



The Marque

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



One last, glorious drive...and it's over!

December 2021

Events this month:

- 4 - Holiday Soiree
- Week of the 6th - Operation Yellowjacket
- 19 - Holiday Dinner

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

In This Marque

- Brown Bag Auction Instructions

Brown Bag Auction Instructions

We have a Brown Bag auction every Holiday Soiree to raise money for the MVT Treasury as well as to have fun. You essentially take a bunch of stuff, could be car parts, could be ceramic fish – white elephants are encouraged – and you put it all in a brown paper bag and we auction it off. Please bring no more than one bag per person.



Another good buy!

If you missed the first explanation of Brown Bags here is one I used last year and the year before that and the year before that:

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.

Some rules of the auction:

1. Bids go by whole dollar amounts.
2. Winners have to open their bags as soon as they win them,
3. Auctioneer is always right, even when the auctioneer is wrong.

4. Winners have to take bags and contents home with them.
5. Auction is free to shoot from the hip when coming across situations not covered by current rules.
6. Words of the actioner are final, maybe.



The best bag (the one that produces the most laughs) will win the coveted MVT Best Bag award and will hold the magnificent MVT Best Bag Trophy for the next year.



Obligatory Disclaimer

"The Marque" is the official publication of the Miami Valley Triumphs Car Club, P. O. Box 144, Bellbrook, OH 45305. Views stated in the "Marque" are not necessarily those of the officers or members of the club. Technical data is provided for information only and no liability is assumed for suitability, applicability, or safety. We also don't

vouch for spelling or grammar – the editor is an engineer...

Technical advice given within is the opinion of the writer and should not be construed as professional advice nor relied upon. They are not official advice of Miami Valley Triumphs, MVT officers, or MVT members. As with all maintenance and repairs the reader should do their homework and get multiple opinions.

MVT Club Info

Miami Valley Triumphs is a non-profit club founded to preserve and enjoy Triumph and Standard automobiles. You do not have to own a Triumph or Standard to be in the club, just be interested in the preservation of the marque. For more info on joining the club and dues please contact the MVT Membership Chair (contact info below).

President: John Coutant,
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,
vleigh607p@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...

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

MVT Monthly Meeting

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

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

Officer's Reports

President's Report



Yo Ho Ho

John Coutant

The Holiday Season has arrived. Started baking again, pie and French bread for Thanksgiving with the first batch of Stollen not far off. Somehow, I just

can't get into baking when it is 80 deg. outside. The Christmas decorations are pretty much done inside although I need to get some outside lights up so I don't drag the neighborhood down.

Both the Volvo and Triumph are winterized and on the battery tenders in the garage. Sadly I don't see any driving days for a while. January and February tend to be quiet time for MVT activities outside of the monthly general meetings. We generally have a planning meeting to plan for events for the upcoming year in early January. Everyone is welcome and encouraged to participate. This period is also when we are accepting nominations for officers and for MVT yearly club awards. Nominations are open starting with the December meeting at the Soiree and remain open until the end of the February meeting. Voting concludes at the March meeting. Officer positions for the 2-year period of 2022-2024 include President, Secretary, and Treasurer. Elections for the remaining three offices are in the odd years to provide an overlap. 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 on the Members page of the web and we'll publish each month in the Marque.

I want to thank again everyone who helped in putting the transmission back in the TR3. You can read all the gory details later here in the Marque about the Tech Session. I am always amazed that club members will risk skinned knuckles and muscle strains for coffee and donuts to help each other out.

I want to wish everyone a Happy Holidays, Merry Christmas, and a Happy New Year. Enjoy the season, friends and family. And may Santa bring you that needed tool or Triumph part to get your car on the road in 2022.

Vice President's Report



From the White family to all our MVT family, we hope you had a very happy Thanksgiving and have a merry Christmas and happy New Year! Cheers

Respectfully submitted,

Chuck White

Marque Editor's Report



Nice batch of articles this month. Event reports, tech articles galore - thank you, thank you, thank you. Keep them coming. Watch out for shelf elves - they are evil!

Got a few questions on how I would like articles submitted, so here you go - a few answers.

Generally I will reformat anything you give me to the "standard" Marque format, so you don't have to format at all, just indicate how you want it formatted as far as titles, sub-titles, and figures. If there is something you want in italic or bold please indicate in words rather than format. Truth be told I will cut and paste in Word using the paste option of "Keep text only", so just trying with one style is great on your submissions. I use an 11pt Ariel font and justified paragraphs.

Pictures need to be around 100K in size. I have the ability to compress pictures, but would really appreciate if they are already compressed. Please

indicate which picture goes where so I don't screw it up <lol>.

Oh, by the way - Merry Christmas, Happy Holidays and remember, it's not what you get, but what you give away.

Unless you are giving away whiskey, then let me know. There is that.

Keep the good stuff coming!

Cheers - Bruce

Treasurer's Report



As of 1 November 2021, the club account had an account balance of \$4262.79. For the month of November, the club had one income: 50/50 for \$10.00. The club had one expenses for New Members Name Tags for \$10.00. As of 1 December 2021, the club's account balance is \$4262.79. As a reminder, the annual budget for 2022 will be presented to the membership at the January 2022 meeting.

Respectfully submitted,

Harry Mague.

Membership Chair Report

50!

Valerie Relue

Events Chair Report



It's the most wonderful time of the year...

Aw, sing it Andy! You can tell it's December - the Carmine Red TR7 is apart in the garage with parts strewn all about - you can read more about that later in this Marque. After that fantastic Guy Fawkes Tour I decided to start fixing a few things since it will be a while before it goes on another Triumph Club tour. We also managed to get the OD trannie back in Coutant's TR3A last month without any maimed appendages or bad words screamed - miracles do occur (actually good prep occurred!)

Speaking of December, we still have a couple of events on the 2021 horizon:

- The Holiday Soiree is the 4th - and there is enough information in this Marque that I need not elaborate here - if you have any questions pls contact myself, or better yet, Lois Bigler. Brown bags? You bet - I had the Marque Editor put the instructions for that up front. **There will NOT be a meeting at Archers in December** - the business meeting will be done at the Holiday Soiree.
- The Holiday Dinner will be on the 19th. I had sent out a couple of emails to the club asking who was coming and what date. As of today (29 Nov) I have the responses, but a few of the places being considered are not open on Mondays... I will email out the info later.

So now we come to 2022 - I will be having an event calendar "workshop" at Zemore's on January 4th to put a baseline together to present to the club on the 5th at the monthly meeting.

I would love to put in the calendar more tech sessions, so if you think you are going to need one pls let me know.

Just a reminder of the national events coming up in 2022:

- Triumph Register of America National Meeting will be in June at Gettysburg, PA.
- Vintage Triumph Register will be in late August in Galena, IL.
- 6-Pack will be in late September in Lexington, KY.
- Triumphfest will be early fall (if I remember right) in San Diego, CA.

