



The Marquee

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

The Holiday Soiree Is Coming!! The Holiday Soiree Is Coming! If you are a male with red-green color blindness you will have a hard time reading this!!!

December 2017

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 marquee. 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: Dan Stinson, 937-259-8242

Secretary: Patti Clifford, 937-836-0286

Treasurer: Harry Mague, 937- 426-3802

Membership: Valerie Relue, 937-667-5227

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 Marquee is the 22nd of the month.

MVT is a Chapter of the Vintage Triumph Register (<http://vintage triumphregister.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 marquee. In addition to the above national clubs you also might want to check out 6-Pack (TR6/TR-250) <http://www.6-pack.org/i15/> and the North American Spitfire Squadron for Triumph Spitfire and GT6 owners <http://www.nasshq.org/>.

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/>

...EXECPT FOR THIS MONTH! There will be no monthly meeting on December, it will happen as part of the Holiday Soiree!!!

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...

Miami Valley Triumphs is a registered chapter of the Vintage Triumph Register and a local center of the Triumph Register of America. Membership is \$20 yearly and is usually paid in May. Non-renewing members are deleted from the mailing list.

Meetings are held the first Wednesday of the month at a location as published on the MVT website or in "the Marque", and/or by Email. General membership meetings are at 7:30 pm with informal dinner starting at 6:30 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.

This month's contents:

- **Officer's Reports**

- **Gobs O'Events**
- **Technical – Early TR Man at auction, not!**
- **Here comes Uncle Ron!**
- **MVT Classifieds in there somewhere...**

Officer's Reports

President's Report

The December Meeting will be held at the Queen of Apostles Community, Bergamo Center. It will be short as only nominations for President, Treasurer and Secretary will be polled. Beside the officers, there will be nominations for the club awards, the Marque of Distinction, Press on Regardless, Most Improved Car and Keep it on the Road. Also remember that this is where we do the Brown Bag auction, so bring your BB's and some cash.

I will not be there, as the Fall business trip to ASTM International is held this week. I will be in Houston. These meetings start on Sunday, so I have to be there on Saturday.

The engine and transmission are all apart and restoration work has been started on both. I'm working on an article for the Marque to show where we are on these two jobs. The transmission had broken parts in it, but apparently not so serious that it would not work.

Went to see the Under Croft Production "It's a Wonderful Life, Radio Show" on the 16th. It was two hours long and had a cast of adults, teens and Not-quite-teens, about 14 or so all onstage for the whole production. They did a good job, for an opening night, and I'm glad the club is a sponsor. MVT had seven in the audience, one on stage and one back stage. I hope more of you got a chance to sit in on this play, it was well worth the admission price. I've never taken time to see the movie, but it plays every December, so maybe I'll try to see it or record it.

To give new members a sense of what could constitute getting a club award, here is an example write-up from a previous year –

The Club Awards Nominees:

Marque of Distinction: This is the club Prestige Award, to go to the person who has most personified the character of the club in the past year. Most nominees have served as club officers and also promote and serve the club at both internal and external functions.

There are two nominees this year:

- *Lois Bigler. Lois is current MVT Secretary and has served more than one term at this function in an exemplary manner. She is extremely active in the club events, organizing both the Awards Banquet, the Holiday Soiree and their locations for the past two years. Lois participates in the driving events, and works diligently at BCD. She is, in addition, well involved in other car events in the general Dayton area and promotes MVT at these venues.*
- *Randy Wakefield. Randy is the current Vice President of MVT and has served well in the year 2005 as the President had a busy travel schedule that year. Randy has also done an excellent job as registrar for BCD for the past several years. He carried us from paper to electronics and has really reduced the work load of the Register Crew on the day of the event. Randy is also very active in the Spitfire Squadron (his car of choice).*

Press on Regardless, and there is one candidate.

- *Bruce Clough. Bruce was nominated for the job he did keeping the Stag on the road for the TRA National meet in Branson, MO this past summer. He was having overheating problems but the daytime travel temperatures were so high that even Alice was (actually) sweating (I mean women don't sweat, do they?? They perspire! But, Alice was dripping!!!) Never the less they made it in on a day that was*

in the high 90's, and traveled over 700 miles that day.

Keep it on the Road, there are two candidates.

- *Stan Seto. Stan normally has his car to many events in the year, but due to lots of repair work to the '3 in 2005, was only active in July to October. He logged about 1500 miles.*
- *Chuck White. Chuck has averaged 3 trips a month in 2005. He and his wife, Chris, totaled in excess of 2500 miles and attended numerous car shows in the spring, summer and fall. His long distance runs were the Indiana London to Brighton run and going to VTR in Rockford, Ill. They also attended BCD in Columbus, the Second Street Market show and the Tipp City Cruise-in.*

Most Improved (Car), there are two candidates.

