



The Marque

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

July 2022



Survived TRA 2022 - More inside

Events this month:

- 6 - Monthly MVT Meeting
- 9 - Miami County Tour
- 21 - TRA 2023 Team Meeting
- 23 - Pool-Less Pool Party
- 26 - BCD Zoom Meeting

In This Marque

- TRA 2022 By Pictures
- Another rocking tech article by Greg!
- TWS Gathering

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,
veigh607p@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://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 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



Volunteers needed

John Coutant

Happy 4th of July! Summer is officially here (along with the heat and humidity). I hope everyone has had the chance to remember the struggles that led to the formation of the United States and celebrate with friends, family, and little British cars (after all Britain was a part of all this).

July is a month when we start having more activities. I hope you all have RSVP'd to Carol for the Pool-less Pool Party by now and there is a club drive scheduled. Check out the events here in the Marque for details.

Dayton British Car Day is just a month away and planning is well underway by MVT and the MG Club. This is a big show. We had about 270 cars on the field last year. As you can imagine, it takes a lot of volunteers from both clubs to get all these cars through registration (MVT) and on to the correct spots on the field (MG club). In addition, we need to pack the registration bags with goodies the night before, count the ballots for the participant choice awards (MVT) and do the

presentations of awards (MG club). There are other areas too like the club and T-Shirt booth, and traffic control coming into registration. We'll have sign-up sheets at the July meeting and will be sending out email sign up requests to follow up to make sure we have people for the critical jobs and enough people to divide up the time when they have to work in smaller segments.

May was the month when our membership renewal occurred. Valerie has been busy collecting dues and just a reminder that she will be happy to collect your dues at the July 6th meeting or by paying online if you can't make it. Historically we have waited until BCD to strike a membership from the list so, if you haven't yet, please renew your dues.

From all reports, TRA 2022 was a great success with lots of cars. Bruce and others are already planning for TRA 2023 and made the announcement at TRA 2022 about Hueston Woods. For a national event like this there are a lot of opportunities to help, especially in setting up events and activities for attendees.

On a personal note, most of you know I have been limited in time for events because of Betsy's surgery. She is doing well but we have scheduled surgery for the second knee September 2nd, so I will also miss most of the fall events.

I hope you have had a chance to enjoy your Triumph in this nice weather. I entered a small, juried car show in Glendale last week with the TR3A. The first chance I have had to be away from home for any length of time and it was fun to spend the day talking cars.

I hope you have had a chance to enjoy your Triumph between rain showers. I've had the TR3 out several times, although for short drives.

Vice President's Report

"Howdy! Well, Mrs Peel (the name my TR6's previous owner gave her) made it to Gettysburg and back (around 1,000 miles) just fine thanks to all the help I got from yooz guys in getting her ready. Noticed a couple issues when we got back

that need addressing but, all in all, a successful trip.

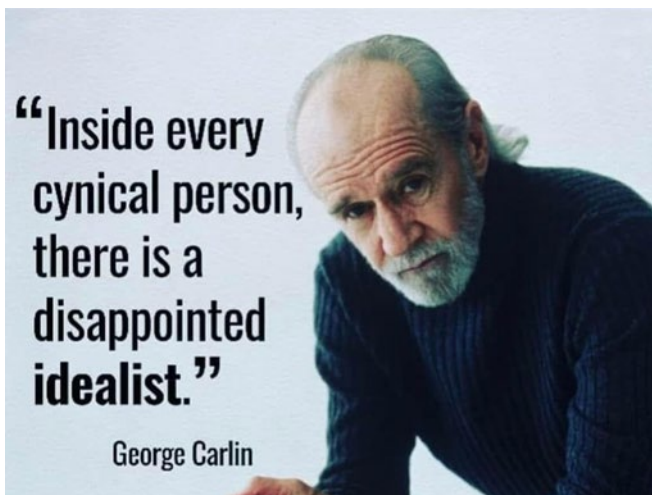


Funny, this doesn't look like a TR6....

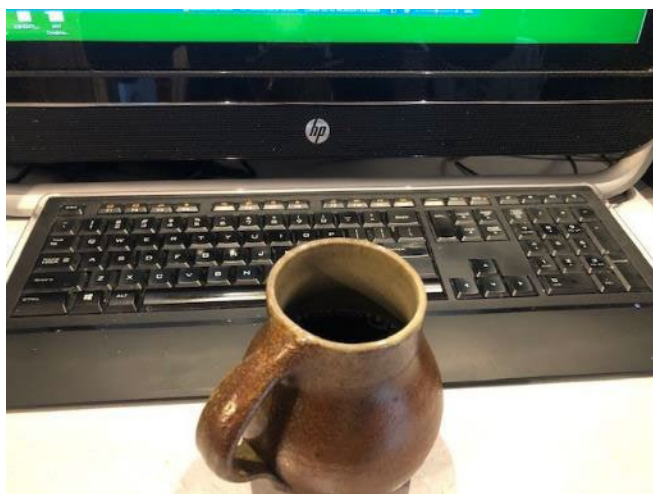
The 7 MVT'ers who attended (includes Duncan) seemed to have a good time. I know Chris & I did. We had been to Gettysburg several times in the past so we didn't do the Battlefield Tour this time but did partake of just about all the other events ... including a trip to Mr Ed's Elephant Emporium and Candy Shoppe!

Now it's time to get down to the business of preparing for hosting TRA 2023. In order for it to be a success, we'll need the help of all of **you**. The committee's in-person and/or "Zoomed" planning meetings are open to all and I'd encourage you to get involved. 'Til next time, I remain your faithful Vice President.

Chuck White



Marque Editor's Report



Well, hopefully you've had a wonderful 4th weekend without a lot of fireworks causing your dog to hide and heartburn from too many brats!

Thanks for all the contributors this month - nice articles and keep them coming. I have a feeling there could be a lot of TRA 2022 pictures in this Marque!

I also have the feeling that I'm going to be writing a few tech bits after driving Old Paint to and back from Gettysburg. Funny that.

