



The Marque

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



MVT @ VTR 2023 – all smiles and why not? More pictures inside...

The Marque - November 2023

Marque Editor's Comment

Wow – what a driving month! We all got back from VTR more-or-less in one piece, and then were all the October local driving events, cook off, you name it.

Documenting all of that with pictures has lead to this humungous Marque issue. I've not seen a 60 page Marque in a month of forevers. Thanks to all who submitted pictures and articles. I have not helped that out by documenting some technical

stuff I've been doing to the cars since back from VTR.

As I stated, there is a big spread on VTR 2023 in this Marque since it was a significant drive by a number of members – look inside for a lot of pictures.

I'm also looking for more technical stuff in the future NOT written by me. So, if you have it, let me have it. Yes, I know that there is a bunch in this issue, but it's from me, and what we have in here this month is just a bunch of conscienceness streams. We need quality stuff! I'd certainly like more folks to join the fun, and I know you are doing the work – pls document and share if you can. – anyway, enjoy!



Did we mention we have free beer?



Seen at VTR 2023 – practicing safe TRs...

November Events:

- 4 – Death to the Traitor!
- 11 – Tech session
- 18 – Tech session

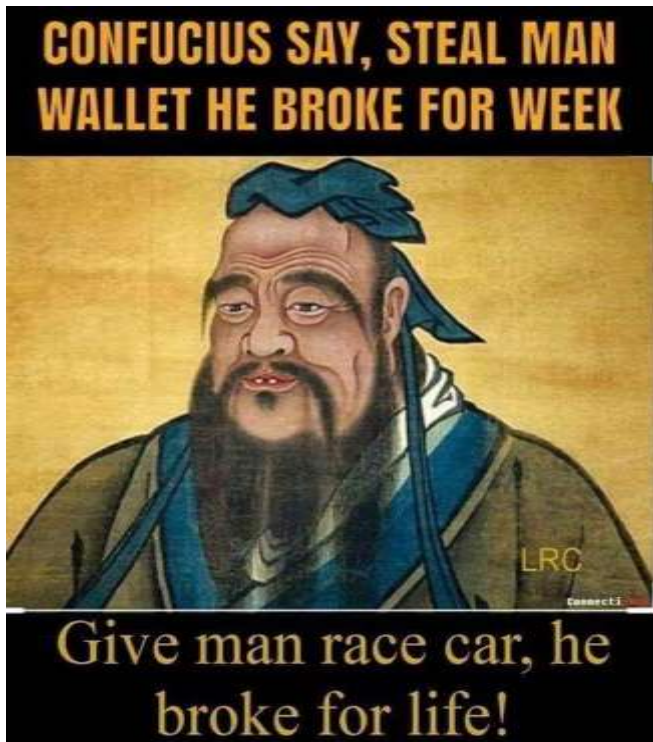
Scariest pumpkins ever



No lies detected...

In This Marque

- VTR 2023, just the facts, ma'am... And we give a lot of them.
- More relay stuff than you ever wanted to know
- We have the pictures, pictures, and pictures.
- More than a few shots of nicely colored leaves!
- Nothing will get us to put the brakes on this month's Marque
- Requiem for Windy Acres



Truer words have not been spoken

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...

In addition, the 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,
harrymague@aol.com

Membership: Valerie Relue,
vleigh607p@gmail.com

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

Events & Newsletter Editor: Bruce Clough
portabezi@hotmail.com

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

Club Website:

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

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

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

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

MVT 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/>

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.

Other Clubs

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.



Look closely...some would say it has to be

Officer's Reports

President's Report

Boo, Gobble, Jingle

John Coutant



October was a good month even if it did rain a bit on our two tours this month. As I write this only a few more days are left in October and I am already sneaking some of the Halloween candy we bought for all the little kids in the neighborhood. Today is 74 deg. and sunny so I put the top up on the TR3A. Why you ask? Well for those of you who have vinyl tops, you know that cold vinyl is not very flexible or stretchy. Couple that up with assembling an erect hood on a TR2-3 and warm weather and sun are your partners for an easier job. I don't see many 70+ day in the future so it was time for the top up and side curtains if necessary. Actually, my heater works well so cool, nice weather driving is not a problem. However cold and raining weather is not great so that is why the Swedish Triumph has been out and about in the last two tours.

November is the time to toast (with fire not bourbon) Guy Fakes. We'll probably have a Tech Session or two before it is time to start roasting turkey. Check out the current Marque for details on these.

In December, we do not have a General Meeting the first Wednesday of December, the 6th. Instead, we will have a short business meeting on Saturday evening, December 2nd at the Annual Holiday Soirée at the Queen of Apostles meeting hall at Bergamo. This will be out last year at this facility which has hosted us (thanks Lois) for many years. We are looking now (because it is difficult to find a location in December) for another place to host us in 2024. If you have any leads or ideas, please let us know. There will be some sort of holiday get together so check out the Marque for details.

The end of the year is the time for starting nominations for officers and yearly awards. Nominations open in December and close at the end of the general meeting in February. Voting closes at the end of the March general meeting and results are announced at the annual Awards Banquet in March.

Because 2024 is an even year, the offices that are open for nomination include President, Secretary, and Treasurer.

The annual award categories are: Keep it on the Road, Most Improved, Press on Regardless, and Marque of Distinction. You can check out the descriptions and previous winners on our website at:

<https://www.miamivalleytriumphs.org/member-awards>

It is raining leaves outside all of a sudden after the colorful display of the last week. Time to blow the leaves out of the garage and go for another ride. Happy Halloween!

Secretary's Report/Last Month's Meeting Minutes – September 23

Clyde Collins

Meeting called to order: 7:31 by President John Coutant.

Attendance: 20 members

Opening Remarks: John Coutant: Welcome all

Request for Changes / Additions to Agenda: None

Introduction of Guests/New Members: None

Officer Reports:

- President: September 21 Board meeting: Discussed British Car Day hiccups including registration, complaints about spacing the cars in the smaller space allotted, tow vehicle issues and spectators. Allowing for improvements, the consensus was that the event is pretty good. Also discussed was TRA and MVT succession. The topic of a new location for the Holiday Soiree will become focused in the coming year.
- Vice President: Offered to resign over no trophy from the recent VTR meeting. Club members declined, he is stuck s VP for now.
- Treasurer: Checking balance on 10/4/23 is \$5376.67 with about \$1500 from TRA. Report approved by all.
- Secretary: September minutes no corrections. Motion to approve by Chuck,

2nd by John Clifford then approved by member vote.

