



The Marque

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

April 2023



No-removal worn syncho fix - follow us for more easy tech tips

April MVT Events:

- 2 - WineFlashMob
- 5 - Monthly Meeting
- 15 - Spring Classic
- 19 - TRA 2023 Team Meeting
- 22 - Tech Session
- More?

In This Marque

- More than you would want to know about cobbled TR7 exhausts and salvage car issues
- TRA 2023 is almost here - are you ready?
- We will sell no wine before April 2nd
- An oration worthy of printing in this esteemed publication
- Awards winners and haikus
- First '23 MVT Drive Accomplished!

Sad News

Long time (on and off) MVT member Bud Graff left this world on March 20th. I first met Bud, Kathy and his family in the late 1980's when he was trying to keep the TRA3A his father left him on the road. I remember one time he was driving it with a broken leaf spring punched through the floor of the trunk. Yikes. He purchased the '95 TRA National Meet Staff Car (a '65 Herald that had seen better decades) from me and worked hard on its restoration, and of late has been working on his TR6 for his grandson. He was a character since you never quite knew what Bud was up to, but you knew it was for the better whatever it was. Our condolences to his extended family.

Bruce

Obligatory Disclaimer

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

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

MVT Club Info



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

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

Vice President: Chuck White,
triumph.driver@gmail.com

Secretary: Clyde Collins,
cyaclyde@outlook.com

Treasurer: Harry Mague, 937- 426-3802

Membership: Valerie Relue,
vleigh607p@gmail.com

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

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

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

Club Website:

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

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

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

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

National Affiliations:

Vintage Triumph Register



MVT is proudly a Chapter of the Vintage Triumph Register, the link to their comprehensive website is: <http://vintagetriumphregister.org/> .

The Vintage Triumph Register (VTR) is a North American Triumph car club of nearly 3000 Triumph owners and enthusiasts supporting and

showcasing all models of Triumphs. Their award-winning VTR web site has been assembled through the co-operative efforts of many VTR members and make the VTR site a current and accurate resource for Triumph enthusiasts worldwide. VTR publishes a bi-monthly magazine, The Vintage Triumph, which is filled with valuable historical and technical articles and industry news. In addition to the magazine, membership in VTR also includes:

- Access to VTR's staff of volunteer vehicle consultants
- Various VTR Triumph car club regalia
- Low-cost collector car liability insurance to members at costs far below regular insurance rates
- An annual convention, hosted each year by one of VTR's many local chapters.

If you are interested in becoming a member (you don't have to own a Triumph to join), please head to this website for complete information:

<https://vintagetriumphregister.org/whatisvtr/>

Triumph Register of America



MVT is a Center of the Triumph Register of America, website: <http://triumphregister.com/>.

TRA was established to aid TR2, 3, 3A, 3B, 4, and 4A owners in the preservation, maintenance and enjoyment of their classic sports cars and is focused on growing local groups of TR2, 3, 3A, 3B, 4, and 4A owners. We believe that local used parts supply networks and local activities such as technical workshops or rallies provide the binding

glue for our National organization. TRA is firmly a grassroots organization, which offers many advantages and services for individual members, groups, and local centers.

In addition to VTR and TRA, MVT members are also part of other model-specific clubs such as:

6-Pack (TR6/TR-250) <http://www.6-pack.org/j15/>

Triumph Wedge Owners Association for TR7 and TR8 owners: <https://triumphwedgeowners.org/> .

We actively participate in activities of these clubs and their endeavors to preserve the marque.

MVT Monthly Meeting



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

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

Officer's Reports

President's Report



Raindrops Keep Falling on My Head

John Coutant

While the song by B.J. Thomas is not quite an earworm yet, there has been a lot rain on my bald head in the past few weeks at the end of March. Probably we'll continue to have showers now and then this month but the days are warming and the nice ones mean it feels good enough to work on the Triumph or even take a short drive.

Our annual banquet was Saturday March 5th and I hope everyone had a good time celebrating friendships and last year's individual and club accomplishments. Thanks to Chris White and everyone who worked to make it a success. You can find the results for the four club awards: Keep it on the Road, Most Improved, Press on Regardless, and Marque of Distinction in my State of MVT speech published here in the Marque.

Nominations for officer positions resulted in only one nominee for each position and those were the people currently in those positions: Vice-President: Chuck White, Events Chairperson: Bruce Clough, and Membership Chairperson: Valerie Relue. While I am happy these people agreed to continue in these positions, I am a bit disappointed we did not have some other members agreed to run for these positions. It doesn't take a huge amount or time to be in one of the club positions and it is a great way to share the load and prevent burnout of those in the positions for some time.

We had our first tech session at Scott's to work on his TR3 and it brought up the point I have been harping on for some time. As I have said, make sure you have all the parts necessary to do routine maintenance and/or repair as soon as possible. For example, Scott had not yet received a new set of sparkplugs. Not a big deal but since the plugs were removed for a compression check and valve adjustment, we could have checked the gap and installed new plugs when done. Make sure you have the parts you need on hand whether you having a tech session or doing it yourself. You'll save yourself from having to delay or redo a job.

There are less than 3 months until TRA 2023 at Hueston Woods for which MVT is the host club. The TRA 2023 team is finalizing activities, especially as applied to driving events at the meet. If you want to check out what happens when, check out the updated Events page on the website:

<https://www.miamivalleytriumphs.org/tra2023-events>

We do need help to assist with individual events at the meet. While we would love everyone to come and enjoy the whole meet, please think about helping out when you can.

If you are still planning on coming to TRA and have not registered, please do so at:

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

The TRA rooms at Hueston Woods lodge are now fully booked. Cabins, campsites, and hotels in Oxford are still available.

Time to get the Triumph on the road! ...

Vice President's Report

*I like my Triumph
It lets me really find out
Where blood circulates*

This is what happens when Chuck doesn't give the Marque editor a VP report. Bad poetry will reign.



So does he like bad poetry?

*Look a spot on ground
Could it be vital fluid?
Or marking its spot?*

I warn you now, these bad haikus will continue until he gives me an article.

*Is the bolt looser?
Or might it be way too tight?
Tech session right now!*

Yes, this is not a threat, this is the real deal. I am holding the club hostage for articles, so for your long term mental health, petition Chuck to write me an article...

*Vroom, brapp, screech, zoom, zoom.
I have to make noises now
I have no spark plugs*

This will continue!!!

Not Chuck White

Marque Editor's Report

Send them articles in!

I managed to block all the TR's in on a decent day to drive in March, but the Z4 was clear to back out, and heck, BMW owns the Triumph name now anyway, so I think I'm allowed...

This Marque is coming out good - nice banquet to report on (good going Chris), and Pres John's State-of-the-Club address is reprinted here for those that couldn't make it to that most excellent event. I was pretty busy on Old Paint, probably busier than that car deserved, in early March, so you get to read my diatribe on that. Had to do a bit

more work than I was expecting replacing the cobbled-up exhaust with a slightly-less cobbled-up exhaust. But hey, it's a performance exhaust, and that car needs all the performance it can get.



Yeah, it's not a TR, I know - it just was the car that I could get out easily on a nice early March Day

At the end of the Marque is a registration form for the BTM Car Show that will be held on May 6th, Derby Day - so wear your hats! This is the official start to the Car Show Season, with the Columbus BCD car show itself on May 21st, so I expect some good articles from y'all!