- *Forrest Gwinn, '72 Mk IV Spitfire – Forrest worked his car all year, making the following improvements – new brakes, tires, Painted it, rugs in the cockpit, rebuilt the engine with rings, bearings and a valve job, put on a new top, but kept original those parts that still looked good. The car is in his living room, ready for gas and oil and warmer weather.*
- *Tonda Macy, TR4 - built-up from the hulk of car that had a poor body but a good frame. See [hppt://www.macysgarage.com/myweb6/TR4_floors.htm](http://www.macysgarage.com/myweb6/TR4_floors.htm) for details. Not mentioned on the web site are the accessory items such as new rugs, rebuilt door panels and a soft top. Tonda's car has taken awards in 2005, including at BCD.*

Best regards, Stan Seto

Vice President's Report

I would like to wish the entire club a happy Bastille Day! I am so glad the club is taking this day on and celebrating it. You do not know how the thought of fighting in the streets and cognac for the masses appeals to me. Obviously you have

realized how haughty the rest of the MVT staff has become – I say “off their heads!” and see if they can eat cake then! So join me at the barricades and bring on the tribunals! Oh, and I forgot to be thankful, so here goes – I am thankful for Harry who gives folks excitement every month thinking they could win split-the-pot when we all know it’s rigged for Stan. I’m thankful for Stan showing up at meetings so I can sit and enjoy the view. But most of all, I am thankful for my ghost writer Bruce who puts these things together so I don’t have to, and he does it all for free...

VP

Treasurer’s Report

As of 1 November 2017, the club account had a balance of \$2660.36. For the month of November, the club income was from 50/50 for \$12.00, a new membership for \$25.00 and the final payout from BCD for \$1500.00. Total income was \$1537.00. The club had only the following expense: mailing of the marque for \$2.10. The account balance as of 1 December 2017 is \$4195.26. Look for the 2018 club budget to be published in the January 2018 Marque and will be voted on at the January club meeting.

You humble servant Harry

Events Chair Report

Last two events of the 2017 Calendar Year are upon us – the year flew by fast and it’s time to start planning 2018. We will have a planning meeting January 3rd at 6PM, just before the monthly membership meeting. We need to put an initial calendar together to share at the meeting and form the basis for 2018 events. If you are interested, or better yet, want to host an event, come on down!

Membership Chair Report

There is nothing new to report reference membership. We currently stand at 42 members.

Valerie

Marque Editor’s Report

Getting a few articles here and there. Would like a few more contributions if possible!

MVT Events



Excitement at the Tech Session!

Past Month’s Events

November 2017

1- MVT Monthly Meeting

The meeting was called to order by President Stan Seto at 7:39PM with a hail to the Queen. There were 25 members in attendance.

Agenda

Changes & Addition – none

Guests and/or new members – Stan welcomed new members Al and Jeanie Smith.

Officer Reports

President –President Stan Seto reported that the engine and transmission are out of his car, were loaded onto a pickup and sent to Houston. Mike Hado of The Texas club is working on the car and should be done by the end of December. Stan says he will schedule a tech session to put it back together.

Vice President – Dan Stinson said he was glad to be in attendance.

Treasurer – Harry Mague reported we received the BCD check and now have \$4160.36 in the account. He will have the budget for 2018 done and in the Marque for review, then voting on it in January.

Secretary – Patti Clifford said the minutes were in the Marque and asked for additions or corrections. No corrections. Patti made a motion to accept the minutes, seconded by Don Bigler. Motion carried.

Membership Chair –Val Relue reported that we have 43 members.

Events Chair

Review of October Events

- No events were scheduled for October, due to Bruce's heavy schedule and no one else planning any outings. Please consider putting together an outing!

NOVEMBER

- Nov. 4 – The Annual Guy Fawkes run to Little River Café.
- Nov. 16 – 19 – Undercroft Players Radio Play. Club members voted to go as a group on opening night. Club member, Jim Sipos, will be appearing in the play and Karen Sipos is helping backstage.
- Nov. 18 – Tech Session TBD – Jackson Galloway may be ready by then if he can find the part he needs.

DECEMBER

- Dec 2 –Our Annual Soiree will be held at 6:30 at Bergamo. Lois Bigler passed around the signup sheet for food. If you were not in attendance, please call her to let her know what you will be bringing to share. Don't forget to get your "brown bag" items ready to auction! Bruce Clough wanted everyone to know he has nothing against Green Bean Casserole.

Committee Reports

Regalia – Harry Mague says he will have a display at the Soiree. If you are interested in

anything, please let him know. He does not plan to bring the items to every meeting.

Technical –John Coutant says he is going to install a Dyamator in his TR3. It is an alternator disguised as a generator.

Spare Parts –Chris Yanity was asked to chair, and asked for a job description. He got the job description (taken right out of the By-Laws) and then volunteered to take over the Spare Parts division.

Marque –If you have articles or pictures for the Marque, email Bruce at cloughowenclough@outlook.com. Please let him know if you find errors on the webpage. Our club email is: miamivalleytriumphs@gmail.com.