- Membership: We had 55 paid members. Report approved.
- Events:
 - Past: Stan sent an article that may have been lost. Bruce reported on the September Pool-less Pool Party, a very nice event. He and attendees discussed the VTR meeting and noted that the venue was too small. John Clifford had plenty of touring the countryside there. Jeff Barth added a story and the 2024 VTR meeting will be in Indianapolis.
 - Upcoming: October 14 Farm Stand Tour? October 21 Little Miami Tour. BTM Chili Cookoff 4 PM – 7PM is the same day if weather is too bad for the Little Miami drive. Jimmy Dean discussed the Chili event. November: the 1st weekend is Guy Fawkes burning at Bruce's. November 11 tech session at either Carol & Roger's or John Clifford's. December is the Holiday Soiree and Years End event is TBA.

Standing Committee Reports

- Technical: Read about it in the Marque
- Marque: Send articles and pictures to Bruce.
- Spare Parts: Chris was away.
- Website: None
- Memorabilia: Has club related items

Event Committee Reports: None

Old Business: Jeff Barth gets the chicken from Harry

New Business: Chuck and Stan discuss charities we should support.

50-50 Raffle: \$16 to Patti

Adjournment: moved and passed at 8:13 PM

Respectfully submitted, Clyde Collins

Vice President's Report



The VP sent in this report in from the road:

Hello from Colonial Williamsburg. We should be back just in time to make it to the meeting. But if not, I apologize to Mr. Coutant for not being available to back him up!

Meanwhile, we have this quandary:

How much wood could Chuck's woodchuck chuck if Chuck's woodchuck could chuck wood?

Is this truly a realistic argument, or is this just something that would keep Plato up at night? Can a Woodchuck even contemplate the concept of "to chuck". We believe these types of metaphysical questions enlighten the human condition.

Red lights in the morning, drivers take warning, that's what I always say.

Chuck, or someone impersonating him

Treasurer's Report



As of 1 October 2023, the club account had a balance of \$5246.67. This is a correction to last month's report because of a late expense for new name tags. For the month of October, the club's income was \$12.00 from 50/50, an extra TRA payout for \$130, and a final payout from BCD for \$1500.00 Total income was \$1642.00. We had only one expense, a Donation of \$50.00 to the Bangor School in remembrance of Karen Sipos brother. We start the month of November with \$6838.67 in our account

Respectfully submitted, *Harry Mague*

Dayton BCD Financial Report

The following is the final balance from BCD this year. A comparison of these to earlier years is on the last page of this newsletter. The final balance was split between clubs.

Income	
Food Sales	\$250.00
Advance Registration	\$3,850.00
Day of Show Registration	\$2,900.00
Overpayment	\$5.00
Refund	\$(50.00)
TOTAL Registration	\$6,705.00
Sponsorship	\$1,500.00
Advance T Shirt Sales	\$350.00
Day of Show T Shirt Sales	\$1,000.00
Refund	\$(18.00)
TOTAL T Shirt Sales	\$1,332.00
TOTAL INCOME	\$9,787.00
Expenses	
Equipment	\$226.40
Office	\$92.77
Postage	\$76.19
Printing	\$470.84
Regalia	\$1,255.70
Rent Paid	\$2,379.99
Stripe Fees	\$156.62
T Shirt Expense	\$1,820.66
Website	\$306.88
TOTAL EXPENSES	\$6,786.05
FINAL BALANCE \$ 3,000.95	

Membership Chair Report

55

...and holding...

Thank you.

Valerie Relue

Events Chair Report



Well, VTR 2023 is over – what an interesting time down and back was had by all, and time to start preparing for VTR 2024. You can look at VTR 2024 as two shows bracketing summer in somewhat close driving range. More on that later.

If you want to know what fun we had at VTR 2023, well, some of that is in here, in fact, we have a lot of pictures and words, a lot, but the rest you'll have to corner us to talk about! All I will say is that the roads going down, at Dillard, and coming back were fantastic for sports cars, not so much for RVs...

Okay, so October was all about pumpkins, and we had chances to get a lot of pumpkins on the Farm Stand Tour. Stan was also collecting road cones – you can ask him about that. Yes, October was all about driving tours, and we had a great pair on the 14th, and again on the 21st. Full reports are later in this Marque along with a lot of pictures. If you missed the tours this year, we will do them again next year. I've already started to lay in proposed events.

Moving on, November is now upon us. This is the month that traditionally the convertibles get put away, and the snow shovels come out. It's also tech session time again, and we have one coming up on the 11th at Gipe's, and another one back at our place on the 18th. We are also open to doing more, so let me know. We have one for Greg and Valerie laid in for 9 December, and I know James Dean wanted one for his TR7, Stan was mentioning a fuel pump, and there is always the Barthmobile... We can schedule more.

November is also the time we celebrate the failure of Guy Fawkes - folks don't realize it, but had he succeeded world history would be whole lot different, to the point we (the USA) would most probably not be here. So, as we burn the traitor and drink bourbon, let us rejoice in the future that never was, and that might even include bourbon...

Also, as I alluded to above, there will be two VTR shows in 2024, the VTR South Central Regional that will be held in St. Louis in late May, and the VTR 2024 National Convention which will be early September in Nashville, IN at the Abe Martin Lodge in the Brown Country State park. We've already made reservations and sent in registrations for both events. For the Regional we'll do that in two days, staying in the same lodge (Abe Martin) that VTR 2024 will be at in September, and staying at Clifty Inn in Madison IN on the way back. Should be a great time.



Make sure you take advantage of the free beer

As I said I am already laying in events for 2024. We'll have a separate meeting on that early January 2024; however, I know some things, or am assuming some things, so I'm going to capture those now. If you have ideas for me to capture, I am all ears, err, email inboxes...

Bruce Clough, MVT Events Chair

MVT Events



It is good to be welcomed!

Past

Special Cincy BCD Report from Stan that Editor forgot to put in September Marque...



