



The Marque

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

June 2022



Not everyone was happy on Mother's Day



TR's @ BTM - More inside!

Events this month:

- 1 - Monthly Meeting @ Archers
- 12 - Cincinnati Concours @ Ault Park
- 15 - Tentative TRA 2023 Zoom Meeting
- 18-26 Tour to TRA 2022 and back
- 23-26 SVRA Racing @ Mid-Ohio



Made it to Millers! What a great tour and day for driving! What great roads, what great pastries and peanut butter pie!

In This Marque

- Pres John talks about the backbone
- 54 Members - wow!
- Clyde goes to Carlisle
- Chuck and Chris get brakes
- TRA 2023 planning is getting ready for high-gear

- Retracing is a good thing!
- BCD season is upon us
- ...and the wine keeps flowing @ CCV

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.



Chuck demonstrates his tailgating ability <lol>

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,
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Vice President: Chuck White,
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Secretary: Clyde Collins,
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Treasurer: Harry Mague, 937- 426-3802

Membership: Valerie Relue,
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Webmaster: John Coutant,
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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



People are the Backbone of the Club

John Coutant

May is the month when our membership renewal occurs. I am not sure why May but historically it's when the active season for MVT really gets in gear. Because of the COVID's affects in 2020 prevented most activities, we had a pandemic pass on dues last year. Valerie has been busy collecting dues and just a reminder that she will be happy to collect your dues at the June 1st meeting or by paying online if you can't make it.

The membership of Miami Valley Triumphs is dynamic. Every year we lose some long-time friends for a variety of good reasons as individual

circumstances change. We also add new members and recently we have seen several new applications come in and had a chance to meet some of the new members. Take a chance to welcome them when you run into them at a meeting or event.

Activities in June tend to be overshadowed by the TRA meet as those going are working to ensure their cars are up to the trip and the meet itself. Both the trip and meet occupy a week (and part of both weekends) so other events tend to get delayed until July.

Speaking of events, work is already underway for Dayton BCD the first Saturday in August and it is only (gasp) 2 months away. Club members have always been generous with their time to help out with this event whether stuffing entrant's bags the evening before, working registration in the morning, or counting ballots in the afternoon. As always with a big event there are unexpected challenges and people just step up and volunteer to help. So mark your calendars and start thinking about how you'd like to help. Sign up lists will be coming soon. A core group of people from the MG club and MVT are now meeting monthly and a lot of behind the scene items are underway or done. Things like T-shirts have been ordered, registration is open (sign up if you haven't yet for your car), and sponsors contacted. Yes, it takes a lot of work to put on one of the biggest and best shows in the Midwest but it is made easier by so many helping. Remember, the profits from this event are a major contribution to our club treasury to support our social events.

Speaking of event planning, Bruce and others are already planning for TRA 2023. After having to cancel in 2020 and 2021, TRA 2023 looks to be a go. Some things like location and hotels need to be made over a year in advance and this has been done. For a national event like this there are a lot of opportunities to help, especially in setting up events and activities for attendees.

Don't forget that we always need people to step up and plan a drive, a social event, or technical session. Bruce welcomes all.

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.

Webmaster's Update

John Coutant

I continue to make small updates to the website and keep the homepage up to date with current meetings and events that are happening in the current and next month. You may not realize it but we have been hosting the website for TRA 2022 that will be held in Gettysburg in June. We (ok, I) volunteered to do it to help out Carol and Jack Schchmelyun who agreed to do TRA 2022 to give us a mental break. This website was a revamp of our TRA 2020 and TRA 2021 websites. It too will be revamped and updated for our TRA 2023.

One new addition to our website is a change in the new member area. With Valerie's help we have introduced an online membership form and initial fees payment. This now lets new members submit an application and payment online or download an application and either mail it in or bring to a meeting. While we don't get a large number of new members in the year, we hope this will make the effort easier for them and our Membership Chairperson.

Vice President's Report



Look - isn't it adorable?

Chuck didn't give me a report this month, but he's been busy doing all sorts of things to get ready for TRA 2022 and TRA 2023. If you do not believe him, ask him! So instead of witty words I'll just post a couple pics and words from the impromptu tech session we had to work on adding door pulls to the TR6...

Chuck wants to add TR4 style door pulls to the TR6. Sane decision - shutting the door with metal handles beats the glued-on plastic door tops with the handle molded into it. Since the doors of the TR6 are essentially the TR4 doors, they have the hole punched out for the captured nuts that hold the screws that hold the handles on - all you have to do is get a set (in England they call them "spire nuts") and put them in. Moss even sells them - bonus.



50 years of crust soaking off the door latch

They don't fit. They are too tall and wide for the square hole in the doors. We even went at the nut with a Dremel Tool to cut down the size, no dice - it has to be exact in order to get in behind the door panel and clip in. We put that aside and did a few other things.

One was to put a wood steering wheel on the car and at the same time fix some tightness/rubbing Chuck had noticed. Got that done.

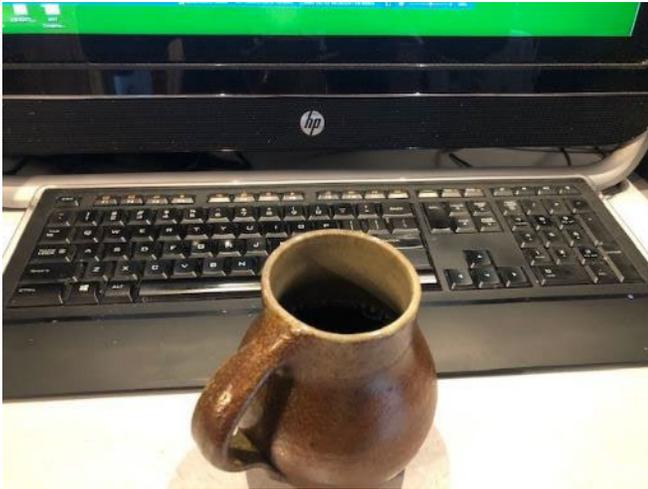
Another was to fix the external door locks so they would stay in and work. We got the lock

mechanism to work, but it seemed that it was a bit worn so Chuck is looking to see if they come new.