See you on the back roads!

Cheers - Bruce

Treasurer's Report



As of 1 June 2022, the club account had a balance of \$3276.43. For the month of May, the club's income was from 50/50 for \$13.00 and memberships for \$145.06. Total income for June was \$468.06. For the month of June, the club had no expenses. As of 1 July 2022, the club's account balance is \$3434.49.

Respectfully submitted,

Harry Mague.

Membership Chair Report

55

If you are one of the 10+ MVT members who have not yet paid your \$20 annual renewal dues, there is no time like the present to do so! Our by-laws indicate that membership shall lapse if dues are not received within 60 days after the 1st of June. Please continue to support our car club by choosing one of the following payment methods.

- In person at the July 6th membership meeting (\$20 cash or check payable to MVT)
- Via US mail to club treasurer Harry Mague, 4044 Meridell Drive, Beavercreek, OH 45430 (\$20 check payable to MVT)
- Via the PayPal option (\$21.25) at the MVT website
<https://www.miamivalleytriumphs.org/online-dues-payment>

Thank you for your support of MVT!

Valerie Relue

Events Chair Report



Ugh - June was a great month for Triumph driving, unless you were looking at blinking coolant and brake warning lights and were wondering what the issue was since all was working well. TRA 2022 has come and went and now we need to get ready for Dayton BCD and that pesky VTR trip in late August. Oh, there are also a slew of events between, so we better get driving!

This month there are several events of note:

- The Cliffords are hosting a drive on July 9th
- TRA 2023 Team Meeting on the 21st at Zemore's and Zoom
- The Pool-less Pool Party is on the 23rd at the Rutledges

As I always say - If you want to host an event, or have an idea for one, do not be shy. Let me know and we will figure out how to get it on the schedule.

Speaking of events, **Dayton British Car** day is just around the corner and I would like to remind you that it runs on volunteers, volunteers like you and me, to make things happen. Here are your chances to shine, the actions we need folks to help with:

Friday night August 5th - 6:00 PM at Eastwood Metro Park - Bag Stuffing (everyone welcome)

Saturday August 6th, Morning

- Car control before registration, spectator parking (+4 people 8:30 -10:30; 3 people 10:30 – 12)
- Registration at shelter (8:30 -12) Stan, Harry, Chuck, Chris, Bruce (+ as many as possible, especially at crunch time 9-10:30)
- Vendor setup Greg Relue
- 50-50 Jeff Bart
- T-Shirt Booth - Valerie, Patti

Late Morning/Early Afternoon

Ballots – Alice Owen-Clough, Bruce, Chris White, Michael & Adrienne Meade (+as many as possible when free)

Don't worry if you have never done any of these before, our friendly on-the-job training will ensure you are an expert in no time! So please, volunteer to help - thanks!

Let's talk VTR

29 August - 1 September is the VTR National Convention in Galena IL, pretty much as far north and west as you can go in Illinois. By Interstate it is 7 hours via Chicago, about 10 hours if you take US and state routes. Note there is a time change involved also.

We are planning on being there, but should we make it a 2-day affair? Are others going that are driving their cars stopping, or pressing on the whole way in one day?

MVT Events Calendar

Past

June 2022

1 - MVT Monthly Membership Meeting Minutes

Meeting called to order 7:31

Opening Remarks

John Coutant: Summer is here! The TR3 felt like a toaster oven.

Request for Changes / Additions to Agenda

None

Introduction of Guests/New Members:

John Coutant welcomed our newest members, the Eberhardt's.

Officer Reports:

President John Coutant: Not much to report, all of the officers are doing their jobs and makes my job easy.

Vice President Chuck White: Thanks to everyone for helping to get the Tr 6 back on the road. I have a few more issues to fix so watch for another Tech Session!

Treasurer Harry Mague: \$3276 (Harry says money doesn't matter!)

Secretary (absent- Patti Clifford filled in): Motion to approve April and May Minutes by Stan Seto – 2nd by Greg Relue. Motion passed by voice vote.

Membership Valerie Relue: 55 members. We still have 19 members who have not renewed so I will be sending reminder emails to those members.

Events

May:

- Caesars Creek 10th anniversary get together, nice day.
- Tech session at Chuck's for brakes.
- Dayton BCD Zoom meeting went well
- Millers Dry Goods Drive. Lots of new roads, great drive
- Columbus BCD in Dublin.
- TRA 2023 committee visit to Hueston Woods and follow-up meeting for answers to questions.
- TRA 2023 committee meeting.
- Car show at British Transportation Museum. There were 25 cars, very low keyed and it rained, but was good exposure for the Museum.

June: (see Marque for more information)

- 12 - Cincinnati Concours d'Elegance
- 15 – TRA prep zoom meeting. If interested in joining the meeting, contact Bruce Clough.
- 20-24 Triumph Register of America National Meeting in Gettysburg, PA. MVT group will be attending. We plan to leave on the 18th and return the 25th.
- 26 – Saint Mary's College, Notre Dame, IN - Michiana Brits Annual British Car Show
- 23-26-- SVRA @ Mid-Ohio Speed Tour

July:

- 9 – Drive northern Miami Valley tour by John Clifford and Jeff Barth – More details next month.
- 23 – Pool-less Pool Party at Roger and Carol Rutlidge's.

Standing Committee Reports

Technical: TR6 door lock problem at Chuck's. He found cleaning gunk out helped tremendously.

Marque: Nothing new

Website: Nothing new

Memorabilia: All listed in Marque and Website - email Harry if interested.

Event Committee Reports:

Dayton BCD is 9 weeks away and is moving along. John passed interest sheet to see where volunteers want to help. Stan has mailed fliers to those who prefer to send checks vs online registration. Thanks to Greg Relue, we have a new flag for the entrance of the park. MG club is working on ideas to get registrants to the correct place on the field. Stan reports that registration is slow, if any club member is not registered yet, please do so ASAP.