Speaking of TRA, starting next month we will instigate planning for TRA 2023 - we will try it again. The baseline thought would be to dust off the 2020/2021 plans and go from there, but quite frankly, I think we are open to different options if folks want to do something differently in a different location. Times have changed, event locations have changed, venues have changed - I'm not sure what we were planning for in 2020 can be done like that anymore. Anyway, just a thought...

Events Tsar Bruce

Speaking of events....

MVT Events Calendar

Past

November 2021

3- MVT Monthly Meeting

Meeting called to order at 7:32pm, with 21 members and 0 guests signed in.

Opening Remarks - John Coutant welcomes

Request for Changes / Additions to Agenda – None

Introduction of Guests/New Members – Two from Cincinnati, father and son new member combo; Daniel Davis and his son, Austin Davis. Scott Stout brought a friend Mary Hart.

Officer Reports:

President: The Covid story evolves and we will be ready to change meetings if needed. Thanks to helpers at the transmission tech session. Please sign up for Holiday Soiree with Lois. Wish Stan a good recovery from recent surgery.

VP: Chuck has nothing new.

Treasurer: For November 1, Harry Mague reports a balance of \$4262.79. \$67.54 income and no October expenses.

Secretary: Clyde Collins version of Minutes from last month in Marque 2nd by Chuck, approved

Membership: Val Relue reports 50 members

Events: Bruce Clough:

October

- John Clifford attended Triumph Fest in Flagstaff. Next year in San Diego.
- The Fall Foliage tour had good weather and food at The Bistro.
- The BTM Chili cookoff was a success.

November

- 3- MVT General Meeting at Archers
- 6 - Guy Fawkes - Tour and bonfire at chez Clough
- 13 - Transmission Tech Session at chez Coutant

December

- 4- Holiday Soiree and Dec Business Meeting -Queen of Apostles Community, Bergamo. Lois does main entree but sign up will be sent out for sides.
- 19 - MVT Christmas Dinner

2023

- TRA in Gettysburg registrations. 6 Pack Trials in Lexington

Committee Reports

Technical: John Coutant clutch repair completed, install session 11/13

Memorabilia: email Harry if interested

Spare Parts: Chris Yannity has lead on Spitfire parts

Marque: John Coutant commented that the Marque is very good and always needs new articles

Website: John Coutant- website is current. Please add new pics. The TRA 2022 registration at Gettysburg is operational at this time.

Projects – None

Old Business – None

New Business – Upcoming nominations are for 2 year terms, Election in January. Nominations for

MVT awards are – Keep It On The Road, Most Improved, Press On Regardless, and Marque of Distinction. Please include detailed descriptions and details of each nomination.

50-50 Raffle - \$10 to Mark Shaner

Adjourn – 8 PM

Respectfully submitted, Clyde Collins

6 - Guy Fawkes Tour and Burning

The 6th of November turned out to be a decent day, no, a great day - to burn a traitor. We started the tour out by meeting at the Coffee Hub in Beaver Creek - great coffee, great pastries, decent parking. We decided to drive RHAPAW (the car formerly known as Carma - see "Technical" section of this Marque for the blurb on that, if you care), but with the top up (if we put it down it would not go back up). Karl Ludolph and the Rutledges met us there. After some great coffee and a few cookies, the Rutledges and ourselves headed to Caesar's Creek winery while Karl headed home (was dealing with a broken rocker arm on the TR8 - see his article in this Marque).



The despicable traitor bit the big one!

The day was cool, clear, and cloudless. Trees still hung on to glorious colorful splendor. The fall sun was bright. Maaannnn, what a fantastic drive! We intentionally took side roads that I knew would have picturesque views of turning trees in the rolling hills along the Little Miami River and Caesar's Creek watersheds. As planned, we ended up at Caesar's Creek Winery, which had a few people there...



What a fantastic day for a drive!

...but not what I might expect for such a great fall day. The White's joined us at Caesar's Creek and we had a couple hours of great conversations downing some great wine! I personally love their unoaked Chardonnay. I think we went through a bottle or so of that...

We headed back to Chateau C-OC as it was getting dark and prepared to burn the traitor. We did take the roads less travelled on the way there also, with the setting sun highlighting the colors around us.

Once we got to our place, out came the mannequins (small ones) of Guy to burn, out came the sparklers, and out came the bourbon. What else do you really need?



Both Guy's ready to burn!



And burn they did!

During the burning Alice got out all the sparklers left over from Bridget and Payne's wedding, so I guess we also did have the fireworks, albeit with less booms that usual.



Then fireworks!

Thanks to all those who came out and made sure Guy met his fate!

13 - Tech session Clutch/Trannie Install

John Coutant

Last month I wrote about the first part of the tale of the slipping clutch and the first Tech Session on October 23rd. A short recap. We determined the clutch was slipping (duh!). I did all the prep work to remove the interior and transmission tunnel. There was a tech session where we pulled the transmission (Clutch I). The clutch was oiled due

to bad seal. After the tech session everything was cleaned, new seal pressed in, and new clutch disk and pressure plate mounted.



Nice and new and clean....

The Tech Session on November 13th was a bit (lot) colder than when we removed the transmission but the garage was cozy with the doors shut. Bruce had tried to set expectations by saying that putting a transmission back in never goes easy as removal.



Getting ready for the fun

Chuck, Bruce, Clyde, and Scott with yours truly were just the right number. With Bruce under the car, the four of us were able to manhandle the transmission from above. We were lucky as with some wiggling and choice words we managed to get the main shaft through the clutch and into the pilot bearing.



Victory!

After we got a couple of bolts in to hold the transmission to the engine I thought that would be it. However everyone was ready to jump in and, as a result, we not only got all the bolts in holding the transmission to the engine but the driveshaft hooked up to the transmission, installed the starter, and mounted the clutch slave cylinder and adjusted the settings. Another job well done in about an hour and a half even with coffee and donuts. After everyone patted themselves on their back, they hopped into their cars and headed home to rescue what was left of Saturday for the remaining home and car job jar items. Thanks again for everyone's help.



Relaxation!

Postscript

After everyone left it was still chilly so I cleaned up and covered the car to wait for a warmer day to

finish up. We were lucky and had one Wednesday when the temperature went up to 60 deg. (probably for the last time) so back in the garage to reverse the process of putting in the interior. First item was to replace the speedometer cable. That actually took some time as I started from the wrong end to route it so I had to undo things and start over. Then hook up the overdrive cables to the transmission switches. After that it was refill the transmission with 30 wt. oil which is a lot easier using a funnel, tube, and warm oil from the top. Also a couple of shots of grease in the front universal joint while I could get to it.