Bruce

Treasurer's Report



As of 1 March 2023, the club account had a balance of \$2903.15. For the month of March, the club's income was from 50/50 for \$14.00. For the

month of March, the club's only expense was the Awards Dinner for \$691.35. As of 1 April 2023, the club's account balance is \$2225.80.

Respectfully submitted,

Harry Mague

Membership Chair Report

57

We are saddened to hear of the passing of MVT member Bud Graff which was recently communicated to all of us by Bruce Clough. Many of you will recall Bud rejoined the club in 2021 with his not yet driving age grandson Ace Curp who had been gifted his grandpa's 1974 TR6. Our condolences are extended to the entire Graff family, and we wish Ace the best as he carries on his grandpa's Triumph loving legacy.

As we welcome April, we will therefore finish the membership year with 57 roster entries. I am doing some MVT spring cleaning so please take some time to review your own personal data and Triumph info on our roster posted in the "Members Only" section of the website. Let me know via vleigh607p@gmail.com if corrections or revisions are needed. Thank you! We will soon gear up for the annual membership dues collection which begins in early May. Everyone will receive an e-mail toward the end of April which explains the dues collection process in detail. We appreciate your interest in and support of YOUR car club!

Valerie Relue

Events Chair Report

Ramping up - Spring is here!

Bruce Clough, MVT Events Chair

Shall I say it?

Time to drive!



Yes, March was a great month - a bit warmer than what we might expect, and with several great MVT events.

- First we had the MVT Award's Banquet. Chris White did a good job of planning and Franco's did a great job at the food.
- Second thanks to all of those who came to Waynesville for the TRA 2023 meeting. Our server at the Village Family Restaurant really worked her whatever off - great service and a good meeting - more details later.
- Finally, Scott Stout needed some help on his TR3, and gobs of you came over to help him!

It just ramps up in April. Warmer weather means more events.

- Caesars Creek Winery let us know they are opening April 1st (no fool), so we have scheduled a WineFlashMob on the 2nd. This will probably be in the past when you get this Marque, so hopefully you read your email notices on that - looking forward to a nice day and killing a Chardonnay bottle with Alice and y'all!
- Did you say MVT Monthly Membership Meeting on the 5th? I think I did.
- For those south of Dayton or adventurous, the Spring Classic Driving Tour is on the 15th. Starts and stops at New Richmond.

- We have another TRA 2023 Team Meeting on the 19th - location will be the Cherry House Café in Beaver Creek - easy access to US 35.
- Roger and Carol Rutledge will set the club free on his cars on April 22nd to fix whatever they need us to. Might be having us mow the lawn - I say us, but we will have to miss this since we are volunteering at the Bellbrook Sugar Maple Festival that morning.

And that is all the planned activities as I know now. That said, things can change, and opportunities to drive them little cars might emerge, so watch your email!

Cheers - Bruce

MVT State-Of-The-Club Message

John Coutant - Presentation at MVT Awards Banquet March 5th, 2023

Welcome to our Annual Awards Banquet. March came in like a lamb with warm weather fueling our desires to get our Triumphs back on the road. Let's hope that winter doesn't make a brief return like a lion. The March Awards Banquet has two faces like March. One is a time to celebrate everything the club did in 2022 and all the people who made things happen and those that participated. The second is, while reflecting on the previous year, to start to look forward to all the activities of this year that warmer weather brings.

We started 2022 with the issues of COVID in the rear-view mirror. This marked a return to a full year of activities after the COVID years of 2020 and 2021. That allowed us to make an agenda for a full year of normal events of tours, meets, and tech sessions. Unfortunately, as your President, I was only able to attend a few during the year due to family health issues. Our vice-president, Chuck White, filled in for the two meetings I could not make and everyone kept the club going without

missing a beat. Thanks to everyone for stepping up and helping me.

After suffering two years of planning for the TRA national meets and having then to cancel them, we took Mason-Dixon Triumphs' offer to organize TRA 2022. This allowed us to regroup, catch our breath, and plan for us to hold TRA 2023 at Hueston Woods. Since we had the website for the event in place, we ran the TRA 2022 website for Mason-Dixon. Under TRA 2023 event chair, Bruce Clough, we started early in the year to reserve Hueston Woods Lodge along with a couple of visits there. We ramped up monthly team meetings to continue planning after returning from TRA 2022 in Gettysburg, PA. There were two more visits to Oxford and Hueston Woods, one in August for photos and planning followed by another in October. Planning is well underway.

We had a very active and fun 2022. We're a Triumph club and we love to drive our Triumphs. This started with Drive Your Triumph Day in February even if it was only a few feet out of the garage. Tours are activities everyone loves and we had 5 in 2022 if you don't count the trips to Hueston Woods (4) and to Caesar Creek Winery for WineFlashMobs (4). There was a tour to Miller's Dry Goods in May, a Miami County Drive in July organized by the Cliffords and the Barths, and the classic Farm Tour in September. This was followed by the Little Miami River Run and Fall Foliage Tour in October. MVT was well represent at British Car meets in 2022. One or more club members attended the Columbus BCD, the British Transportation car show, the Wedge Shop Gathering, TRA 2022 at Gettysburg, the Pittsburg Grand Prix, VTR in Galena, and the Dayton Concours.

We mix a lot of social activities in with our tours but we also had a number of social events in 2022. In February there was a Valentine's dinner and later a Super Bowl Party at the Clough's to watch the Bengals. The summer Pool-less Pool party hosted by the Rutledges was a great summer get together in July with massive pork chops. In November there was the annual Guy Fawkes Burning. The Flash Wine Mobs continued right up through November. In December was our annual Holiday

Soiree and last of all was the first MVT Ugly Sweater Gathering later in the month.

One of our major activities is Dayton British Car Day which we co-host with the MG club. There were a number of challenges again this year as Metro Parks introduced more requirements that increased our costs and complexity. Early morning poor weather, south of Dayton, limited attendance compared to last year. That and increased costs resulted in less payout to both clubs but it still was a success with good feedback from those who attended. So many in MVT came and helped pack entrant bags, registration, ballot counting, and many other jobs. Thanks to all of you.

If you own a Triumph then odds are you either will need some technical help or be asked to help with a technical problem where you have had experience. It is great that some many members are willing to share knowledge and labor for just a few donuts and coffee. There were six club tech sessions during the past year to help with various electrical and mechanical problems. Some were to address issues to make Chuck White's TR6 ready for the long drive to TRA while others were to help get a car back on the road like Jeff John's TR3

We started the year with 50 members and ended with 58. Our membership chairperson, Valerie Relue, managed not only to keep most of the current members, as we started collecting dues again after the Pandemic Pause, but welcome several new members. Dayton BCD, the website, and the desire for people to return to normal probably all contributed to the growth of our membership.

In terms of finance, we started off the year with \$4105 in the treasury and ended the year close to where we started with \$3755. Our treasurer, Harry Mague, has kept us on budget as we return to a more normal year. MVT historically has had standing expenses of around \$2000, which includes such things as insurance, web hosting fees, awards, P.O. Box, and some misc. expenses. As with each of us individually, we continue to see the pressure of inflation to raise costs. The finances for TRA 2023 are separate from those of MVT and should not impact us. Harry will share

those with the club after the meet and all expenses are finalized.

This year was an election for 3 of our 6 Officer positions. The three candidates who were currently in their positions ran for re-election again unopposed. So, Chuck White will continue as Vice-President, Valerie Relue as Membership chair, and Bruce Clough as Events chair.