TRA 2023 – Bruce is getting fliers advertising Houston Woods and Butler County info to be handed out at TRA 2022. He is also working on a presentation. We will be able to work on more details after the 2022 show. He has contacted the judge for the concourse show to see if he prefers lawn or parking lot for show.

Old Business None

New -None

50-50 Raffle \$13 Scott Huey

Adjourn 8:03 PM Motion Chuck White 2nd Bruce Clough Motion carried.

Respectfully submitted, Patti Clifford (filling in for Clyde)

The Wedge Shop Gathering 2022

Karl Ludolph

For those without TR7's or 8's you may not have heard of The Wedge Shop, (TWS). Woody Cooper and sons have been modifying TR7's and 8's in Taunton MA for several decades. Each summer he invites the modified TR's and others to a gathering in West Dover VT.

This year I made the two-day drive in the Silver Wedge after a thorough check up on Bruce's lift. The 820-mile drive over was uneventful with great driving weather and it included an overnight at my alma mater Penn State. Ah the "glory years".

The TWS gathering took place at the Kitzhof Inn, a beautiful home converted into a Ski Lodge near Mt Snow VT. The Inn is run by a couple from the U.K., Simon and Alyson, with all of the comforts of home, including a cooked to order breakfast.

This year we had 18 Wedges in attendance and a few Land Rovers.



Notably, there were two original wedge owners, both retired Air Force and retired from American Airlines.

The event started Thursday Evening with a BBQ dinner, then drinks by the campfire. The next day we had a 90 min ride thru the scenic mountains to a brewery followed by dinner at a local restaurant. The day ended with cocktails and beer by the fire pit into the wee night hours.



The next day featured another drive to lunch, a drive back followed by dinner at Anchor Seafood in Wilmington VT where they provided a private room.

After breakfast the next day we all packed up for the trip home, with promises of being back next year to enjoy the beautiful twisty mountain roads and the camaraderie of other Wedge owners.

15 - TRA 2023 Zoom Meeting

Really not much to talk about - we reviewed the plans for what we were saying and wearing at the TRA 2022 banquet - agreed that we were all set, and completed the meeting. TRA 2023 team members heading to TRA 2022 were all in attendance.

20 - 24 Triumph Register of America National Meeting - TRA By Pictures

Bruce Clough

Since I have a lot of Marque stuff to put together I am just going to stick in here pictures (more or less in chronological order) of the things that

happened to us during this trip to visit and experience TRA 2022. In a nutshell - it was a great time and makes us look forward even more about hosting TRA 2023. The MVT members in attendance were the Collins', Whites, Harry Mague, Alice Owen-Clough, Bruce and Duncan Clough.



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

Yes, it was at Gettysburg, and you MVT got there without being on an interstate, okay, we jumped on I-68 to get around Cumberland, MD, but that was it, honest!



We formed up on Saturday the 18th @ Tim Horton's in Xenia - had to carb up...The 18th was a cool-beautiful day - all the tops were down and jackets on! Okay, so Stan had his up, but his jacket was on!



First stop was The Old Home Place near Frankfort, west of Chillicothe. More carbs and flavored milk! You couldn't ask for a more beautiful day - blue, blue sky!



Second stop for the day was a fabric shop in Chillicothe - Chris and Alice went in while the rest of us chatted with folks from a barbershop next door.

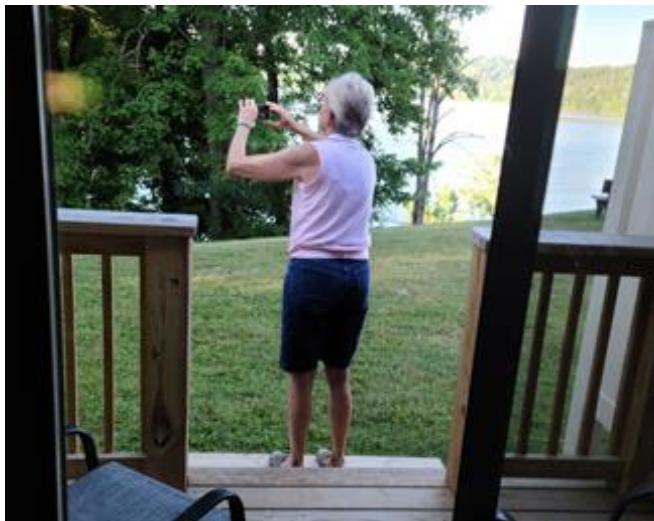


Next stop (after some gas) was a large quilt store in Parkersburg, WV. It even had a nice parking spot under an old fueling station cover!

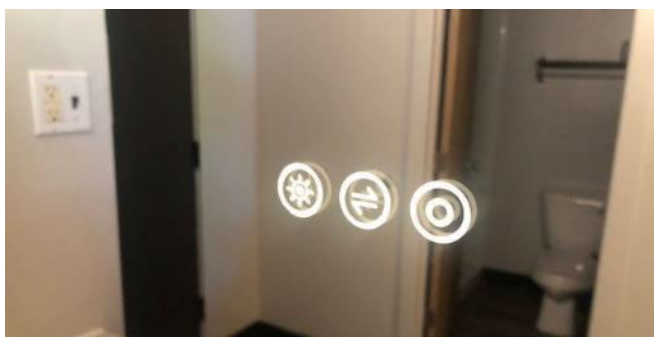


After an interesting antique store stop near Ellensburg WV, we stopped at Tygart Lake State Park Resort just a bit south of Grafton,

WV. This is a very pretty, but small, lodge that is on a nice lake, but a bit of a drive to reach over interesting roads!



Chris being one with the wildlife at Tygart...



Nice room, wished we knew how to work the smart mirror...



We left Tygart Lake when it was about 45F outside, so tops were up and heaters on. First step - follow a Buick up the high Alleghenies...



..second step after a bit of Gas was to head into Pennsylvania to the Flight 93 Memorial





Walkway following the flight bath of the aircraft before it impacted.