British Car Days – BCD has been wrapped up for 2017. We received a check for \$1500 from the BCD Treasurer. Chuck White reported he has talked to the Miata Club and there is interest in attending if we add a new category.

TRA 2019 – We started discussion on venues. Email Stan Seto if you have any suggestion. We would like to keep it within 2 hrs drive time of Dayton.

Old Business – no old business

New Business

Stan Seto asked about making an amendment to the by-laws (Section 8) which would describe the awards and rules for nomination. After discussion, it was decided there is enough interest and Stan will put a ballot proposal together for the January meeting.

Stan and Harry Mague received an email from Pete Stroble about a possible donation to the British Transportation Museum. After some discussion, Stan asked for comments and suggestions to be emailed to him.

Ellis Ball reported that Roger Rutledge's brother passed away. Ellis made a motion to make a \$50 Honorarium donation to a charity, the motion was seconded by Ted Allison, and the motion passed. Ellis will find out where to send the check and let Harry Mague know via email.

Split the Pot – Mary Stinson won the pot of \$12.00.

Adjourn - A motion was made by Bruce Clough to adjourn the meeting, seconded by Tim Moore. Meeting was adjourned at 8:30PM.

The next meeting will be December 2, at Bergamo.

Submitted by Patti Clifford, Secretary



4 - Guy Fawkes Tour and Party

Well, we said we'd make another go of this - the goal was to try to do something British, head to do something, have lunch at The Little Miami Café (to make up not having lunch there on late September on the Yanity Run), and then head back to Clough's to burn Guy on the stake (a fake Guy).

As with all good plans things change – the day dawned grey and cool with a threat of rain that evening. We decided to keep the run but nix the bonfire. The meeting place in the morning was WISE foods in Huber Heights. WISE stand for Welsh-Irish-Scottish-English and is the place to buy your UK foodstuffs. Alice and myself, being made of hardier stuff, headed there in the TR7 with the top down. We showed up with other MVT'ers already there. We spent another 20 minutes racking up a decent bill (we bought some Jack Daniel's caramels from the UK – go figure!) and then headed out the door.



Leaving WISE Foods – note that the old iron has the top down!

From there we headed via roads less travelled for Yellow Springs and the S&G Distillery (The Spirits of Yellow Springs) who have just reopened from a sequence of unfortunate experiences.



Marty checks out the path to the new tasting room at The Spirits of Yellow Springs...



...and the rest of MVT heads into the tasting room. As far as we can tell Cristyne did not make funny faces this time!

We then headed south along the Little Miami through Xenia to Waynesville so those whose hobbies were more of the material-kind could shop and look around.



The MVT Guys at Waynesville checking out The Fabric Shack. The benches were comfortable.

After Waynesville we headed to Oregonia and the Little Miami Café. What a difference a month makes. No crowd, nice indoor seating, and no competition for the food. Chris Yanity got his fix, in fact, he ordered a calzone that was as big as a truck, and ate it! We are in the presence of giants... Also Jack Galloway finally caught up with us – rats, we should have tried harder!



Table shot at the Little Miami Café – a victory of a tour!

After that we broke up and went separate ways. Had we not, and had the day been nicer, this is what could have ensued:



16-19 - It's a Wonderful Life: A Radio Play – Undercroft Players.

Not only is MVT a sponsor of The Undercroft Players, but several of our members are deeply involved in the productions as well as are part of the cast. This beloved American holiday classic comes to captivating life as a live 1940s radio broadcast. The story of idealistic George Bailey unfolds as he considers ending his life one fateful Christmas Eve.

How did it come off? Here is our cub reporter Jim Sipos who had an inside view of the goings on:

The Undercroft Players performances of It's A Wonderful Life radio play went off without a hitch except for my total blowing of my last lines on Saturday. Other than that it was a fantastic experience for me. But, back to the play. It is just a wonderful Christmas story that everyone should see at least every other year. A story of lost hope and faith, and then renewed faith and hope and thanksgiving.

We had a cast of mostly very experienced and capable actors from around the Dayton area who performed faultlessly and professionally. And then there was me. No experience, scared silly when I started but more at ease as rehearsals progressed. I am not sure what happened Saturday but perhaps it was delayed stage fright. I don't really know. But the words just would not come. As soon as I returned to my seat Dave (Clarence-angel) asked me if I was ok. And that is how the entire cast treated me from the beginning. So welcoming, accepting, helpful, caring and thankful for Karen and me being there. A lot like all you guys and gals in MVT but perhaps even more since I was so far out of my wheel house or comfort zone or whatever you want to call it. Only Karen has any idea how far out on the limb I was. And I would not trade it for anything in the world. It is something everyone should do in their life. Step out and challenge yourself. See what you are made of. I thank the entire cast for making this experience so fulfilling.

