



The Marque

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

January 2023

THIS IS ME
LEARNING TO
WALK AGAIN



AFTER SITTING ON THE
TOILET TOO LONG LOOKIN
AT CAR PARTS!

Don't let this happen to you - please limit your time, call a buddy! We are here to help you in the support group

Jan MVT Events:

- 4 - Membership Meeting
- 11 - MVT Calendar Planning
- Week of 16 Jan - TRA 2023 Meeting

In This Marque

- More fun with GT6's
- More on TR3 distributors than you would ever want to know
- Plea for Event's Hosts
- It's Annual Awards Time Again!
- We actually added to the Classifieds, and...
- Proposed Annual MVT Budget posted

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(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, 937- 426-3802

Membership: Valerie Relue,
veleigh607p@gmail.com

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

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

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

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

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

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

Cutoff date for next month's Marque is the 25th of the month or when the editor screams...

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.

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/i15/>

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.

MVT Monthly Meeting

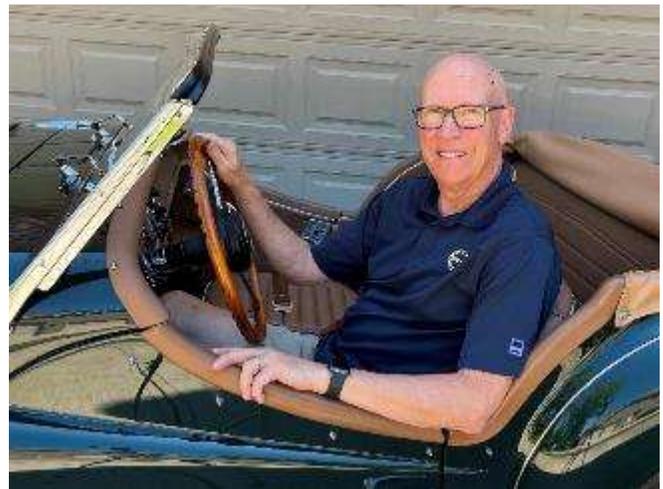


MVT Monthly Meetings are held on the first Wednesday of each month at **Archers Tavern Kettering**, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015. We are in the meeting room off the bar at the front of the tavern. We have dinner and socializing at 6:30PM and the president usually ruins our fun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

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

Officer's Reports

President's Report



New Year Resolutions

John Coutant

It is the start of the New Year and time to start looking forward to a happy and healthy 2023. Last year was a transition from the dark years of COVID and hopefully we can look forward to a

more normal year with lots of club events. These events just don't magically happen – it takes planning and commitment by someone to make it happen. Usually we have a planning meeting before the first general meeting of the year but, with the calendar this year, it will be a Zoom meeting one week later on January 11th. Please plan to attend or, if you can't, at least contribute your input to our events chair, Bruce, by email or phone.

Time also to make some personal resolutions. What have you been putting off to fix or improve your Triumph? What needs to be done to get your Triumph safely and reliably on the road for the spring/summer/fall? Now is the time to plan, especially with supply chain issues still occurring so you don't waste good weather waiting for parts. Something you may need some help with? Then it is also time to put in a request for a MVT Tech Session. Donuts and coffee will work wonders to resolve issues you may have.

Our annual Awards Banquet is in March when we look back at the previous year and recognize members who have made contributions to the club. Nominations opened starting with the December meeting at the Soiree and will remain open until the end of the February meeting. 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 those nominations that have been made to date.

This same period is also when we are accepting nominations for officers. Officer positions for the 2-year period of 2023-2025 include Vice-President, Membership, and Events. Elections for the remaining three offices are in the odd years to provide an overlap. As with the club awards, nominations close at the end of the February meeting.

Voting for both club awards and officers concludes at the March general meeting.

The new year also means that TRA 2023 which MVT is hosting at Hueston Woods is getting closer. We will need a lot of help to make this event successful and we'll be ramping up our

requests for volunteers as June draws closer. Remember that TRA 2023 registration is open <https://www.miamivalleytriumphs.org/tra-2023> and as we keep saying, a large number of rooms have already been booked for TRA 2023. A word of advice, if you are planning to stay overnight at the Hueston Woods Lodge, make your reservations soon because rooms can get scarce in the area in June with Miami University activities. Check out the lodging information at <https://www.miamivalleytriumphs.org/tra2023-lodging>.

Best Wishes for the New Year. Have a fun and safe time celebrating and we'll see you in 2023!

Awards

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.

Nominations for Marque of Distinction

Chris White by John Coutant - Chris has really exemplified the character of MVT by stepping up to help lead in at least two major events of the club. Following Lois retirement and COVID, Chris led a group to find a new venue and put on a successful Awards Banquet after a 2-year hiatus. Then during the Dayton BCD, Chris stepped up at the last minute to take over ballot counting (one of our major BCD responsibilities) when Alice was absent due to illness.

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.

Nominations for Most Improved

Jeff John - It's running now and he is dealing with a lot of bad new parts issues.

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.

Nominations for Keep it on the Road

Jeff Barth by John Clifford - Jeff's Spitfire may be small but it is a mighty Triumph that is always on the road. Besides routinely driving the car just because, Jeff has participated in many MVT events. He drove the Spitfire to the National VTR event in Galena, IL and participated in many events including the autocross.

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.

Nominations for Press on Regardless

Harry Mague by Chris White - Returning from TRA 2022 held in Gettysburg, Pennsylvania, Harry's TR6 had power issues in trying to keep up with the three other Triumphs in the MVT caravan. This made it a very long travel day for the caravan. The issue was determined to be his spark plug wires which were able to be replaced once he was home. This was not possible while on the road – no parts. To make matters worse, he also suffered with a medical condition that slowed him further on his final leg returning home yet he...Pressed On Regardless.

Vice President's Report

I trust y'all had a happy holiday season with a very Merry Christmas. My New Year's wish is that we all have a happy and healthy new year with safe travels on the back roads.

Chuck White

Marque Editor's Report



Hat's off to Greg Schnittger for a continuation of his GT6 engine saga this month - thanks for that contribution. Speaking of contributions, my evil alter ego went overboard on tech articles this month, but there was sooo much tech goodness going on as far as The Grey Ghost is concerned - after essentially not doing anything to it in the last ten years except for playing with the radio and replacing gas tank level sending units Jeff John's tech session, and Roadster Factory sales, got me going on it again. This begat a spate of distributor and carb articles as well as proving you can put on car weather gear in a cool garage.

What's a good New Year's resolution? Write more articles for the Marque! It's perfect. What I would like to get is more articles from y'all, or if I was originally from the mid-deep South, all y'all. I know you can do it! There, that's my pep talk for the month. O-R-I-G-I-N-A-L A-R-T-I-C-L-E-S.

Speaking of that (or more properly, typing of that), some folks have asked me why they don't see a lot of reprints, or probably more accurate, scans of articles from other publications, in The Marque. Quite frankly, I am seeking original content - something new and interesting from your perspective. If you want to read old Car & Driver, or Road & Track, articles on our cars I can give you the URL to go read it yourself, or you can send it to me and I will let folks know about the link. Other considerations for scanning and including prior-published articles are worrying

about copyright infringements (yes, if I include it we should get a release on that), and just the pain and set-up of scanning in articles, sizing them to fit page and graphic size, and integration in to the flow of the newsletter. In the past those scans have always been tagged on in the back of the Marque since they don't interfere with the two-column flow that way. Heck, I have about ten years of old TSOA newsletters laying around here somewhere, but I'm not gonna go through the pain to reprint unless I really run low on Marque content <smile>.

So anyway - we seek original articles, and that includes club member's pictures of events, and that is a great segue into thanking all the MVT members that sent me photos of the Holiday Soiree - I had a target-rich environment to pick from for that article - thanks!

Bruce



Just an example of some of the great original ideas that flow into the Marque...follow us for more good drivability mods inside!

Treasurer's Report

As of 1 December 2022, the club account had a balance of \$3866.44. For the month of December, the club's income was from the Brown Bag Auction, \$186.00. For the month of December, the club had the following expenses: \$31.98 for web hosting, \$5.00 for new member name tags, \$43.81 for Christmas Party food, \$150.00 for donation to the Queen of Apostles, and \$99.00 to

the State of Ohio for the process of Incorporation. Total expenses for December: \$329.79. As of 1 January 2023, the club's account balance is \$3754.63. Attached (actually the last page of this Marque - Ed) is the proposed 2023 budget which be presented at the January meeting and voted on in the February meeting. The only significant deviation for the 2022 budget was the disappointing weather for BCD and the subsequent lower numbers of cars causing lower income.



As the club goes forward into 2023, we will be presented with some significant challenges. Among those most important will be our hosting of TRA2023 national car meet at Huston Woods State Park, Ohio. It takes a dedicated core group to organize the car meet, but it will take the entire club to have a successful meet.

The club has taken the first steps with our incorporation as Miami Valley Triumphs in Ohio. Next up will be establishing our non-profit status with both the IRS and the State of Ohio. Also, we will have our name and logo registered in Ohio.

Finally, we look forward to BCD in the summer with good weather. BCD continues to have new challenges with new requirements from the Park Service. As our major fund raising which allows many of our activities to have no cost to our members, we are hopeful that the weather is good and things with the park service work out.