So, in essence, if Chuck was writing this he might say - one step forwards, two steps back, or at least two sideways. He might also just say "Happy to be here!"

Not Chuck White

Marque Editor's Report



Decent Marque this month - quite a few events in May to report out on and even a few techie-things. As always - keep the articles coming - bytes are cheap!!

See you on the back roads!

Cheers - Bruce

Treasurer's Report



As of 1 May 2022, the club account had a balance of \$2786.33. For the month of May, the club's

income was from 50/50 for \$18.00 and memberships for \$450.06. Total income for May was \$468.06. For the month of May, the club's only expense was new member name tags for \$18.00. As of 1 June 2022, the club's account balance is \$3236.39.

Respectfully submitted,

Harry Mague.

Membership Chair Report

54

MVT is growing from inside and out!

- Inside is Nopradol "Gita" Sripol who was already an MVT member since 2019 under his dad's (Larry Benson) family membership. Gita now has his own individual membership and roster listing. He is a master mechanic at Germain and has a 1980 TR7 currently in storage. Gita resides in Beaver Creek & a hearty re-welcome to the club is extended to Gita!
- Outside here belongs to Trey and Rebecca Campbell of Greendale, Indiana who own a 1963 red Spitfire. Trey has two automotive tech degrees and has participated in multiple car rebuilds/restorations. He is, however, new to Triumph and looking for some guidance. He has certainly come to the right place! We hope to meet them both soon.

THANK YOU to all members who have already paid their annual \$20 renewal dues! For those of you who still need to recommit to the club, there are three ways to do so:

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

Valerie Relue

Events Chair Report



TRA Time!

Just finished changing the oil on Old Paint as well as documenting the spares I carry in that car - and ensuring the spare is up to 32 psi. Will do the same with Inca next. We are getting ready to go to the Triumph Register of America National Meeting - TRA 2022 - so stand by for reports from the road...

May was a busy month - we finally got down to Miller's as well as had a lot of tech sessions. TRA 2023 planning was done, and the tops are down for the summer! British Car Shows started happening, with ones in Columbus and at the BTM. Spring is popping up all over in time for summer.

For those not going to TRA this year we still have some events for this month:

- 1 - Our stupendous monthly meeting @ Archers
- 12 - Cincinnati Councourse @ Ault Park
- 15 - TRA 2023 Zoom Meeting (had to get that in there)
- 23-26 - SVRA competition @ Mid-Ohio

...and probably a few pop-up things to test out cars or "just because"!

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.

Eventmeister Bruce

Speaking of events....

MVT Events Calendar

Past

April 2022

(Ed note: Here are the minutes we did not print in May's Marque)

Meeting Minutes MVT April 6, 2022

Meeting called to order 7:02pm, 17 members and 0 guests signed in

Opening Remarks

John Coutant thanked everyone's thoughts on Betsy's recovery.

Request for Changes / Additions to Agenda

None

Introduction of Guests/New Members

Michael Meade and wife Adrienne Meade. Michael is the nephew of past member Glenn Meade. They now care for Glenn's '74 Carmine red TR6. It needs some minor TLC. Welcome

Officer Reports:

President: Thanks Chris and all for the excellent arrangements at Franco's for the Awards Banquet

Vice President: None

Treasurer: \$2564.49 in account as of today.

Secretary: Scott Stout moved to approve March minutes, 2nd by John Clifford, approved by all members

Membership: 51 members with Michael Meade now a new member. Welcome! Annual dues \$20 are due in May.

Events

- Past:
 - Awards banquet was mighty fine thanks to Chris White.
 - There was an initial meeting about TRA 2023 on March 17th.
 - The 3-26 tech session on Stan's wiring was successful where new connectors were cleaned and soldered for signaling.
 - A Caesar's Creek drive, the first WineFlashMob on April 3rd ,was very nice
- Coming:
 - On April 23rd the Spring Classic Tour in New Richmond, AKA New Richmond Bands on the River, will be hosted by Sports Car Preservation LLC. All variety of British cars will be in attendance.
 - Unless something pops up, there is no tech session for April.
 - An Amish Run to Adams Co. on 4-30 will seek apple fritters.
 - May 7 is another meeting about TRA 2023.

- May 21 is a car show at British Transportation Museum

Standing Committee Reports

Technical: Repaired Stan's insulation and connections. John Coutant suggests a list be assembled of specialty tools amongst the members.

Spare Parts: No report, Chris Yanity was away

Marque: As usual, the editor can always use articles.

Website: John Coutant- website is current

MVT Memorabilia: email Harry if interested.

Event Committee:

- BCD - 1st meeting discussed parking and more and considered Stan's prototype flag design. 9 cars already registered.
- TRA 2023. Visit to Hueston Woods upcoming and team meeting in May

Old Business:

Want Franco's next year for banquet? Many hurrahs.

New Business

None

50-50 Raffle

\$11 to John Clifford

Adjourn

Moved by Harry, 8:15 PM

Respectfully submitted, Clyde Collins

May 2022

4 - MVT Monthly Membership Meeting

Meeting called to order 7:42, 20 members and 2 guests, Mark & Suzy Eberhardt, in attendance

Opening Remarks

John Coutant: A toast to the Queen's official birthday!