Jim Sipos

18 – Last MVT Tech Session – Revival of the Booger

Jack Galloway requested help getting his friend's TR7 running. He promised donuts, coffee and beer, so what could we do but show up.

And show up we did, and en-masse! After wolfing down the donuts we started. First thing was to trace down the car not starting.

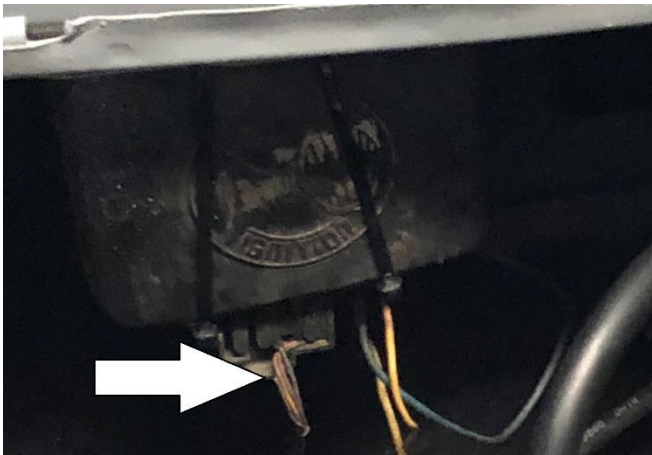


John Clifford seems like he is discussing technical issues with jack, but actually he is eyeing more donuts.



Do you see the ignition issue? Do you? It's right there!

The ignition issue was traced to a broken wire on the connector for the aftermarket Piranha Ignition module nylon-tied to the wiper cable tube. No, they are not supposed to be tied to that. When we mentioned that there were some things that seem to be, uh, badly put together here Jack said it was his friend's "Uncle Ron" that did the, um, mods to this car. So, from now on, rather than talking about the "Dreaded Prior Owner", or DPO, we will say it's been "Uncle Ron'ed".



There it is, broken wire! Note the snazzy nylon ties – that Uncle Ron...

Fix for this was not pretty, and sent Scott Stout running for shrink-wrap tubing a couple of times, fix wasn't pretty, but in Red Green tradition, it was functional.



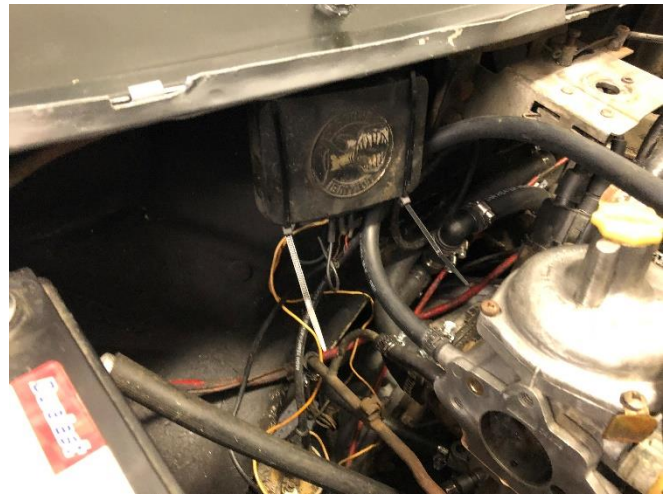
There – fixed it!

...and the car fired right up. Well. Okay, it lurched to life, but it was running – some carb issues, but running good enough to warm it up so we could set the carbs.

So, without doors, without hood, without trunk, and without a valid plate as far as I could tell, Jack took off around the neighborhood.

Brave man.

Once back with the engine warm we set the carbs – not running absolutely perfect, but running good enough to start fixing other things, like the fan, like the ignition, oh, you get the idea!



Fixed ignition module nylon-tied back into place. Uncle Ron runs strong.

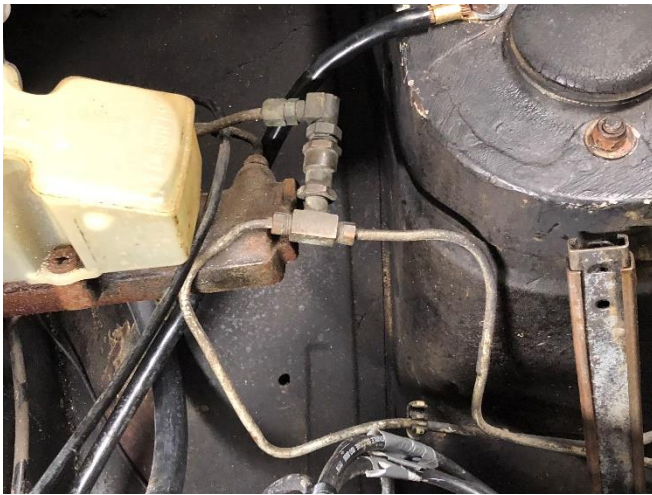


Too many cooks never spoil the broth.