Last of all there are the MVT individual awards that celebrate the contributions of a member in a specific area.

- Keep it on the Road – Jeff Barth for always having his Spitfire on the road, whether locally to work or long distance to the VTR national meet.
- Press on Regardless – Harry Mague who limped all the way home from TRA 2022 in Gettysburg in spite of attempted repairs on his TR6
- Most Improved - Greg Relue for improvements to his TR6 over the past year to nearer the point of completion.
- Marque of Distinction - Chris White for stepping up to organize Annual Banquet and run BCD ballot counting at last minute

Last of all we have a Special Recognition award. This is a one-time award is created by a vote of the membership to recognize outstanding contributions, generally over a long period of time, that are not recognized by one of the four yearly awards. In 2023 this award is presented to Lois Bigler for her contributions over many years to organizing the yearly Holiday Soiree and the yearly Awards Banquet.

That concludes the review of 2022 and a sincere wish for a great 2023.

MVT Events Calendar

Past

March 2023

1 - MVT Monthly Meeting

Held at Archers Tavern in Kettering. Meeting called to order 7:32 by President J Coutant. 19 members +1 visitor

Opening Remarks

John Coutant: Welcome. A pretty day for Triumphs!

Request for Changes / Additions to Agenda

None.

Introduction of Guests/New Members:

Not really a new member, but we don't see Bruce Miller a lot, and he was there!

Officer Reports:

President John Coutant: Hands off to VP

Vice President Report: Chuck White: None

Treasurer Harry Mague: Checking balance is \$2903.15. Our tax excluded status with IRS is unchanged.

Secretary Clyde requested February minutes as in Marque be approved. Moved by J Coutant, 2nd by Scott. Minutes approved with provision by Chris White to add back discussion of recognition of Lois from January meeting.

Membership Valerie Relue:

We have 58 members.

Events Chair Bruce Clough:

Went over past events:

- 2/10: Drive your Triumph Day thanks all for the pictures for the Marque.
- 2/15 Zoom TRA planning meeting.
- 2/19 Valentine dinner at Oceano at the Greene was very good, they are an independent restaurant. Householder auction

- 2/25 Householder auction discussed in Marque & online. Clyde and Bruce got auction stuff. Recent Bruce memorabilia items & past Richards auction things will be at TRA.

Went over upcoming events

- March 4 is Awards Banquet at Franco's, See Chris about reservations, 40 so far. aesars Creek Winery drive TBA.
- 15th is a TRA meeting at the Village Inn in Waynesville starting at 5:30.
- March 25th is a TR 3 tech session at Stout's barn.
- 4/11 is a Greater Cincinnati Sports drive.
- 4/22 is a TR 3 tech session at Roger's garage. May is BCD and more TRA work.

Standing Committee Reports

Technical: Bruce: none

Marque: Send articles and pictures with captions to Bruce for Marque.

Spare Parts: Chris Yannity noted the Springfield Swap Meet May 26-28

Website: John Coutant notes that bots can be a problem to ward against.

Memorabilia: Harry Mague: Call him to buy more

Event Committee Reports:

TRA 2023: Bruce Clough reports that a new newsletter is coming soon. The lodge at Hueston Woods is almost full and 2 cabins are available. 38 persons are registered for TRA.

BCD 2023: John Coutant gave feedback on recent issues raised by MVT members. Raising the entry fee to \$25 is resolved. Stan suggests looking for new site, John notes that they all have similar limitations but we should keep looking for the future.

Old Business

None noted

New Business

John noted that other officers (Chuck) can do all treasurer functions if needed in response to discussion at the last meeting about backup persons. Stan is working on a draft plan for quick notification of all involved in case of cancellation or emergency that can become part of MVT rules. Since 1995 only one meeting was cancelled and that was because the place was closed.

50-50 Raffle

\$14 to John Coutant

Adjourn 8:04

Respectfully submitted, Clyde Collins



Conversations - Stan is explain the modifiers present in jet fuels with an MVT member off camera, while Lois and Alice discuss the current crypto crisis and why it might be good to move investments to pork bellies. Hey, everyone wants bacon...



4 - MVT Awards Dinner

Chris White

Thank you to all who attended the MVT 2022 Awards Banquet at Franco's Italian Restaurant - a superb dinner, attentive staff, great service and a quality venue! And I must not forget the mini Cannoli Pastry, it was the perfect ending to the evening.

If MVT will have me, I look forward to working with Franco's for the 2023 Awards Banquet dinner.

Congratulations to all who won awards and the re-elected officers.

And a big shout out to Lois Bigler for the many years of making the arrangements for the MVT Awards Banquet dinners. Your passion has not gone unnoticed. Thank you.



What is a banquet without a foot picture? Nothing - you are correct, so here are the feet, but whose feet are these? Yeah, think about that.

Lois would like to add her thanks:

To all MVT'ers,

Such a marvelous surprise to be honored by Miami Valley Triumphs I could not have done all those things without the support of the group.

The Dayton Live coupon will be put to wonderful use as we do enjoy all the arts and attend multiple Dayton Live events.

Thank you all

Lois



Artsy, fartsy table shot across the empty salad dish - Harry is wondering if he should move the club treasury into pork bellies.



The cannoli is dead Jim! Yes, it was a goner, along with dinner! What we did not get a picture of was the MOAC - the Mother of all Cannolis - that Stan had...



Jeff Barth accepts his Keep It On The Road Award for keeping Jodi moving through the year, oh wait, that's not it? It's about their Spitfire? Oh, okay, whatever you say...



Harry accepts the Press On Regardless for putting up with the rest of the MVT'ers on the way to Gettysburg and back!



Greg Relue accepts the Most Improved Award for having a car that is not written up or ridiculed in the Marque's technical section. He is also known for sitting in the car and making "vroom" noises...!



Lois Bigler accepts a Special Award from the club for all she has done for the Holiday Soiree over the years. She received a very nice gift certificate from the club, but no pork bellies...



Chris White accepting the Marque of Distinction for the work she did getting Chuck to write VP sections for the Marque. There was also the stuff she did for banquet and BCD, but in keeping Chuck in line she truly shines.



15 - TRA 2023 Team Meeting

Bruce Clough

The TRA 2023 Team met at The Village Family Restaurant in Waynesville for the March meeting. Thanks to those who attended. We were chuckling a bit about the server since the kitchen, and kitchen mix-ups, kept her busy - but the service was great!

Meeting minutes were sent out via email. We closed out some actions, generated others. Next meeting will also be a live one - location is ...



The Professor's Hands - Manos: Hands of Fate!

25 - Tech Session

Bruce Clough

A garage full, we had a garage full of people to help Scott Stout tune his TR3. We adjusted the valves, checked the compression (cold) and adjusted the carbs. In the end it was running better, but Scott still has some work to do on the choke linkage as well as the jet seals, so we might be staging a reprise sometime soon. In the words of Scott:

Greetings All-

A huge round of applause goes out to Bruce and the small army of highly experienced technical advisors that took over my garage and cured my mechanical woes.

I had a ball!

Lots of good questions like: Why is this battery cable just laying against the ground nut and, did I know my carburetors were leaking gas on top of the starter motor?

Lots of laughs, lots of coffee.

We need to do this more often.

Thank You, Thank You, Thank You!

Scott Stout



Drone's view of the tech session - you didn't know we have an MVT drone, did you?



Jeff has a moment of prayer as we adjust the valves...