We suggest that all of us should visit the memorial to remind us that freedom isn't free, and that common citizens paid the ultimate price so the rest of us can drive things like Triumph to car meets...



After a lunch we spent a few hours more driving, but stopped on the west side of Gettysburg for a little winery that didn't have very good wines, but they did have a long gravel driveway to get our cars dirty...



We knew we were to Gettysburg when the monuments appeared - this is a statue of USA Gen Reynolds commemorating his heroism (and death) on the first day of Gettysburg



The Wyndham at Gettysburg is an interesting hotel - somewhat dated, and with no restaurant or bar during the week (but they ended up opening the bar Tuesday on when

they found out the kinda drinkers we were) - we had to walk next door to the Marriott for breakfast. Lots of tours staying there with lots of kids and busses. Here are the TRA folks lining up for a drive to the Military Park...



...and here are a lot of TRA'ers giving Brad Howes advice on how to fix their TR3A (this is Amy Richard's old pink TRA IYKYK)



We also visited another winery around Gettysburg - it wasn't any better than the other one. We then vowed the last stop on this tour would be Caesars Creek Winery where we knew we could get good wine.



Ain't that the truth!



Every night the TRA 2022 staff had the hospitality room open. Bruce is not one for cheap beer, but he does like Twizzlers...



We also had the chance to visit Mr. Ed's Candy Shoppe and Elephant Museum a bit

west of Gettysburg in the northern extent of the Blue Ridge. You could pose for pictures...



...and more pictures



On Tuesday evening we had a welcome BBQ just down the street from the hotel. This was a great chance for pics of all the cars. We did take pictures, but the food was much more interesting...yum!



Okay, here is a picture of all the cars, don't know the exact count, but there were almost a 100 registrations



MVT Cars in the TRA 2022 Participant's Choice Car Show - we had the show Wednesday Morning, and it stayed dry until that afternoon, and then it opened up on us! BTW - the food truck on site for the show was pretty good, didn't find any decent parts at the swap meet though...



The parking lot was very iridescent after the rain, and might have qualified as a super-fund site...



Wednesday evening was the TRA auction. Paul made his obligatory appearance...



...and so did the auctioneer - we got through 120+ items in three hours. A record and congrats went out to all involved in the auction. Note Don Cumberland in the foreground practicing his shoe tying...



The next day was spent tasking a very wet early morning run to an "okay" breakfast buffet, but hey, the scrapple was good, visiting an ice cream stand a bit north and east of Gettysburg up in the Blue Ridge, and

talking to folks in the parking lot. Here is Harry tracing down some rough running issues that would plague him for the rest of the trip (more on that later)



I stepped on this in the parking lot - an early TR fuel pump connection - I considered this a good luck sign!



No pictures of the banquet are in here simply because we were pretty busy doing other things, such as getting TRA 2023 presentations running on a recalcitrant laptop. Needless to say the food was good and the fellowship enjoyed - we also partied until the hospitality room was shut down afterward. Next morning we were on the road after our goodbyes. Stan had already left since he had to get home to catch a plane. On the way Harry's car was still running rough, so we spent some time at an Advance Auto in Bedford, PA trouble shooting - here we are talking to one of the guys from the store - trying to get it running better, but to no avail. In the end we got going again and kept a pace that Harry's car could keep with, and quite frankly that wasn't all that slow - we did okay...



..and Old Paint started acting up a bit - the car didn't want to start in Bedford - starter gear kept spinning without engaging the flywheel - it finally started and we were on the road, but then the low coolant light came on - and I know for a fact the coolant was full, annoying... Oh, the brake light came on also without any brake failures. I guess it wanted to keep the coolant light company.



We all got to North Bend State Lodge in WV about 6:50 PM, enough time to unpack and have a dinner since the website said the restaurant was open until 8. Wrong, they were closing at 7. Placed a to-go order and then ate in the lobby. Probably just as good!



North Bend after our to-go dinner - Harry trying to exorcise demons...



...and the Whites playing with the wildlife...



The next morning we left comfortably early. Harry wasn't feeling 100%, so he was going to sleep a bit more and catch up to us later. On the way out we re-created a prior MVT moment!



The prior moment - on the way to TRA 2009 - White's car looked a bit different then, Stan's still the same as well as Inca - I was driving a '81 TR7 called Freebie - wow - 13 years...



The day was warm, but skies were mostly clear - we stopped at McArthur on rumors of a quilt shop (in between locations, so not open), but the milkshake machine at the McDonalds was working. About this time Harry said he was on the road - good!



We then wandered back into Chillicothe to another quilt store. Here is a picture of Duncan and Bruce enjoying the air conditioning.



So was Chuck! After the quilt store we headed off to get a bit more to eat and then, just as we promised...



We ended the adventure at Caesars Creek Winery.



Ben came to join us for wine, cheese, and a bunch of other goodies - that chardonnay was a perfect conclusion to the sojourn! So, a toast to TRA 2022, the crew that went, and the coming of TRA 2023!

So all had fun, all made it back in one piece, more or less, and we are looking forward to TRA 2023 which we are hosting at Hueston Woods. Our TRA 2023 presentation went well despite Duncan's computer deciding to give us fits just before airtime, and everyone is looking forward to it even though it's not in Lexington. Yes, we gave Harry a chicken and I already had one in my car...

Future

July 2022

6 - MVT Monthly Membership 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/>

Agenda – July 6, 2022

Opening Remarks and Welcome – John

Request for Changes and Additions to the Agenda - John

Introduction of Guests/New Members – John/Guests

Officers Reports

- President – John
- Vice-President – Chuck
- Treasurer – Harry
- Secretary – Clyde
 - Approval of June's Minutes as published in the Marque
- Membership Chair – Valerie
 - Membership renewal for 2022-23 update
- Events Chair – Bruce
 - Summary of past events
 - Upcoming events

Standing Committee Reports

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

Other

- Memorabilia – Harry

Event Committee Reports

- Dayton BCD – Stan, Bruce, John
- TRA 2023 – Bruce

Old Business

New Business

Split the Pot - Harry

Adjourn

9 - Summer Tour of... wait for it... Miami County!!