John Clifford led the crew in taking off the bad radiator fan as well as a bunch of engine “stuff” on the front of the engine to make it easier to get the fan back on. We then decided we had done all the damage we could do, so we all ran away home!

Uncle Ron Strikes Again!

Saw this engineering modification for the front brake caliper hydraulic supply lines:



Kids, don't try this at home, only a true backyard professional of epic proportions can make a fix this, uh, unique.

Nice guys, you meet them everywhere – thank you very much!

While we were working on the TR7 a Chevy pickup went flying by and whacked the White's pickup's mirror. That Chevy truck vamoosed, but actually got the worst of it since he lost his mirror's plastic and Chuck has a crack to fix.



Remains of the dastardly interloper's passenger side's rear view cover.

The scoundrel - Scott took off after him, but alas he made a clean getaway. I hope the bird of paradise flies up his nose!

So, in the end, rather than lighting the car on fire and pushing it to the curb it's now running, well,

okay. Jack says he will have more tech sessions, and will buy more donuts!

This Month's Events

December 2017

No separate membership meeting due to the Soiree – it will be at the Soiree on the 2nd.



Dad, can I have the brown bags now?



1 of 3 Tables of Food

2 – MVT Holiday Soiree – Queen of Apostles Community, Bergamo Center. Lots of food, lots of brown bags for the MVT-is-the-charity Brown Bag Auction. Fun is always had by all! As of now Lois is saying they will provide turkey and ham, everyone else will bring side dishes. Lois normally coordinates these so we do not end up with 45 green-bean casseroles. We start at 6:30 PM with some light appetizers and dinner is at 7PM. Short membership meeting then the auction. You are saving things up for your brown-bags, right?

Let us explain about Brown Bags.



Brown Bags and Bridgett

The Brown Bag auction is the highlight of the Holiday Soiree. This is your chance to laugh until you cry, or pee your pants. This is your chance to put together the stupidest stuff you want to give away. This started out with folks putting grungy old Triumph parts in a brown paper bags, but has evolved to sophisticated bags and boxes filled with all sorts of stuff seen at only the best White Elephant gift exchanges. If it's silly, it's the right stuff, and if you have Triumph parts – bonus! The brown bags are auctioned off and proceeds go to the MVT Treasury. Yes, you have to take your winnings home.



Yes, you have to take that home!

Map to the Soiree location is at the end of this month's Marquee.



17 – MVT Christmas Dinner – Will be 5:30PM at The Paragon Supper Club, 797 Miamisburg-Centerville Road, Dayton, Ohio 45459. They open at 5PM, so I expect a few folks will show up early for cocktails. If you are going you need to contact the Event's Chair by December 10th so I can give them the exact head count. The Paragon was founded by folks from the Pine Club and they take pride in their steaks as well as other dishes. More info on the Paragon can be found at:

<https://www.theparagonsupperclub.com/>

January 2018



3 - MVT 2018 Events Calendar Baseline – Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. This is to develop the initial 2018 calendar of events for MVT. If you are interested in events, or would like to host an event, come on down! This will be before the January MVT Membership Meeting and will start at 6:00pm and end at 6:30. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern.

3 - 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.

June 2018



Triumph Register of America National Meeting: Reservations are now available at Chetola Resort for Triumph Register of America's National Meeting 2018 (TRA 2018), hosted by the Triumph Club of the Carolinas (TCOC). The dates are June 18 through 21, 2018, with Concours on Wed. the 20th, Banquet on the 21st, and check out on Friday. We went with mid-week since June is a big wedding month. Individuals can check in 2 days early or stay 2 days longer at TRA price which is \$139/night for one bedroom lodge room – quite a deal for this upscale resort.

BIG note on reservations. The Lodge itself at Chetola only has 41 rooms. The majority of their accommodations are condos. They have one, two, three, and four bedroom units. They have agreed to give us the same price per room on the condos as rooms in the lodge. So a one bedroom will be \$139/night, a two bedroom will be \$278/night, etc. Please take a note of that and visit their website (below) to see where the condos are in relationship to the Lodge – all are within walking distance. We can foresee 3 couples from a club getting a 3 bedroom and then it can become “party central” for the rest of the members of their club – hint, hint, nudge, nudge. Condos also have kitchens, multiple rooms with living space and most have a pull-out couch for more sleeping space, in other words, a deal!

When registering please mention that you are registering in the “Triumph Register Block”, registration phone number is: 828-295-5500. The resort website is:

<http://chetola.com/>

TCOC is planning on having a TRA2018 website up and running soon. If you need to contact anyone in that club prior to that message me and I will give you contact info.

Update on MVT Caravan to TRA 2018:

We will be leaving for TRA 2018 on 16 June which is a Saturday and fairly early in the morning since we will have a few stops along the way. Last time we went this way we stopped in Portsmouth, OH to take in brewery and quilt store. We could also go via Maysville for a stop in Ripley.