One of the least effective ways of rotating the engine

April 2023

2 - MVT WineFlashMob



Yes, it is that time of year again - let the drives commence!

Bruce Clough

What a great day for a WineFlashMob, yes, a bit cool, but partly sunny heading to sunny in the afternoon, and no rain, no wind, just a cool spring day.



Inca was lonely, hint...

I was going to take the BMW due to the fact the top on that will go up and down at this temp, but dammit - this is a Triumph Club, so I drove Inca over, and enjoyed every minute of it. For those that don't know, I have a wonderful back route from Chateau C/O-C that goes through the Little Miami and Caesars Creek watersheds, with great twisty-turny roads that literally make me feel good driving them. I left a little early since I was somewhat

concerned about getting a table or two. Arriving, I found out the tasting bar was filled, and with several folks I've not seen since Zemores went under, but, I secured two tables.



What a Spread!

And we needed them, since MVTer's filled up the tables. MVTERS brought food, and drank a lot of wine. We were an excellent profit center for them that day! Thanks to those who brought food, and who brought the conversation. I was a bit disappointed (not!) that I had the only TR there, but to be fair, the windows were up and heater on!



...as I was leaving - blue sky and warmer temps, and a view over the Caesars Creek Valley from the winery

As much as I enjoy the drive there, I enjoyed the drive home more - I think it had something to do with the now blue sky and the sun heading towards the western horizon. Something to do with the

fields getting ready for summer and the flowers on the hillsides. I rolled down the window to hear the exhaust note a bit more, and pushed a bit further down on the accelerator pedal. What an enjoyable drive!

We will be doing these again, so hopefully see you at one soon! The Caesars Creek Winery staff was happy to have us, and, as usual, their wines were very good!

Future

5 - MVT Monthly Meeting - Agenda

Opening Remarks and Welcome – **John**

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

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

Officers Reports

- President – **John**
- Vice-President – **Chuck**
- Treasurer – **Harry**
- Secretary – **Clyde**
 - Approval of March's Minutes as published in the Marque
- Membership Chair – Valerie
 - Membership renewal for 2023-2024
- Events Chair – **Bruce**
 - Summary of past events
 - Upcoming events - Spring is here!

Standing Committee Reports

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

Other

- Memorabilia – **Harry**

Event Committee Reports

- TRA 2023 – **Bruce**
- BCD 2023 - **John**

Old Business

New Business

Split the Pot - Harry

Adjourn - John

The meeting will be held at Archers Tavern Kettering, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015. We are in the meeting room off the bar at the front of the tavern. We have dinner and socializing at 6:30PM and the president usually ruins our fun by starting a meeting at 7:30PM.

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

15 - Eleventh Annual Spring Classic Driving Tour

Departing New Richmond on a Saturday morning for a few hours of winding through the luscious spring flora of southern Ohio. A stop for Pie, always important fuel for the classic car enthusiast! Returning to NR the local eateries and pubs will be offering discounts to the entrants, Buck's Riverside Grill, Front Street Café, Green Kayak, and Wholly Beans Coffee Shop are perennial supporters. Online registration will be available at the end January, watch this space!



19 - TRA 2023 Team Meeting

We will be having the meeting at the Cherry House Café, 1241 Meadowbridge Dr., Beaver Creek, OH 45434 – Easy access from US 35.

<http://www.cherryhousecafe.com/static/party-room/>

Dinner at 5:30PM, Meeting @ 6:30PM. Agenda will be sent out beforehand.



22 - Wrench On Rutledge TR3B

We will have another Tech Session at Roger and Carol Rutledge's, 2200 N Hampton Rd, New Carlisle, OH 45344. I think he is going to have us do something diabolical to the TR3B, but we will have to wait and see. I heard rumors of pulling the engine??

Right now we have the starting time at 10AM, but watch your email.

May 2023

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

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

6 - TRA 2023 Tech Session Dry Runs - Location TBD

6 - 18th Annual British Transportation Museum Car Show

The 18th Annual British Car Meet is being held 9 a.m. to 3 p.m. on Saturday, May 6 in front of the British Transportation Museum, 321 Hopeland St., Dayton. As many as 100 cars will be judged for awards. Spectators are welcome and admission is free. A registration form for the show is the last page of this Marque.

Note that this annual event is being held on the same day as the coronation of King Charles III at Westminster Abbey, Buckingham Palace. Pete tells us this means that spectators will get to see which British cars are most prize-worthy on the same day of the ceremony marking the formal investiture of the United Kingdom's 40th monarch.

There will be food available and the show is rain or shine!

For more information and/or to register a car, contact Adam Wilcutt at 937-671-3128 or Pete Stroble at 937-546-0039, or email the museum at btmpres@gmail.com.

Visit the Museum website at www.BritishTransportationMuseum.org.

13 - Hueston Woods Acclimation Visit/Driving Event - Details TBD

20 - The "Rutledge Tour" - Drive to interesting places, we think...

20-21 - Columbus British Car Day - the Columbus BCD Website is now active and has information as well as registration:

<https://britcar1.regfox.com/bcd-cmh>

June 2023

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

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

18-23 - TRA 2023 - Hueston Woods State Park - Yep - it's on our calendar for the first time - it is getting close.

July 2023

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

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

15 - J3P (Jeff, Jodi, John & Patti) Tour

22 - Dublin Car Show

August 2023

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

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

5 - Dayton BCD

12 - Indy BCD

26 - Orphan Car Show & something tour

September 2023

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

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

11 - Cincinnati BCD - Aubrey Rose Foundation British Car Day, Sunday, Sept. 11, Noon – 3 pm in Village Green Park

Presented by the British Car Club of Greater Cincinnati. Live music by British Invasion from 1 - 3 pm, All British Cars Welcome to Display

70+ Awards by Popular Vote, Live Music, Food and Beer Trucks, Split The Pot, all proceeds Benefit Aubrey Rose Foundation

Entry Fee: Early Bird: Register before September 1st \$20.00 + FREE T-Shirt, after that \$25.00 per car.

<https://www.bccgc.org/british-car-day>

14-17 The Wedge Shop Reunion at Stow British Invasion - TWS Gathering 2023 - Sept 14 - 17 - Stowe, VT USA

Join us for the premier British Car gathering in the Northeast! Our event will be alongside the British Invasion show in Stowe, VT.

[Show Info & Registration](#)

- Full schedule and host hotel info soon.
- Mix of back road drives, car show, dinners, driving events and socializing!
- Driving events (auto-x, dyno day) for all the on road cars, along with an off road driving event (back woods, dirt roads) for all the Land Rovers.
- Rover V8 Tech session by TWS (Clint & Woody Cooper).

Free T-Shirts and other swag for all attendees.

16 - Pooless Pool Party - @ the Rutledges

17 - Fairborn Car Show

27 Sep - 1 Oct VTR 2023 - Dillard, GA

<https://vtr2023.org>

October 2023

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

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

14 - Farm Stand Tour

21 - LMRT/FFT/RWTGTVV Tour

November 2023

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

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

4 - Guy Fawkes Roasting

?? - The Last Tech Session

December 2023

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

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

TRA 2023

Bruce Clough - TRA 2023 Chair

Just a couple months out and it's time to start crossing the T's and dotting i's. Yeah - crunch time.