Then it was installing the transmission cover with all those bolts, the handbrake cover, the overdrive cable through the tunnel, and the gearshift boot. Then all carpets can be reinstalled over the transmission tunnel, floor, and bulkheads. Last of all the seat rails can be bolted to the floor and the seats reinstalled.



Together!

By this time it was dark and time for dinner so no time to do a test drive. A few days later I took a quick drive to get some gas and gas stabilizer and everything works with the clutch, transmission and overdrive. So drove home and put the car away.



Sleep tight!

Disconnected the batteries in the Volvo 1800E and the Triumph TR3A, put the Battery Tender Jr. battery maintainers on, and pumped up the tires to 35psi or so. All set for a winters nap!

Future

Not much right now for 2022, but we will be adding quite a few events over the next month or so. Please check on line at the website to remain updated between Marques...

December 2021



4- Holiday Soiree and Dec Business Meeting

Just a reminder that with our Holiday Soiree on be Saturday, December 4th, **there will not be a general meeting on Wednesday, December 1st** (we'll have a short meeting at the Soiree). If you did not fill out the sign-up sheet at our November meeting, let Lois Bigler (bigday@zoomtown.com) know how many are coming and what you are bringing to share (the club will provide the main entrée, BYOB). To reduce the stress a bit this year we will be using paper plates and plastic knives, forks and spoons, so don't expect that fancy setting stuff. There will be coffee and soft drinks available, if you want anything harder you will have to bring it.

Recapping:

- Come to eat and drink at the 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!
- 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?

More information and a map are to be found on the last two pages of this Marque, and you have already been informed about brown bags. <evil laugh>

Agenda for the Abbreviated Dec MVT Meeting to be held at the Soiree

Opening Remarks and Welcome – **John**

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

Officers Reports

- President – **John**
- Vice-President – **Chuck**
- Treasurer – **Harry**

- Secretary – **Clyde**
 - Approval of November's Minutes as published in the Marque
- Membership Chair – **Valerie**
- Events Chair – **Bruce**

Old Business

New Business

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

Adjourn

Week of the 6th - Possible Operation Yellowjacket

As of now it is still up in the air a bit, but Jackson will let us know if one is being put together.



19 - MVT Holiday Dinner

Location is TBD, but maybe not by the time of the Holiday Soiree. Normally this is an early dinner so those who do pub crawls can be at their best that evening. We drink, chat, eat, and chat some more. Will Santa do a dance this year? Unknown, but in the past he has been clairvoyant....

We sent out several emails about letting Bruce know if you are planning on going since by the time of the December Marque release and Holiday Soiree it will be too late.

January 2022

4- Calendar Planning Meeting - Events Chair Bruce is holding a meeting to develop the draft MVT events calendar prior to the January MVT Meeting. It will be 6:30PM at Zemore's Wine Bar and Bistro, address: 4457 W Franklin St, Bellbrook, OH 45305.

5 - MVT Monthly Meeting - 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/>

February 2022

10 - Drive Your Triumph Day - One thing that has remained constant during another crazy year dealing with the pandemic, is the pleasure of taking a drive in your Triumph. 2022 Drive Your Triumph Day is just a few months away, Thursday, February 10, 2022.

My name is Rye Livingston and I'm with the Triumph Travelers Sports Car Club in Northern California, arguably the longest active Triumph Club in the world, being founded in 1958.

As you may remember a number of years ago, I encouraged members of our club to drive their Triumphs on February 10th, to celebrate Sir John Black's Birthday, the man who organized Standard's purchase of Triumph after WW II, and went on to make the cars we enjoy driving today.

Drive Your Triumph Day has gained momentum and last year I received over 500 photos from all over the world: Scotland, Ireland, the UK, New Zealand, Australia, South Africa, Uruguay, Netherlands, Switzerland, Finland, Canada, Holland, Czech Republic, and of course all over the USA. I'm hoping we can increase that number again this year!

The concept is straightforward. On Thursday, February 10th, go for a drive in your Triumph. Take a scenic drive on a country road or out to lunch, to the market, to work, wherever. Go for a drive alone

or in a big group from your local Triumph Club. Take your spouse, buddy, child, grandchild or your dog; then take a photo. The photo is mainly of the car, and the owner or passenger if possible, ideally in front of a cool spot, landmark, scenic view or in your driveway. If it's the middle of the winter where you live and your car is in hibernation, or in the middle of a restoration, take a photo of it in the garage.

Next step is to email a high-resolution photo to driveyourtriumphday@gmail.com, along with some basic information: owner's name, year and model of car, and place photo was taken (city, state, country). The photos will then be published not only in our club newsletter, but also in USA's national magazine: Vintage Triumph Registry, and on the Drive Your Triumph Day website: <https://driveyourtriumphday.shutterfly.com>

Please feel free to send this on to other Triumph Clubs you may know of, and your club Activities Chairman and Newsletter editor. Last couple of years a few Standard Clubs joined in, which is great.

Be sure to contact me with any questions you may have, and thank you in advance for getting the message out to your members and friends to Drive Their Triumphs on February 10th.

June 2022



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

— HOST HOTEL —
EISENHOWER HOTEL
and Conference Center
Gettysburg, Pennsylvania.

MORE INFORMATION TO COME
WWW.TRIUMPHREGISTER.COM

EVENTS TO DATE

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

Registration is now open for TRA 2022! The website for TRA 2022, www.miamivalleytriumphs.org/tra-2022, is now active. There you can find all the information about TRA 2022 including tentative events, the host hotel and how to reserve rooms, and, most importantly, how to register for TRA 2022. You can register and pay online or, if you prefer, print a registration form and send in via mail with a check.

Mason-Dixon Triumphs and the TRA 2022 Committee have organized what they hope will be a fun event in an historic setting. We look forward to seeing old friends (after too long an interval) and making new friends. For questions contact us at masondixontriumphs@gmail.com.

Carol & Jack Schmelyun

TRA 2022 Registrars

Ed Note: We will not be taking the interstate there, although it's a pretty straight shot on I-70.

August 2022



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

Technical Talk

Edited by Bruce Clough

Thanks to Karl and Greg for Tech Articles this month.

Notice - I have decided to rename Carma after this last month to "RHAPAW", short for Rode

Hard And Put Away Wet. I am just finding too many things that prior owners and body shops have done that are well hidden, yet speak of being in a hurry to do something...

"One Thing Leads to Another"

Karl Ludolph TR7-V8

Most of you that have owned your Triumphs for a long while have already learned this lesson. I learned it again this month. Any problem you solve with your car will lead you to another problem and another and another.

Mine started with a faulty headlamp. The left one would not extend, but retracted normally. I followed the advice of the experts. Cleaned all connections to the left light but found the problem remained. The same experts then advised it's in the motor assembly itself. Either a bad contact or diode.