I hope everyone had a very Merry Christmas and a Happy New Year and look forward to an outstanding next year.

Events Chair Report

Membership Chair Report

58

Valerie Relue



Actually, if you are using cheap spring compressors this is a real concern. Use a wider board please!

Here we go again

Bruce Clough, MVT Events Chair



2023 is a new year. Duh. Okay, cliché, but true. With 2023 comes a lot of things we already know, such as the fantastic time we'll have at TRA 2023, VTR 2023, and the challenges that lay before us for Dayton BCD. However, between those come all the meetings, tours, runs, tech sessions, dinners, races, and all the things that make up a social car club.

And here is where I need your help.

But first, the December events were great. I think a record turnout for the Holiday Soiree, and thanks for the Biglers, Cliffords, Whites, and Alice for helping get the meat, other logistics, and set-up. I think I still owe Harry for my brown bag, and I am glad I didn't end up with Harry's album. The Ugly Sweater Gathering was fantastic also - a great way to end another Triumphant year.

So that brings us back to 2023.

First of all - logistics, the logistics of events. I am hosting a Zoom meeting on January 11th for those wishing to help me put together an events calendar for MVT. Hope to see you, and your ideas, there. Your ideas count, and your participation counts even more.

Some things for 2023 we already know - MVT Awards Banquet, TRA 2023, VTR 2023, and probably a few others. Somethings are still being

worked, like BCD 2023, but most things we don't, and this is where you come in.

So MVT members - I am asking you (yes, that person in your mirror) to please consider stepping up and hosting events. We really depend on this. I will certainly continue to host events, but fair warning - I plan events that I would like to attend, so they tend to be things I'd like to visit, or that I think the majority of MVTers will like, in areas and venues I like to drive to, such as FlashWineMobs @ CCV, dinner at Valley Vineyards, shopping at Miller's Dry Goods, lunch in Augusta, KY, and other driving events to the hillier parts of Ohio to the east and south, and including Northern KY - it's just what I do. I'm sure there are MVT members that have other good ideas on places to go and things to do, so please step up to the plate and volunteer. I'm all ears, or at least keys!

Second, just to give you all a head's-up, for BCD we are in the air since we've been told that Five-Rivers Metroparks wants another \$1400 from us for park usage - more on that soon, needless to say Skip is running around looking at options. If this \$1400 is on top of the fees and other charges we are already paying, yikes!

Finally, I would like to thank all those who hosted, or helped host, a 2022 MVT event. It was a fun year and I am looking forward to 2023, especially since I have "new" carbs and distributor on The Grey Ghost...more on that later.

MVT Events Calendar

Past

December 2022

3 - Holiday Soiree and December MVT Business Meeting

Hat's off to the organizing committee for the Soiree - Alice, Lois, Patti, Valerie, Chris - and the rest of us who helped them. A good time was had by all.

Business Meeting Notes

Well, we had a short business meeting. The following are the minutes as recorded by Clyde:

Holiday Soiree Meeting At Queen of Apostles Community, Bergamo Center called to order by J Coutant following the fabulous meal. 26 members in attendance.

Opening Remarks

John Coutant: Reported that family and member health is improving nicely and we look forward to a big year. The agenda for this meeting is shortened as an abbreviated meeting mostly to get officer nominees and award nominees.

Request for Changes / Additions to Agenda: none

Introduction of Guests/New Members: none

Officer Reports:

President John Coutant: none

Vice President Chuck White: none

Treasurer Harry Mague: Give me the money

Secretary Clyde Collins. Motion to approve November minutes presented in Marque by Steven Solomon, 2nd by Bruce Clough and approved by members. Much thanks to Patti for filling in so many times.

Membership Valerie Relue: We now have 58 members

Events Bruce Clough: Ugly sweater contest 12/18 at Caesar's Creek Winery.

Old Business

None

New Business

John Coutant requests incorporation as previously discussed and recommended by TRA to lessen individual officer, member, even spectator liability in case of possible lawsuits.. 2nd by Bruce Clough and approved by members.

Officer Nominations

Went through officers to be voted on this year.

Awards Nominations

Nominations for MVT awards to be closed by February meeting.

- Keep It On The Road - Jeff Barth
- Most Improved - Jeff John
- Press On Regardless - Harry Mague
- Marque of Distinction - Chris White

Adjourn to Brown Bag Auction

Yes we did! .

Respectfully submitted,

Clyde Collins

(Ed Comment: Please note that the MVT awards for 2022 are already outlined in the President's Column this month.)

Brown Back Auction Pics



Every newbie got a bag, whether they liked it or not!



Lois wanted fish, and she got fish - we all want fish. Fish is where it is at.



Ahhhhhh - tequila! The limes were passed out and we all acted we were twenty-three again. Sorry, no pictures exist...



Crack auctioneer showing off the latest in civil defense apparel - not pictured is the combo survival knife and Jello mold...



WTH? I want what Roger has! Roger always gets the good stuff. Why don't I get good stuff?



Jackson and Bruce ready to discipline Chuck for complaining about the bag he received. You need to be grateful @ Brown Bag Auctions!



Stan Flashing - Nancy wants to know if Stan will donate the car to BTM. The rest of us are just wondering where the fish is at.



Roger picking up chicks again while his groupies look on...



I am now ready to take on the world! I don't need your tequila!

18 - MVT Ugly Sweater Gathering

Yeah, it was a bit cool on the 18th - below freezing, but sunny. I almost jumped in Old Paint, but then I realized heated seats would be a nice thing to have. Drive over was uneventful and pretty - deer rummaging around harvested fields

for leftovers, a lot of blackbirds swarming around like blackbirds do, and holiday decorations everywhere you looked.

This was the last day of operations for Caesars Creek Vineyards until March 23 - they will be there making and bottling wine, but not open to the public until March. They did say that if you need a bottle (or case) they will be more than happy to meet you there and get it for you.



We came

We were joined by the Rutledges, Cliffords, and the Whites (including Ben). We had ample food, okay, we had a heck of a lot of food - the table was filled with meats, cheeses, fruits, crackers, cookies, candies, and nuts. Of course, we had a lot of wine to pick from, and pretty much the place to ourselves.



We partied

Oh, there might have been a few other folks, non-MVT'ers, that stopped by while we were there, but we pretty much took up most of the space, but the staff never complained (we gave her food).

We really never had the Ugly Sweater Contest, it was really more of a gathering to eat, drink, and be merry. I think if we did have one, the winner of the Ugly Sweater Contest was Ben sporting a snazzy Grinch sweater that had legs!



We finished

So, after consuming mass quantities we headed back home into the clear sky sunset - great drive back. Plan for another visit the day Caesars Creek Vineyards open back up in March.

Future

January 2023



I'm here - hug me!

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.

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

Meeting Agenda

Opening Remarks and Welcome – **John**

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

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

Officers Reports

- President – **John**
- Vice-President – **Chuck**
- Treasurer – **Harry**
 - 2023 Budget
- Secretary – **Clyde**
 - Approval of December's Minutes as published in the Marque
- Membership Chair – **Valerie**
 - New member updates
- Events Chair – **Bruce**
 - Summary of past events
 - Upcoming events - Awards banquet

Standing Committee Reports

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

Other

- Memorabilia – **Harry**

Event Committee Reports

- TRA 2023 – **Bruce**

Old Business

- Incorporation of MVT - **Harry**

New Business

- TBD

Split the Pot - **Harry**

Adjourn - **John**

11 - 2023 MVT Draft Calendar Drafting Meeting

Organizer - Bruce Clough

This will be a Zoom meeting to draft a draft event's calendar for 2023 that we can present at the February MVT Meeting. You will note that past this point to events get sparse. The Events Calendar needs your help, your participation, your input. Note we are not asking for blood, sweat, or tears (although if we could get a little of that it would be great). Bring your ideas, but also bring yourself - what I mean by that is please consider volunteering to put events together & run them.

It will be at 8PM, so get your Hot Toddies ready, and put on a pair of warm slippers! If you need bourbon contact me - you might not get any, but you can contact me. I will send the link out to members via a separate email.

18 - TRA 2023 Team Meeting

This will be an in-person meeting - location is still being worked, but we plan on it being a bit more northerly for those living in Dayton and farther north.

February 2023

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.

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?? - Possible Tech Session - TBD

March 2023

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.

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4 - MVT Awards Dinner

Last year's venue was so great we're going to do it again - 6:30pm gather, 7pm dinner, Franco's Restaurant Italian - 824 E Fifth Street, Dayton.



?? - First day of CCV Being Open - we don't exactly know the date yet, but we plan on being there to officially open up the 2023 MVT Driving Season!

April 2023

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.

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May 2023

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.

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June 2023

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.

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18-23 - TRA 2023 - Hueston Woods State Park - Yep - it's on our calendar for the first time - it is getting close. If you have not registered, please do!

July 2023

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.

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August 2023

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.

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September 2023

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.

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27 Sep - 1 Oct VTR 2023 - Dillard, GA

<https://vtr2023.org>

On-line registration is now open. We will be planning a caravan down - more information as we develop it!

October 2023

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.