Request for Changes / Additions to Agenda

None

Introduction of Guests/New Members

John Coutant greeted the Eberhardts who are fixing a TR3, and met a new member, Jarrod Luko and wife Eileen. Jarrod drove his enviable TR3 right hand drive. Welcome

Officer Reports:

President: Wife Betsy is progressing but he is staying close by for now.

Vice President: none

Treasurer: \$3474.29 as of April 1. In March income was \$60, expense \$970 for Franco's Award Banquet. May 1 balance is \$2564.29

Secretary: The April minutes were not sent in time and will be reviewed next meeting.

Membership: 53 members with Jarrod Luko the newest member. Welcome. Annual dues \$20 are due in May.

Events

- Past
 - Project Yellow Jacket at BTM is bounding now that it drives. No session is scheduled for May.
 - April 30 the first tour, a drive to Millers Dry Goods, was postponed due to bad weather. Instead a quick Tech session was held at Greg Schnittger's to work on suspected fuel issue. We wound up at the new British Gastropub with fish & chips late in the afternoon.
- Coming:
 - Millers drive on May 7th looks rainy and is delayed again.
 - May 12 is a Dayton BCD Zoom meeting.
 - May 14 is tech session or the twice postponed Millers drive.
 - May 15 Columbus BCD in Dublin.

- May 16th is a TRA 2023 committee visit to Hueston Woods.
- May 19th is a TRA 2023 committee meeting at Zemore's.
- May 21st is car show at British Transportation Museum.

Standing Committee Reports

Technical: GT 6 losing power >4K RPM traced to bad bushing on the carb linkages. In checking fuel pumps, a "new" fuel pump was tried but removed because of leaking fittings. The badly fitting part, not machined correctly, was passed around.

Spare Parts: Chris Yanity offered free car cover. He also showed a TR3 hard top fitting bracket that didn't fit. Expensive and wrong. Moral of the story - gotta check everything!

Marque: Keep sending articles in!

Website: Website is current, nothing to report

MVT Memorabilia: Nothing new - email Harry if interested.

Event Committee Reports

- Dayton BCD 1st Saturday in August at Eastwood Park had 270 cars last time. Reminder that we can always use volunteers.
- The Cinci BCD is in a smaller venue and will be in September.
- TRA 2023 planning is going well - a lot of events to visit and plan this month - Team meeting on the 19th.

Old Business

None

New Business

John suggested possible alternative formats for one or more meetings. What we do isn't bad but other clubs have occasional speakers, a PowerPoint presentation, or something non-routine. What are your ideas?

50-50 Raffle

\$18 to Jeff Barth

Adjourn

8:26 PM

Respectfully submitted, Clyde Collins

8 - CCV 10th Anniversary

Bruce Clough

Hard to believe Caesars Creek Vineyards has been open ten years, and MVT has been going there ten years! We celebrated on a beautiful Sunday afternoon by driving over there and meeting the White's and the Rutledge's for some wine-soaked early dinner.



The spread

As usual, the wine was fantastic. We sat outside in the May sun, decimated a lot of food and bottles of wine in a couple of hours, and then headed home under sunny skies.

Another great outing. I really enjoy the back roads from Chateau C-OC to CCV since they cut through the feeder waterways to the Little Miami River and Caesars Creek - nice twists, turns, and

elevation changes. We took Inca just to see how she is running after the winter - running well as far as we can determine.



Closing time - nothing but MVT vehicles in the parking lot.

11 - Tech Session: "To stop, or not to stop..."

Bruce Clough

The White's had a big problem - disappearing brake fluid. They would fill up the reservoir, only to see it empty later, but no trace of a leak could be found. They initially thought it must have fallen in a wormhole, or maybe it was a product of the Illuminati, but soon realized they needed help of a professional. Not finding one, they called me.

Since the goal is to take their TR6 to TRA 2022 this year we needed to get this fixed. So, being the Event's guy I am I asked if we could do a mid-week tech session and got the green light from Chuck and Chris. I figured Wednesday would be good since I had a bunch of meetings earlier in the day and would need some decompression activity.

On the appointed day, I grabbed some nitrile gloves and a few brake tools and headed over after a long meeting. Alice came along to talk shop with Chris and play with the dogs. Arriving at the Whites we found the car up on stands and ready to pull the brake master and power brakes servo unit.

It's not like we didn't know where the fluid had went. If you are adding fluid to the reservoir and the back part (front brakes) keeps disappearing, there is only one place for it to go - into the brake booster servo. That's because the seal for the back of the master cylinder will leak into the booster servo if it fails, and Chuck noticed fluid dripping from the part of the servo that connects to the brake pedal. Confirmed.

Yanking out the failed master cylinder and sloshing servo was quick. Once apart, we put the servo in a pan to drain (glug, glug), and went to work taking the master apart.



Draining the servo, lol, yes, it's supposed to be dry...

The reservoir came off easy enough, but that's when we ran into the dreaded "ROM left out a step" syndrome.



Reservoir off the master cylinder

In order to extract the plungers from the cylinder you have to remove the "tipple valve". In the ROM (Repair Operations Manual) it states to withdraw the valve and the plungers will fall out. They fail to state the tipple valve is held in by a 1/2" hex insert, and all your typical hardware stores stop their Allen wrench selection at 3/8". Just a small detail. Calls/visits to Ace, Lowes, Rural King all came up empty for the tool.



Tipple valve under the 1/2" hex insert

A few frantic calls later found a 1/2" Allen socket at the Advance Auto in Xenia, but you had to buy the complete set. Sold. Now you all know the White's have a set, so you can borrow them and Chuck will forgive he lent them...



Secured hex head set - sweet!

Now with the correct tools in our hands we took out the tipple valve, removed the plungers, cleaned and inspected parts, and put the master

cylinder back together with new seals, screws, and tiple valve. In general, everything looked good except for the outer seal, which was toast.