As the days got shorter and headlamps became more of a necessity, John Clifford graciously offered his assistance to pull the headlamp motor. I ventured to his home and as I pulled into this driveway, was greeted with his troubled expression. Another problem. John said my motor was 'noisy'. After producing his trusty mechanics stethoscope, Dr. Clifford isolated the problem to the left bank of cylinders in the rear two positions. But one problem at a time, lets fix the headlamp first.

Extraction of the motor was easily done with John's supervision, but the testing of the diodes and contacts did not reveal a defect. We went back to chase wires from the switch to the headlamps and found a plug on the right side with a wire that branches off to the left. I had not cleaned that one.... While chasing wires in the right headlamp, John also found, wait for it.....*another* problem. The support bracket for the right light was broken in the same way Bruce described in the September issue of the Marque.



Doh!

We reinstalled the left motor with some trouble and the *left* headlamp worked as advertised after cleaning the *right* contacts. Who would of “thunk” that! First Problem solved.

Note to other wedge owners: Pull the whole headlamp assembly with the motor. Much easier to reinstall the entire assembly with the bumper attached than finding the three holes that attach the motor to the headlamp frame behind the bumper.

After I drove home, I pulled the left valve cover and discovered this: A broken Rocker Arm.



Doh!

Fortunately, Woody Cooper and The Wedge Shop stood behind his motor and sent an entire rocker arm assembly next day air. I swapped it out fairly

easily with the four 9/16” bolts. The only caution was to correctly position the shims beneath the assembly to permit oil to reach the rocker arms. Second problem solved.

After reading Bruce’s article on the headlamp support bracket, and using my new found confidence, I decided to tackle this last problem on my own. Bruce gave me his “back-up to the back-up” repaired bracket seen in September article.



Next victim please...

I was grateful I didn’t have to hunt for one. I made John Clifford proud before installing it, by cleaning all corrosion and treating the bracket with clear rustoleum, not that anyone would ever see it. After cleaning all parts and lubing the bearings I reassembled the headlamp bracket to the frame and motor. However, there are two adjustments that had to be made. Bruce’s repair left a little too much gap between the bracket and the retaining arm that swings into place to stabilize the extended headlamp. I extended the control arm, but found the extended throw of the control arm, when retracted, applied too much pressure to the lower rubber stop. I lowered the rubber stop as far as it would go, but ended up shortening the control arm a bit to get the proper fit. Just a little trial and error. Reinstallation of the assembly was fairly easy using the four bolts in the engine compartment and aligning the headlamp with the left in the retracted position. A shaky headlamp no more.

As you can see, the contact I failed to clean lead to a cascade of other problems. In retrospect, it was a great exercise for me and built my confidence to

handle next problem we all know is just down the road.

(Editor's Note: remember, when you are raising and lowering your headlight pods follow the rotation direction as shown on the motor or you risk breaking the pod mounting bracket as seen on Karl's car)

Revisiting TR7 LED Tail Lamp Bulbs

Bruce Clough

During a run this summer John Clifford remarked that he thought RHAPAW's LED tail lamps could be brighter and mentioned the ones from The Wedge Shop he has in the TR8:

<https://thewedgeshopstore.com/led-tail-lights-tr7-tr8/>

I have been thinking about these - essentially large LED matrices on a circuit board rather than individual lamps, but have been too cheap to pull the trigger - at almost \$300 these are a significant investment.

Just for kicks and grins I went back to Amazon to see if a new generation of 1157 and 1156 bulbs have come out. What I have in there now has about 23 surface mount LEDs on seven separate circuit boards mounted such that it will fill the reflector with light, but the question is - is there anything better now?

There is - Amazon lists JDM ASTAR bulbs as having significantly more light output than prior bulbs, and the reviews are very positive, so I placed an order.

https://www.amazon.com/dp/B07PZ8Q7RS?psc=1&ref=ppx_yo2_dt_b_product_details

Just a note here - good luck trying to find luminosity rating (Lumens) for these, and even if you do, since they don't mention how they were measured - take them with a grain of salt. Some designs mentioned they had luminosities on order with headlight bulbs from a small 1157 package. Right. That's why I went with product feedbacks rather than any producer specs since those tend to do the good, bad, and ugly, especially ugly...

Comparing these once in hand with the originals, the new ones obviously have a much beefier heat sink, and the LED surface mount design parallels those used in LED headlights.



Old (left) LED Bulbs Versus New (Right) Ones

Plugged in they were obviously brighter.



Old on the left, new on the right - significantly brighter



If you don't believe me, here is a photo of the light they shine on the garage door - new on left, old on right

These impressed me enough to order similar ones for the back-up lights and turn signals.

Note - I have the red-light parts of the rear tail lamps set up to be both tail light and brake light, essentially doubling the light output from the stock TR7, so this, coupled with the brighter LEDs, should lead to significantly greater visibility in low-light conditions and make the brake lights stand out. I am keeping the third brake light I have mounted below the bumper.

Rebuilding a GT6 Engine: A Love Story

Greg Schnittger

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

Part I was published in the October 2021 Marque.

Part II: Exorcising the Beast & Cleaning the Carbs

The first step was to prepare the engine for removal. When I worked on that MR2, I think I spent more time labeling and photographing everything to make sure it all went back together properly than I did doing the real work. That motor was a veritable maze of wires, hoses, sensors, and vacuum lines. The GT6 engine is far simpler, so a few photos and notes were all I felt like I needed. Fluids were drained, radiator, carburetors, and alternator removed, and all wires and hoses disconnected. The transmission was coming out with the engine, so that had to be decoupled from the driveshaft, and the shifter and top covers removed. Since the transmission was now open to the air, a piece of cardboard was used to cover the opening so that no crud would fall in. I bought a used engine stand locally for a few dollars, and a hoist was to be borrowed from a friend. After it was loaded in my truck, he surprised me by asking that I not return it! Thanks, Jim, for the free engine hoist! Interestingly, the fellow I bought the engine stand from had a vintage Ferguson tractor in his garage.

If you know about Triumphs, you know the connection.

I knew I was going to need some help liberating the engine and transmission, so the call went out to MVT for assistance. We scheduled a "tech session" a few weeks out. In the meantime, I decided to clean up the carburetors. Even though money was tight at this point, I figured I could budget in a rebuild kit and a few other required parts for a rebuild. I expected it to be about \$200 or so. I spent quite a bit of time cleaning them up, not to be perfect, but just to get all the crud off them and replace whatever was worn out. They ended up looking halfway decent! But could I rebuild them myself, or would I have to send them off to a specialist? A few very helpful videos on YouTube, particularly a series from [Midwest Motoring](#), convinced me that I could do it. They may not be beautiful, but they'd work.