Believe the Setomobile is the side-screen all the way to the right

A Sunday, the show benefited The Aubrey Rose Foundation and is put on every year by The British Car Club of Greater Cincinnati. Now that this club has moved its show from Harbin Park to the Village Green Park, both in Fairfield, the city has grown the event to a Car Show Weekend. The city appears to organize these shows and helps to provide Food trucks and live music for all three shows.

Friday night is the "Good Enough Garage" show, 6 – 9 PM. The band, all of whom play on the local permanent bandstand, was DV8, with the food trucks listed as DawgHouse, Kona Ice, Nacho Average Taco Cart and Sweets and Meats BBQ. Sounds like it was basically a Cruise-In, and the claim was 500 cars attended in 2022.

Saturday's Show was for classic ('60's, '70's and 80's) and antique cars, trucks and motorcycles (30's and 40's) with over 200 claimed attendance in 2022, and sponsored by Barry Brown Paving, LLC. The event ran from 3:30 to 10:00 PM and supports the Fairfield Community Foundation's Lisa Brown Scholarship Fund.

The British Car Day show, as noted above and for which, last year, 160 cars are claimed, was basically a Noon to 4 PM, set-up time wise just like Dayton BCD, the live music was by The McCarney Project, who played from 1 – 3 PM and still quite loud at 100 yds. which was about where we were on the show field. They played several different

types of music, from hard rock to folk songs, so much of the music was fairly easy on the ears.

I got there around 11:00 and signed in at No. 148. The cars were parked all over and around the Village Green Park Community Center building with most of the MG's being located in the available parking rows and the Triumphs scattered on the green areas between the sidewalks and the street and in front of the various business buildings that surround the park proper on Wessel Street. The TR2 – TR3 (3, 3A, 3B) location was right in front of a Bar and Grill and we had a good size tree in front of us, which ended up providing a lot of shade as the sun passed in its course for the day.

John Coutant was already there with his '3A and there was a TR3 almost next to him and several TR3A's between him and me after I got my car parked, and I was right next to Dave Messmer's immaculate '58 TR3A (you could probably eat off his valve cover) and as the awards were only for first and second in class (big engraved beer mug and smaller engraved beer mug), I was pretty sure I was going home empty handed. (That was how IT turned out). But this was a fun day and I put out my camp chair and just started to hobnob with the spectators wandering along the sidewalk. One nice thing, with the change in venue from Harbin to Village Green, spectators were now allowed in free. I did not scold the many little kids who pressed their little hands all over my car's doors and fenders and front valence as they examined the hood badge and Triumph letters. I mean one of them might own this car sometime in the future.

Participant's Choice judging started at 12:00 and went until 1:00 PM to be followed by ballot counting and awards around 3'ish. So, I grabbed my ballot and a pen and started by looking at my class. Then I wandered over to the TR4-TR250 class and the very few TR7's, ignoring the two TR6 classes (chrome bumper, rubber bumper) because there were so many of them (10 or 12 cars in each class). Then over to Premier, where I chose a sparking TVR (Almost bought one in 1964, another one of those weighty decisions pondered in later years, with a strong "Should have done it" aspect).

Further along the street the Austin Healey 3000's and helped a woman figure out what years various

cars were built, by pointing out the dates on the placards, and then crossing the street to look at the Jaguar saloons, all 2000+ dated XJS's, except Stan Morganthal (a regular at Dayton BCD) who had bought his Mark II with a 3.8 liter shoehorned in. How could I not vote for him in this class?? The Mark II bringing back so many 1960 memories, Like Walt Hansgen racing away from all those Corvettes at Bridgehampton in a Momo prepared Mark II 3.8 in 1964 and my psychology professor (Dr. Bogoshlofski racing from Troy, NY down to NYC (Taconic Expressway) every Friday afternoon after classes got out, in his 3.4 Mark II. I chased him one afternoon in my (then) TR3A, but he started to get away from me and then a NY State Trooper caught up with me, so I had to stop (just got a warning).

From the Jag Saloons it was across the parking lot to the Cobra, etc. muscle cars where there was a 427 Cobra and a Daytona coupe, I chose the coupe. There were only two Spitfires at the meet, one being a Premier car, but not parking with that class, and then strolling further looked at all the classic Mini's, with the Modern (BMW) Mini's parked just over there, but chose not to judge them.

One puzzle was I didn't see any Sunbeam's, Alpines or Tigers.

There were two DeLoren's there and I chastised them for not coming to our show. The one owner said he'd come if told when our show was. So, maybe we can get them in 2024.

Turned in my ballot and wandered back to the car and spent the next hours talking to spectators who had questions and other '3 owners.

Around 2, went to the remaining three food trucks to get something to eat. No one had burgers! Ended up with sauerkraut and kielbasa sausage (sausage overcooked by that time, but 'kraut and mashed potatoes were fine). If I go in 2024, will seek out food a little earlier.

Awards started before 3 and were completed at about 3:30. Cars were packing out. John had left somewhat before the awards, so I just did whatever one else was doing, put away the folding chair, and drove off into the afternoon.

Actually, a pretty good show, warm but not hot, good breeze, and shade, good location for our cars, lots of spectators with and without TR3 stories, and one worker, who said that this Park was much better than Harbin and was happy for the change. Of note was the fact that with the venue change, the Cincinnati Club also had a volunteer crew of about 40 high schoolers' helping them. We should be so lucky!!

October 2023

**27 Sep - 1 Oct VTR
2023**

There are actually two articles on VTR experiences in this month's Marque, so lean back, grab a beer (we have free ones, you know?), and enjoy the ride. The first is by Bruce on the general experiences getting there and back, and the second is by John Clifford on a few mechanical travails as they experienced them.

VTR24 – The Twists, Turns, and Smelly Brakes... Oh, wine, there is that...

Bruce Clough, with photos from lots of folks...

Well, we survived. Some unexpected issues, but everyone got back more or less in one piece. One car coming back on a flatbed, but hey, it was within the allowable towing distance, so no money out of pocket!

So, a note on the pictures

There were kinda two streams of MVT'ers headed to VTR, Cliffords, Barths, and Dave and Carol Brost (from Indy) left a bit later and took a route through Knoxville down, meeting up with Tom whatshisname from New Jersey later. Clough's and Whites left a bit earlier and went down east through Kentucky. On the way back we kinda reversed these roles. I am combining these streams into one photo record from the shots folks sent me, and hopefully I get them in roughly the right chronological order...