Next Saturday, July 9th, will be a driving tour of some of the highlights of Miami county without going through Tipp City, Troy and most of Piqua.

We will be starting at Cafe 19 in Englewood. Come early for some coffee and maybe a small bite to eat (keep it light as lunch is at 11:30ish). We will be leaving there promptly at 10am and driving (mainly) the back roads to a covered bridge for a photo op and marvel at its construction.

Leaving there, we go north and go into the west end of Piqua for lunch at 3 Joes Italian restaurant. That should hold us while we go past another marvel of construction, a round (well octagon) barn on the way past Piqua airport.

After about 30 minutes of back roads, we will get to Greenville (Creek) falls for a short walk to the overlook. Eventually we will get to "piece de resistance" where we can imbibe in a wide variety of hard ciders at 21 Barrels Hard Cider and Wine at 2:00. There they will have liquids and some food. When we leave there, we will take a bit

more direct route (about 30 minutes) back to I-75 by Troy where we will say our goodbyes.

Hope to see a fair number of you in their Triumphs or Other vehicles!!



21 TRA 2023 Team Meeting

We will be meeting in person at Zemore's (for the last time - it looks like they will be for sure closing at the end of July) and also a Zoom link has been emailed to club members if they want to join virtually. Bruce will send an agenda out ahead of time.

23 - Pool-less Pool Party



Awaiting you!

Carol and Roger Rutledge are hosting the party once again at their palatial estate in New Carlisle, in fact - here is news release from Carol on the momentous occasion - note this was originally sent to the membership in late June to remind

everyone to let them know by 1 July that you were coming:

The deposit is in for the pork chops, so the plans are being made for the 2022 Miami Valley Triumph Summer Party (aka The Pool-less Pool Party). Put the date in ink on your calendar SATURDAY, JULY 23, starting around 4:00, eating 5-5:30. Please send Carol your reply by July 1 as to how many are attending. Please bring your favorite or unusual side dish or dessert to share with all. The club will provide beverages, place settings and of course Big Willie's mouth-watering Fair Chops.

Big Willies chops are something not to be missed. Those pigs did not die in vain. We will probably have yard games, and lots of tall triumph tales!



26 - BCD 2022 Zoom Meeting

The last Zoom meeting for BCD this year will be on the 26th at 7pm. Invites have been sent out - if you have not received one and you would like to attend shoot Bruce a note/message and we'll get one to you.

August 2022

3 - MVT Monthly Membership 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/>



5 - BCD Set-up at Eastwood Metro Park - Be at the park at or just after 6pm to set up for BCD. We pack registration bags as well as set up parking.



6 - Dayton BCD - This is it - the best British Car Day in the Midwest. I hope you have registered to both bring your car and to help out!!

Registrations are rolling in, vendors are coming, food is arranged, and the Porta-Johns are on order - everything is in place except you, so make sure you register and come on over! All the information you'll ever need on BCD is at:

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

See you there!

13 - Indy British Motor Day, 34th Annual, Zionsville, Indiana British Car Union:

<http://www.ibcu.org>

27 - Bellefontaine Hill Climb Revival 4 - Details forthcoming.



29 - 1 September - Vintage Triumph Register National Meeting - Eagle Ridge Resort and Spa - Galena IL. Travel plans are forming. Bruce is planning a two-day trip there and back to visit the usual plethora of parks, breweries, shops, wineries, etc. Others might be taking a more direct route - it is driveable in a day (7 hours) if you take Interstates. The website for more info is: <https://www.vtr2022.org/>

September 2022

7 - MVT Monthly Membership 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/>

11 - Cincinnati BCD - just in from the BCCGC:

Show title will be 'Aubrey Rose British Car Day on the Village Green'. Featured car is the MGB and they will be celebrating 60 years of the MGB.

The show had to move due to calendar conflicts with Harbin Park - it now will be at 301 Wessel Drive, Fairfield Ohio 45014. Registration is from 9 am till noon, show from noon to 3 pm with awards based on Popular Vote.

There will be food, beer and live music. The entry fee will be \$20 for pre-registration and \$25 day of show. Preregistration opens in May and goes until the end of August.

Plan on a caravan down - should be a good time!

22-25 - 6-Pack Trials Lexington, KY - for more information: Steven E Broerman (513) 310-1616 sapphire@tr.com Put together by Tristate Triumphs

24 - Farm Tour (might also be time Bob Pool Orphan Auto show...) - Touch base with mum lady

October 2022

1 - Hay Ride???

5 - MVT Monthly Membership 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/>

8 - Autumn Classic Driving Tour - Cincinnati Motoring Society

TRA 2023 Trip

TBD - Hocking Hills Tour (will be mid-week)

November 2022

2 - MVT Monthly Membership 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/>

5 - Guy Fawkes Tour & Burning

13 - Last Wine Flashmob - CCW

December 2022

3 - Holiday Soiree and December MVT Business Meeting

Dayton British Car Day

One month out. Get your registrations in - the link is in the events calendar section of this Marque. Volunteer to help - the sign-up sheet is passed around at the monthly meeting, or contact Pres John or Stan.

We had a Zoom meeting on the 28th of June and it looks like everything is in place - no known disasters.

Expect a bit longer discussion at the July meeting on the 6th.

TRA 2023

Bruce Clough - TRA 2023 Chair



Okay, it's official - we have been announced at TRA 2022 that we are hosting TRA 2023. As Chuck and John have stated - now is the time to get to business!

I am going to schedule a TRA 2023 Planning meeting for later this month - the 21st and we will be in person at Zemo's and also I will send a Zoom link for those who want to join that way. The agenda is TBD, and I will send it out before the meeting. At the minimum I'd like us to lay out our schedule for this fall as well as look at the budget and PR activities. We also need to talk activities during the meet.