There has been a lot of activity lately - name badges, vendors, tours, scouting restaurants, roads, and campsites - lots of things going on - so I am sure you are asking yourself "*How can I help?*" Great question! You can help by:

- **Registering for the meet** - as of now only some MVT members have registered for the meet. This meet is your meet, this meet is our meet (oh, sing it Woody), not just for TR2/3/4's, but we have places for all! You will not have a chance to attend a national club meet this close for a while, so take advantage of it!
- **Working the meet** - events are run by volunteers, volunteers that are driven by their love of the Marque. If you have never had the chance to serve your fellow club

members, now is the chance. You will be surprised how much you will grow in knowledge by working a national meet, and all the nice people you will make friends with.

Our next meeting will be April 19th at the Cherry House Café in Beavercreek. This is off Dayton-Xenia very close to the Fairfield Road/US 35 intersection, so it is easy access from the freeway system. They have a meeting room which the club has used from time to time over the years for events. Dinner is at 5:30, meeting at 6:30. We are not planning on Zooming this meeting unless requested.



One of my ideas for name badges, it didn't fly so well...

One of the great things about having Duncan at Miami U is the fact that we have been able to sample a few good restaurants in Oxford while picking him up and dropping him off. There are no shortage of great places to eat a short drive away from Hueston Woods.

Buttons anyone? I tripped over our button machine the other day while cleaning up things. IF there is enough interest I could make TRA 2023 Staff Buttons, or not. Let me know...

Those developing tours - ensure you put Oxford-Milford Road between OH73 and OH177 on the routes - it looks straight, but has decent elevation change over the route to make a fun drive...

As always, if you need more info on the meet, please head to the fount of all knowledge, our website professional up kept by Pres John:

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

See you at the meeting on the 5th!

Cheers - Bruce

TRA 2023 Polo Shirts

Harry Mague is doing a one-good-time deal for MVT'ers. You can get your polos for only \$22 each. Get in touch with Harry to order yours, and he will be taking orders at the next MVT meeting!



Dayton British Car Day

Stan Seto

Dayton British Car Day (aka BCD) is August 5th, and it's never too early to prepare. Registration and other information can be found at:

<https://britishcardaydayton.com/>

Since this is an MVT event, and since we all want to support the club, I can think of no excuse besides a zombie apocalypse not to register.

It is still at Edgewater Metro Park, the registration cost has increased by \$5 to cover increased park costs, and to take advantage of the early-bird free t-shirt special you need to register by July 22nd.

Volunteers? Yes, we will need them. We will start asking for volunteers to help various jobs soon - sign-up sheets will probably starting the rounds next month.

Remember - it's your show, so come out and support MVT and the hobby.



New tire design just introduced for curvy roads - more news at 11

Technical Talk

Edited by Bruce Clough

To your trusty mounts!

Shifting Old Paint is very different than shifting Inca. The shift pattern is moved towards the passenger a perceptible distance. The reason for this is the engine is rotated clockwise (as seen from driver's seat) as a result of the reconstruction of that car after whatever accident it was that had it end up on a salvage title.

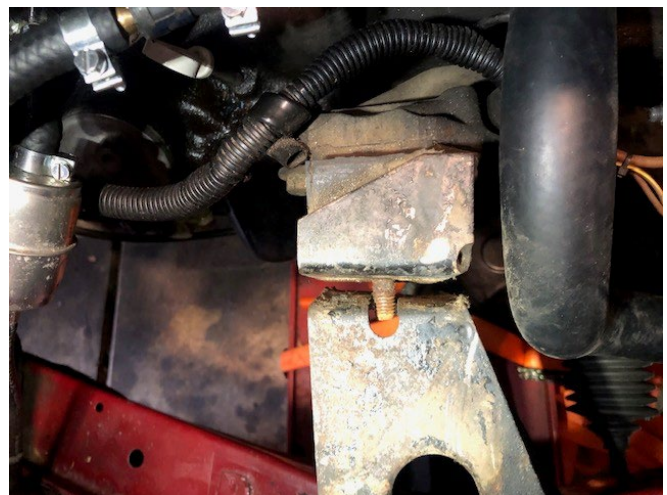
This is east to see from the bottom - when you looked at it the transmission, back mount, and oil pan all had a noticeable lean to them (sorry - forgot to take a picture - you will have to use your imagination). 10-15 degrees worth, which is enough to make things different. The lean is caused by the same thing that caused the gap between the side of the dash and A-Post - the right side of the car is a bit wider than stock by 0.25-0.5 inch.

In order to see what was needed to rotate the engine back, we (Chuck was over helping me) used a bottle jack to jack up the right side of the engine after the right motor mount was loosened. The next picture shows what we were faced with - the mount point had to move up by about an inch and inward towards the engine centerline by somewhere around 0.25".

The damage due to the accident could also be clearly seen. The bracket coming from the body to the mount was clearly bent up, and the right shock tower above where the bracket attached was convex, not flat as an undamaged car.



Gap between the bracket and rubber mount shows the space to be made up to get the engine vertical



Easy to see the gap between where the engine should be, and the mount bracket in this shot. That space had to be filled somehow

The goal was to shim out the rubber mount to close the space. This would result in the mount stud being a bit higher in the mounting bracket, but it looked like I had the space. Before I started figuring out how much shimming was needed I needed to clean up the existing mount and bracket. Out came the wire wheel and a drill, out came the rust preventative paint and some silver wheel paint (what was on the workbench already - not too worried about color coordination at this point).

Attached the repainted, really bent up - the accident did a number on this one - bracket to the body. Then I loosely attached the motor mount to the bracket, leaving enough slop so the mount could rotate. Then I got out my trusty short rule that measures depth and figured out I had to shim the motor mount out at least 0.25". Went to Amazon and ordered some 0.25" aluminum sheet, then used some metal shims I had laying around to reattach the mount with about the shimming distance I calculated. It actually seemed about right...



Cleaned-up old mount in place with shims

I also wanted to do something about that bent-up bracket. Just happened to find one on ebay, undamaged at the right price. It took several days to arrive. Once delivered, I cleaned it up like the old one, but in the interim I dug out some epoxy chassis paint to give it a proper black finish.

While waiting for the bracket to arrive I made up a couple of shim plates the same shape as the motor mount side that attaches to the block, so I had 0.5" of shim to play with.

Putting on the "new" bracket I discovered that the existing body damage with an undamaged bracket meant the motor mount would not align correctly. No surprise here. The mount was actually towards the back of the car 0.5" relative to the undamaged mount. No fear, out came a large round file and the drill that it could actually fit in - used this combo as a router to hog out a notch for the stud to fit in.

Worked like a champ. With this notch the mount now fit. It turns out I did not need both shims, I used one, then added a smaller shim between the mount bracket and the mount to take up the residual space.



New bracket in place with the shimmed motor mount.

Examination showed this did rotate the engine about the right amount. Next to drive Old Paint around to see if any of these bolts and nuts will fall off...after I get the new exhaust system on

Revenge of BaT, Continued, will it ever end?

Bruce Clough

While I had the car on the lift I decided to stabilize some of the light surface rust on the underside. While I was at it, I decided to bend back the little brackets that hang down below the pan in front of the rear trailing arm attachment points. Why are those there - do they protect something? Do they dissuade folks from using that as a jacking point? Helliflknow, all I know is that they have always been bent up bad on every wedge we've had. Old

Paint was not different, they were smashed pretty bad.

Taking a prybar and a socket extension bar to use as a fulcrum, I managed to get both bent back somewhat well, at least good enough for Old Paint. I was about ready to get my rust stabilizing primer and a wire brush when I looking in front of the trailing arm I noticed some cracking on the driver's side. Poking around with a scraper I found out a DPO had covered some rust damage with a skim coat of epoxy material and had painted over it.