As with other event reports where a lot happened but I am too lazy to write it up, I'll let the pictures do the talking and try to keep it in first person – wish me luck....



A shot of Inca's trunk the day we left. Yes, there is still quite a bit of room in there, and yes, tools and breakdown spares are in there also. As it turned out, we needed, and used up, that space. Originally both Inca and Old Paint were to go, but plans change and storage space diminishes...



US 68 north of Wilmington. We met Chris and Chuck near Wilmington for the drive down – Cliffords and Barths were driving separately. Driving the first day was a bit cloudy until we got to Kentucky. We stopped at the Home Place near Georgetown for brunch (yum), discovered the Rankin House is not open on Mondays (bummer), and crossed into KY (yee-ha!). Somewhat magically, when we crossed the Ohio, the clouds cleared up.



Once in KY we made a few stops at antique shops and then headed to the Red River Gorge area. To get to the park/forest itself we took a route that goes through a single-lane, 200-yard tunnel...



...and now out of the tunnel we climbed up to the peaks. Nice overlooks abounded and the sun highlighted the ridges. Roads were getting interesting – nothing straight or level about them at all! !



One of the Red River Gorge overlooks only reachable from twisty-turny roads! If you are in the area, it's a great drive.



That evening we stayed at Buckhorn Lake State Park in KY. View from the room overlooking the lake. This is really pretty, and really is out in the middle of the wilds - no cell phone coverage, wonky Wi-Fi, and no dinner available on Monday or Tuesday. Fortunately, they did have a waffle maker, and waffles for dinner were welcome... Well, it is a pretty place - there is that! It also allowed me to check out Inca's brakes – had brake fade and stinky brakes from the action on KY roads getting to Buckhorn. Spent the night reading a book and sucking on bourbon – hey, it is Kentucky...

<https://parks.ky.gov/buckhorn/parks/resort/buckhorn-lake-state-resort-park>



Day two of our drive saw us head from Buckhorn Lake in KY to Waynesville NC – this is typical of many, or most, the roads we took on the trip down and back – no shoulders, twisty-turny, maybe guardrails, but always drop-offs. They were sometimes pretty technically demanding, and most of the time the driver couldn't sight-see except for keeping eyes on the road ahead – so much for looking for TRs in backyards. We are not talking about named roads such as the Tail of the Dragon, but Kentucky, Tennessee, North Carolina, and Georgia state routes that have no such names.



Axe Handle distillery (<https://www.axehandledistilling.com/>) in the VA panhandle, first stop the second day. Great discussion with the manager who mixed us some great drinks. Guys with a drone doing promo shots for the distillery took footage of

the cars – wow, we're gonna be famous! Nothing like shiny stills I always say...



...unless there is wine. View from a lovely winery on a hilltop in the Tennessee Valley – looking off to the east from their outdoor porch. It was a perfect day – high in the mid 70's and just a few high clouds most of the day. If you are interested, it's the Spouts Springs Winery: <https://www.spoutspringestates.com/>



There are always more quilt shops – can you guess where this one was?



Later that day we drove for a while on the Foothills Parkway as we skirted the eastern side of the Smokies – what a wonderful road. I-40, not so much - we were glad to get off that mess (due to the semis that don't follow instructions) and get to Waynesville VA which was our stop for the night. No pics of the Waynesville stay – it took about 30 minutes to check in that hotel due to a lot of people checking in and one person to do all the check ins. We had dinner that night at a so-so brewery (I had higher hopes), and it rained, not too hard, just enough to wash off the dirt the top of the cars, and leave dirt streaks on the rest. So, the stay was not the stuff of highlights, but we did have working internet.



Next day was sunnier and we stopped by a few quilt shops in Franklin, NC on the way to Dillard – this was a smaller shop that we (Chuck and I)

just stayed in our cars while Chris and Alice shopped for that elusive perfect Fat Quarter...



When we got to Dillard a few more miles down the road VTR registration was not open yet, but I knew where there was a winery just down the road a mile or so from when TRA was at Dillard in 2019, so we waited there sampling wine we thought was good, but maybe a bit expensive, until registration opened. 12 Spies Vineyard (<https://www.12spiesvineyards.com/>) - It is a nice property with great views of the neighboring peaks.

We got back to the Dillard House (<https://www.dillardhouse.com/>) to register, then headed to Clayton to take a shower and head back to Dillard for the VTR 2023 Welcome Reception.



Meanwhile, a bit further west, a daring trio preps for the Tail of the Dragon...



...and as far as we know didn't leave any parts here!



Afterwards, twin sons from different mothers (Dave and John) discuss how they could have left some parts...



Arriving in Clayton at the hotel, we unpacked and Barth's and Clifford's showed up. Jeff wanted some advice on where the NOS system could be connected.



The reception was on the lawn outside the Dillard house. The weather held out and nothing really in the way of bugs you had to fight for your food. This was our table – empty at the time since everyone was just getting back from the buffet. Food was good, and plentiful. The Dillard Inn itself only has about 90 rooms, and many of them were rented to non-VTR folks, so the rest of us (200+ registrations) were in hotels scattered across the area – MVT'ers were staying in Clayton, GA (thanks Patti for finding us the rooms!), about 6 miles down the road from Dillard, but to get between you had to pass through Mountain City, a notorious speed trap in which we saw

quite a few folks pulled over by the police (unmarked Chargers).



Next morning was the Breakfast Run – we headed from the Dillard House via some backroads to the place where food was served (Julep Farm <https://julep.farm/>) – here we are in line waiting to leave from in front of the distillery. It was about a 15-minute drive there over some nice curvy roads.



Doug Hansen posted a lot of shots from his drone showing us parked around the breakfast location. I don't know about others, but my breakfast was a bit cold, tasted fine, but cold. Oh, the coffee was a laughing matter, they prepared one medium percolator worth of coffee for a couple hundred people on a cool morning and brewed one pot at a time from the Bunn machine when that ran out. Feeding frenzy when a fresh pot came out – I jealously guarded my spot in line against all comers.