Learned a bit from TRA 2022. I think we should have a good slate of set driving activities as well as presentations/tech sessions. I understand that Mason-Dixon this year was a bit short-handed, but with 55 family memberships I think MVT can bring to bear a few more folks to work things, and

do more planned events during the meet. Some of the things I think we should do are:

- Multiple Tech Sessions
- Two breakfast runs - one might be Tour d'Donut
- Fun driving events such as a Funkana and The Idle Threat
- Poker and other type rallies
- Maybe a sojourn to a brewery?

I would also like us to have some pastries/coffee/juice available for folks when they leave Friday - one last chance for conversation rather than the hectic runaway it was this year.

The auction rules we developed after TRA 2019, but never got to use, thanks COVID, worked real well at Gettysburg, so we will be using them again with some slight tweaks. If we can, we need to get the car show on the grass - that also worked well this year.

More talk at the meeting on the 6th, and on the 21st...If you'd like more information, or want to see meeting minutes, let me know. We are planning a great time and will be glad to have you along!

Technical Talk

Edited by Bruce Clough

Thanks to Greg for another installment in his series - good stuff here. I also have a few words to say on things I fixed/am fixing on Old Paint now that we are back from TRA 2022. Inca ran like a champ, but Old Paint had an issue with both the brake and low coolant warning lights coming on when there really wasn't a problem, and that lack of starter gear engagement on the way back, there is that. I also am going to talk about greasing a TR7 drive shaft, yeah, aftermarket since the TR7 came with un-greased-able CV joints...

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 III was published in the January 2022 Marque. Sorry, avid readers, for the delay!

Part IV: While You're in There...

It was about this time that I discovered a British fellow in a GT6 Facebook group who was selling a pair of carburetors off a UK-market GT6 Mk2. These 150CDS carbs already had the adjustable jets in place and were of a simpler design due to the lack of emissions-control gadgets. They needed to be rebuilt, just like mine, but all the necessary parts were there, and the seller was letting them go for cheap. These things don't come up for sale very often, so I knew I had to pounce and deal with the financial consequences later (hello, credit card!). I offered him £50 (about \$70 dollars at the time), and with shipping from England it set me back about \$110. As mentioned before, these simpler carbs didn't require all the parts that the CDSEs did. So much so that buying a complete "rebuild kit" was going to be a waste of money, as many of the parts included would not be used. Piecing individual components together from a couple vendors got me everything I needed and nothing I didn't for a grand total of about \$250! More than I originally wanted to spend, but the added functionality and savings over rebuilding the originals made it worthwhile.

For the engine, putting together my parts list involved a lot of research, and a spreadsheet was extremely helpful for keeping track of all that. This tool also allowed me to compare prices and shipping costs more easily. At the time, shipping wasn't the cost adder that it is post-pandemic, but it still paid to keep the number of part sources to a minimum and take advantage of free shipping deals where I could.

It was mostly obvious from the disassembly which parts needed to be replaced and which could be reused. Camshaft, tappets, bearings, thrust washers, gaskets... all the wear items were must-haves. What else...? Timing chain and tensioner, yes. Oil pressure relief valve and spring? Nah. Those were ok. I took some measurements of bearing surfaces and cylinder bores to determine whether what was needed there, but I'll talk about that in more detail in the following section. Then came the "while you're in there" stuff. I figured anything I could access without removing the head or removing the engine again could wait, so things like rocker arms and fuel pump took a back seat. They looked ok, anyway. Stick to the stuff that's hard to get to.

	TSI	BPN/v	Rimmers	Rimmers kit	Spilbas	BPN/v sal	Classic Technology	VB	Pace	Rimmers
Head Gasket set, Payen	\$75.95	\$75.76	\$51.42	\$736.41		\$75.76				
Lower gasket set, Payen	\$23.95	\$32.79	\$20.57			\$32.79				
Rear oil seal	\$3.50	\$2.65	\$3.87			\$2.65				
Front oil seal	\$4.95	N/A	\$4.25			\$4.29				
Freeze plugs (core plug set)	\$13.00	N/A	\$7.62					\$2.80		
Piston set	\$400.00	\$319.00	\$265.60					\$263.95		
Piston rings										
Cam bearings	\$46.95	\$59.90	\$35.87							
Camshaft	\$295.00	\$359.00	\$387.00	\$203.15		\$359.00				
Tappets	\$96.00	\$95.40	\$91.26			\$95.40				
Timing chain	\$6.25	\$6.43	\$4.70			\$4.99				
Tensioner	\$3.95	\$4.69	\$6.28			\$4.69				
Rod bearings, tri-metal	\$51.00	\$52.90	\$71.10			\$43.49				
Main bearings, tri-metal	\$49.50	\$36.49	\$77.45			\$47.49				
Conn rod bolts, ARP	\$120.00	\$109.00	\$120.00							
Rod bushing	\$23.70	\$26.16	\$11.55					\$8.95		
Thrust washer	\$6.25	\$4.69	\$6.03			\$5.98				
Oil pressure relief spring	\$2.95	\$4.29	\$1.71							
Oil pressure relief valve	\$4.49	\$5.90	\$4.38							
Oil Relief Valve washer								\$0.65		
Oil pump	\$76.50	\$66.99	\$77.45			\$58.49				
Oil filter								\$13.90		
Head studs, ARP	\$150.00	\$162.90	\$150.00	\$150.00				\$95.03		
Main cap stud kit										
Exhaust valve, stainless	\$47.70	\$39.54	\$52.56					\$35.70		
Intake valve, stainless	\$35.70	\$21.14	\$33.54					\$23.70		
Valve springs, 0.500	\$84.95	\$53.10	\$90.15					\$31.95		
Valve guides, intake	\$11.70	N/A	\$15.24							
Valve guides, exhaust	\$14.70	\$12.90	\$16.74					\$7.80		
Valve spring collar, lower										
Front sealing block, ball								\$60.00		
Choke cable										
Fiber washers for valve cover	\$0.00	\$0.00	\$71.14	\$71.14		\$0.00	\$7.00	\$13.25	\$16.76	
Shipping & tax	\$1,654.64	\$1,533.68	\$1,635.56	\$1,960.70		\$661.52	\$67.00	\$503.95	\$113.78	\$0.00
Distributor						\$179.00				
Coil						\$54.38				
Spark Plugs						\$17.04				
Motor mounts						\$16.98				
Trans mounts						\$5.12				
Clutch						\$161.00				
Cam Lube						\$5.90				
Degree wheel						\$11.95				
						\$11,067.68				