Night of the 16th we will be staying at Jenny Wiley State Resort Park in Kentucky. We stayed there on the way to TRA 2012 and it is a decent place. We will complete the drive to Chetola Resort on the 17th.

Returning we will pretty much do the same thing, leaving on the 22nd and getting back the 23rd. The neat thing is that since we are talking a Friday and Saturday there will be lots to see along the way!

July 2018

We're starting to think about planning for VTR 2018. Never put together a trip to the Mississippi in WI before. It's at least a two-day drive, and since the weather will be somewhere between very warm and hot - thinking maybe three. There will be several rules:

1. We will stay away from Chicago.
2. No Interstates unless we cannot avoid them.
3. Wind along rivers as we can.
4. Enjoy the open road.

I'm sure there is a rule in here about wineries and quilt shops, I'll have to dig deeper. The following is information courtesy of Minnesota Triumphs on the meet:



Minnesota Triumphs beckon you to the VTR NATIONAL 2018
July 17-21, 2018 at the Radisson in La Crosse, WI
Facebook VTR2018 www.mntriumphs.org

On the banks of the historic Mississippi River



Featuring 50 years of the TR250

TRA2019

Just an update – MVT has volunteered to host the Triumph Register of America National Meeting in 2019 (TRA 2019). We have two things either ongoing or coming up. The first is we are currently looking for a location to hold it. The second is coming January we will start filling out the TRA 2019 Staff. Our first big milestone is we have to present about TRA 2019 at TRA 2018.

Location, location, location – we are looking at locations with a several hour drive to host. We need a hotel with 100 rooms that has banquet facilities either co-located, or next door, and need easy access to country roads. You would think that might be easy, but so far metro Cincinnati, Lexington and Louisville have struck out. The places that have 100 rooms and banquet facilities are in-town. We are trying Ohio parks: Shawnee State Lodge is available, but somewhat removed. Hueston Woods is available, but expensive. Burr Oak cannot give us a quote until next year. We also are looking into Clifty Inn near Madison IN, and possible locations in Eastern KY as well as WV. KY parks are nice, but small, WV large enough, but farther away. There is also the Holiday Inn on Presidential Drive in Fairborn across from Wright State that has hosted many a car show in the past. If you have any ideas let Bruce, Stan, John C, or Chuck know. There will be a planning meeting in January.

Technical

Early TR Man



Let's talk about Auctions!

Bruce Clough

The last two months I reported about an auction of a TR3A near Mechanicsburg. Since the car looked good, but was questionable underneath I was hesitant to bid on it, and once I learned that it was done by a certain shop that has done shoddy work for others in the past I knew I wasn't even going to go near.

Well, Roger Rutledge did go to the auction (kinda near them anyway) and he reports that it sold for \$21,500 to a guy from Columbus that has MGs but doesn't belong to any clubs. Holy Cow Batman! I guess he wanted it!



Nice looking, and got \$21,500.

Project TRashy

Part 3

By: "Crazy Jack" Galloway

Editor's Note: Our November Tech Session was on this same car – what Jack is writing about happened in the not-so-too-far-but-somewhat-distant-past before our work this last month

Having grown up in a household that comprised the modern nuclear family of one father, one mother, two offspring (both males), and the obligatory random pets, I have been exposed to the wonderful world of random smells. To my farther whom could levitate from his chair if he ate enough chili, to my younger brother and I whom had adjoining rooms and could clear the upstairs of our house, to the litter box the two cats deposited brown gold, to the time we were ordered to remove an outhouse from our property. These smells have never prepared me for the next phase of the project. Up to this point the owner, my neighbor's son, a buddy from down the block, and I were solely concerned with getting the Project TRashy back on its wheels, and rolling. This consisted of suspension, brakes, clutch, interior, and loads of cleaning.

On a cold March night after work, I took it upon myself to inspect the fuel system. We knew the gas was bad. You could open the fuel filler cap and be immediately overwhelmed with the worst smell from rank bad gas. It easily could overwhelm a large bison or rhino, let alone a human of my size. I expected that pulling the gas tank, disconnecting the fuel lines from the fuel pump and cleaning all the metal lines and gas tank would be required. A new fuel-sending unit might be needed, as well as a new fuel pump. Additionally, the carburetors likely needed a rebuild to get them "functional". Work began to remove the gas tank. The process did not seem all that hard. Disconnect the fuel filler tube, drop both lower control arms, drop the exhaust, and you have BARELY enough room to remove the gas tank. I say barely because there is a single braided fabric brake line installed circa 1977 that looked to be the most brittle brake line on the car. You could drop the differential down a maximum of 18 to 24 inches before it severely pinched the line. And in my wisdom I decided that since it was

a pain to bleed the brake system before, removal was not an option. Previously, when the owner and I went to bleed the brakes we forgot to bench bleed the master cylinder to purge all air out of it. It took hours to bleed the brakes and remove all the air from the system. I was not going to do this again. So, with a severely stretched and pinched brake line, I dropped the differential down, and then removed the four bolts that affixed the two metal straps holding the tank in place.