Later that morning was the tour to the Kaya Winery. We started at the Rose distillery again,

and got there via some interesting roads travelled using interesting directions (<https://www.kayavineyards.com/>). No paper maps or instructions were provided, instead, a Google maps route was emailed to you, or you could scan a QR code of instructions. Issues were that the Google maps app generated new routes and ignored the generated ones, and the QR code instructions stopped short of the winery(!?!). The Google route we took was very twisty-turny, going 2500' up, then 2500' down – with proficient use of engine braking we had no hot brakes this time. One of the impacts of the instructions was we were in the middle of the pack leaving Dillard, but were the third car to get to the winery (and right behind the first two). I got a call from John Clifford to confirm where the winery was – they were having some issues with the directions. I will never leave you this stranded on MVT tours, I promise. Eventually all the lost arrived for some nice wine tastings and lunch – that was for sure!



The spread at Kaya Vineyards' dining pavilion. Fantastic reception was set out for us, multiple tastings, good views, and decent temperatures. The wines were good, but we thought maybe a bit expensive, but hey, when in Rome – we bought a bottle and enjoyed the visit.



The views from the pavilion were fantastic - this is a view north with the Blue Ridge mountains in the background. That evening was a late dinner at a local place with all you could eat shrimp. Waiting in line engendered some good conversations with locals on Triumphs. Later we crashed a Georgia Triumphs party with good bourbon and an interesting take on pecan pie!



Typical of the roads on the drive to Kaya and other destinations – steep ascents and declines, none of them straight, and forest on all sides...



Awww – look Carol – cute kids! Note the VTR 2023 Staff Vehicles in the background



Friday was moving events day. Since Old Paint was left at home no autocross, but the Funkana was up and interesting. Fishing, hunting, drinking moonshine – a hillbilly paradise. Some ran it many times, we did it just once since Inca attacked Alice when she got in the car from one of the stops. Good enough for a sticker! I do carry a full first aid kit in the car so she was patched back up. Off to a late lunch at a local Mexican place that was pretty good.



The illustrious Jeff getting ready to rock at the autocross! As far as we know none came back with any embedded road cones.



Jeff throwing himself into the course



One of the events touted at VTR 2023 was a Drive-In movie night. The movie wasn't something with broad appeal to us (Grand

Turismo) so instead we (with Chuck and Chris) headed to an overpriced winery (Tiger Mountain Vineyards - <https://tigerwine.com/>) down the street from the theater with a plus-side of a good singer/guitar player. Later we headed to the Moonrise Distillery in Clayton (<https://moonrisedistillery.com/>). There we met a few other VTR folks for drinks and conversation into the evening



Next day was the car show – parking was an interesting zoo, but they finally had us on the show field in time. Since I was a bit busy I didn't get too many photos - here is a shot showing the set-up going on before the fog burned off. I (Bruce) was a Concours judge, so that kept me hopping that day.



Even though I couldn't snap pictures, Chuck and Chris were hard at work – here is their TR6 in the TR6 Participant's Choice class.



A shot of the TR4 – TR6 Participant's Choice show classes. More TR6's than anything else, but a lot of TR250's and even 5 TR5's...



From the Cliffordmobile – a straight segment of road on the drive to the TWA dinner. Straight was rare...very rare. We smelled a lot of brakes and heard a lot of squeaking going on.



Not to be outdone, the Clifford's TR8 looked splendid set for concourse.

That evening was the TWA meeting and dinner drive over roads that tested for brake fade to a little diner that was fantastic! Bella's Junction Café:

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



This is Joe Earnest. Bruce has known Joe for years. Joe drinks bourbon, Bruce drinks bourbon. Joe was one of the guys behind the VTR 2024 meet that organized and ran everything and is a real fun guy to run with.

Unless you're a Gators fan since Joe eats, drinks, and sweats Bulldogs...



Joe Earnest's First Aid Kit – perfect



Hat's off to Alice – throughout the trip down, VTR, and the trip back she was working on a quilt that will be an absolute masterpiece! As much as Bruce tried to disrupt her stitching via potholes and railroad tracks, she never skipped a stitch....



Believe Shawn Frank, the VTR Newsletter Editor, shot this picture of the Southern Cross owned by the VTR Head Judge!



Sunday started out with us lining up for the group photo, something that took a couple of hours - above is Pat Jones (old TRA bud of ours) sacked out waiting for the cars to get on the field. Posted this to the TRA Facebook site and received almost 200 likes. Pat is enjoying the fame.



The group photo itself was done in a semi-circle around a camera on a tri-pod – again Doug Hansen had his drone up (and was getting yelled at by the panoramic photographer, lol) for shots...



Photo shoot from where we were in the camera shoot. We were on the end of the second row, so we should be easy to pick out in the picture when we get it.



Here is a side view of the wedges in formation.



After the large group photo several others were taken – the Wedgemites got together under a big oak in the field



After the show we headed to Clayton for some light lunch and shopping. Obviously Jodi wanted more for lunch.



Cars of MVT at the VRT Group Photo Line Up – as you can tell we were all over the place!



Meanwhile, Jeff had found some fried sliced jalapenos that we all partook of – not that hot!



The MVT Crew at the lunch table. Aren't they a handsome bunch? Also, Jeff found a store (Outdoor 76 - <https://www.outdoor76.com/>) that sold beer in store to sip while you shopped. Perfect.



Yeah, white shirts and nachos – and they didn't mess them up.



MVT augmented by Tom, Carol and Dave



That evening was the Awards Banquet – we sat at a table with some folks we know from TRA. Food was plentiful and also very good, okay,

except for whatever that gray stuff was – nobody wanted to try that. All MVT'ers trophied except for the Whites, who have learned their lesson and will bribe the judges more next year.



Don't you wished all would dress this snazzy?



MVT Bookends the Funkhana!



Next day was time to head back towards home. Leaving as the sun was rising, we saw some ominous, Disney-movie, clouds hanging out towards Dillard and Rabun Bald (2nd highest peak in GA a bit northeast of Dillard) – we were hoping this was not a sign...



It wasn't – the weather was actually pretty decent – a few patches of fog in the Blue Ridge that gave way to abundant sunshine once we got to Tennessee. First stop was the Savannah Oaks Winery where we bought some food, sampled some wine, and bought some of that also.