Shopping around turned out to be key to keeping costs down as well. For most parts, every vendor was selling the same or equivalent stuff, but prices varied, sometimes wildly. Several vendors sold parts as "unbranded" or didn't advertise the manufacturer of their parts, but some keen internet sleuthing often revealed their sources. A good example of this is the piston set I bought from Victoria British (RIP). There was quite a range of prices out there, but VB was lowest after shipping was factored in by a solid \$50 or so. Price was a big factor for me here because pistons weren't on my initial parts list, and I hadn't budgeted for them. According to many people in-the-know, there was only one company out there, maybe two, supplying pistons to those vendors,

and the better one was known as "County" (sort of a generic parts maker, like Moog). Thanks to the big difference in price, I decided to take a chance, and sure enough, they ended up being County pistons, just like everyone else was selling, just at a substantially lower price.

Looking at alternate sources also helped save some money. I knew I was going to use ARP head studs, but there was no reason I had to buy them from the common LBC parts guys. ARP is a well-known general automotive parts brand. I suspected I could get them elsewhere, and so I started hunting. The best price I could find from the usual suspects was \$150/set. Once I determined ARP's part number for the set, a few minutes on Google turned up a supplier that had it for 95 bucks. Even with the additional shipping costs, it was still a win.

The most difficult decision to make was what camshaft to use. Sure, I could replace it with the stock cam, but if ever there was a time to go hotter and give the motor a little pep, this was it. Unlike most of the parts on the list, there are what seems like a million different cam profiles out there for these engines. Once again, a spreadsheet became my friend. I started compiling data on every possibility. Some vendors supplied complete profile data, others only a few specs, some hardly any, but at least now I had a tool to compare what data I had. Lift, duration, timing, power band... what did it all mean? It's still witchcraft to me, but I learned enough to finally settle on what I wanted out of the cam. I knew I didn't want to go full race cam, or the car would be miserable on the street. I wanted something biased toward low end/midrange torque for autocross. Acceleration is what matters there, not top speed. Word on the street was that all the cam profiles that met those specs were similar in performance, so price and availability took over at that point. I narrowed it down to three from suppliers that already had most of the parts I needed.

Earlier that summer I took a ride up to see Ted Schumacher at TSI in Pandora, Ohio, who happened to be one of those suppliers. Ted is a former SCCA and IMSA racer who is now in

business selling Triumph parts and modification services. We had a great conversation about what was necessary to modify the engine to meet my goals, and he shared a few suspension tips and tricks that I may get to try out someday. He gave with me some numbers on how much it would cost for him to build up my engine, and how much of that would be machining costs vs parts. Unfortunately for Ted, that helped me decide to do the assembly myself rather than hire him. In my defense, that was always my plan, since the whole purpose of buying the car was to learn this stuff, but those prices helped reinforce that goal.

During this process, I took the time to clean up and reassemble those UK-sourced carburetors. This rebuild was surprisingly simple, the most complicated part being the cleaning and sourcing of the correct gaskets and needles. But even that wasn't particularly difficult. Everything was available stateside except the gasket for the choke, which I had to get from Canley Classics in England. It's possible that gasket may not even have been necessary. The throttle mechanism was a little different between the car those carbs came from and mine, so the throttle shaft, couplers, butterfly valves, and a few other parts had to be taken from the old units. The end results looked quite nice! Not perfect and polished, but certainly presentable for a driver-quality car.



About the time I got my list together, two strokes of luck occurred. The first was that my 5-month furlough came to an end, and I suddenly had money I could spend once again! The second was that BP Northwest, who became one of my favorite vendors, was running a sale! Ten percent

off and free shipping on orders over \$500, and their camshaft was on my short list. Was I going to spend that much? You bet I was. I saved enough money doing all this work that I was able to add some things to the build. A new electronic distributor, ignition coil, clutch, and motor mounts got added to my cart and an order was placed. After all that work and research, I managed to get everything on that initial list *and* those things I just mentioned for \$100 under budget. Whew.

Turned out it was a good thing I saved a couple bucks, because my next stop was the machinist. And he had some bad news...

Greasing of the joints

Bruce Clough

One of the things I found out on Old Paint after we got it back from Nashville was the CV joint boots were torn on the driveshaft - no fixing those. TSI makes a driveshaft that uses greasable U-Joints rather than CV joints, so I bought one of those. Well, it's been a couple of years, so it's time to grease the joints. There are three grease fittings, one each for the U-joints and one for the in-out motion section of the shaft.

The shaft extension, and the front U-joint were easy to grease. Not the back U-joint.



**Grease fitting on the back drive shaft U-joint.
If it looks a bit off center between the shaft
and attachment flange yokes it's because it is**



Greasing of the joint now that I had access

There was no way I could get a grease gun fitting on that grease nipple. Instead I had to disconnect the rear of the drive shaft and drop it - now I had plenty of clearance when the joint was rotated.

This is a quality control issue - the hole in the joint for the grease fitting wasn't drilled straight, it was at a slight angle which meant the grease gun was interfered with by the yoke when on the car. Something to check when you buy I guess.

Oh no, not again!

Bruce Clough

Just after failing on fixing Harry's intermittent miss issue coming back from TRA 2022 in Bedford, PA, we decided to drown our sorrows with lunch - after lunch Old Paint's starter decided it was going to spin without engaging the flywheel. Nice. After about 10-12 tries it finally engaged, and didn't give me anymore issues getting home, but this was the same symptom right before the last starter of this brand failed on me.