I was immediately treated to my own little world of science fiction fantasy. Gravity apparently did not exist in the 4-foot by 3-foot space that was above the differential. Having a strong background in math and science, I was immediately ready to take photos and document this newly discovered scientific region of space in which gravity and the laws of physics for that matter, did not apply. However, I did remember there were two rubber gaskets between the upper portion of the gas tank and the bottom of the floor pan in the trunk. I mused that if one was to apply a “modest” amount of pressure in the downward direction, the tank would easily become unstuck from the gaskets, and I would be successful in removing the gas tank.

After some prying with a metal bar, I was shocked to find the sheet metal, which makes up the gas tank, is of a spectacularly thin gauge. I now had a small hole the size of a dime where I was prying. Oh well, more problems in which my money would fix. I knew the tank was moving, so I postulated a strong pull in the downward direction, and it would come loose. I did that, and was rewarded with the opposite side of the tank dropping down! The fuel, which made the nastiest smell ever, began to gush out the filler tube. I rushed to stop the flow and sop up the disgusting mess before it soaked any random spot that couldn't clean up. While quickly working, I noticed that I was getting a slight headache and starting to get goofy. Oxygen deprivation takes many forms and I knew I was beginning to experience the first stages of it!

I was immediately relieved of the symptoms when I opened up the garage and let in the 40 degree March air. Since the old gas might be flammable I turned off my space heater, and worked with

numb hands to remove the now freed gas tank. I had two 5-gallon fuel cans for which I planned as oil and coolant recovery cans, but these were repurposed for old gas recovery. I filled up one and a quarter of these. Maybe 6-7 gallons worth of old gas was recovered! It is a smell I will never forget. After moving everything outside and thoroughly mopping the garage floor the smell still lingered in the air. Point of fact, it would linger for around for six more weeks.

The next day I dropped off the gas tank at Woody's radiator in Xenia. In addition to fixing radiators they also repair old gas tanks. They would be able to repair the dime size hole I created, clean the inside of the tank, and coat it to prevent rusting. A two-week turn around time was negotiated to my relief as I was in no hurry because the owner would be in town to assist in the installation of the gas tank in two weeks!

When the day arrived, we stopped by his shop. They had no clue about the TR7 gas tank. It was nowhere to be found in the front of the shop where the finished products awaited pickup! After 15 minutes of frantic searching they invited us to see why the gas tank would need a few more weeks. They had cut a hole in the gas tank about the size of a sheet of paper and had to scrape out 4 inches of tar oil in the bottom of the tank.



Jack's secret storage space for contraband

I also got to see the fuel-sending unit. It looked like the Exxon Valdez had been a minor oil leak. Tar oil was caked on the unit and completely clogged up everything. We postulated that the owner's grandfather had found a unique location to dispose of used motor oil. After years of sitting this oil had solidified on the bottom of the tank and required many hours of scraping to remove it.

As we drove away, we lamented another delay to what was originally estimated as a "maximum 3 months to get the car running". Back at the garage we planned on what else needed replacement. We had new gaskets for the oil pan, the differential cover, and other bits that could get worked on. We focused on what we could to move the project forward. Remove the old fuel pump, order multiple new ones (internet forums had reviews that the VB and Moss ones may or may not fit), order a spacer that the internet seemed to claim was a fix for a longer fuel pump arm, cleaning of the old metal fuel lines with carburetor cleaner, off with the oil pan, on with a new oil pan gasket and freshly cleaned oil pan. Off with the differential cover, on with the cover. In with the differential oil, out with the differential oil from tiny rust holes we failed to see on the freshly cleaned cover.



Differential cover with two small holes in the center

Off with the cover, and back to Woody's to have the holes repaired. A promise to have that at the same time was made.

Two weeks later, and a few hundred dollars lighter the gas tank and differential cover repairs were finished and picked up.



Newly Refurbished Tank

On a warmer Saturday morning, with little fanfare the repaired differential cover was installed, along with the repaired gas tank, and a host of new parts. New fuel sending unit, new rubber fuel lines, new fuel filler tube, new fuel pump, new differential gasket and new differential fluid were all successfully installed in the span of two days.



Completed repairs!

Thus ends this month's tale of sorrow and woe. Next month's tale is already finished, but in the interests of keeping the attention of the three people who read this column (one of which is my mom) I will cut it short. Next month we have wisdom, anger, stupidity, and salvation!

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 – 1973 Stag, 40K miles, very nice condition – same owner for last 40 years. Green w/tan interior. Claude Heslow – 419-217-4547.