Nice - since that is a load point I probably shouldn't just cover it back up, but to fix it correctly one should take off the trailing arm, cut out the bad metal, and weld in plates.

Well, that ain't gonna happen, at least not this spring. Quite frankly, it had only cracked due to me putting a load on the metal bending back the bracket, so there had not been an extreme amount of load on it, at least nothing that cracked the epoxy covering the crack, and this is after we have driven it to a TRA as well as a lot of local drives.

I mean. It is Old Paint, right?

Poking around the other side I noticed some damage there also, but nothing as bad as the driver's side. Out came the Dremel with cutting discs and off came the brackets (good riddance). Out came the power wire brush and cleaned off the metal on both sides, then out came the JB Weld stick to fill in any holes. Then I got some 16 gauge steel sheet out and made a bracket to cross the crack on the driver's side and take the load. That bracket was secured with a lot of steel pop rivets and JB Weld epoxy under and over it. Not beautiful, but should hold, at least long enough to have some fun this summer - will check it in November.

While I was getting the bracket holes drilled I glanced a bit forward and looked at the driver's rear jacking point. The area around the jack locator post was pushed up a little and visible rust damage (again hidden by a skim coat of something) was evident forward the post. Nice times two. Back out came the scraper and power wire brush.



Yeah, not beautiful, but should hold. The grey is a high-strength epoxy, not filler.



Jacking Point: not the prettiest thing I've seen.

The wire brushing showed a little more rust damage in the area of the post. Since this shows deformation due to jacking the car up I decided that sealing up the rust and calling it a day was probably not wise.

It just so happens I have some TR3 body-mounting washers that are pretty thick, fairly wide, and with a hole just the right size, so I decided that I would JB Weld one of them to the post area to spread the load farther across the body at that point. Again, not the repair one would do if given a lot of time, but, as one of my great uncles on my dad's side would say "it'll do..."

Once I had all these Red-Green repairs completed, I sprayed the area with an etching primer, top-coated with a decent epoxy paint, then sprayed a

rubberized undercoating over top that. Remember, if women don't find you handsome, at least they'll find you handy...



Both areas fixed - now on to what I was really doing under that car...

So - moral of story - even if a car looks really, really nice on BaT (Bring a Trailer) don't buy it unless you can get a good inspection. Although this car has been fun to drive (best handling TR7 I've ever driven and no front vibration) I've had to do more maintenance than the original description, and purchase price, might have implied I would have.

TR7 Monza Exhaust

Bruce Clough

I wanted a bit sportier exhaust on the car - which explains the headers last month - so when I saw a Monza system with a deep discount at TWS Motors, I jumped on it.

To my surprise, the Monza system fit pretty good - might have a little clearance problem on the bumper - we will see. The issue is now I needed to make up a front pipe to go between the header and the Monza system. This is about 30 inches of pipe with a bend in it that has to go from a 2" OD header collector to the 1.75" input of the Monza.

Some might think to get help from an exhaust shop. Heck with that, I'm an engineer! I wrote down dimensions and headed to the nearest Advance Auto.

The answer was 4 parts - a piece of 2" OD pipe, a piece of 1.75" pipe, and two connectors to mate all the pipes together. I mocked it up on the car, using aluminum pop rivets to hold the pipes in place.



Mocked-up and ready for assembly

Yes, aluminum pop rivets. Since I hate clamps, and since I do not use welding torches in our attached garage, I have used pop rivets and high temp silicone to put exhaust systems together for the last 20 years. It's a bit of work, but they hold up well and no open flame needed.

Essentially the process is to use a few aluminum rivets to mock up the connections - holds them in place, but easy to drill out later - then get the pieces to the workbench and put in a lot of steel pop rivets and sealant.



Fun with gobs of pop rivets and sealant

Once this is done I want to paint it, but the high-temp silicone takes a long time to cure, especially in a garage - heated, yes, but still can take some time. Out comes the 1980 hair drier for some forced curing.



Accelerated Curing Rig using my grandmother's old hair drier...

Not pretty, but functional - I will cure it on a mid-heat setting for several hours, and then go to my heat gun on a low setting for an hour.

Which I did, which cured the silicone. Now to paint. Okay, it's 31F outside with a west wind at 20-25mph giving a 15F wind chill. No way we are painting outside today. Okay - paint in the garage. First I need a paint booth to control the overspray. Easy, I still have the box the exhaust came in, so I'll make that into a paint booth and set it on top the Rumpke containers (to be fair I kinda knew I might need it for this, so it wasn't just lying around...). Put in a few boards to get it off the bottom, and use a Vise Grip to hold it when rotated for painting. Waalaa - one cheesy paint booth.

After this had air-dried I reconnected the heat gun and put it on low for 30 minutes. This got most parts of the pipe at 160F, then I went on high for 30 minutes, which increased the pipe temp to 260F. I would have liked to get it hotter, but the pipe is too long to fit in the garage stove, or the Jenn-Air Autoclave as I call it.



Eat your heart out Earl Scheib! Can you feel the cheese?

Alright. The front pipe was complete, and ready to install, so what do you think the odds were that it fit perfectly and everyone lived happily ever after? Zero - you got it. After I got everything on I discovered that the 44.5mm band clamps I had for the pipes would not crush the pipes enough to make a solid joint.

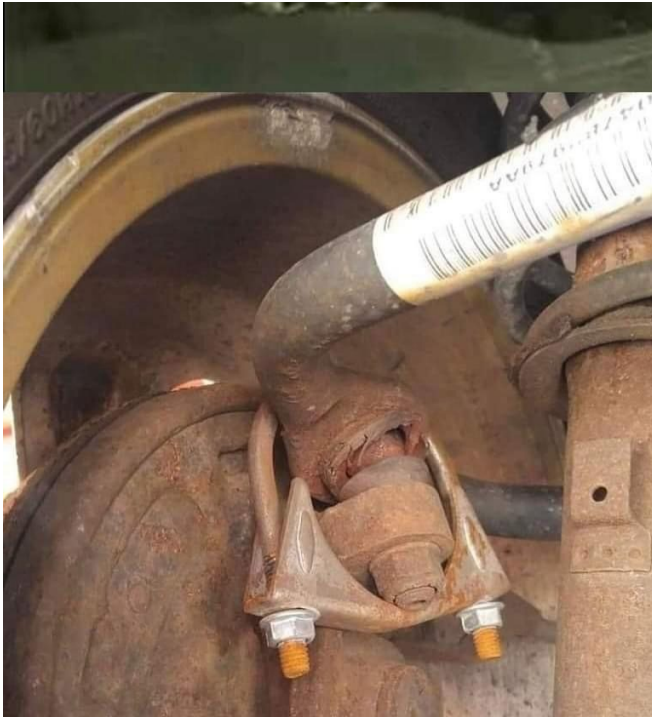
No problem, although they are not as nice, I can use the C-clamps that came with the Monza system to clamp the joint.

Uh, no, no dice, they sent 2" clamps rather than the 1.75" needed for the joints. Gezzzzzz, you just have one thing to do right - how hard can it be to send the right clamps? Must be too hard obviously...

Pulled the Monza system back off the car and cut notches into the outer pipes so the 44.5mm band clamps will crush the outer pipe to the inner one at the joints. Using the Dremel tool with cutting wheels took an additional 15 minutes to make all the cuts. Put the system back on the car and now clamped it down. Nice-tight fit, and doesn't look like there will be any leaks, we will see.