BTW - This time, on the way back, we (Clough's & Whites) were going to drive west of Knoxville. The drive back was as scenic as the drive there with some of them same twisty roads. We stopped in Dayton, TN for a little shopping and trouble-shooting – The White's TR6 had a red light coming on that we determined was not a problem for the drive (probably an internal alternator failure that lit the warning light, but did not keep it from charging correctly – hey, it's Lucas). After Dayton we climbed the Cumberland Plateau of central Tennessee heading for...wait for it...



Another winery, what else? Actually, it was two more. This one is a bit north of Crossville TN and worth the stop. https://www.highlandmanorwinery.com/?utm_campaign=gmb



That evening we stayed at Cumberland Falls Lodge in Kentucky

<https://parks.ky.gov/corbin/parks/resort/cumberland-falls-state-resort-park>

View from the lodge looking south – very beautiful place, still no Monday dinner, but we had prepped this time with wine, cheese, crackers, and bourbon – the dinner of legends!

We were going to meet the rest of the MVT crew that took the eastern route around the Smokies for dinner in Corbin, KY, but both sets of folks decided it was late, and bed seemed a better option.



Tuesday morning saw us heading northeast for the Ohio River. One of the stops on the way back on that second day of our return was the Echo Valley Winery in Flemmingsburg, KY. <http://www.echovalleywine.com/> Okay, so it's

not in a valley, and the wines were, um, a bit rough. No, they were bad, we cannot gloss this over. None of us liked any of them. We decided this will be known at Bleech-o Valley Winery from now on. Now, all that said, the food was good, so our guidance is to stop there for a bite and brew, but please, stay away from the wine. You're welcome.



Meanwhile the Barth & Cliffords and... take the faster route back home up I-75



All lined up at the rest stop!

But wait, it gets better, or maybe worse, depends on if you are the reader, or the participant!



Chickens were being earned at an extremely high rate...



...and the ride was air conditioned! But all got home safe!



Meanwhile, Chuck is getting into the buzz at a quilt shop in Maysville, KY. The excitement on his face is unbelievable, isn't it? The drive after this was straight home via some interesting side detours Mr. Garmin put us through, passing places we passed over a week ago heading the other direction. Weather stayed nice, and no drama.



Back home, trunk emptied out, a few new stickers evident, ready for a few fixes you might

just read about in the technical part of this newsletter. I probably should have taken a comparison shot versus the one we did when we left, but we were in a hurry to get Nikki from the kennel. She was happy to see us.

I think Chuck said we drove about 1700 miles all together. No breakdowns, a few issues we're going to look at, and a lot of fun. VTR 2024 will be in Nashville TN next year – we have the info in the Events list later in this issue.



We had a great time at VTR 2023 and hope you will join us for VTR 2024 – it will be right next door...



All for one, and one for all – MVT Rules!



The one big issue for VTR 2023 was the host hotel, there was no way it could accommodate all the registrants, only less than half, maybe a third. As I stated earlier, we were spread out from Franklin NC to Clayton, GA, in hotels, B&B's, cottages, Airbnb's, where ever space was available which decreased the cohesion of the group and led to a lot of extra driving. For VTR 2024 it doesn't look a lot better with the Abe Martin Lodge having 93 rooms and cabins available – get your rooms now if you are going.

BEARINGS and BUSHINGS and BRAKES, part 2

John Clifford



VTR Buddies heading to Dillard

OK now it is October and we are home from another great VTR. We drove down and back with two other couples from SW Ohio to NW Georgia in their Spitfire and TR8. The route was planned to drive only on the backroads and to not be on the interstate for more than an hour either way. We spent the night near Knoxville after a relaxing first day. On day two, the goal was to get to the Tail of the Dragon which was thankfully not very busy on a Wednesday morning. What an experience! 318 turns in 11 miles! At VTR we went on several

drives and found that everywhere we went, there were winding roads with very few amenities and less cell service. "Keep your gas tank full" should have been their slogan. Then came the Autocross where we drove them hard to get bragging rights for another year. All too soon, it was time to head home on a whole new set of backroads.



Autocross staging line

Our three cars left in good shape but sometime around 3pm, the driver of the blue Spitfire reported an issue. No Brakes! We were just rolling into the small town of Hot Springs NC which is halfway between Asheville NC and Knoxville TN. One car went to get a quart of DOT 3 and when they got back, we had the Spit up on the jack in a convenient parking lot. Best we could tell was that it was a loose fitting on a rear brake line. Kinda important to tighten those. This cost us a few hours but proved the advantage of driving in a caravan. We shifted our route to get to Interstate 40 to get to our overnight hotel in Corbin KY without any more drama.

In the morning, after a double check of the brake fluid, we decided to stay on I-75. Things were proceeding well until about 40 minutes south of Cincy when another call came on the radio to quick take that exit! The other TR8 was hearing a noise which we were trying to isolate in the large lot behind the gas station. Where was the Spitfire? Oh, just gassing up. Then up it (the Spit) limped to the sound of a wheel bearing dying. What comes first when that happens, squealing or the crunching sound of metal? No matter, it was time to call for a

flatbed to get it home. As luck (?) would have it, we were 97 miles from home with a 100-mile towing limit. Then began the 3 hour wait to get the truck there. And the noise from the other TR8? It is a long story but easily fixed. It turned out that everyone made it safely home about 6:00 pm.



Day 2 begins

In total, we drove 1460 miles in eight days, some rather aggressively. Our TR8 got us home without any hiccups and the great adventure was over for this year.

Was the work on the Bearings and Bushings and Brakes absolutely necessary? The bushing change resulted in much less noise while cruising. The bearings and brakes worked flawlessly the entire trip. So yes, the work was entirely worth it. Maintenance is just part of owning and driving our cars. Besides, working on your car is much better when it can be done at home and not on the road! To top it off, our car took first in class in Concours and second in Autocross.

So, get your cars ready, next year the VTR is only 3 hours away in Nashville IN (Brown County)!!



Back home after 1460 miles

14 - Farm Stand Tour

Bruce Clough



Somebody excited to see us on the Farm Stand Tour!

The day started cloudy, windy, and rainy. Clouds parted a little bit in the morning, but came back in the afternoon with cold rain. Whatever, we had a good time. Thanks to the dozen or so MVT'ers that showed up, and Stan who showed us all up by driving his TR3B.

We met for some coffee and breakfast in Bellbrook, then headed east and south from there.