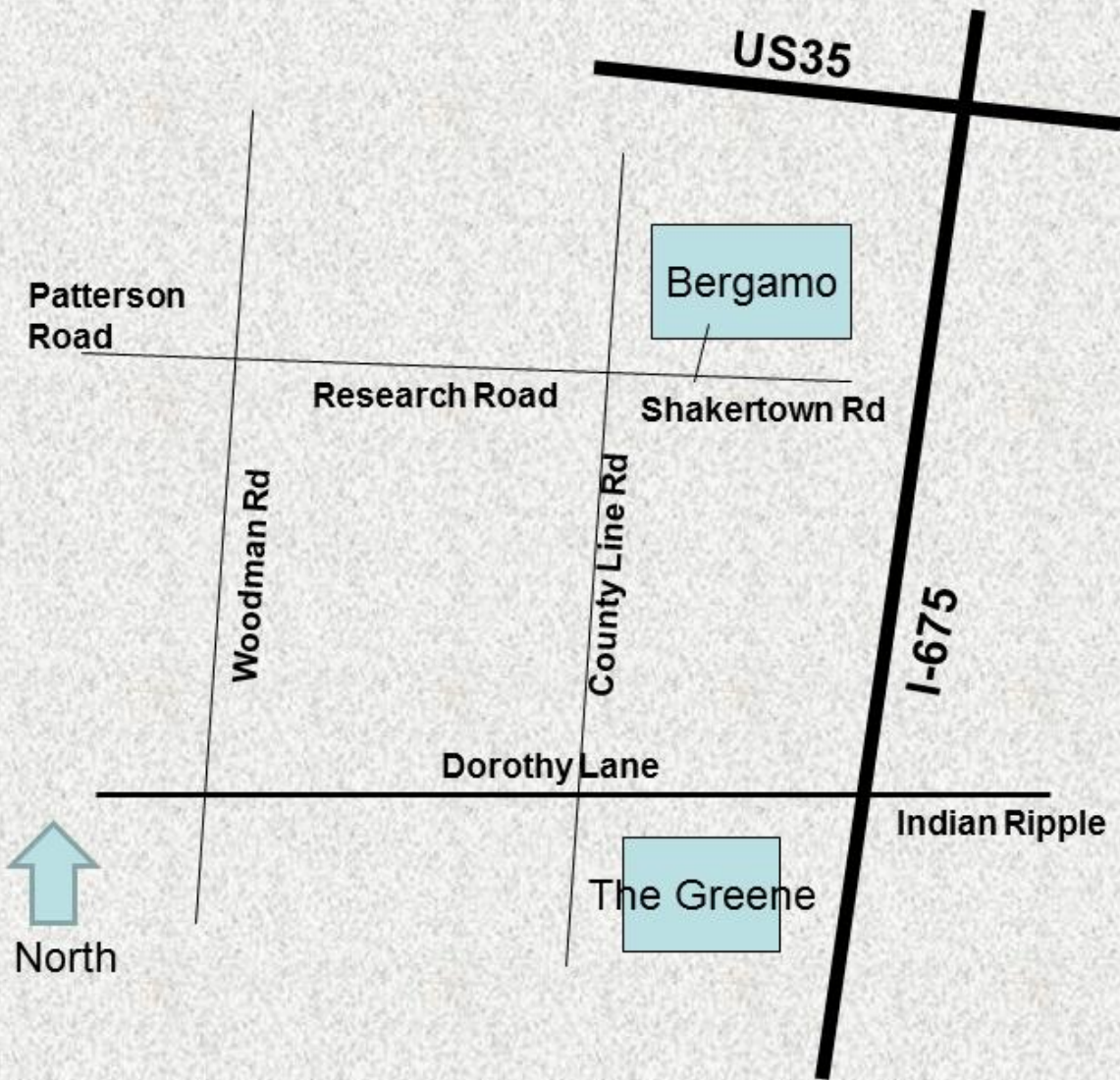
WANTED - TR3 Luggage Rack in as new condition (No drill , Hinge pin mounted type) Contact Chris at tryanity@gmail.com.

Wanted – old unwanted Triumph parts. Starting to make art from old Triumph parts. Looking for smaller parts that you are keeping since you feel guilty about throwing them out. Especially electrical parts and smaller engine items. Contact Bruce at clough-owenclough@outlook.com

OFFICIAL CONVERSION CHART	
HOW TO INTERPRET	
* ANTIQUE CAR ADS *	
IF IT SAYS:	IT REALLY MEANS:
Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more

Map To MVT Holiday Soiree!

Map To Queen of Apostles [Bergamo]



Directions: However you can, get to the intersection of Research (Research becomes Shakertown) and County Line roads. Go 2 tenths mile east (Continue on Shakertown) and turn north into driveway by sign that says Bergamo/Mt St John. In other-words, go to Bergamo. Follow curving driveway to stop sign [about 2 tenths mile]. Turn left [short distance] to T, turn left and find parking space. The sign over door says Queen of Apostles Community – IF you get lost call 937-603-4194 or 937-238-4962