Now I just reattached the front pipe bracket between the pipe and the tranny where it mounts. The one good thing about the Monza incompetence is that one of the 2" C-clamps made a nice attachment to the bracket - I didn't have to fabricate anything for the mount.

Enough work for the month - I want to drive this car!



Nothing to see here good citizen, please move along...

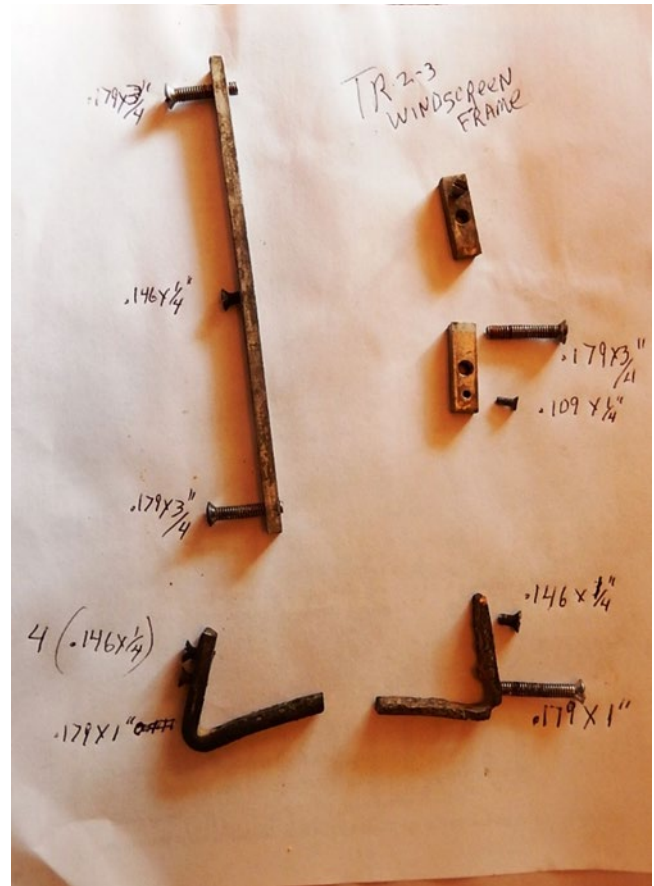
How I Learned to Stop Worrying and Love Obsolete BA Screws

Clyde Collins

Why don't we go one world, with geniuses in charge of metric everything? Old British fasteners were wonderful, weird, and they are still around.

The Windscreen

I was replacing a crushed windscreen frame on a TR 3 for BTM with one of my spare frames and took it all apart to get out old rubber and glass fragments. The frame is chromed brass and cleaned up well. The upper and lower frame fasteners having internal threads are pictured with the bottom bent brackets joining the upper frame. The straight pieces are located mid height next to the rubber seal inside the frame. Small screws with external threads hold them in location to receive the 6 brass stanchion screws. Two versions of upper brackets are shown in the next figure, the right long one has 2 stanchion drillings and the left short ones have one stanchion drilling apiece.



Windscreen Bracket Pieces

The brackets are zinc plated but living behind rubber they were in states of corrosion so that the smaller retaining screw heads had to be drilled off to get the frame pieces apart. The upper inside brackets may be left in place but the lower angled brackets must come apart and are rarely reusable. The upper rectangular are not available but the bottom angled brackets are for \$37 with 8 tiny screws.

The 6 stanchion screws had wear and are about \$2 each before shipping so I wanted to reuse them. They hold 3 layers of brass together. With the price of glass, rubber, and shipping I look to save the unseen parts by chasing corroded threads. The frame fasteners, either 10 or 12 come in 3 different sizes.

My enviable collection of taps, dies and thread gages matched none of these screws. The windscreen fasteners are BA British Association thread sized. The table in the next figure is shortened but gives basic info like threads per inch,

TPI. The 6 stanchion screws are BA2 and the other bracket screws are BA5 and BA7.

British Association Thread Chart 47.5 degree

SIZE	TPI	EXTERNAL MAJORS	DRILL SIZE TAPPED HOLE
		INCH	INCH
0	25.4	0.236	# 9
1	28.222	0.209	11/64
2	31.358	0.185	# 24
3	34.795	0.161	# 29
4	38.485	0.142	# 31
5	43.051	0.126	# 38
6	47.925	0.11	# 43
7	52.917	0.098	# 46
8	59.07	0.087	# 50
9	65.128	0.075	# 53
10	72.571	0.066	# 55

I like to clean up fasteners especially the corroded dissimilar metal ones. The stanchion screws are BA2 (.185") so through the die they went and cleared some nicks. The internal thread pieces are steel with the brass screw not quite going all the way through so there was some good corrosion to get tapped out in image4. Now the stanchion screws easily go through. Should I worry that now it is too clean? In tap & die, you want the external threads the listed hole size or a thou or 2 smaller if it is a big screw. The tap for internal threads needs to be a thou or 2 bigger or else any dirt, burr, or anything causes bad interference.



Chasing threads



Taps & dies

A tool junkie can get BA taps and dies to chase nicked or corroded threads, which I did in image 3. You can borrow them. On order is an extra BA thread gage \$8. The very small screws are not visible and can be redone with 4-40 and 6-32 stainless screws 1/4" long, or buy new BA ones from the supplier British Tools and Fasteners with a location in New York.

Chasing Threads

The difference is called allowance. The pilot hole size for the tap is how you make a tight or loose internal thread with 100% meaning all mathematical surfaces are mating. That is only good for sheet metal or thin stock; it is too tight. 75% is a usable contact area especially for a brass screw so looking on the table in The Machinists Practical Guide 1929 rev 1965 for a new tapped hole, I would use the recommended number drill. They state that for normal steel bolts with connecting threads as deep as the diameter, most screws shear or break at 54% contact before they strip threads. This is experimental data and it means I am OK. I didn't need to drill, just chase threads with the tap. Ideally they make chasing taps that are slightly smaller so as not to remove any metal but good luck on this size. In general, feel free to chase corrosion out of old nuts if salvageable.

This is a wet connection and thread lock would be a waste. PTFE tape is very limited for heat and vibration in a sealed joint. I could use anti seize paste: nickel or copper for dissimilar metals or silver (aluminum powder) for steel in steel. This could be the end of the story but if you are still here.....

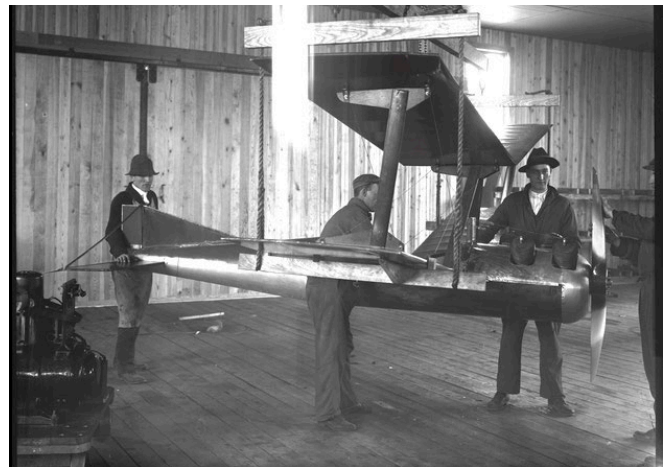
Are there other BA screws in my cars?