This starter originally was on the FrankenStag engine. I swapped it over after getting Old Paint home. That FrankenStag starter was a replacement for one I had purchased from TSI. It failed internally and the motor would spin, but the gear engaging the flywheel would not. TSI provided me a replacement that supposedly had the issue fixed.

Was this the same issue again?

Don't know. I took the old motor off, disassembled, and inspected. I couldn't find

anything wrong, but instead of putting it back on Old Paint I ordered a gear-reduction starter from Moss - actually I ordered it right after we got back on the road in Bedford - no taking chances.

We got home on Sunday and the starter arrived on Tuesday. It is a WOSP Performance (WOSP) unit from the UK. WOSP makes a wide array of gear reduction starters for vintage cars as well as other machinery.

The motor is supposedly "direct-fit". It is, but isn't. Let's look at the old and net motors from the flywheel gear end.



Comparison of the old (left) and new WOSP motor (right)

Notice any difference? How about looking at them from the side?



Comparison of the old (left) and new WOSP motor (right)

They are mirror images - the WOSP motor look like it would fit the TR7 engine perfectly if the starter was on the passenger side of the engine. But, it's not. Nice.

When one tries to mount the motor in the actual TR7 starter motor location the starter motor body hits the engine block well before any holes are lined up.



No way Jose... Say it ain't so, Joe... Do not pass go, do not fit the starter

The Internet wisdom is to “clock” (turn) the motor mounting flange until the starter fits. In this case it's easy - I clock the whole thing 180 degrees and it slips right in.



Fits like a champ upside down...

Yes, the motor condensate drain hole is now on top, and the wire connections are also on top, but it fits. Got the bolts back on, did a smoke check and then functional check - it works without any weird noises. Buttoned it up and called it a day.



Attached and in place

Okay, so it's upside down - since I'm not planning on letting this sit outside I'm not worrying about the condensate hole too much. I talked to Moss and they were unaware that it didn't fit perfect (sounds like Petronix ignitions, right John Coutant?) and will be bringing it up with WOSP.

Post mortem - there were no instructions that came with the WOSP starter, so I just installed it like I installed the last starter, then I started to think - did I need the spacer that is on the stock starter? I emailed WOSP's USA “stockist” and he said I did. Nice, I don't have any, so now I have two coming from ebay to me. My next email to him will also mention the mirror-image issue.

As I stated the old starter was gone through and I didn't see anything wrong, so it will stay a spare.

What a little light?

Bruce Clough

The next thing I did after getting the starter fixed was to get the car off the lift and look at the errant brake light. Why did that light? Okay, to be truthful I had a guess - a master cylinder that has not been touched in 40 years, but I needed to take a look.

And I was right. The master cylinder looks to have never been off the car, but it did come off easily enough - nothing was rusted bad, in fact, the attachment hardware was in good shape - hopefully that was a good omen.



So tell me, what is a good omen?

Omens mean nothing. After getting the master cylinder off I found out that the bolts holding the reservoir to the cylinder were seized. One came out using an impact wrench. But the other had to be carefully chiseled out, and even then it broke off. I got on the Internet to order a new one from Rimmers, along with a new brake warning light switch (old one had failed anyway, and had rusted in and busted off when I tried to remove it), and was about ready to throw the old master in the recycle bin when I said to myself "what do you have to lose?"

So, I took apart the cylinder the best I could. The busted switch remains were cleaned out (plastic, easy), the busted reservoir securing bolt was drilled out and re-tapped. There was no way this side of using a torch and C-4 that the brake failure

shuttle was coming out, so I just decided that I would block off the switch port and live life on the edge. I had a rebuild kit sitting around, so I grabbed that.

I cleaned the cylinder up, checked the bore, and painted it using good wheel paint. Reassembled using new rubber and bench bled it.



Bench bleeding - you theoretically don't have to do this, but I don't believe in theories, and like it best when all the air is out of the master before I try to connect it to the rest of the hydraulics

Put it back on the car, bled it and actually made sure clean, new DOT 5 came out. Brakes now work and no light is on. The new cylinder I have on order will be paired with a rebuilt brake servo and hopefully both will be on Old Paint by VTR time...



Master back in place, life is better

Then there was that coolant light

Bruce Clough

Remember the coolant light I was seeing driving to and from TRA 2022?



That is due to a bad sensor, or a bad circuit - there is a little gizmo under the dash that has some electronics in it to determine coolant loss. I needed to check the sensor, but since the reservoir is filled with fluid (despite what the gizmo thinks), I need to drain it. If I am going to drain it I might as well paint it, if I am painting it I might as well paint the bracket, and clean out under the bracket - hey, I detect a pig story...

Anyway, I drained the tank, checked the sensor (seemed good), checked the wire, seemed good, repainted the bracket and the reservoir, and put it all back together. The light did not come back on, but I have not driven it much since I want to install the starter spacer before I do. Fingers are crossed.



Nice painted reservoir back in with a cute warning tag...

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 Window Sticker - \$1.00



MVT Pin - \$5.00



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



MVT Car Flag - \$5.00

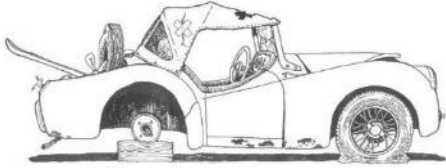


They look very spiffy on a TR7...

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

Also have the following: TR2-3B Hardtop ,Black original steel , no dents ,needs paint and

headliner-\$300, TR3-3A rear seat and bracket ,black , good condition , 2 available -\$100 each, TR3-3B bare side curtain frames, Dzus mount-\$50 pr., Original Smiths Heater assembly complete TR2-3B ,2 available \$200 each o.b.o. Additional parts available - pls inquire.

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

Inquire at tryanity@gmail.com.

Wanted - 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

Wanted - We are looking for a treadmill and thought we would ask here first. If anyone has one they were thinking parting with, let us know. Thank you - Jeff Barth