Cleaning the carbs

The biggest drawback to the original Z-S 150CDSE carburetors is that they have fixed jets and fixed needles, making the air/fuel mixture non-adjustable. This was due to the US emissions restrictions going into place around the time the car was built. Theoretically, the mixture never needs to be adjusted, but we all know how that goes, so I started looking into ways to alter the carbs to get that adjustability. Changing to an adjustable needle required replacing the entire piston assembly. New pistons are, as the British say, "hen's teeth" (very rare), so I looked for entire carb units on eBay and other sources that had the parts I needed. Unfortunately, the ads presented made it very

difficult to determine if they were suitable or not, so I gave up on that route. The much easier, but more expensive, option was to replace the jets. I found an outfit that sold a replacement kit marketed towards Jaguars, but it would also work for these Triumph carbs. Both cars use Z-S carburetors. The drawbacks, however, were that they were almost \$200 for a pair, and installation could be a bit tricky. That would bring the total bill for the carb rebuild to almost \$400. So, thanks to budget constraints, I had to table that idea, at least for the time being. The jets could always be replaced later.

I fully disassembled the carburetors to make sure every nook and cranny of the carburetors was as clean as I could get them. Luckily for me, the only fastener that gave me trouble was one of the four that holds the air valve cover to the main body. That one broke and had to be drilled out. As usual, my abysmal skills with a power drill botched that job pretty badly. It was salvageable, though, and replacement covers aren't terribly hard to find on the used market, if I ever wanted to make it pretty again. I made sure to work on only one carb at a time so that I could use the other as a guide for reassembly. This worked for everything except parts of the throttle shaft, which differs between the two. For these, I took a few pictures and made sure to clean and reassemble quickly so I wouldn't forget how they went back together.



Tools of the trade

To clean the carbs, I used some simple tools and techniques. Stiff nylon and brass brushes, an old toothbrush, an ample supply of spray carb cleaner, and a whole lot elbow grease was enough to get them looking halfway decent. I also bought a can of Gunk Parts Cleaner. This was basically a paint can with a metal basket inside. You place the small parts in the basket, lower it into the can, seal it, and wait a few hours. This helped to loosen the caked-on crud and the brushes did the rest. I used a set of wire [cleaning needles and brushes](#) (basically pipe cleaners) that I found on Amazon for only a few bucks to clean the air and fuel passages. Picking off bits of old gaskets was the most time-consuming job, which required a combination of more carb cleaner, paint scrapers, dental picks, and occasionally light sandpaper. I found that spraying the gasket residue with carb cleaner made them easier to scrape off. While not shiny and polished like you'd get from a pro rebuilder, I managed to get all the parts cleaned and ready to go once I could acquire a new rebuild kit.



Off with the bonnet

Early July brought about engine removal day. Four gentlemen from MVT came to my garage to assist. By the time they arrived, I had the car pushed out of the garage, front bumper removed, and all the tools ready to go. We started by removing the bonnet, which consisted of two bolts connecting it to the hinges. Being careful with the wiring harness, we rested the bonnet on some trash cans next to the car, out of the way. The engine was then connected to the hoist and detached from the mounts.



Getting the engine out

The only real drama occurred when we tried to separate the exhaust pipe from the manifold. Prying them apart was successful on one side, but the side closest to the engine held fast, and we couldn't wiggle the pipe enough or get a pry bar in position to break it free. Out came the Sawzall, and a few minutes later the motor was free! The transmission and clutch came off easily, and the engine was secured to the stand. A celebration ensued featuring toroidal pastries from Stan the Donut Man. Now the real fun could begin.



On the stand and ready for rebuild

Next time - Part III: Disassembly and a Disgusting Discovery!

Relocating Battery Blues

Bruce Clough

Something I have been wanting to do for a while is to relocate the battery from the engine compartment to back on RHAPAW. This does a few things:

1. Gets the battery to a more stable environment.
2. Puts more weight in the back of the car.
3. Makes it much easier to get to the carbs and fuel pump.
4. Cleans up wiring.
5. Puts to good use parts that came off the FrankenStag.
6. Keeps Bruce out of bars at night.

I did this before with Freebie (long-sold TR7) and wanted to do it even better this time. Or at least that is my story, and I am sticking to it...



Freebie (1981 TR7) engine compartment without battery. Note easy access to oil filter and under-carb area and the electrical junction in front of the wiper motor in the foreground

Another thing I wanted to do is to look at the bodywork under the battery area. RHAPAW had a lot of accident-fixing work done to it and it was originally a Pennsylvania car. I had a hunch ugliness awaited me. I was not disappointed.

Step One - Relocating Battery

So after the Guy Fawkes tour it was time to take RHAPAW off the road and start in to the relocation. First step is actually the easiest - mounting the battery in the back. Now, if I were a purist, I'd use

a TR8 battery bracket and cover, but since I am cheap, I just went to Amazon and for much, much less bought a generic battery tray/holder. This meant that I had to drill a few holes, but also that I saved \$100+ that I could apply to bourbon. I also drilled another hole for the battery grounding and made sure the metal at the point was clean and used conductive grease to protect that connection.



Battery in place in back

Next I had to install the positive cable going forward. I had the one from The FrankenStag which was too long, so I removed the back interior panels on the passenger's side (which put up a hell of a fight and fell apart, but that's a story for later) and ran the cable forward. It was too long by about three feet, which I expected - this will have to be cut off once the new battery connection terminal on the firewall is located. Now it was time to work on the old battery location.

Step one was to install a new engine ground strap. Fortunately I never throw away old ground straps, so I had a couple to choose from. I attached it to the original engine location (bell housing stud) and then to a cleaned-up stud on the firewall.



New engine ground strap

Step Two: Removing battery bracket, fixing rust & holes, mounting modified electrical junctions, relays, and fuse box

In Freebie I just cut away the battery tray portion of the combo battery tray/windshield wiper bracket welded to the passenger inner fender. Easy to do since battery acid had done it in years ago.



Modified inner fender bracket on Freebie - just cut away the battery tray but left the wiper motor bracket in place

This time I was going deeper - the body filler on the inner fender, signs of rust underneath, arbitrary holes where there should be none, and the angle the wiper motor sat on the bracket told me that the whole bracket would have to be removed and remade.

The next step was to get out my Dremel tool, and order a lot of Demel cut-off discs from Amazon. This tool can cut through metal in tight spaces, but uses up plenty of discs in the process.

Safety note - since that side of the engine has carbs, fuel lines, and fuel filter on them, I covered that whole area with wet towels before I started throwing sparks all over the place. I was also wearing gloves, safety glasses, and a face shield.

Cutting/grinding was easy, albeit a bit slow. Ground out the obvious spot welds, cut a bit to get at the others. Where I could get away with it I left small parts of the bracket attached where it would be hard to grind them off. Went through about 20 discs total - Amazon sells them in bulk...



Partway there - getting a cutting tool into all the weld locations was tricky



And it's off - yee-ukkk!