Toast

The rebuilt master cylinder was then stored in a baggie, Chuck went to order a new servo unit, and the rest of us ate pizza since Ben had stopped by, and it seemed just the right thing to do.



Practicing safe master cylindering

There will be another pop-up session to put things back together soon - in fact, so soon that you will get the email notifications and thank-you's before reading this...

12 - Dayton BCD Zoom Meeting

Zoom meeting was executed. Worked the T-shirts, worked the flags, worked a lot of things we

will chat about at the June meeting. Things are coming along fine. That said - we hope to see you at the meet, and we hope you will participate as our club helps host it.

14 - Tour to Miller's Dry Goods

Bruce Clough



Well was third time the charm???

It was!

Rather than meeting at the Waynesville Mickey-D's we met at the Mickey-D's US-68 and I-71. Weather was sunny and mid 60's when we left home, still sunny and a bit warmer when we got to the Golden Arches. We were driving Old Paint as a shake-down cruise before we head off to TRA next month.

Don't know what it was - putting this off a couple times due to rain probably, but by the time to leave only us and the Whites were there, no other MVT'ers. Oh well, it makes the caravanning a lot easier! South we headed on OH73 to Hillsboro, a decent drive with clear roads. Heading south from Hillsboro we took one of my favorite OH routes - OH-247. This is one good Triumph road, essentially splitting into two sections. The first is what I call "whoop-d-doo's", with a lot of quick rises and drop-offs while you're making sweeping turns up and down low ridges. The second is twisty-turny as you follow a tributary of Ohio Brush Creek into Seaman. Just south of Seaman you head east on Graces Run Road which turns into Wheat Ridge Road, going through a covered bridge where we saw Chuck and Chris play a game of reverse-chicken with an SUV.



Covered Bridge on Wheat Ridge Road

Once through that we traveled a few more twisty miles to Miller's Dry Goods, essentially an "Amish Mall" with a dry goods store, bakery, and furniture/shed sales. One stop shopping, and it's a great place.



Parked at Miller's looking east - trust me, the view is fantastic, and much better than this picture

If you get a chance when visiting, gaze east and just across the Ohio Brush Creek Appalachia starts - you can easily see the hills from Miller's.

First thing we did was to hit the bakery - dang did it smell good in there - only issue is they do not have milk to go with the baked goods! I grabbed a turn-over and a donut, Alice grabbed a pretzel, and the Whites had a pile of goodies!



All sorts of things that would go really well with milk!

From there we headed up to the bulk food store, great place to find spices and other baking stuff you normally do not see. I sat outside enjoying the shade and stared across at the smallest she-sheds I have ever seen. There must be some extremely small people around here...



Anyone need small she-sheds?

Getting back in our cars it was time to head back home, but not by anyway a straight line. Back up Wheat Ridge Road we went, but rather than taking OH-247 north we went a bit west to another great north/south road - OH-136, and took this, and OH-135, into Lynchburg, which is on the far western side of Highland County. We went there to visit a covered bridge we've not seen since Duncan was about 5, so it's been a while - to our dismay, and pleasure, the bridge is in the midst of reconstruction.



Major reconstruction of the Lynchburg Covered Bridge- Note that this spans the upper part of the East Fork, Little Miami River, so MVT is at home...

The route north from there put us on some great roads to drive through the Martinsville Bridge...



Martinsville Covered Bridge - we waved hi to David Senter wherever he may be

Continuing north we started to get into more congestion between Wilmington and Clarksville, heading a bit cross-country on back roads we dropped into the Little Miami River Valley (I suppose the west fork to be accurate-lol) and crossed the Nixon Bridge over the Little Miami to bring us to...



Nixon Covered Bridge over the Little Miami

..peanut butter pie, what else? Yes, we stopped for a late lunch at The Village Restaurant in Waynesville - won't go near the Mickey-D's, but this place rocks. Ask Chris on original seating arrangements. Anyway, after a while bliss was served.



Bliss

We said our good-byes there and headed home, skies clouding up a bit, but still lots of sun and warm. The Little Miami Valley unfolded before us on the way back in that light-green spring splendor. I also sneezed a few times, spring splendor there too.

Pulling into the driveway I kept Old Paint outside to work on a couple things - one speaker wasn't always working and the steering wheel needed to be moved clockwise just a bit. Those were fixed while Alice watered the strawberries - then I gave

the car a quick wash. Noticed some grease leaking from the right front wheel dust cap - I'm sure this was due to me over-stuffing the hub with grease (I commented to myself at the time that I bet this will leak out a bit - lol), but I'll check it anyway. Car ran true, braked fine, no vibrations and no noises...

You MVT'ers missed some great weather and great roads. I've not been on OH-136 north from Winchester before, but I knew from the terrain map it would be a good run - lots of turns and elevation changes. OH-247 is, well, just one fine Triumph road. While OH-555 and OH-78 in Eastern Ohio might be technically more challenging due to constant turns, OH-247 gives you a great ride with time to take your eyes off the road to enjoy the views from the ridgelines. Try that on OH-555 and you are in the ditch. We'll do this again next year - hopefully the weather will cooperate, and we'll check the status of the Lynchburg Bridge...



See ya!

15 - Impromptu Tech Session Again

Bruce Clough

This was the continuation of the White's brake saga - we had left them with needing a new brake servo - while on the tour on the 14th they got notice it was delivered, so we called a tech session for the 15th to put it in.

2PM was the start time, and Scott Stout and I showed up. Chuck already had the new servo in, so that left us the rest of the stuff to do. We were efficient.



The Victim

By the time we were done we had:

- Replaced all DOT 4 with DOT5
- Bench bled the master cylinder & installed
- Replaced all the flex lines with new SS braided hoses
- Cleaned up the rear brakes and replaced the rear cylinders
- Adjusted rear brake play
- Bled the brake system

Brake pedal is now firm.