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November 2023

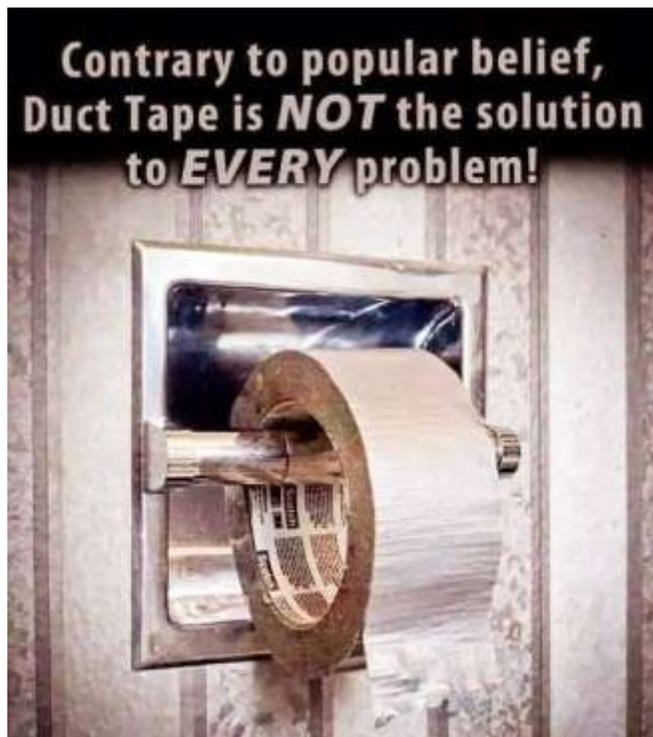
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December 2023

? - Holiday Soiree - so let's talk about this. Can we find a different date so those of us that might want to go to Trans-Siberian Orchestra might be able to go?

? - **Ugly Sweater Gathering** - yes, we will plan another one of these at a watering hole around SW Ohio



TRA 2023

Bruce Clough - TRA 2023 Chair



Here is the text for a TRA 2023 Update Article we wrote an article for the next TRA newsletter:

Well, if you didn't know, Miami Valley Triumphs is hosting the 2023 TRA National Meeting, June 18-23, 2023, at Hueston Woods State Park near Oxford, OH, a quaint college town northwest of Cincinnati near the Indiana border. The park has a fantastic lodge, large lake with boating, equestrian facilities, and great rural roads

between the Whitewater and Great Miami River valleys. The lodge is picturesquely located on the shores of Acton Lake, and we plan on having the car shows between the lodge and the lake.

As we wrote in the last TRA Newsletter, the TRA National Meeting has been to Hueston Woods before in 1987, co-hosted by COCTRA and Miami Valley Triumphs. Although we are all a bit older, and a bit grayer, doesn't mean we won't be looking to bring some of the fun of that meet back (yes, we already have secured the squirt guns). All the usual events of a TRA meeting are on the schedule, along with tech sessions, rallies, breakfast runs, covered bridges, tours, donuts, and something new - the Unhappy Hour, where we congregate at the bar and talk about bad parts we have received from suppliers - should be very cathartic! You can find much, much more details and registration information on the TRA 2023 website:

<https://www.miamivalleytriumphs.org/tra-2023>

Room reservations at the lodge are limited, with only a few rooms left in the lodge overall those nights, so if you have not made your reservation, please do! Call them at 513-664-3550 and mention Miami Valley Triumphs to get into the block of rooms. This is the lodge's sales office, and open 8AM-4PM EDT Monday-Friday. If they are not there, please leave a message and they will return your call. The room rate is \$129 before taxes. When the lodge fills the nearest hotels are in Oxford, about 10-15 minute drive from the lodge. Be aware that even though the University is not in session, many activities, like swim meets and new student university orientation, occur in June and local hotels may be fully booked. More information about the lodge is at:

https://www.huestonwoodsloodge.com/?utm_source=GMBlisting&utm_medium=organic

As mentioned above, the park itself had a lot of activities, from boating, to hiking, to horseback riding, to even paintball. The park website is:

<https://ohiodnr.gov/go-and-do/plan-a-visit/find-a-property/hueston-woods-state-park>

We are also posting info on TRA 2023 in the TRA 2023 Facebook group. If you are a Facebook member just go to the group and join:

<https://www.facebook.com/groups/1946878919034487>

For more information, the easiest way to the team is through the TRA 2023 website. Just click on "Contact Us" in the main menu. We are planning on having a great time and are really looking forward to seeing you at Hueston Woods this June. Remember folks - the fun is on the back roads!

Technical Practice Anyone?

I have been going back through the technical stuff for TRA 2023. Would there be interest in putting together a technical presentation night in February, or maybe on a weekend, so those of us doing technical presentations could work through what we have, as well as use our show-and-tell aids? We could get donuts, or pizza, or whatever - find a room somewhere, and have a great technical time!

Note the last time we did this was right before the COVID shutdown - we might be better this time...

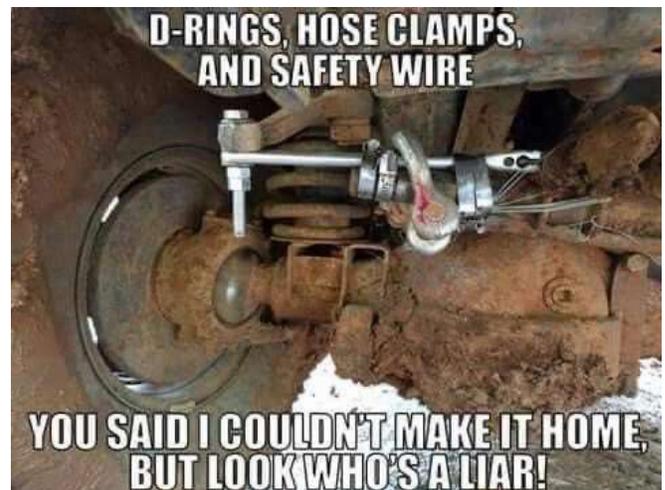


TRA 2023 Fuel Pump Workshop Show-and-Tell aids

Next TRA Team Meeting

18 January - in person, location TBD. We need to restart the team after the Holiday hiatus. The nog has been fantastic, but we need to get going again!

Bruce



Technical Talk

Edited by Bruce Clough

Thank you to Greg Schnittger for another saga in his engine rebuilding story, and you get tool reviews at the same time - bonus! And yes, another Bruce Clough show this month. I bet the rest of you could contribute also if you just chronicle what you are doing on your cars and send it in to me. I see those Facebook posts!

Rebuilding a GT6 Engine: A Love Story

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

Part V was published in the September 2022 Marque.

Part VI: The Build Begins: The Bottom End

While waiting for the shop to finish up, I took care of a few other "while you're in there" items on the transmission. I fitted a new throw-out bearing, transmission mounts, and installed a shifter rebuild kit from Canley Classics. This kit really helped to tighten up the sloppy shift action, but it wasn't perfect. There's a two-piece plastic bushing they provide for the shift arm to main linkage joint which didn't take up all the space, so a little slop remained. More on my solution to that in a later article.

Around mid-November, the shop finally finished up the engine and I got to bring it home. They did a great job! The first step before reassembly was, of course, to put a pretty paint job on this newly rebuilt engine. I wanted something a little different, but also something that would complement the white car and the valve cover

that I had already painted green, so I decided on gray. I hauled the block into my basement, taped up all the critical surfaces and went to town. Any machined or gasketed surfaces were left unpainted, and I made sure to leave an unpainted electrical ground path between the block and the bell housing, since that's where the primary ground strap is attached. For many of the gasketed surfaces, I used the gaskets themselves as a template for masking. Prep work included a healthy dose of degreaser, of course. The oil pan also got a gray paint job, and I put the same green as the valve cover on the timing chain cover and oil filter cover. At the risk of sounding immodest, I think it turned out looking really nice!



Gray Head



Gray Block

Painting complete, the block was returned to the garage and put back on the engine stand for

assembly. As they say in the Haynes manuals, installation is the reverse of removal, so working from the bottom up, the crankshaft was first to go back in. The main bearings were carefully installed into the block and the bearing caps. Just to see where I was at, I installed the caps and bearings without the crankshaft first, making sure to torque the bolts properly, and took some measurements using the same tools I used when I took it apart. Since I had previously marked the caps for location and orientation back in Part III, I knew exactly how to put them back in. Clearances were spot on, as were the dimensions of the crankshaft races.

The bearing caps came back off, and I laid down a film of assembly lube onto the bearing surfaces and the mating surfaces of the crankshaft for good measure. It's not required to use a lot, but too much is better than not enough, so I wasn't shy with the application here. The crankshaft was laid in and caps reinstalled one final time. I spun it around a few times: smooth as silk!

I can't recall if the thrust washers were installed before or after the caps, but I think after. These are arguably the most important part of the refit, as worn thrust washers can lead to catastrophic engine damage. Since they were only a few dollars, I had purchased several different sizes so that I could match up whatever I needed when the time came. That time was now. I once again got out my dial indicator and measured the end float of the crank. Using that number, I selected appropriate thrust washers, applied more assembly lube, and slid them into place. The end float spec for new washers is 6-8 thousandths with wear allowable up to 14. Multiple measurements showed end float between 7-9 thousandths. I wasn't getting any closer than that with what I had available, but I felt that was pretty darn good.