Under that bracket was some, okay, a lot of ugliness. All those nasty body welds, bent metal, rust holes, holes from the body work, and gobs of polyester filler, were plainly evident. The plan wasn't to get this pristine, but at least get the rust stabilized, the holes fixed where needed, filler removed where I could, and get sharp edges under control.

To stabilize the rust, I needed to grind off the rust and spray with a rust convertor to leave a paintable base. That took a few minutes with several electrical and mandraulic wire brushes, then used Permatex Rust Encapsulator/Convertor on it. .



Rust stabilized

The next step was to drill any more holes I needed to for locating the new battery cable junction, and the existing fuse box and fan relay.



Electrical junction, fuse box, fan relay - and a spare relay just for fun - on the firewall

Now with the holes drilled time to smooth out the firewall a bit. I got my trusty filler can out and smoothed over the most egregious of the bad bodywork and holes. It took several coats with some sanding in between. Final coat was tube body filler and then use a hair drier to cure the plastic. It won't be beautiful, but better than it was by a long shot.



High-tech filler curing in action

Now to get ready to paint. The area not being painted, called "the rest of the car", needed to be protected from overspray, so I started to tape the area off. This is done by using narrow blue painting tape to define the area, then using wider tape to attached the plastic I used to protect the body work.



Taping area to paint

Unfortunately, the paint I have is a three-part exterior paint - primer, base, and clearcoat - way overkill for this, but it's what I have, leftover from fixing the clearcoat on the front fender wheel arch

last year.. Painting went pretty easy except for the minimal room I had to maneuver a rattle-can around. Used the trusty hair drier to accelerate curing between coats.



Painting underway

The paint I use takes only takes about 30 minutes between steps, and using my trusty hair drier to help the primer and basecoat curing really helped the time required, so I had all the painting done in less than two hours. Initially the color is lighter than the car, but what I have noted is that after a day or two it deepens a bit - we shall see.



Painted fix ready to start putting the stuff back on it.

So now on to getting the new electrics attached. That was easier said than done. Yeah, all I was really doing was relocating a fuse box, adding a connection block using studs and nuts rather than large Lucar connectors, and adding the cable to the battery, but it still took a while.

Sadly, I didn't take any pictures of this process. It went like this:

1. Trim excess plastic wire separators from new terminal block (they are not needed and get in the way)
2. Attach new terminal block (I use ones from Jegs) to the body.
3. Measure length of battery cable needed, cut cable. Since the Stag was a longer car than the TR7, I shortened the cable by about 2-3'.
4. Solder on a cable terminal. You have to use a torch for this. I fluxed the pieces going together and used rosin-core solder.
5. Protect new terminal with shrink-wrap insulation.
6. Install battery cable.
7. Cut starter cable to length to reach terminal block with some slack. Solder on a new terminal, insulate, and connect to terminal block.
8. Put terminals on existing brown wires, insulate, and attach to terminal block.
9. Measure wires required for fuse block mounting location as well as radiator fan relay. Cut to length, solder on appropriate connectors, and insulate.
10. Insulate non-used terminals for fuse block and relays, attach to car.
11. Connect wires
12. Test connections using a low-current power supply before attaching battery.

As all detail work it took me several hours to bolt in the components, cut and solder on new connectors and shrink-wrap insulation, then tie it up/secure it from the battery forward. In the end it looked okay, certainly neater although (again) you can see the bad body repair easier.



Relocated/New electrics in place

Step Three: Put back in wiper motor and gearbox

Now to put the wiper motor back on. I was expecting this to be a bit of a fight. But early on I made a decision to go as simple as I could. The original mount was just a strap holding the motor in place against a flat metal surface, so I decided to make a simple bracket and secure it to the fender well in two places. I reasoned that, and the rigid tube to the wheel boxes would keep it in place. To do this I had to locate the wiper motor and gearbox in space and design a bracket to put them there.

First thing I did was to take off the worm cable to make the motor/gearbox easier to take on and off, a LOT easier to take on and off. Next, I wrapped the case in tape to minimize the scratching (yes, there would be scratching, of course, but at least I'm trying to keep it down). Finally I used some small bungee cords to keep it in place in the car so I could measure what the bracket needed to be to have it in that place.



Bungee 101

This located the bracket and gave me the dimensions. I then went to my shed of tricks and found a piece of aluminum bar stock the right length and width. Now I bent up the bracket, cut to size, drilled 1/4" holes, marked the holes on the inner fender, drilled holes in fender, and installed bracket using some new 1/4" bolts.



Doesn't look like much, but it will be enough

I like the minimalist approach. Now I re-lubed the gearbox, put the worm cable back in, fed the cable in the tube, attached the gearbox to the tube, and temporarily secured the motor to the bracket using high strength double sided tape. On the MVT Facebook group, Ken Moore, Tim's brother joked about me using nylon ties, but he wasn't very far off what I was planning. I knew I had some large stainless hose clamps, good aviation-style clamps, so I grabbed a couple of these and used them to secure the motor.



Motor secured

Turns out this mount secures the motor much more than the original configuration did - this is rock-solid and no motor body movement is allowed by the clamps. The original dust cover was cut down a bit to fit the new configuration and secured with a nylon wire tie.

Fired up the motor so it would self-locate the wheelboxes, and put the wiper arms back on - bingo we have wipers and the motor is much easier to work on if needed.

Fratricide

As usual, some things gave me heartburn while I was "fixing"...

- The interior back carpeted panels between top stowage and the trunk had their mounting screws rusted in place - the water that did that also degraded the cardboard backing, making it brittle and cracked. Had to remove these to run the battery cable. Glue ain't gonna help - replacements ordered from Rimmers. They are on a container ship off LA, so who knows when I will get them.
- I taped the front fender to protect it. Used good 3M blue painter's tape. Of course, some of the fender clearcoat came off with the tape - can you say "annoying"? I have more clearcoat, but that's going to have to wait until spring. The clearcoat on this fender just isn't good...

In the meantime I'm going to take the dash back out and fix a few things I noted last winter.

Stay tuned....

Just because I can...

Bruce Clough

This is a series of several TR7 Dash articles. With winter here it's time to fix a few things...

Okay, so I like to fart around with things. I'm an engineer, it's inbred. Sorry. Coming back from Caesar's Creek Winery on the Guy Fawkes Tour I realized the double-DIN media receiver I had put in back in 2019 along with relocating a switch and putting in several USB power ports just wasn't working as well as I thought. The receiver was okay, but putting the power port low on the passenger side meant I could not see the voltage readout on the front and getting to it required a bit of bending sideways while driving.

To move the USB ports up meant I would have to go back to a single-DIN media receiver (which I just happen to have) and another center console unit (which I have several of). Since the media receivers are the same brand, I don't even have to worry about switching out any connectors. I decided to do this as part of the greater Winter 21-22 dash fix effort.