Thanks to Frank Harrison, the MVT Photographer, for many of these images!



We launched from the BellHOP Café in Bellbrook – Harry, what a show off!



First stop was the Three Trees Farmstand east of Bellbrook. May bought pumpkins, but Stan bought a monster that shook the check-out stand when he sat it down. I think he wanted more traction...



Shot from Three Trees Farm southeast over the Little Miami River and the hills beyond. Sun was out at the time, cold front had not pushed through, and it was warm...

stuffed into cars. You will note that TR3B and P1800's seem to go well with pumpkins...



The TR3B and P1800 continued to be picturesque as we rolled into Berryhill Farm, which wasn't open – looked very closed despite what the Internet said. Bad Internet, bad!



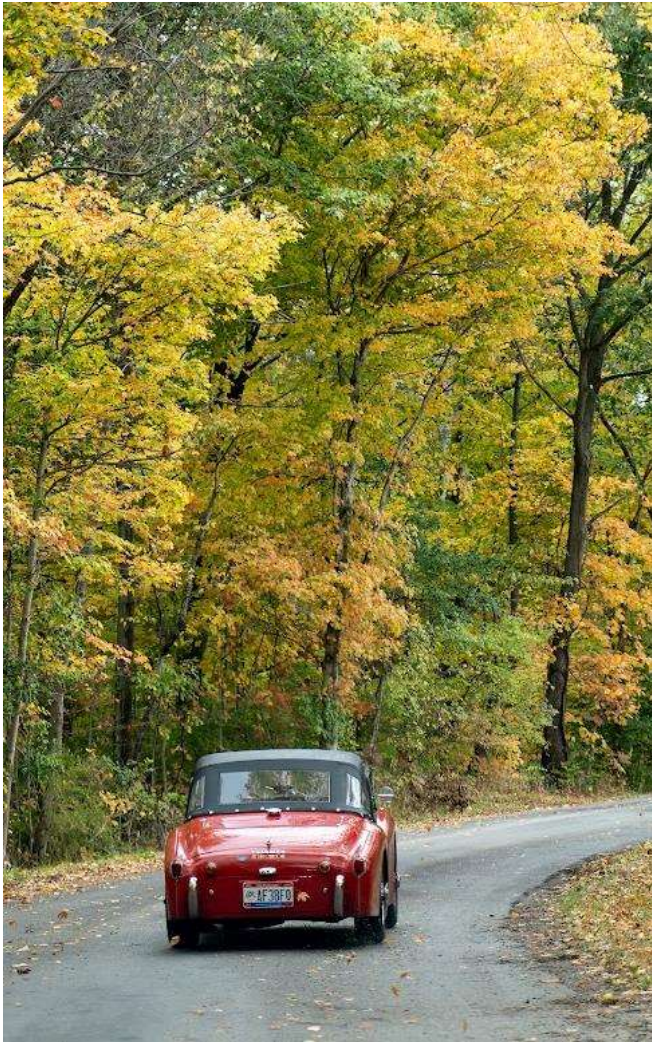
Front end time - the next stop was Apple Country Farm Orchard north of Spring Valley on US 42. We got there by some beautiful roads flanked by colorful trees. More supplies, pumpkins, and other items were bought and



Typical roads, Green County, Caesars Creek Valley



Chris and Alice agree – it was all Chuck's fault!



The colors are now starting to come out – mostly maples, ashes, and walnuts...



We have to have a covered bridge in the tour, and since we were heading south, we stopped by the Engle Mill bridge. By that time the cold

air was really making a presence with everyone running for jackets.



We did have a harrowing find in the bridge – the Children of the Bridge came after us...



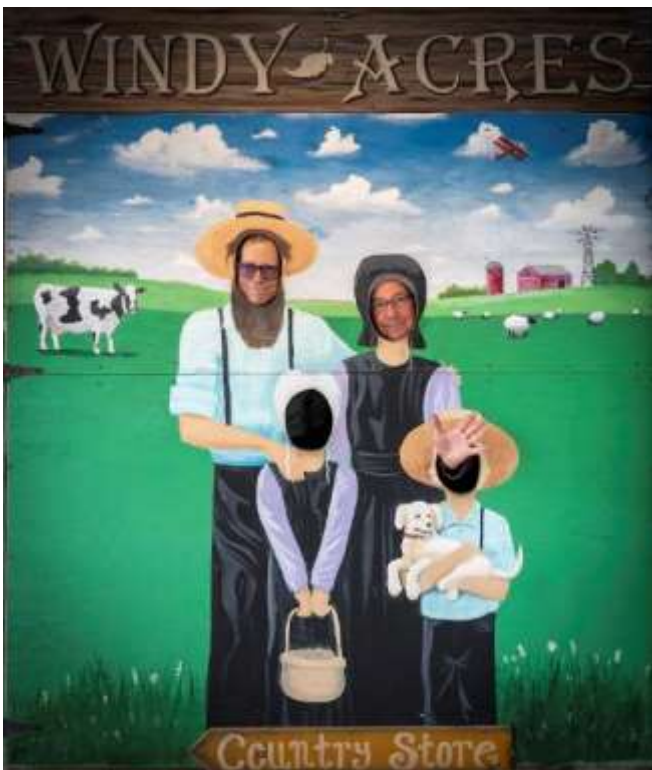
... but we escaped and headed to Windy Acres – looking for tortilla chips (story there). All sorts of goodies there. We found out they will be closing in a month due to the owners getting old. The Windy Acres brand will still be produced, but the building will become a company office rather than a store. Bummer.



A bit of wisdom...



From there we headed back northeast and stopped by Jackson Farm Market for more produce. Trunks were getting full, but they still needed to make space for...



MVT Gothic



Schwarzkopf's Farm Market where mums are king. Many a mum was purchased, filling up any available trunk space.



Stan managed to get a road cone stuck under his car at the Mum Autocross.



Finally, we made it to Caesars Creek Vineyard, bought some wine, broke out food, and had some late lunch. This is our Pres cutting some duck pastrami – I liked it! I also liked the rest of the food and want to thank all the folks that brought/bought it.



Ah yes, the Chardonnay...



Found this at Windy Acres – a “Racing Car” that looks very much like a Wedge....



Well, a good time was had by all – hope you will join next year!