Crankshaft in place

With the crankshaft now in place, it was time to seal up the ends. I had purchased a new billet steel front sealing block even though there wasn't anything wrong with my old aluminum one. It is said that the threads for the bolts to mount it to the block are easy to strip out and I didn't want to take the chance of damaging them. The billet version has stronger threads and doesn't warp like the original ones can. The gaskets for this part are a little strange, and in part consist of two wooden shims. The gasket kit I bought came with rubber replacements and the new sealing block came with wood. Research showed that the wood ones may actually be better as they swell up if oil intrudes, where the rubber ones can dry out and shrink over time. I don't know how much of that is accurate, but I went with the wood slathered in Permatex black. Those shims were a bit tricky to fit properly and required some hammering and trimming to get them flush with the face of the block. I used the paper gaskets sealed with the Permatex equivalent to Hylomar blue, but in retrospect, using Permatex black all around may have been a better choice. This is a common leak point, and the black would have sealed it up well on its own better than the paper can.

The front plate went on next along with its gasket, sealed with the blue stuff. Easy peasy, just bolts right on. I can't recall if I replaced the chain sprocket before or after installing the plate, but I think after. Since I sent the crankshaft to the machinist with the sprocket in place, I must have been able to remove the plate with it still attached and it would not have prevented me from putting it back on that way.

Speaking of which, it was now time to install the (new) chain sprocket and (old) oil thrower on the end of the crankshaft. For the most part, this was a simple matter of sliding them into place, but the sprocket did require some tapping with a hammer to get it over the woodruff key and I may have used the spacer, pulley, and bolt to drive it into its final location. It was also a good thing I took pictures of this area during disassembly, since I wasn't quite sure how to orient the oil thrower properly.

Fitting the camshaft was next. I applied the assembly lube to all the shiny parts of the camshaft and the block (as much as I could realistically reach anyway) and slid it into place. This part was a little tricky as I wanted to make sure that I didn't bash the lobes against the block and damage them. Rotating the block so it was vertical helped immensely. The keeper plate bolted right onto the front plate to hold the camshaft end in place.



Camshaft installed

Moving around to the rear of the engine, the rear main seal and housing presented some small challenges. Centering the seal is critical to prevent leaks and some special tools or machined pieces are recommended to make sure of that. I didn't have any of those things, so I simply did my best. I figured making sure that the bottom of the housing was flush with the block face would be sufficient, and away I went. The seal itself is easy to push into the housing and position with a little mechanical encouragement. The gasket was

applied, and the housing bolted into place. It's important to note that the top bolt requires a copper washer to seal properly. I used a new one. The two threaded holes where the oil pan attaches were another problem as there was more old silicone stuffed into those holes. In the process of cleaning them out I managed to strip the threads in one hole. This part is made of soft aluminum and it's important not to overtighten those bolts (which I learned the hard way). As a result, I had to buy a replacement housing.

Assembling the pistons to the connecting rods was straightforward. Push the gudgeon pin in by hand and secure with a circlip. I attempted to weigh the assemblies to ensure that they were as balanced as possible, but the scales I had were unable to measure the weights to the tolerances I was looking for. The best I could do was down to the tenth of an ounce, which is close to the allowable variance of 4 grams, or 0.14 oz. Using that scale, that would mean that it would be possible to have assemblies with as much as 0.20 oz difference. But since they all measured no greater than 0.10 oz apart, I decided to call that "good enough".

I bought some new tools to help with the next part: pliers for spreading the rings open and what amounts to a sleeve that compresses the rings and guides the piston into the bore. Something like the ones shown below. They were cheap enough that I didn't mind that I'd only use them once. The rings were easy to install using those pliers, and the instructions included with the piston kit were clear enough.

This was as far as I could get before I had to face the part that really made me nervous: getting the pistons into the block. For this task, I enlisted the aid of my neighbor's father, Everett, who had previously helped with the measurement tasks early on. In preparation, I lined up the assemblies in order (since I had marked the location and orientation during disassembly) and matched them with the bearing caps.



New tools are always fun!

Just like with the crankshaft, the bearings were installed, and clearances checked. Once again, they were dead on. One by one, we tapped in the pistons. Everett worked from the bottom keeping the rod lined up with the crankshaft. I worked on top setting the guide tool in place, slathering the piston with oil, and tapping the piston down with a soft mallet. In addition to the tapping, my job was to make sure that the piston was going in straight and that the rings were being compressed and not hanging up on the edge of the bore. I also had to make sure that the ring gaps were not aligned (120 degrees apart if possible) and that the relationship didn't change as the piston was lowered in. This process went a lot more smoothly than I had anticipated, and before I knew it, they were in! Hallelujah!

Finishing up the bottom end, the replacement for the part that caused all the trouble in the first place, the oil pump, was now ready to be installed. There wasn't anything special about this job, but it was a notable moment in retrospect. Its importance must not have occurred to me at the time since I didn't photograph it.



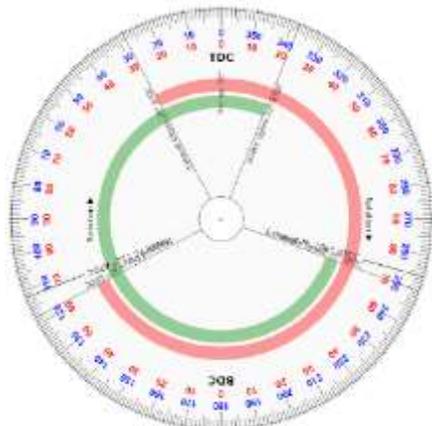
Piston in!

I decided to move on to the cam timing prior to installing the oil pan so that I would still have access to the bottom should I need it. Since I was using an aftermarket camshaft, the timing method described in the manual won't work properly. Part of my big parts purchase was a "degree wheel", basically a round protractor marked with 360 degrees. This gets attached to the end of the crankshaft and is used for precisely determining the distance it's been rotated from top dead center. I also found a website where you can make your own. This allowed me to add the camshaft specs and have it marked with the valve opening and closing positions. I printed out the wheel and glued it to a piece of cardstock, then attached it to the crankshaft with the main front bolt.

I also needed a pointer attached to the block that would give me the reading off the wheel. I cut up a coat hanger and secured it to one of the studs on the front of the engine block. It was then bent in such a way that it could indicate the measurement on the degree wheel.

The next task was to find top dead center. For this, I bought a piston stop on Amazon, although it wouldn't have been difficult to make one myself. This is a plate that mounts to the top of the block over the #1 cylinder and has a bolt in the middle for the piston to "stop" against. To use it, you rotate the crankshaft one direction until the piston touches the stop. Note where the pointer is indicating on the degree wheel. Then rotate the crankshaft the opposite direction until the piston

goes down and back up again against the stop. Again, note the degree wheel indication. TDC is exactly between those two points.



From your friends at Amazon

Now that I had the crankshaft position, I had to find the correct position of the camshaft. This meant finding the point at which the #1 intake valve is fully open. I set a tappet and pushrod in the hole above the proper cam and set up my dial indicator on top of the pushrod. I then turned the cam to find its highest point.

The instructions from the cam manufacturer now said to turn the crankshaft to 112 degrees ATDC and install the timing chain and cam sprocket. The sprocket has four holes, but the camshaft only uses two. The hole pattern is not concentric but offset slightly such that by selecting the holes to use and flipping the sprocket over it is possible to set the timing within 1/4 tooth resolution. I tried each orientation and picked the one that allowed the chain to sit comfortably on both sprockets without moving the camshaft or crankshaft. A popular upgrade here is to use a twin chain and sprocket from the TR6. Since I wasn't going to see a huge power increase, I decided to save

some money and use the standard single chain. I could also have used a vernier (adjustable) camshaft sprocket to set the timing even closer than 1/4 tooth, but again, that would have been additional cost that I didn't feel like I needed to spend for this project.

With that task completed, the timing chain cover, gasket, and a new chain tensioner could be installed. A new oil seal was also installed in the cover. It was a little tricky to get the cover on while ensuring that the tensioner was positioned properly. I'm not sure exactly how I ended up doing it, but some patience and care and probably a few swear words were required.



Timing Chain Cover On - Check!

The last item on the bottom end was reinstalling the oil pan. If anything was going to leak, I was sure this is where it would happen (I was wrong), so I wanted to take extra care with this step. This was also where the silicone "gasket" broke apart that caused the oil starvation. The front of the pan was bent a bit, probably from a previous attempt to remove it. I tried my best to straighten it with little success, so I'd have to be extra careful with the gasketing. Research showed that everybody has a favorite way of sealing this up, and according to each of them, they are right and everyone else is wrong, and they all work and none of them don't. I picked the one that I was most comfortable with and ran with it. Actually, I used a couple methods because I did this job three times. I lost sleep after the first attempt because I wasn't confident that I had cleaned the surfaces properly. The second time was because I decided after the fact that I didn't like the method I chose. I finally settled on a bead of Permatex black on both the pan and block and using the

Permatex as a gasket dressing. That was probably overkill, but it made me feel better. Time would tell if it would really work.