BA screws were and are still used in instruments, models, steel darts and more. Developed in 1884, they are a metric/British marriage numbered with 0 having a thread width of 1 mm and each smaller size .9 as large. Note that .236" is almost 6mm and 1" is 25.4 mm. It is said that no Whitworth or metric screws are used in TR 2-8s except for the SU and other carbs and Smith and Jaeger components. Most nuts and bolts 1/4" or larger are UNF, Unified fine thread, but British screws smaller than 1/4" and before 1980 are likely to be BA. Owners of old Morris, Jaguar and others will find a mix of British standard threads listed below including Whitworth.

Old Info

The industrial revolution with world class British engineers and metallurgy at first allowed anyone with an advancing lathe to make any size screw. In England Whitworth improved the scientific basis for Imperial inch/fraction sized threads 55° and by 1841 his was the de facto standard of the day. By 1870 his devices could measure 1 millionth of an inch. In America in 1864, William Sellers proposed a 60° thread form and various thread pitches for different diameters. This developed into the American Standard Coarse Series and the Fine Series. By 1905 a forerunner committee of ANSI met to refine several industrial issues, think tire sizes and everything that goes with car parts. The vice president of that committee was Henry Ford. By WWI the committee was expanded to include Canada, England, and Dayton's own Charles Kettering. He left us for war projects like this unusable WWI Tomahawk, the Kettering Bug in image 5. He also worked in Detroit for SAE on inch/fractional fasteners and more. Differences in interchangeability brought improvement in 1948 resulting Unified Course UNC and Unified Fine UNF nuts and bolts. These combined the best features of thread shape from Whitworth/Sellers

with other mechanical factors for the standards we are using today.



Kettering Bug - an early UAV (Drone)

Metric standard committees for screws was also in progressing by 1876 setting standards for metric watch screws, the Swiss Thrury screw. By 1947-48 ISO, the International Organization for Standards established sizes for metric screws but some variations have not yet been resolved. Japanese, Italian, French and German differences remain.

No thread size gains mechanical performance by being fractional, Imperial, divisible by 10, or politically popular. The strength, vibration resistance, stripping or galling resistance is determined by inherent physical properties of the materials, and other considerations. Some complain that the standard metric thread is too fine for cast metal so more or larger bolts are engineered to hold. The fine threads are too fine and strip or cross thread easily. ISO is unlikely to re-engineer these issues and political issues for credit or dominance are prominent. Such is science when committees get in charge.

Because England was at war with everyone at some time or another each side resisted switching to metric or imperial. One common statement about why US and Canada are still not metric is that we are jingos and can afford different tooling. Maybe. There are also good arguments concluding that SAE standards deliver something worthwhile given the metal castings in common use, not to mention aerospace fasteners. I have heard that NCR cash registers, RIP, required a screw inventory of 78K up to 130K different patterns,

most all unique patterns. Yikes! Still, the simple one world Gov't is on a lot of people's mind.

Other British Standards Before 1980 Metric

Post war Triumphs were meant for export and mostly use UNF fasteners. Although they wanted to be European Union before they didn't, by 1965 Britain adopted the metric system but slowly changed over up to about 1980. Now summer temperatures there are always close to 20° C. I read that 26 common fasteners of different standards can go together with another fastener. There are subtle differences that will cause this union to fail badly and so never intentionally mix different standard fasteners.

Other British screws for bicycles and motorcycles include BSC, British Standard Cycle thread all having 26 threads per inch on screws from ¼"-1". Good vibration resistance is the reason. BSP, British Standard Pipe covers both BSPP British Standard Parallel Pipe BSPF, British Standard Parallel Fixed threads that use a gasket or seal to be gas/liquid tight like some oil and gas tanks, banjo bolts, and maybe brake lines and tire valves. The seal can be a flare. BSPT, British Standard Pipe Taper depends on an interference fit as the taper grows into the fixture. It seals without gaskets. The nut on the Smiths water temp sending bulb mated to the thermostat has this tapered shape to force a disc into the housing. These are usually so corroded (dissimilar metals) that you do not see the taper. While the car makers adopted UNF or metric fasteners, parts vendors like Smith, SU and Jaeger were not so quick. Norton motorcycles never switched. Bless their hearts.

Other Reading

This topic is mechanical engineering new and old but a couple websites I cited and found accessible for my humble math ability are listed here.

1. electronicsweekly.com/blogs/engineer-in-wonderland/ba-threads-metric-2021-08
2. jrcengineering.com/technical-support/whitworth-and-other-british-threads/

3. mossmotoring.com/whitworth-system/ Michael Grant
4. boltscience.com/pages/strength
5. 1960. fastenerdata.co.uk/history
6. littlemachineshop.com/images/gallery/instructions/a_brief_history_of_screwthreads

MVT Memorabilia

The Club has the following fantastic, wonderful memorabilia for sale. Show your colors iblic, 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 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 harrymague@aol.com



MVT Window Sticker - \$1.00

Classifieds

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



For Sale:

- TR3 Chrome Valve Cover \$20
- TR3 Quarter Rail Capping \$20 pair
- TR3 New LH Outer Rocker Panel -\$20

Inquire at tryanity@gmail.com .

TR7's for sale - From Bruce Miller: *"The seller lives in Preble Co., @ the corner of "Four Mile Straight Line Rd." & Fairfield-Concord Rd. Greg Issacs - Home phone : 937-465-1989. He wants to be rid of the brown TR7 (which I formerly owned) a/w/a red 75 TR7 coupe. It was a parts car for him. He says it runs, too; BOTH for \$2500.00."*



British Car Meet at the Museum Sat. May 6, 2023

REGISTRATION FORM

-Show held Rain or Shine-

Name: _____
Address: _____
City: _____ State: _____ Zip: _____
Phone: _____ email: _____
Club Affiliation: _____
Make _____ Model _____ Year _____
Pre-registration: \$15.00
Registration after May 1: \$18.00
BTM Membership: \$30.00 -not required-
-New members, please fill out BTM membership form-
BTM Member Discount: -\$5.00
Vendor Registration: \$10.00
Total Enclosed _____

Make check payable to and mail to:
British Transportation Museum
321 Hopeland St. Dayton, OH 45417

PLEASE READ AND SIGN

The undersigned, Registrant, agrees to release, discharge, waive and hold harmless the Society for the Preservation of British Transportation in America Inc., The British Transportation Museum, members, any sponsors or persons associated with this event from any and all liability, including but not limited to, personal injuries and or property damage caused to me, by me, my party and or my vehicle while attending this event or while traveling to or from this event.

I certify that I have full coverage insurance on my registered vehicle as required by law.

Signed: _____ Date: _____



The British Transportation Museum will hold its 18th Annual British Car Meet on Saturday May 6, 2023. The Location will be at 321 Hopeland St. in front of the Museum. The show will be a People's Choice Judging event. The Meet runs from 9AM to 3PM. Registration will be limited to the first 100 cars.

Come visit the 62 vehicles in the Museum collection plus tons of memorabilia.

Autojumble! Bring out your spare parts for sale.

Bring Family and Friends. Spectators are welcome free of charge.

The Coronation of King Charles III is this day. Join in the celebration! Expect a few surprises!

For more information, contact Adam Wilcutt 937-671-3128 or Pete Stroble, 937-546-0039 or email the Museum at btmpres@gmail.com. Visit the Museum web site at: www.BritishTransportationMuseum.org