Halfway through the connection of the brake system - front system has been bled - rear system is still on recirc/air elimination until the rear brakes were finished, which explains the vinyl hose



Scott Stout in the wild...



Very important not to mix your fluids

Next step is to replace some fuel line and probably revisit the parking brake adjustment. Thanks Scott for the help and comic relief - needed that in a few places!

13-14 Carlisle Import & Performance Car Show

Clyde Collins

I needed this bucket list road trip to the Carlisle Foreign and Performance Show. Construction, cops, tunnels, and fast scenic mountain roads are

edgy: drive real good. One of their smaller shows, the era of bring a trailer and all the parts you need are past for the British, but it is still a good sized auto-jumble.



For my TR-2 project I found a shiny grill and unused bumperettes but passed on a small mouth (\$150) apron while adding contacts for other items. About 30 Triumphs were about on Friday with a TR-3 in the display hall and the big Spit FI56 signed by Kas Kastner was ready to roar. Minis and MGs of course. Rain threats kept the HMG and Elva buttoned tight but still, wow.



Eye candy was some Citroens but not enough Italians. Evolution favored the Germans by numbers, and prices, but the Rice Paddock was tricked out for the show. Overheard - 'Some old guy is gonna do some metal on my wing'. Exciting young men were working in the parking lot next to the drift track. That place was the current big draw with a bleacher full of inky young families all smoking rubber vape the wind brought up. I too was drawn to their barely controlled daring and raquetty runs till tires came off. It was sick!



The vintage racer display had over 20 cars with 1000 stories. I suppose they were like the rice guys a long time ago. Open wheeled or formula racers, especially the Vincent powered job, still get respect.



Clyde



As for people, I spoke mostly with the unaffiliated, maybe it's me. An observation about the car clubs with tents is that for someone less insistent than I, they mainly talk to each other rather than answer about their clubs and cars. It's a missed opportunity to herald for paying visitors what they're up to. Trotting over to the Keystone Car Club tent for a free cheeseburger and cookies, I learned that they are invitation only with 592 members by looking it up. OK. I hope we are different. Carlisle Pa is a pretty town with a packed micro distillery called The Hook and Flask. Everybody had nice cocktails and good moods in another story.

15 - Columbus British Car Day

Karl Ludolph



Karl's TR7V8 in the Wedgie Section

Sunday May 15th, I ventured over to the Columbus British Car Day. It was a perfect day for a drive, and I wanted a proving run for my Silver Wedgie in anticipation of my trip to Vermont next month. This event has been going on for 37 years and took place at a Quaker Steak and Lube, in Polaris, just north of Columbus. The Central Ohio British Car Council sponsored the event.



Another view of Wedgies - nice selection

Over 115 cars showed up for the event in the parking lot of the restaurant. Appropriately, the MGs were segregated to the smaller west lot, while the Triumph's and other Marques were in the East Lot.



There were 6 Wedges in attendance only outnumbered by the TR-6's. There were even fewer 2's 3's 4's two Spitfires, no Stags, but one very nice TR-250.

There was a good crowd of gawkers and I met many of the other Triumph owners from Buckeye Triumphs. "Ever heard of a guy named Bruce?" was a popular question. I even saw Chris Yannity with his grand-daughters, obviously scouting parts and getting their pictures taken in the great cars. No other MVT members were seen.

As the temperatures hovered in the mid 80's people were huddled around what little shade was

available. A lot belled up to the bars both inside and outside of the restaurant. But fun was had by all.

Plenty of Lumber passed out as prizes. Along with the typical raffle prizes.

Obviously not the best venue when you compare it to our own BCD and that may speak to the smaller turnout.

16 - Hueston Woods TRA 2023 Visit

Four of us (Alice, Bruce Chris, Chuck) met with Susan Chapin, the Hueston Woods sales manager, for discussion and sight-seeing. We talked plans, meals, hoses, rooms, timing, and other needs.



Boots on the ground at Hueston Woods



Not a bad view from the lodge...



Anyone for a fire around the fire pit?

All the stuff we discussed we will review in the TRA 2023 meeting on the 19th. After the meeting, we took a tour of the rooms and lodge, and then had lunch at the restaurant. The rooms are nice, and will be nicer with updates happening this winter. The food was good, not spectacular, but good, and the service was excellent (but then again, we were the only ones in the restaurant at the time).

Anyway - it was a great visit and looking forward about talking about it on the 19th...

19 - TRA 2023 Team Meeting

Bruce Clough



The TRA 2023 team met on the 19th at Zemore's in Bellbrook and we also Zoom'd in those who could not make it. We talked about the visit to Hueston Woods as well as what is needed to get ready for TRA 2022 in Gettysburg in June.

Meeting minutes will be set out to the team and summarized in the Marque. There will be a Zoom meeting prior to going to TRA 2022, and the next Team meeting will be in July.

21 - British Transportation Museum Car Show



Wedged between the Covid and the Monkey Pox, the British Transportation Museum was able to pull off its May car show as in years of yore. Formerly the "2nd Street Market British Show" and then "Brits at the Burg" in Miamisburg, we found a home at our very own 321 Hopeland St. building.



36 cars joined us on a beautiful morning. The weather forecast was threatening and probably kept the attendance down. A good time was had by all with old and new friendships keeping the enthusiasm levels high.

New this year a Dog Scent Trial was added for some family entertainment. The weather kept their numbers down as well. Maybe a wet dog scent in your car was not what was being sought. Next

year we can try this again. They made a nice generous donation to BTM.