Oil pan in place

You Are Going the Wrong Way

Bruce Clough

The tech session at Jeff John's TR3A last month got me thinking - maybe I should look at the current state of early TR ignition systems components, and what better way of doing this than putting points ignition back on The Grey Ghost?

Easy enough to do theoretically. I should be able to do a one-for-one swap of an original Lucas 25D4 distributor with rebuilt guts with the Petronix unit on the car now - no rewiring required. Okay, let's go!



The Grey Ghost as it was - with a Petronix Electronic Distributor

I already have some good guts - I bought a box of used 25D4 distributors off Roy Owens a bit back, just need some new points, condenser, rotor, cap and wires. Well, that was the original plan, but wandering by the British Parts Northwest website I noticed they had brand-new 25D4s on sale for \$65, and this is complete with rotor and cap. Nice - I have to think these are Chinese reproductions of the original, but for \$65 I'll give it a try. Order completed, card number given, and it was on the way to me.

So the first thing I had to do was set the engine at TDC for the #1 firing stroke. This is so I could set the initial timing after the distributor swap. This meant that I had to dig up my notes on the timing marks I had put on the aftermarket narrow pulley crank pulley ten years ago. There are more than the OEM TDC mark on it since the Petronix unit had to be dynamically timed. Once I convinced myself that the first mark truly was TDC, I checked rotor location and pulled out the Petronix unit.



Original alignment of rotor for #1 cylinder @ TDC firing stroke - rotor pointed at #1 plug



The Petronix distributor out of the car - not much to mention - only installation difference between this and a stock 25D4 Lucas unit is that it connects to the coil with two wires rather than one - oh, there is no adjustable advance/retard, there is that...

So let's look at this 25D4 reproduction - the new distributor seemed okay, maybe even a deal at \$65. The advance/retard range was very limited on the vacuum advance, and the cap was the wrong shape with push-on spark wire terminals, but that last thing wasn't an issue since I was reusing the Petronix wires.



Supplied New 25D4 Distributor

Before putting the unit on the car I had to lube it first...



Distributor lubes - not pictured, the can with motor oil in it

Lubrication is central to longevity, and the lubrication needed is in the Official Workshop Manual. After I checked the pre-set points gap (it was right on 0.015"), I smeared the cam lobe with Bosch distributor grease, put several drops of oil on top of the cam (lifted up the gauze cover and put it on the screw), then put a few drops of oil on the advance weights and pivots, then wiped a bit of petroleum grease on the part of the distributor that goes into the block. The distributor was now ready to put in the car. In fact, it slid right into the slot for it in the distributor drive gear easy-peasy.



Guts of the new 25D4 sans rotor - gauze pad on top of cam screw clearly visible

One of the issues I immediately noticed upon installation was the angle between the vacuum advance and the car - the vacuum advance vacuum port was pointed towards the inner fender, rather than being parallel or slightly pointing towards the engine. In addition, the rotor was now pointed ahead of the #1 spark plug. It's not miss-timed, just not where a stock TR3 would be pointing the advance and rotor. It also is a self-inflicted wound. When putting the engine together in the deep dark ages, I rotated the distributor drive gear one tooth counterclockwise to align the Petronix distributor better with the engine and wiring harness feeding it. I'm paying for that now since I am not going to pull that distributor pedestal back off to rotate the drive gear a tooth clock-wise!

I secured the new distributor and now had to set timing. Setting timing on a points distributor early TR is about the simplest thing on the car. With #1 piston at TDC on its firing stroke you rotate the distributor CCW until you know the points are closed. Then you rotate CW, and when the points open you secure the distributor. The distributor is now set to fire at TDC at zero rpm.



Well, rotate the distributor drive gear one tooth CW and it would look like the book - not going to happen

There are a few ways you can determine when the points are opening. Some use sight, but I like to use resistance measurements since that is a bit more exact than my old eyeballs. Oh heck, I always used resistance measurements even when the eyeballs were younger! When the points open, the resistance between the input terminal and ground will go from none to infinite.



Old-style VOM being used to set static timing

For this I like to use an old-style volt-ohmmeter (VOM) rather than a modern digital volt-ohmmeter (DVM). Swinging needles are easier to spot than changing numbers, and there is less of a lag. I don't have a Simpson 812 to use, but I do have a nice Hioki 3030-10 that I keep around for occasions like this.

But wait, you are not finished. No - the static timing is actually 4 degrees before top dead center (TDC). You still have to advance the timing 4 degrees, and this is done using the knurled knob on the other end of the vacuum advance unit., one of the nice things about the Lucas distributor. This is where this new unit has an issue. The original 25D4 would allow you to move the timing through a range of about 20 degrees. This unit seems maybe it can do 4, which is good enough for right now. I retarded the timing using the knob as much as I could, set the timing to TDC, secured the carb, and then advanced the vacuum advance as far as I could. This should give the recommended static timing of 4 degrees before TDC. Should, we will see.

Now to keep getting it back together. On go the plug wires back on, attached the vacuum line, made a new wire to go from the distributor and coil, and started the car - started right up and idled well, maybe a bit better than with the Petronix unit on it. I'll have to get it out on the road to know for sure - an activity sometime for better weather. Great. Now I just need to have the rebuilt carbs back here - but that is a story for next month...



New 25D4 installed and ready to go

Post-Mortem Note: As I wrote later on in this Marque, I put rebuilt carbs on The Grey Ghost after getting the new distributor on. When I did this I eliminated the vacuum advance line. Vacuum advance is there to give you better driving experience - from Mr. Google:

“Under a light load and part throttle conditions, timing can be advanced. This improves throttle

response and makes the engine more efficient. It also helps the engine run cooler. The vacuum advance provides this benefit BEFORE the Mechanical Advance provides Total Timing.”

There you go - better throttle response from idle and cooler running at idle, but I got rid of it? Yes, I compensate by setting the idle at 900-1100 rpm which is really above where the vacuum advance cuts out anyway. Burn a bit more gas, run the fan a bit more, but besides that, not a big deal.

Issues with this New Distributor:

So, in the midst of replacement/installation, I noticed a few differences between the new 25D4 and an original one, but only two really raised to the level to mention here:

One - Not enough adjustment on the vacuum advance. The original had 4-5 times the range that the new one has. I don't think this will be an issue since for the driving I plan on with the engine tune I have, we'll see.

Two - Sloppy connection between the vacuum advance and breaker plate - the vacuum advance attaches to the breaker plate using a wire loop over a peg on the plate. The wire loop is a tiny bit big, which means the breaker plate is free to rotate a tiny bit. To minimize any issues I made sure the plate was fully CCW against the loop before doing the static timing. Rotation of the engine should keep the plate against the loop.

Final Note

So is this a good replacement for the original Lucas 25D4? Dunno - need to drive the car to be sure, but the fit and finish seemed good enough for a daily driver, and the bit of running I did with it in before prepping for more carb work on the car showed it to run fine. A couple of issues, but they are not game-breakers. I will also be rebuilding an old Lucas distributor that I will throw in the trunk just in case. What about the electronic ignition? I think I'm going back to simple. The Petronix are for sale - see the Classified section in this Marque...



All Season Tire

Distributor Cap Fun

Bruce Clough

Hopefully you remember last month's picture:



What a beautiful thing

This is the distributor cap Jeff John bought from Moss that had the fraudulent center conductor made from non-conductive black plastic. When I bought the new 25D4 distributor from British Parts Northwest for The Grey Ghost I also bought a

couple of caps to try - a \$35 Lucas brand, and a \$12 cheapie no-name brand.

Well, the \$12 cheapie was a true cheapie - it came without the center conductor, spring and all - I suppose that was an optional extra.



Look ma - no center conductor!

Actually, in keeping with generating conspiracy theories, which is what we do best, I am guessing this is from the same batch that Jeff John got, with the offending center conductor removed. Supply your own - I love it! No - I did not return this, I am using it for some other nefarious purpose.

Opening the Lucas green box, The Lucas cap looked identical to the cheapie, but wait, it had an actual, conducting, center conductor. I know that to be the case since I checked it - about 10 ohms rather than infinite ohms. So, let's compare this center rotor conductor with the Moss one Jeff was stuck with:



Top is the Lucas center conductor, bottom the Moss one

The reader can clearly see the similarity up to the dimples on the side. Well, they copied the form okay (kinda), but that conductivity thing leaves a bit to be desired. So what gave it away to you to begin with you say? Two things:

- Although this is not the easiest to see from the photos, the Moss one is too black. Graphite rods are not black, but a dark gray. Therefore the real, working center conductor is lighter.
- The second is even more of a give-away. The Moss fake center conductor has mold-lines on it. Graphite doesn't have mold-lines, but cheap injected-molded styrene plastic does. Busted!

Now, not to say the new Lucas cap is uber-great. It has at least three issues:

- I had to clean out a lot of hanging scrap plastic pieces in the plug holes left over from putting in the plug wire securing screws. Sloppy production line process to leave machining debris the customer has to get rid of.
- There is a serious lack of thickness of the spark plug wire electrode side facing the rotor made worse by the material the electrode is made of. These are made from aluminum, whereas the originals "back in the day" were made with brass. Brass is much less prone to erosion due to spark pitting. I noticed that the side of the electrode that would face the rotor was very thin due to machining, and will erode even more during use, which could significantly increase the gap the spark has to traverse and will lead to intermittent firing. The only silver lining in that is that I can then pull the center conductor, put it in the cheapie cap, and keep going!



