to put it all back in. Lens goes into housing, housing into car.



Left side housing back in car with new bulb holders trial fit

Turns out the holes for the original and new bulb holders are not exactly the same and you have to bend the holding ears just a little bit. I also added a ground wire to each new holder because I could.

Firing up the lights I am happy – much more light, much less current draw. Total time to do this was three hours, but I was multi-tasking (which I cannot do BTW) so it was less if this was all you do – I did put the painted housings in the sun with a fan on them on an 80+ degree day, so that helped also.



Rear tail lights – brighter and less power draw, and less heat if anyone cares...

TR7 Trunk Light Hack

Bruce Clough

TR7 original trunk lights are pathetic. You have this bayonet bulb in a cheap plastic housing screwed into the trunk lid. Most of the light goes into the trunk lid, not the trunk. I have LED directional lights I can fix this. I have a bright festoon bulb left over from upgrading Inca that has six LED chips on it that only shine down. Perfect.

Okay, so I tried to do what I did on Inca, bend the metal bulb contact/holder prongs a bit so the bulb can fit in and make contacts. That would have worked if the original light base wasn't brittle plastic and didn't crack. Rather than buying a new holder, I just Gorilla Glued the light to the lens. Fixed.



Who needs bulb holders when you have Gorilla Glue and hot glue...

This also let out a lot more light...



Let there be trunk light!

So now in the middle of the night when the car breaks down I will be fully sure that the part I usually throw in the trunk just for times like this will not be there.

Let there be (dash) lights

Bruce Clough

So, if you have a TR7 you know the stock dash lights are dim at best. Carmine was below dim, even with the rheostat bypassed. Forget seeing the labels under the switches, that's not happening.

The obvious was going on: dim and burnt-out incandescent bulbs, dirty wiring, lights not in their holders, holders missing. Out came the instrument cluster where all the lights were replaced with LEDs. In the past I had actually taken a cluster apart to eliminate the green filters and put in white lights. This time I just bought green LEDs to put in the holders and left the filters in.

The switch labels on the switch panel have always been problematic to get good brightness. If you look at how it works, light from the side of a bulb goes through green paint on some clear plastic – once inside the plastic light travels through a 90 degree turn into the back side of the label bar. The labels are molded into the plastic so they are illuminated by the light passing by. To get more light into the bar I affixed some white LEDs directly on to the light entry point, then silver painted that with shrink-wrap over the outside to try and keep light inside the LED-plastic junction.



Fixing the switch lighting for good

The results range from wow to okay. The gauges are lit beautifully, but the switch lighting is only a little better. I'll take 50% right now.



Nice and green!

TR7 Finds

Bruce Clough

Found a couple of things over the last month working on Carmine, probably will find more...

So first, does anyone see anything amiss here?



Battery, Type 51-C

Yeah, if you are a TR7 aficionado you will notice the terminals are reversed in front/back location. The battery is the right type, but wrong configuration – this needs to be a 51-R, but do I spend another >\$100 fixing this, or let it be? The battery is in excellent shape.

Secondly, when I was replacing the instrument lighting I noticed this:



Tales red letters tell

Instrument cluster is out of a '77 TR7 – it is not an original cluster. Why would this not be the original? Wonder what other secrets this car has?

TR7/8 Top Frame Cover Fix

Bruce Clough

After we got back from the Fall Foliage Tour Alice let me know there was a crack in the driver's side top frame cover – the plastic piece the bow sided go into when the top is down.

Sure enough there was a long crack evident.



Crack in Inca's Driver's side top frame cover

This is held on by 4 Philips "2 screws with easy access, so off it came and I looked at the backside:



Extent of the crack best seen from the backside of the plastic piece

To fix old styrene plastic I first turned to Testor's Model Cement, what I used to put car models together with.



Model cement and the patient...

Before gluing I drilled a little hole at the end of the crack. This is called "stop-drilling" and the goal is to eliminate the stress focusing at the point of the crack. Very simple – locate the end of the crack and drill a little hole.



Stop drilling – purple dot is where I glued the hole – at the very end of the crack

After gluing and letting it set for several hours it became apparent the glue would not hold good enough for this to be a permanent fix. Out came the Gorilla Glue. Gorilla Glue is a polyurethane glue that will stick to most things and is relatively strong. I made a aluminum strap reinforcement piece and glued it to the top inside of the cover – glued it across the crack.



Reinforcing Strap being glued on cover

That did the trick and the cover was put back on. I have more covers, but I decided on repairing rather than replacing. You will increasingly run into this as your Triumph ages – the cracked plastic, so it's just another thing to love about old cars...

TR2-4A Fuel Pump Warning

Warning to those using Moss fuel pumps in their early TRs - you might want to pull it out and look at the shaft retaining wedges.