First step was to prep the new center unit to take the new media receiver. For those of you who have a TR7/8, you know the radio mounting location was designed for a single-DIN radio, but from the 1975 era. The media receivers (called this since they do not contain a CD player, but rely on radio, memory sticks, or Bluetooth to get songs to play) of today are light, shallow, and use a metal mounting frame that goes into the hole you are mounting the radio in. The frame attached to the car, the media receiver attached to the frame. Easy installation.

Except the frame is a smidge larger than the opening, and I want to flush-mount with the front of the console and not recess it as is the case for a stock radio. This required me to get out my flat-bastard file and shears to cut and reshape the opening a bit, very cathartic after dealing with

FedEx customer (dis)service. (story there). In about 10 minutes I had the frame fitting perfectly.

Next I took a shipping box and made a paint boothette to spray the frame black - the same color as the medina receiver and the dash. Put a fan on the part to speed drying and baked it a little in the oven.



Paint Boothette

Then I just mounted the frame, swapped over parts from the old center console, and bam, good to go!

Oh wait - it wasn't quite that easy. Since RHAPAW has a dash that is not quite in the original place (as far as where it is mounted on the car) due to body repair, the passenger side of the console has to be trimmed a bit to fit right, this takes off about 1/4 - 1/8" in places from original. Okay, now we are done...



Old console on left, new on right...

Figuring out who to blame for this

Clyde Collins

A strange British fellow loaned me this TARDIS for some Absinth so I took a trip to 1954 Coventry to find some Lockheed wheel collars, Lucas 471 bezels, etc.



Apparently the Daleks have been hoarding these for their robot bodies and world (universe) conquest. The barrel of Glenfiddich didn't fit through the doors, so I just made do with common parts. Can't change history, the present is hard enough. .



It's a cluster, all right...

Bruce Clough

Earlier this year I helped John Clifford and the Senters clear out a bunch of TR7 parts from a prior member. In these parts was an instrument cluster that I rebuilt the flexible circuit board on the back as a replacement for RHAPAW's, which has bad traces in several areas. Time to put it on.



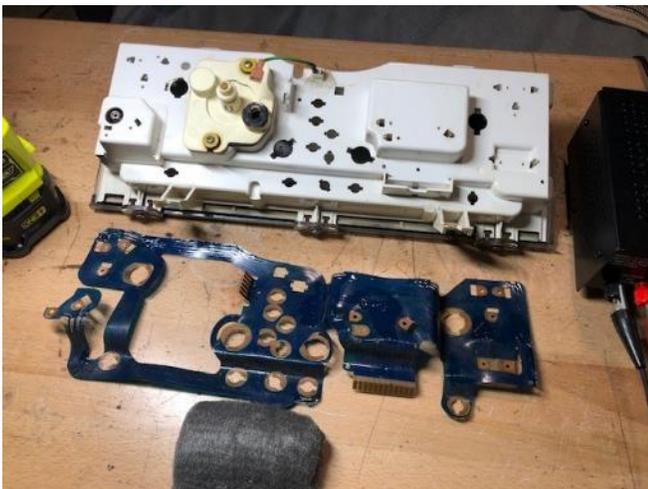
**"Old" flex circuit board on back of the cluster.
Red wire jumps a break in the board**

For some reason the instrument cluster came out without too much of a fight. Weird that. The cluster is from a '75 TR7 and I believe the cluster was

replaced after whatever accident RHAPAW was in that caused it to end up on a salvage title. I do note that the speedometer was replaced, which seems to indicate that the shop swapped back in the one from the original cluster - why else would you keep an 85 MPH speedo?

But I digress.

The old flex board came off easily enough and the plastic case below was in good shape. I cleaned up the plastic, and while I was at it I decided to use the "other" high-beam lamp location which is on the upper right of the instrument cluster, not used on '80 TR7s, since the blue light from that LED is a bit bright and right into my face in the stock location. That old location is still there, still has circuit board connections, and still has a blue plastic piece in front of it. All I had to do was to remove some black paint they used to cover it up.



Clean cluster housing (top) and the refurbished flex circuit board (bottom) - made sure the contacts were nice and shiny with 0000# steel wool...

Attaching the new-old circuit board was anticlimactic. Next thing I did was to remove the transparent green plastic dome filters over the instrument light mounting holes. This was done to give green light when incandescents were used, but since I am using green LEDs they are not needed.



Redundant green filters to the left, green LEDs which will be used instead on the right

I next seated all the lights and made sure they all worked - they did. Set the cluster aside to work on the wiring harness that feeds it.

So the goal was just to swap the instrument cluster/switch sub-harness for the spare one I have. The one in RHAPAW is just that - jumper wires replace a failed fog light socket as well as several other faults. Well, surprise, surprise. The spare harness was from an earlier car and not compatible. For the 1980 model year the California TR7s were fuel injected and the wiring harness needed to account for carb'd and EFI cars. Nice - so much modification happened that I decided to just fix the old harness using parts from the new one.

- Replace the Fog Light socket using the hazard switch socket - wires are high enough gage since we use LEDs.
- Cut out the unused read window heater switch socket and splice wires where needed.
- Stub-off all unused wires.
- Switch high-beam light wire from independent connector to the large multi-connector so the new high beam indicator will work.
- Wrap where needed.

Perfect way to spend a Saturday afternoon soldering and wrapping wires.



Completed Instrument Cluster sub-harness

Final step is to check the harness by connecting it to the instrument cluster and the switch panel. I used a bench 12V source and my trusty moving-needle multimeter. Most things worked alright. Found a couple corroded connectors and several loose ones, but in the end everything checked out.



Under test

Finally the harness, switch panel, and instrument cluster were put into the car, tested once again to make sure everything worked, and then secured. I feel a little better about that wiring now.

That's about as far as I can go until a radio antenna wire extender gets here - the existing one is too short by several inches to fit the new media receiver. I did modify the tunnel-mounted shifter and parking brake plastic trim piece so it can be removed and installed without taking off the radio part of the center console. With two cuts you join

the handbrake and shifter holes - makes installing and removal a lot easier.



Modified tunnel trim panel showing the plastic removed, saw used, and the resultant piece

So what is there still to do on RHAPAW? Plenty, hey, it's a car and I'm an engineer. Get the interior back together, then replace the K-subframe. Probably will have to renew some suspension parts while I'm at it. Oh, those trunk lid struts need replacing also...

Ought to be fun!

MVT Memorabilia

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



MVT Enamel Car Badge - \$30.00



MVT Cloth Patch - \$12.00



MVT Pin - \$5.00



MVT Car Flag - \$5.00



MVT Window Sticker - \$1.00



MVT Magnetic Signs – these can be easily cut so they are round. They are 12”x12”, 11” in diameter if cut round. - \$12

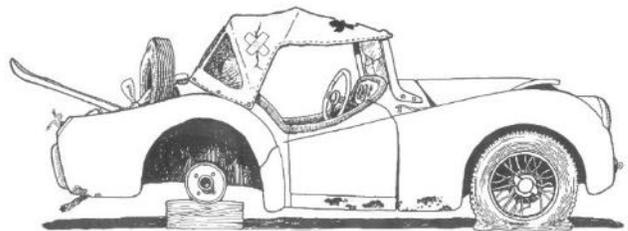


They look very spiffy on a TR7...