A food Truck rally was planned but none were available that weekend, too much going on. To fill the void our own Giuseppe, Master Mechanic and Gourmet Cook, fired up the grill and fed the masses. Thanks Giuseppe, it hit the spot.

MVT was represented by Derrik Zimmerman in the only TR3, Scott Huey and Gerri Hickey in their TR6's, and Greg Schnittger's GT6 fresh off an Auto-X. They were all shined up and ready for the coming rain. It started with some sprinkles around 1:30 but the serious stuff seemed to stay North of town. Shelter inside was offered to the open top cars but they all hustled home. Stars of the Show (other than the Triumphs, of course) might be Richard Davis' Jaguar XK150 and Nick Besch's Aston Martin DB7. Neat cars!



The Show drew many first time visitors to the Museum, definitely a good thing. The BTM collection keeps growing and it deserves the attention it got. BTM also unveiled its long overdue signage to give a more professional appearance. Thanks to Scott Huey and his wife for sprucing up the planters adding to a much better look.

Plan on attending next year for a bigger and better event!

Future

June 2022

1 - 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

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 April and May'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

12 - Cincinnati Concours d'Elegance

Ault Park, Cincinnati - more information at <https://ohioconcours.com/>, or just bug John Coutant...

15 - TRA 2023 Zoom Meeting

The invite was sent to the club via email - if you didn't see it, and want to attend, please contact the Events Chair

20 - 24 Triumph Register of America National Meeting

Gettysburg, PA.

Well, if you don't know it by now:



The MVT Plans are to leave the local area on the 18th, stay overnight at Tygart State Resort Park in WV, and arrive in Gettysburg on the 19th. On the drive back we will be staying at North Bend

Resort Park in WV. We will avoid interstates as much as possible - it will be a good time had by all!

26 - June 26, 2022 - Saint Mary's College, Notre Dame, IN - Michiana Brits Annual British Car Show

Open to the general public 10 AM - 3 PM, free admission & parking. Entrants may register at the show or pre-register at the Michiana Brits website, www.michianabrits.com.

23-26 - SVRA @ Mid-Ohio

For those that want to see old iron run around a track at ridiculous speeds, head to Lexington, OH - an hour north of Columbus - for the SVRA Mid-Ohio Speed Tour

<https://svra.com/events/2022-mid-ohio-speedtour/>

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/>

17 - High Summer Run - Location TBD - need someone to run this

24 - PPP?

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 after 6pm to set up for BCD. We pack registration bags as well as set up parking.



6 - Dayton BCD - Assuming we are on! I will add details as I get them - this will be a blaze of activity, so hold on and please volunteer to help!

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. MVT is planning a significant presence, so watch this space!

It's back! - <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@cinici.rr.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

No report submitted this month, but we have had a lot of activity going on. We completed a Zoom meeting as well as finalized a flag for the park entrance. Full update at the June MVT Meeting.

TRA 2023

Bruce Clough - TRA 2023 Chair



Great visit to Hueston Woods last month - we sat down with the Sales Manager and worked a few things out, then talked a few more things out at the team meeting later that week. Now to prep for the trip to TRA 2022. We have the Hueston Woods promo fliers, we are getting Butler County promo, and we are in the midst of developing the TRA 2023 presentation for TRA 2022. Things are in motion.

The team is going to have a Zoom meeting prior to TRA 2022 just to make sure we have our ducks in order - quack. Right now that is tentatively 15 June - we will send out a Zoom meeting invite to the club - all are invited. Things are progressing well - Karl has suggested a covered bridge tour as well as donut run - just in line with what we were thinking! I think Ice Cream and John Clifford were mentioned during one conversation... One bummer is that the local wineries are not open during the week, so winery tours are off the table, sigh!

Once we get back from TRA 2022 the planning will get more detailed, and don't be surprised if we ask for your help. 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

Thank You Karl Ludolph

Bruce Clough

After the V8 conversion, Karl had some old 2L TR7 engine parts and some other miscellaneous parts to get out of his hanger space. He sent an email out to the club to come and get, which I did! Most of this stuff is truly recycle fodder, but there were a few new bits that we used on Old Paint in prepping for the trip to Gettysburg next month as well as some spares for the spares kit - thanks again!

Troubleshooting 101: The Importance of Retracing Your Steps

Greg Schnittger

I considered several titles for this article: “An Idiots’ Guide to How Carburetors Work”, “Installing Air Filters the Right Way!”, or “It’s Not Always the Fuel Pump, Bruce!”. Ultimately the one above seemed most appropriate. Let’s start from the beginning, though.

I brought my GT6 to the first autocross event of the season a few weeks ago. The car ran well, and I did ok (not last place!), but I had one small problem. During hard cornering or braking, the engine would start to bog down. I suspected that fuel was sloshing in the carburetor bowls and not getting where it needed to go during those times. However, a fellow I know who road races his GT6 informed me that he had similar problems, but determined it was the opposite cause: fuel was being forced up the vent tubes, flooding the engine and soaking the air filters. His solution was to replace the ZS carbs with SU. I felt like there might be a less drastic (and less expensive) route to take, but I needed to prove which of the two things was taking place.

The next event was two weeks away. During that time, I started working on a 3D-printed prototype of a fuel bowl baffle that would reduce or eliminate the sloshing effect. My 24 Hours of Lemons endurance racing team used a baffle to prevent a similar problem we were having when the fuel level got low in our 1990 Honda CRX. The difference, of course, is that the CRX’s problem was occurring in the fuel tank. There’s a lot more room to work with there, and it’s a well-trying

solution (it worked, btw). We’re not here to talk about that, though, so I’ll write up another article describing that process if it works, or maybe even if it doesn’t. It wasn’t going to have this ready before the next event anyway. What I could do, however, was test my friend’s flooding theory. But to do that, I needed better access to the air filters so I could check for wetness immediately after a run and before the fuel evaporated.