Bruce Clough

John Coutant has been having issues with mechanical fuel pumps on his TR3A since TRA 2019. The latest was the pump that was put on during restoration was not pumping from engine rotation, but was pumping using the primer lever. The pump, a Moss Motor pump, lost integrity in the mechanical circuit when the wedge blocks peened into the cast body came loose and shaft became free to translate and not rotate. When removed only one wedge block was still in the pump – the other was lost presumably in the sump and is still there. The one remaining was loose and could be pulled out by hand.



Original AC pump – note that the shaft holding the actuating arm is on a shaft that runs through the body and held in by circlips

The shaft retaining wedges are held in, staked, buy peening the cast body metal over top the wedges. Since the body metal is a cast zinc alloy it is not ductile and liable to cracking if peened. What we speculate is that the micro-cracking induced when peened enabled the small peened “ears” holding the wedges in to fatigue and crack off under repeated stress cycling due to pump action.



New Moss Pump 377-000 – note the Gold Cad Clad wedges on either side of the body – they go into slots in the body then the ends of the slots are peened (staked) to hold in the wedges which hold in the shaft

This seems like an inherent fault in the design and as such all people using these pumps should inspect them for shaft wedge failure in my opinion. Again, in my opinion one should stop using these pumps unless you do not plan to drive the car very often. If you do plan on driving the car I'd suggest using either an electric pump and a blanking plate, or probably my preferred option, rebuild a good original AC pump that has the shaft going through the pump body. Another option is Rimmers has a pump available from a Slovakian company that also uses peened body metal to hold in the shaft, but in this case the body metal seems to have a higher aluminum content which probably makes it more ductile and it uses a much greater area of peened metal which lessens the per-area stress on the peened metal. That said, it's still peened.



Pump off of John's car – note the left-hand wedge is missing, the right one was loose – this caused the shaft to translate and not rotate, and not pump



Another shot of the failed pump with the right-side wedge removed. You can pull the shaft rearward about 3/4 inch. Nonfunctional.



Slovak fuel pump



MVT Cloth Patch - \$12.00

The MVT Store: MVT Memorabilia

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



MVT Enamel Car Badge - \$30.00



MVT Pin - \$5.00



MVT Car Flag - \$5.00



MVT Window Sticker - \$1.00

All the memorabilia is available at each Club meeting upon request. Pls 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".

For Sale – 1975 TR-6. Do you know of anyone who might be interested in a '75 TR-6? We have one that we would love to sell locally. It is in good overall mechanical shape, having been restored many years ago. It would come with both soft and hard tops and many spare parts. We would set a fair price.



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

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

FOR SALE - TR3 and tr4 parts as I find them – cleaning out duplicates. Need something? Ask Contact Chris at tryanity@gmail.com.



Feel free to forward our contact info to anyone who might be interested: Tom Dizer, 603-689-6965 tomdizer@gmail.com

(Tom's wife was Duncan's 4th grade teacher)

FOR SALE: 61 TR3A Solid car no rust white red interior runs good new soft top and side curtains extra wire rim and tire asking \$13,000 Lee Scheidweiler 1 937 313 7920



For Sale – 1973 Stag. \$2500 or possible trade for DHC TR7 – great body, great paint, clear title,

rebuilt hydraulics, and Richard Good half-shafts - everything but the drive-train. No rust, nada. This is the infamous FrankenStag that we have owned and modified since 2003.

Hardtop for Sale -Triumph TR6 Snugtop Custom Hardtop:

- Black -Built in Long Beach, California
- Factory Mint Condition inside and out, weather stripping, glass ,headliner etc.
- Ready to bolt on and go
- Hardware included -Price Negotiable

Inquire at tryanity@gmail.com



MVT Club Awards

Stan Seto

Our club has four awards it can give every year at the Awards Banquet in April. Candidates for these awards are volunteered by other club members starting at the December MVT Meeting, which is normally held at the Holiday Soiree, normally the first or second weekend of the month. Nominations are requested until the March meeting. Then closed, and we ask for a vote in the March meeting.

So, what are the awards?

Marque of Distinction - Most prestigious in the club, and should go to a person 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.

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

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

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 he has 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.

When nominations are opened in December, any club member nominating another for one of these awards will also be required to provide a short 25 – 50 word paragraph explaining why he think the nominated individual deserves the award.

All awards will be considered on a case-by-case basis, as there can be all sorts of circumstances in a year.

Shortly, in the future, a ballot to post these awards in the MVT Bylaws will be presented to the club.



TRA 2020 ★



**Join us for the 2020 TRA National Meeting:
“Bluegrass, Thoroughbreds, and Bourbon”**

**15-19 June 2020
Lexington, KY**

Host Hotel: Clarion North – KY922 & I-75 – excellent amenities and easy access to all attractions

**More Information at the TRA 2020 Website
<https://www.miamivalleytriumphs.org/tra-2020>**

**Facebook:
<https://www.facebook.com/groups/181566129267504/>**



**Host Center: Miami Valley Triumphs
<https://www.miamivalleytriumphs.org/>**