Spark plug wire electrode on the Lucas cap inside - thin aluminum side facing the rotor

- Lastly, it doesn't fit straight on the distributor. On one side the mouldings that locate it to the distributor before it's snapped-on will not fit into the notch in the distributor body - and I tried both the new 25D4 I put in the car as well as an original Lucas distributor from the early 1960's - didn't fit either one. Nice. Yes, all it takes is a few minutes with a small file or Dremel

tool to fix, but the issue is I have to take the time to fix.

Bad Lucas, bad boy!!!!



Look ma - cap won't fit!

Okay, so, these caps were sooooooo good I went off and found an old NOS Lucas one on ebay (even had the lettering on it) to buy. Brass electrodes, fits perfect on either distributor. Go figure...



Every once in a while you get lucky...

You can never have too much fun with distributors!

Bruce Clough

Number three in the installment this month. Just too much fun.

Somewhere up above I think I mentioned I was using an older Lucas distributor to compare with,

as well as fit caps to. I bought a box of old distributors from Roy Owens thinking I would just build a points distributor from all the parts, but then I ran into the deal from BPNW and the old distributors just laid in a box on the floor. A future project I told myself.

So then I got bored, or maybe curious, after putting the new distributor on The Grey Ghost. What do I have here? I have a lot of stuff, and not all of it was good, but I knew that.

I went through the units in the box and determined most of what was in those old distributors was recycle bin material, but enough was useful enough to get me one good distributor. I kept one really nice body, and early and late shaft set, a couple of very usable contact plate assemblies, and two nice, working vacuum advances set for push-on hose, and all the hardware that went along with them.

So now I have a "Distributor-kit-in-a-box", so let's see what it takes to get this kit back together and as a spare for The Grey Ghost, or heck, even to put it on and see how well it does. I started with a nice, clean body from a later TR3, early TR4 engine.



A nice, clean distributor body

The next thing I needed to do was to pick a shaft to use - I had two, a very early one, and a very late one. The early one is kinda cool, with big solid aluminum weights and a lot of brass, but I know that is not the one that came out of this body so the bod bushes would have to be

enlarged to fit the shaft - too much work. The other shaft fit perfectly w/o lateral play (duh - I happen to know it came from this body), so I decided to use that - not much of a decision, but I'll take it. Now to take it apart for cleaning and inspection.



Distributor shaft and centrifugal weights

So a quick primer on how the centrifugal advance works. The shaft is driven by the cam shaft from a gear that also operates the oil pump. The shaft is not directly connected to the cam that operates the points. Instead there is a second shaft with that cam on it that goes over the top of the first shaft. Since the two shafts are not directly connected, the one that opens the points can rotate on the shaft driven by the camshaft. They are connected by a couple of springs which allow a little relative rotation of the shafts. The weights are connected to the bottom of the second (top) shaft. As the bottom shaft rotates it turn the top shaft through the springs. As the top shaft turns the weights start moving outward which rotate the shaft relative to the bottom shaft. The amount of rotation depends on the size and weight of the weights, the rpm the shaft is turning, and the rate (strength) of the springs. This generates the centrifugal advance needed to ensure the spark occurs at the right time for the rpm the engine is turning.

Inspection showed not a lot of wear, just some dirt and grime, and maybe a little surface rust. Some elbow grease later it was cleaned up and back

together except for the centrifugal advance springs.



Cleaned up shaft. No, the springs are not on it yet.

So let's talk advance springs. There is a set of springs connecting the weights/top shaft to the bottom (driving) shaft. The stiffness of these springs (their rate) determines how fast the centrifugal comes on - the stiffer the springs the more it resists this. The springs on the later shaft I am using are wimpier than the early ones, as well as some of the spare springs I have lying around. Surfing the web, I can't find a lot on what springs went in what engine in what car based on its use to do what. I can find lots of listings on what various spring rates will do to the timing, and also places that will sell me springs, but nothing about what came on the car originally, or at least what was stock to TR3B/TR4 distributors. I note that many TR6 distributors have a combo of low/high rate springs on them, but that is a different beastie.

Anyway, I left the springs that were in the distributor originally on it - if I don't like the advance I can always replace them - so, anyone have any references on this? Please?

Next thing to do is to put the shaft into the distributor body. I used the bench vise to hold the distributor body upright, used some motor oil to lube the shaft, and placed it in the body. I then took it out of the vise and put the drive sprocket on the end of the shaft, using a punch to drive in the metal dowel holding it on. The hole in the

shaft and sprocket is offset, so it can't be put on backwards (speaking of that - the drive dogs face down (lol)).



There, the shaft is in the body

Now we are ready to put in the plate that holds the points and condenser. Well, correction - two plates. This is so the vacuum advance can work separately from the centrifugal advance. The centrifugal advance rotates the cam the points ride on, the vacuum advance rotates the plate the points are attached to. The lower plate is attached to the distributor body, the upper plate, which the points and condenser are attached to, locates through the central hole in the lower plate and is held in place by a spring metal contact and separate locating stud.

I managed not to take pictures of this (rats), but when you rotate the plates you can find the spot where you can take them apart - the spring and the stud on the upper plate align with notches that allow it to come off. You then clean them, and grease the places they rotate against each other, then put them back together. You are now ready to screw them to the body. Make sure you secure the plate grounding wire to the screw closest to it - no good ground means iffy spark. Oh, BTW - ensure that ground wire is in good shape - it can be broken inside but still look good. You need that since you cannot depend on the ground between the top and bottom plates.



Points plate in place - note the position of the ground wire going from the points plate to distributor body. This little wire is important.

At this point I ensured everything was oiled that I might have missed (used good old motor oil), and turned to cleaning up the plastic coil wire connection block that fits into the side of the distributor. This plastic piece has on one side (the outside) a Lucar connector where the wire from the coil snaps on with the inside having a short wire that goes to the points. The Lucar connector and internal wire are connected via a rivet that goes through the block.

Of course, the one I have that fits has a busted Lucar connector. I have another, but it's for a slightly different model where the plastic piece slides into the connector plate, so it doesn't fit, but it has a good Lucar connector.



One on the left is what I need, but has a busted connector, the one on the right is what I don't need, but has a good one

What do you do? Simple - drill out the rivets that hold the connectors in and swap, using a nut and bolt to replace the rivet. *"If women don't find you handsome at least they will find you handy"* - Red Green.



One good connector

Now to mount that, and a tested, repainted vacuum advance to the body. I tested it the old fashioned way - sucked on it and put a finger over it to ensure it could hold a vacuum. Found some gray epoxy paint for the advance after I wire brushed and steel woolled it. Installation is a little trickier than it might first seem. At the same time you have to:

- Put the vacuum advance in the body
- Put the loop on the spring rod from the diaphragm over that post on the points
- Insert the spring over the threaded advancement adjustment rod on the vacuum advance unit
- Put the adjustment nut over the threaded rod in the advance
- Install the spring clip that keeps the adjustment nut from turning to the distributor body

Easy peasy, well, okay, the first time it's a bit tough, but you learn. You learn a lot of bad words, there is that.



Vacuum advance installed, words said.

Now for the new parts, I needed points, condenser (aka capacitor), and a rotor. TRF had them on their website in stock, TRF got them to me in two days. I also bought a Lucas points tool for the keying - why not?



Tres Amigos & that Lucas tool



Saw this on the Lucas boxes - right...

So all I had to do was to put on the new parts and we're ready to go. Right. The condenser went on well, but when the points went on I discovered that I could not close the points when installed - in fact, the smallest I could make the gap was 0.060". WTH????



Okay - what's going on here?

I'll tell you what was going on, the lower insulator on the points could not clear the screw used to set the points - interference - Yep, trust Lucas to give me something like this, it's all about trust. So let's look at the interference:



Interference: adjusting screw running into the white plastic insulator on the points

As far as I know, that point adjusting screw has always been that size, so not quite sure what to make of the wide plastic lower flange on that insulator, but hey, trust Lucas. Okay, take out the points and file down the insulator until the screw

passes, not hard, but I still had to do it, grrrr. 10 minutes later I had the points ground and all the new guts installed with the gap set at 0.015".



All together - a beautiful thing

Then I snapped the NOS Lucas cap on it - complete. Electrical check showed it was good to go. This spring we'll check it out. I trust Lucas.



Lucas cap in place - ready to go!

TR3B Tonneau Installation

Bruce Clough

The first time we had The Grey Ghost - back when I originally restored it back in 1991 - Alice made a red tonneau cover for the car, which I kept when I re-restored (okay - rodded) the car once we bought it back from the Ciboch's in 2012.



Red tonneau in place in The Grey Ghost

Having red on this grey car is a bit of an issue for me, no, it's not because I did not go to OSU (THE OSU), it's because it's not grey. I was joking with Chuck that I've not replaced it because of the steep price of a tonneau, which is partially correct - they are relatively expensive. After 30 years it's still as flexible as when Alice made it, zipper still works fine, and it still is in good condition without any rips or tears, and the stitching is still good. No reason to get rid of it.