At the end of last season, I had reinstalled the original airbox and tubes to make sure cooler air was being delivered to the engine rather than drawing hot air from the engine bay (Side note: this made a noticeable difference in the way the engine ran and idled on a hot day). I needed to revert to a condition where the filters were exposed. Since I dawdled around for two weeks futzing with the baffle design, the day before the event came around and I hadn’t touched the car yet. As such, I was in a little bit of a hurry. This proved to be my downfall.

Off came the airbox and out the filters came. The OEM-type pancake filters are symmetrical in that there are holes on both sides. I sealed up one side with some tape and mounted the filters directly to the carbs. Piece o’ cake, right? Right. I also moved the heater valve from hot to cold since it was going to be a warm day.

The next morning, I packed up my gear and off I went to go win a stupid little plastic trophy or something equally ridiculous considering all the time and money I had blown on this car. But when I got near the highway, something was amiss. I’d press the accelerator, but the engine wouldn’t rev over 4000 rpm. This wasn’t good. It was too much of risk at this point, so I turned around and put the car back in the garage to be dealt with later. The “backup” Miata and I made our way to Trader’s World (where the autocross was being held) instead.

Upon arriving home, my brain went into troubleshooting mode. My first basic rule when something like this goes wrong is: undo what you did and see if the problem goes away. So, I moved the heater valve back to hot and went for a drive around the block. No big surprise, but no change. It was at this point that stupidity took over

and I inexplicably decided to ignore that first rule. In my head, there was simply no way that removing the airbox could cause such a problem, so the filters stayed put.

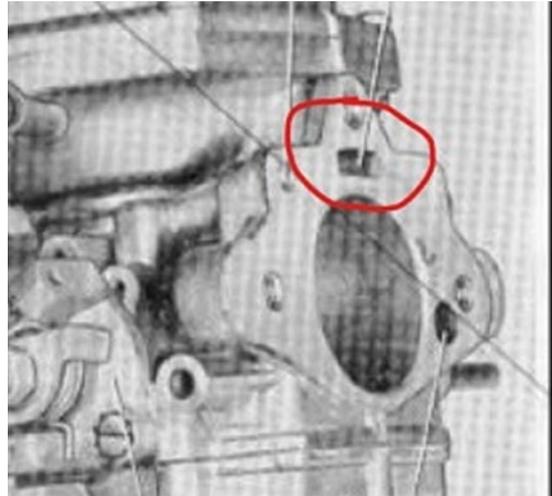
Over the next week, I scoured the internet forums, Facebook groups, and consulted the club's collective wisdom for a root cause. What could possibly have gone wrong in the two weeks the car sat idle? Surely simply deleting the airbox or shifting that valve couldn't cause this, and others agreed, of course. I didn't make sense. So again, the filters stayed put. Several others made good suggestions of things to check, but the one that stuck out was Bruce's idea that the fuel pump may have gone bad. He had seen virtually identical symptoms on another car and identified the fuel pump as the culprit. Ah ha, I thought! But also, that sucks, because I had a brand-new Italian-made fuel pump from The Roadster Factory that cost three times what a Chinesium pump cost and is supposed to be the "reliable" choice.

As luck would have it (or not, depending on how you look at it), the club's drive for that weekend was canceled, so we scheduled a tech session for Saturday morning. Bruce wrote up a summary of how that went in last month's issue, so I won't go through that again, but ultimately.... It wasn't the fuel pump. The consensus was that the missing bushings on the throttle linkage prevented the pedal from fully actuating the butterfly valves and limiting throttle response. This seemed like a valid cause, so we left it at that, and I ordered a new bushing kit from Good Parts that afternoon.

(Big thanks to everyone who came by to eat donuts and help troubleshoot, and especially to Scott and Chuck who brought replacement pumps to try!)

The next day, I felt like something still wasn't adding up. That throttle linkage had always been sloppy, and I wasn't sure those bushings had ever been there. It still could be the cause, but I started to have my doubts and decided to investigate further. Maybe something had moved the wrong way or was being bound up thanks to that slop. I wiggled that linkage around and manually actuated every part of the linkage assembly and

decided that maybe the lateral movement of the main bar was causing the pedal to bottom out on the transmission tunnel cover instead of the floor. To test this theory, I fired up my CAD software and 3D printer, and made myself some bushings to temporarily take up the slop and prevent interference with the cover. A bit to my surprise, the bushings did the job quite nicely, but they didn't solve the problem.



The only immediate course of action I had left at this point was to put the airbox back on and see what happens. There, of course, was no way this would make a difference, but I had a whole afternoon of nothing to do, so why not. I pulled the filters off, opened the airbox, and started to put the filters in when a realization struck me like a bolt of lightning and the words "you f*%@ing idiot" took a leisurely stroll across my brain wagging it's "I told you so" finger accusingly. Had I really been so careless? It occurred to me that I may have put at least one of the filters on upside down. This has the effect of blocking the air vent to the bottom side of the diaphragm in the carburetors. When this happens, the pressure differential that normally forces the piston to rise and ultimately deliver more air and fuel doesn't work properly. I can now say with confidence that an engine with this arrangement will be limited to roughly 4000 rpm before things start going sideways. Once the filters were installed correctly, the car was ran normally once again!

The Paint, she is a cracking!