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

Classifieds

Classified ads are free to MVT members and run month to month. We do not endorse anything in here, nor do we get any compensation in fees or royalties. As with the rest of life “buyer beware”.



Hardtop for Sale -Triumph TR6 Snugtop Custom Hardtop:

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

Inquire at tryanity@gmail.com

Wanted - a TR 2-4 engine for display at British Transportation Museum. Not running, complete as possible and free or cheap. A project of Giuseppe. Clyde Collins - cyaclyde@outlook.com

2021 MVT Holiday Soiree and Brown Bag Auction! 4 December 2021

The Soiree will be at Queen of Apostles Community [Where Lois and Don worship] meeting room at 4400 Shakertown Road – this is on Bergamo. We will have social beginning at 6:30PM and eat sometime after that...

MVT IS COVERING COST OF MEAL SO PLAN TO BRING YOURSELF FOR A GOOD TIME WITH MVT FAMILY. REMEMBER BROWN BAG AUCTION. RESPOND TO LOIS BIGLER AT 937-603-4194 SO WE HAVE ENOUGH TO FEED THE MASSES!!!!!!

For those folks with computers, Google 4400 Shakertown rd Dayton Oh 45430 into Google Maps. The map will get you to Shakertown at County Line/Research Rd. Go 2 tenths mile east 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. For those web-challenged folks the map is on the next page.

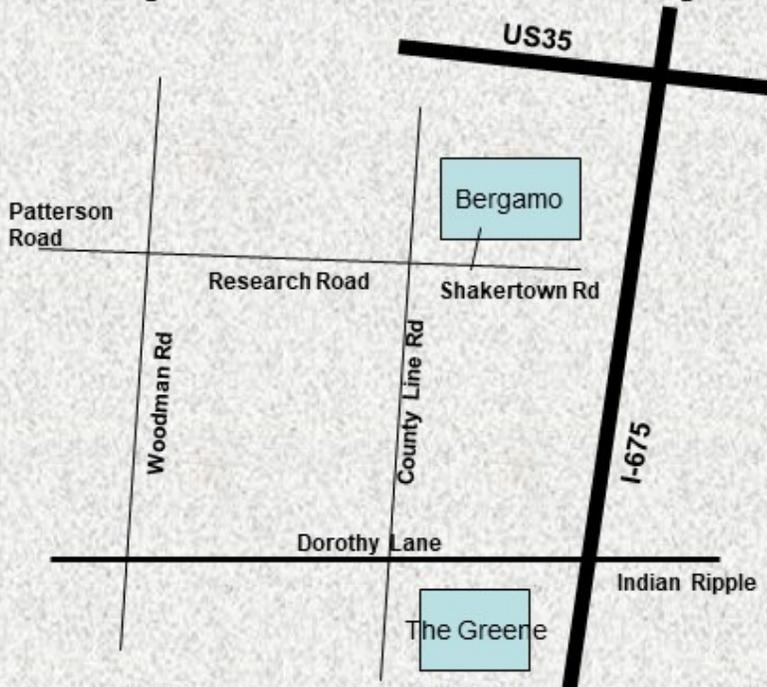


Cell number for Lois and Don is (937) 603-4194. We will have phone turned on. If anyone wants to discuss specific directions from further away places, give Lois a call at the number above. Bruce, feel free to add anything to this message that you think might be needed so folks can easily get to gathering.

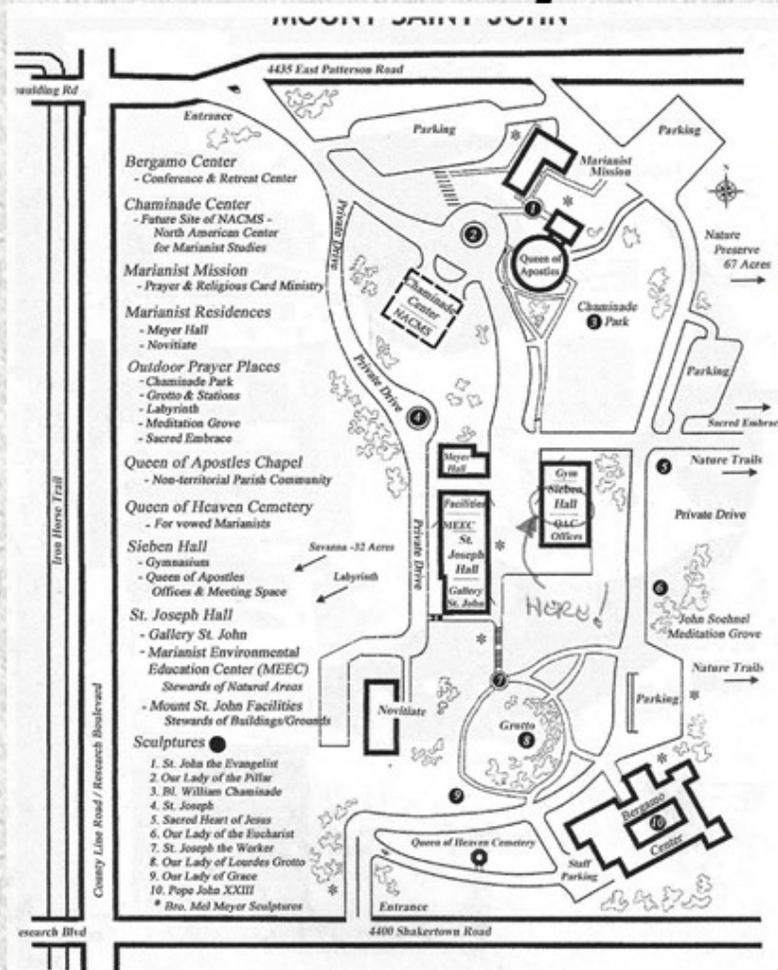
Okay, I will – everyone needs to bring at least one brown paper grocery bag containing fun stuff to auction. Fun stuff is defined as old triumph parts or things that will make folks laugh, like plastic fish and old 8-tracks or 8-track players. The weirder, the better. All proceeds go to the club treasury. You cannot leave your bags once you bought them. All unclaimed bags will be mailed to you!

As was said the club is providing food, but we are also providing coffee, tea, and soft drinks. BYOB anything else.

Map To Queen of Apostles [Bergamo]



Directions: However you can, get to the intersection of Research and County Line roads. Go 2 tenths mile east 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



Bergamo
Detailed Map