Unless TRF has a sale with deep discounts of tonneaus, that is. And they did.

I consider about 30% a decent discount, so when I saw that sale ad earlier this year I jumped on it. Yeah, it said that the grey tonneaus were on back-order, but I can wait.

It arrived early December.

I waited until the garage temp was about 50 degrees F to install. You want to do this while it is cool/cold so you know you can get it on and off on a cool/cold day. Yes, it will be a bit looser on a hot day, but trust me, you will thank me for this.

The tricks of installing a tonneau are preparation and patience. Clearing an afternoon to work it is a good thing. You will not do this in an hour. You also need a relatively large clear area to work on installing the Lift-a-Dot fasteners.

Tools

Tools? Yes, I used these:

- Hand held adjustable hole punch
- Awl
- Individual hole punches - $\frac{1}{4}$ " and $\frac{1}{16}$ "

- Plastic-headed hammer
- Board to pound on
- Crayon - has to contrast with the tonneau and body color - I used a green one
- And if you are really smart, or not as lazy as I am, you call Chuck White up and ask if you can borrow his Lift-a-Dot hole punch which eliminates a few steps.

Process

The process is somewhat like this:

1. Lay the new tonneau against the old one, compare to see if anything is way off. Check - they matched.
2. Using a Crayon (yes, an actual green Crayon), mark the centerline of the car in front of the front cockpit trim and behind the back cockpit trim.
3. Line up the center front of the tonneau with the front marker - the zipper is the middle, so the zipper should line up with the mark.
4. Pull the tonneau forward until you have enough space for the Lift-a-Dot fasteners to easily install in the tonneau - I put them about 0.25" away from the binding. Note that the fasteners should be pointing towards the center of the car at the front (and back) of the tonneau for ease of removal. Trust me, you'll thank me for this.
5. Press down on the tonneau over the Lift-a-Dot studs on either side of the front centerline, using the Crayon to mark the stud location, remove the tonneau from the car.
6. Punch a hole in the tonneau where the marks are using the $\frac{1}{4}$ " hole punch.
7. Now place the top part of the Lift-a-Dot fastener on the hole in the direction desired (towards the centerline) and hit it with the plastic hammer. The prongs will make marks on the tonneau, and at those marks you use the $\frac{1}{16}$ " punch to make

four more holes. (Note - this is where the tool that Chuck White has can help - his Lift-a-Dot hole punch does the last two steps in one fell swoop)

8. Put on the Lift-a-Dot fasteners - push the prongs through the small holes in the tonneau, then install the back so it is convex to the tonneau - if you don't know what this is, it means the backing plate is raised up in the center. If you install it the other way it will not be a good day for you.
9. Put the tonneau back in the car and fasten the fasteners you just put on the tonneau to the car. Now pull the tonneau tight at the back and point the zipper line towards the rear centerline mark. Push down on the tonneau over the pegs straddling the centerline at the back and mark their location.
10. Put the fasteners on the tonneau like you did before, again pointing the fasteners towards the centerline of the car.
11. Put the tonneau back on the car.
12. Now you work front and back of the car - starting in the front, putting the next pair of fasteners on the tonneau - yes, there is a lot of putting on, and taking off, the tonneau at this point, but you run the risk of putting fasteners in the wrong place if you try to put on too many fasteners at the same time.
13. Continue putting on the fasteners until you get them all done for the front cockpit cowl and the rear up to the door. Note that as soon as you get around the back of the cowl and start moving up along the side of the car the orientation of the fasteners will change from pointing towards the centerline to pointing up. Again, you will thank me.
14. For the door you need to locate a hole in a flap that is there to allow the tonneau to be used when driving - it allows the tonneau to bend behind the seats without a lot of folding wrinkle drama. This hole allows the flap to go over the forward most rear peg

(the last one before the door) and then the section of the back of the tonneau to snap down over it. To locate the hole you need to pull the flap back and down, again marking the location with your Crayon, but then using a hand operated hole puncher to make the hole. Push the hole over the stud and then snap the Lift-a-Dot fastener already on the tonneau over it.

15. Have a swig of coffee.
16. Okay, now using the hole puncher, locate and punch the hole for the rearmost stud on the door. You will need to pull the tonneau down and to the rear at this stud. But also to the front and down over the front stud on the door, pulling them over and making witness marks to mark with the Crayon later. If you are not strong enough to do this get a helper. Push the tonneau over the studs. Now repeat pulling perpendicular to the tonneau binding at each remaining stud, making a hole, and going on to the next, until you have the rest of the stud holes located.
17. Now take the tonneau off the car and install all the Lift-a-Dot fasteners on that side
18. Repeat for the other side.
19. Miller time - or, if you are me, bourbon..

It takes a couple of hours or so to do this if you are doing non-stop, but non-rushed work. The results look good though...



Nice - it's grey!



It's nice to go with a theme

This material is thicker than what we used for the red tonneau, so it is a little more of a chore to snap, as well as to fold and store, and it still has some creases in it from being in the box - those should smooth out over time.

More fun with Strombergs

Bruce Clough

Those that know me, know I like to run Stromberg CD-175's (as fitted to TR4's) on my 4 cylinder TR engines, having them both on the TR3B and one TR7 (Old Paint - Inca actually has European SUs - HS6 - on it). I find Strombergs very simplistic and somewhat foolproof, being less prone to gas leaks than SUs.



Strombergs on Old Paint

Strombergs do not last forever, however. The neoprene diaphragms can degrade and split, the valving and passages/jets gum up, and most of all the throttle shafts and carb body holes for the throttle shafts can wear. I can fix them all except

for the throttle shafts & carb body holes. You might be lucky and be able to use the simple shaft hole reaming tool, or if you are like me, have not had 100% luck with that. In severe cases you put a sleeve in the carb body and ream that, and I've had even less luck there.

This is why I send my carbs out to professionals to get new shafts installed - they have the tools, time, and dedication, plus a lot of "been there, done that" - and that is where the saga starts.

About two years ago I decided to get the Strombergs on The Grey Ghost rebuilt. The carbs originally were left over from our long-sold TR4 "Pandora" (every time you worked on it something unexpected happened). The years had left their marks on them - the shafts had been worn already and were worse, resulting in an erratic idle. The wear problem was something I knew of, and something I planned on fixing. We bought these carbs at a TRA Auction sometime in the 1990's, and supposedly they had been rebuilt by a decent shop, just taken off a running car that was going original.

I had a lot of choices to send the carbs to. Some I knew not to do, such as Apple Hydraulics (buy me a drink at the bar and I will tell you a story), others I knew would do a good job, but was worried about turn-around time. After some on-line research I sent those carbs off to a guy in Cleveland that had very good ratings and testimonials from folks I know - he was a bit slow, but delivered a good carb. Since it was November 2019 and I didn't need the carbs until Spring 2020 I was good with slow. I sent them off - he confirmed that he got them, and then I waited. March came around and I pinged him. He stated that he had some mobility issues that were backing him up, but he was planning on getting them done. Then silence - emails and phone calls were not returned. I was just assuming he forgot about me, but it turned out he died of COVID.

Ugh. I gave up hope I would see those carbs again, and put a set on The Grey Ghost that were the Apple Hydraulics rebuilt carbs I used to have on The FrankenStag (genesis of the bar conversation above). Those were on Old Paint at

the time, so the plan was to transfer those to The Grey Ghost and get another set to rebuild for Old Paint. For those that remember, I had to work on the float height and replace the float bowl inlet valves so The Grey Ghost wouldn't have fuel delivery or leakage issues (funny on how that never showed up on Old Paint...). The rear carb also had a tight shaft so it needed extra "oommph" from the spring to close. The Grey Ghost was very drivable, but tended to diesel sometimes on shutdown even though I thought I had the mixture dialed in well.

Fast forward to October last year - the man's son contacts me and asks if I would like the carbs back? Absolutely - I sent him an UPS label immediately. Got them back in the very same box I sent them to him originally, still unopened from when I packed it.

I then started to look around on who to send them to. Apple was out, TRF is no longer an option, but there are a couple of shops in NE Ohio that will do the work and have excellent track records. I asked North Coast members who to use, and a person I really trust said to use Classic Restorations in Warren, OH. Classic Restorations was the team that brought the cherry Triumph sedan & station wagon to TRA 2022.

Working with them was a good experience - the communication was constant so I knew the status as well as the magnitude of work required. It turns out that one carb body and jet holder were really unusable due to stripped/questionable threads (didn't keep that prior shop from using them though). I dug around in my piles of parts for some good used parts - found them and dropped them off that day at UPS.

Once Classic Restorations had those carb parts, the rebuilt cabs came back in about a week. They apologized for the delay since the parts vendor (whose initials are "JC") had sent him the wrong shafts, but made it good. Everything was new on these except the bodies, piston, dampers, jet holders, a bracket or two, and jet springs. Bodies were media blasted. They looked good, the shafts felt good, and on the car it started right up when they were set to the book nominal location. When spring comes we tune.



Rebuilt carbs on The Grey Ghost - they are actually much closer in color - lighting was not so great for the picture.