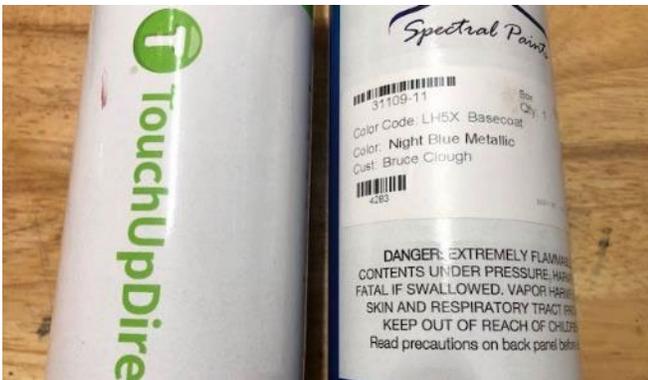
Bruce Clough

Getting Old Paint ready for TRA 2022, doing an oil change, I noticed the paint I put on the car when I was cleaning up the engine compartment had cracked/crazed. Surely that was due to the temperature conditions I did it in? Nope, check of the two fender repair spots also showed cracking of the paint.



Lovely cracks in the paint, lovely...

So, for what it's worth, I never noticed any cracking/crazing on the repairs I did to the VW CC. For both Old Paint and the CC I bought three-step paint kits: primer, color coat, clear top coat. The one for Old Paint came from TouchUpDirect, while for the CC I used Spectral Paints. Unfortunately Spectral Paints doesn't do old Triumph paint where TouchUpDirect does. I suppose this is a warning, maybe you'll have a better experience...



Old Paint's manufacturer on the left, CC on the right

Spares Packed for TRA 2022

Bruce Clough

For what it's worth, I cataloged the spares that will be coming with us for TRA 2022. This is total in both TR7's.

- Thermostat Gasket
- (2) Three-pronged Oil Pressure Sensor
- Radiator to Reservoir Hose
- Lower Radiator Hose
- (2) Reduction Cooling Hoses
- (2) Accelerator Cables
- Brake Light Switch
- (24) Lucas Fuses
- 3' 5/8" Heater Hose
- Clutch Disk and Tool
- (2) Quarts Motor Oil
- (2) Pints DOT 5 Brake Fluid
- Gallon Evan's Fluid
- (2) Emergency Ignition Switches
- Spare Stock Ignition Switch
- (2) Delco Ignition Modules
- Delco Distributor Cap, Rotor, Condenser for Module
- (2) Mechanical Fuel Pumps and Gaskets
- (2) Fan Belts
- (2) Wheel Nuts

What I didn't count in this is the "goodies bag" that carries fuel line, tape, wire, and a bunch of generic stuff any car might need. Of course, what will break is not on this list...



Sad, but true! I like the auto-alert function

Comment on TR7/8 firewall steering shaft urethane grommets

Bruce Clough

The original firewall grommet the steering shaft went through was rubber, and it deteriorates and causes a shaft with sideways play in it. You can buy new rubber ones, that will fail the same way in a while, or you can buy purple urethane ones that are a real PITA to put in due to their stiffness.

I'm sure you are asking, why not just take the steering shaft out? <lol> Actually it's probably easier to remove the engine than get that shaft out of the car! You have to take a lot of stuff off the car to get the column out. What you can do, and is easy for a rubber grommet, is to take off the intermediate shaft and put a new one in. Not so much with urethane. What I do is take off the intermediate shaft, lube the hole and shaft up good, soak grommet in boiling water, and put it in while still very hot. Cussing, there is that.

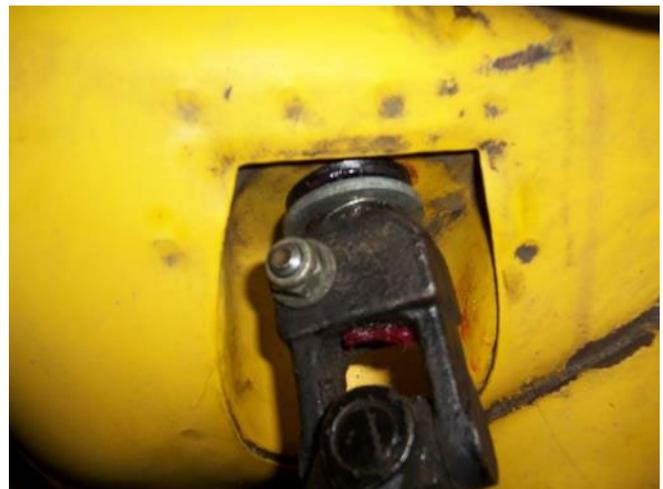


What the bushing looks like usually on the left, the purple PITA one on the right

Evidently the new ones Rimmers is selling are a lot easier to use - here is a testimonial from the Wedge email list, and I have no connection, yadda,yadda,yadda with Rimmers - so this might be bunk, but I don't think so...



Bush goes around steering shaft at the firewall



New bush in place with shaft installed. Looks easy, but no, it's a religious experience

"The purple poly steering column bushes are a real bear. Heat them in boiling water, try to push them in wearing gloves and not have them ricochet out into the dark corners of your shop, and the sticktion after which can ruin the driving experience, only to be cured by a dowel and sandpaper. There has to be a better way, and there is.

Buy the yellow poly steering bush part number UKC2322poly from Rimmer Bros. It presses easily without heating and works like a friction-free bushing should.

Even if you have a purple poly bush installed, pull it out and install the yellow one. You won't regret it.

Brian Lanoway

1980 Triumph TR8"

So evidently we now have a bit softer urethane to pick from, but how long will it last? Who wants to put one in and test it?

MVT Memorabilia

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



MVT Enamel Car Badge - \$30.00



MVT Cloth Patch - \$12.00



MVT Pin - \$5.00



MVT Car Flag - \$5.00



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

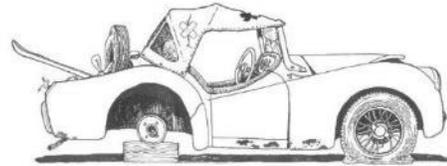


They look very spiffy on a TR7...

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

Classifieds

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



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