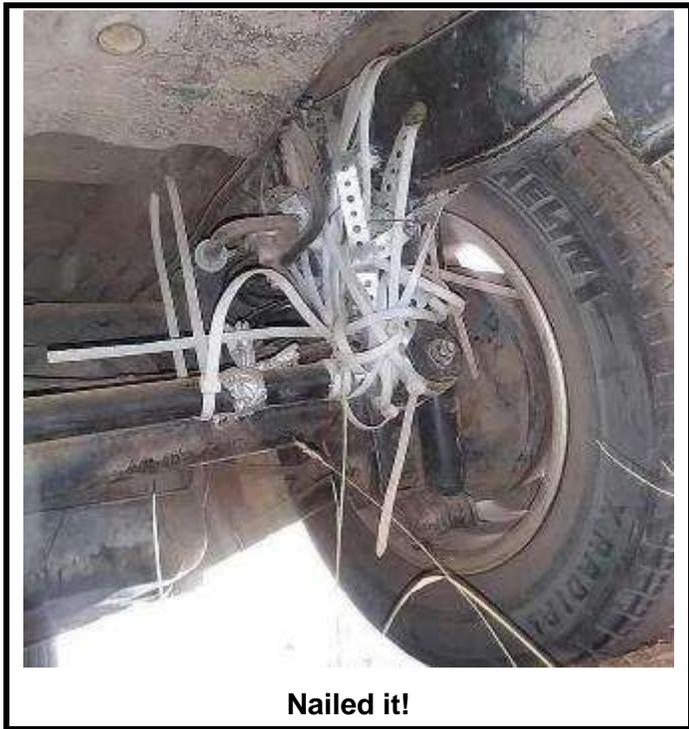
Now what about Old Paint? The carbs on it are literally ones I got off ebay, checked to make sure the parts in it were decent enough to use, replaced diaphragms and gaskets, slapped them on the car, and drove. Drove for two summers and to Gettysburg and back. Yes, they acted like ebay carbs (lol) - the shafts were loose which created stumbling problems at idle, and in some temp/rpm situations it stumbled on hard acceleration. Rather than send these cabs back to Classic Restorations once I received the rebuilt carbs for The Grey Ghost, I sent them the carbs I took off The Grey Ghost instead - thought those were the better carbs.

Once received, Classic's report back was that the rear carb throttle shaft was tight, the front one a little loose, and the needles Apple installed were really too lean for the engine. They also didn't like the float bowl valves Apple used. Yikes. Not a stellar report out for Apple Hydraulics on this rebuild. Can't get my money back since that was done in 2013 - methinks I'm a bit passed the warrantee period <smile>.

So, as it stands now, The Grey Ghost has carbs on it that I think I can trust, Old Paint will have carbs on it I think I can trust, and I will have a decent set of used, rebuildable carbs to sell to try and recoup some filthy lucre. That is, unless someone needs a pair, and then we can talk horse trades for bourbon.



Currently, carbs off Old Paint waiting for Mr. UPS to bring them back. Note Duncan's old socks used to make sure nothing falls into the intakes.



Nailed it!

MVT Memorabilia

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



MVT Enamel Car Badge - \$30.00



MVT Cloth Patch - \$12.00



MVT Pin - \$5.00



MVT Car Flag - \$5.00



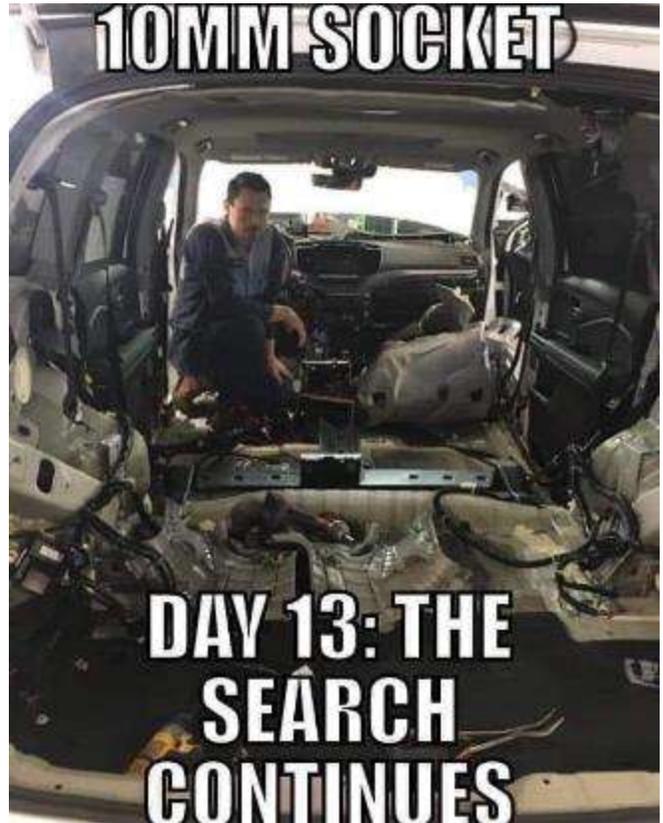
They look very spiffy on a TR7...



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



Lost it



Found it!



Or maybe this was it....?

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".



Stromberg CD-175 Carb Pair: These are working carbs off Old Paint. They were rebuilt a few years back and can be put right on your car to use. They have standard jets installed. \$150. Bruce Clough - tcf1760lo@gmail.com

SU HS6 Carb Pair For Sale - these are European spec TR7 carbs that were on the spare engine that was from the TR7 Frank Ciboch bought at the 1994 Dayton BCD, which Mike McKitrick bought from Frank, restored, didn't like the TR7 engine, put a V8 in it, then traded to Dan Stinson for the TR3B that the Yanity's have. They originally came from a junkyard in the UK via Ted Schuimacher, Mike rebuilt them before using. They are still in decent shape and come with most of the linkages you will need to use them on a TR7. As far as I know they have standard jets installed. \$200 Bruce Clough tcf1760lo@gmail.com

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

Also have the following: TR2-3B Hardtop ,Black original steel , no dents ,needs paint and headliner-\$300, TR3-3A rear seat and bracket ,black , good condition , 2 available -\$100 each, TR3-3B bare side curtain frames, Dzus mount-\$50 pr., Original Smiths Heater assembly complete TR2-3B ,2 available \$200 each o.b.o. Additional parts available - pls inquire.

ROBERT BENTLEY Triumph TR7 1975-81 Repair Operation Manual, Haynes TR7 1975-81 Repair Manual , Rare and detailed British Leyland Repair Operation Manual printed January 1977) Sold as a set of 3 -\$75

Inquire at tryanity@gmail.com .

Wanted - We are looking for a treadmill and thought we would ask here first. If anyone has

one they were thinking parting with, let us know.

Thank you - Jeff Barth

Purposed Budget 2023 Miami Valley Triumphs

Expenses

<u>Description</u>	<u>Month</u>	<u>2020</u>	<u>2021</u>	<u>2022P</u>	<u>2022A</u>	<u>2023P</u>
Awards Banquet	March	\$0.00	\$0.00	\$1500.00	\$1120.00	\$1200.00
Year End Awards	March	\$674.00	\$250.00	\$450.00	\$504.00	\$450.00
Club Liability Insurance	April	\$250.00	\$250.00	\$250.00	\$250.00	\$250.00
Summer Party	August	\$0.00	\$270.00	\$400.00	\$290.00	\$300.00
Web Hosting	July	\$242.00	\$338.00	\$350.00	\$235.00	\$300.00
Post Office Box	August	\$118.00	\$146.00	\$150.00	\$182.00	\$200.00
Donations	Yearly	150.00	\$0.00	\$100.00	\$0.00	\$100.00
Christmas Party	December	\$0.00	\$245.00	\$300.00	\$195.00	\$195.0
Misc Expense*	Yearly	<u>\$570.00</u>	<u>\$70.00</u>	<u>\$190.00</u>	<u>\$300.00**</u>	<u>\$200.00</u>
Summary		\$2004.00	\$1569.00	\$3690.00	\$3076.00	\$3200.00

Income

Membership Dues	Yearly	\$995.00	\$105.00	\$1000.00	\$1200.00	\$1150.00
BCD Final Payout	October	\$0.00	\$1500.00	\$2000.00	\$1000.00	\$1500.00
50/50	Yearly	\$45.00	\$87.00	\$200.00	\$157.00	\$150.00
Brown Bag Receipt	January	\$107.00	\$151.00	\$190.00	\$186.00	\$200.00
Misc Income*	Yearly	<u>\$119.00</u>	<u>\$340.00</u>	<u>\$300.00</u>	<u>\$187.00</u>	<u>\$200.00</u>
Summary		\$1266.00	\$2183.00	\$3690.00	\$2730.00	\$3200.00

Actual Club Financial Status

<u>Year</u>	<u>January 1st</u>	<u>December 31st</u>
2020	\$4243.86	\$3491.06 (\$739.94)
2021	\$3491.06	\$4105.21 (\$614.23)
2221	\$4105.21	\$3754.63 (\$350.58)

*Misc Income and Expense include: Memorabilia, name tags, extra BCD Shirts and other misc income.

** The Misc expenses include deposit for Franco's Restaurant for 2023 Awards Banquet and our Incorporation Fee to the State of Ohio.

The most significant effect to the income of 2022 budget was the BCD final payment was only \$1000.00