21 - LMRT/FFT/RWTGTVV Tour

Bruce Clough

170+ miles by me, and more for others. Left at 7AM, got home about 10PM. Trunk full of stuff, belly full of food. Yes, a good day! Days like these are why being the Event's Chair is good. Thanks to Jeff, Ron, and the John C's for sharing photos!



7AM – leaving for Clifton, the Dawn Patrol is on the rise. Outside temp was in the low 40's F, not a cloud in the sky. Top up, the heat on, vents closed. Actually, it is very cozy inside. We're driving Old Paint to test the brake upgrades (see tech part of this rag) I made over the last couple of weeks. Almost didn't get to top up on Old Paint due to how cold it was – something to fix next spring.



Rolling into Clifton Mill, it seems that everyone got the email – all the sporting cars were red - not in the picture was the Meade's TR6 (red), and even Cliffords brought their red Tesla.



At the mill, we got a table in the back, and that was a good thing. Here we have some table antics going on. We were joined for the run by Stan's daughter Kelly (above taking the picture of Jeff hamming it up). All had a good breakfast, and all were smart enough not to get the pancakes!



Roger's Garbage Omelet – they will make one for you also!



Where else can you get mush for breakfast?



Carol obviously enthralled about her mush!



The Clifton Mill resplendent in the morning sun - not a cloud in the sky. The tour was really broken down into two section – before lunch visit covered bridges and parks, after lunch do

some shopping before Valley Vineyards. There were some clouds predicted mid-day, but for the moment none were seen.



Front end Saturday – the Meade’s TR6 in front of the Stevenson Road Bridge. This was the first of four bridges we visited that morning.



I have a feeling other pictures will be showing up of the line-up we had at that Bridge!



We had more than humans on this run, we also had the Official Little Miami River Run Hund Team present. You can see the relief in the eyes of not having to do the run in the TR3A!



Typical of the colors evident that day, the roads were lined with trees displaying their plumage. That day was probably the peak of the leaves, and they were everywhere.



We did not stop at the Charleton Mill Road bridge, but did a slow drive through. If you have never driven Charleton Mill Road, it is a must in Greene County!



Made a little potty stop at Caesars Ford Park. The dogs made sure their humans made it to the right toilets



Pres John ponders the meaning of life while surrounded by the beauty of nature, or is

waiting to see which old car will break down,
pick one



Bridge number three was the Ballard Bridge – here is a shot of Scott driving the MB through the bridge.



Stan and Kelly coming over Ballard Road Bridge – I think they tried to make loud motor noises while doing that!



The final bridge of the day is actually not in this picture – here were four of the red sports cars in line at the Engle Mill Bridge. Note that the skies now had a few clouds in them.



Oh wait, here is a picture of the bridge, and it was actually five red sports cars, not four. Excuse me Scott...

After this bridge we headed towards Windy Acres to both take advantage of the sales they were having as they are closing, and use their nice bathroom...



Yes, the end of an era. We stopped by Windy Acres again on this tour since we learned on the tour last week that they would be closing soon. Well, soon meant 22 October – yes, we were there just in time to get a lot of bargains, but in a way it was sad. Windy Acres has been a stop on MVT tours since they opened many years ago. Yes, time goes on, but at least maybe something could stay static? Note that it had become cloudy, but that's okay, they had predicted we would get afternoon clouds.

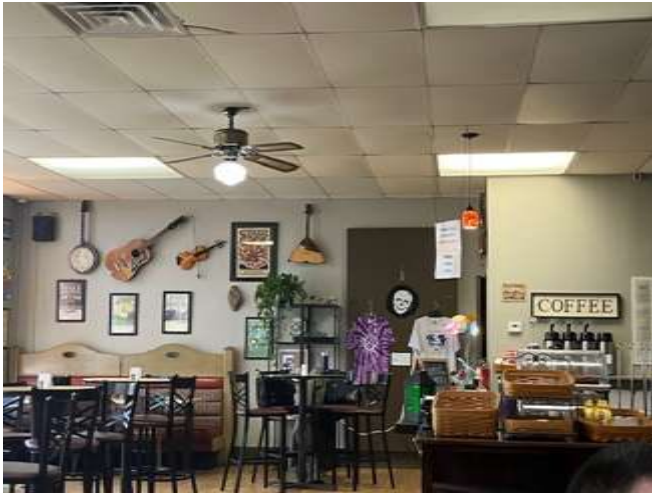


Inside it was not as well stocked as normal, which you would expect. Deals were to be had by buying the non-food items (especially candy tins). Stan filled up the TR3B's trunk and the rest of us all had some goodies to pack. At that point Scott and ... bid us farewell and headed back to Centerville.

After Windy Acres we headed south and east to the Plain Folk's Café for a light lunch.



The Plain Folks Café (inside an old school) is a bit southwest of Blanchester headed towards Goshen and has some fantastic food. To get there we took OH 132 south from Clarksville which is a great TR road as Ohio state routes go, running up and down as it crosses creeks headed towards the Little Miami River just to the west. If you are in the area we highly recommend, and they have live music evenings on the weekend as well as other days – check out their Facebook page.



Inside the Plain Folks Café – okay, so unfortunately, while we were in there for lunch it started raining, and in fact, the radar looked a bit green. After we finished eating, we headed back northwest for Secret Gardens west of Waynesville. Adrian requested twisty-turny roads for the drive there, so we went up and down the sides of the Little Miami River Valley several times. Weather was on and off showers, but the roads were still decent with my wheels spinning only once going up OH350 west of Fort Antient. So far the brakes were working fine.



Hat's off to the Secret Gardens folks – we pulled in the parking lot, the rain picked up, and the staff (believe son of the owners) was there with umbrellas for us all! We spent about an hour looking around and buying stuff. Our excuse was we were waiting for Clifford's to join us since they had to stop to a charge in

Morrow, and it is a good thing they needed to top off the battery since, surprise to no one, we bought more stuff. Ask Carol about her bells...



Not sure the last time we were there this many shrooms were growing out of the Bug, but hey, whatever. Once all had their fill of the neatsy-cutesy stuff at Secret Garden we headed out – Jeff and Jodi headed home while the rest of is pointed our cars east again. By that point the rain had stopped. Maybe it won't come back?



And here we are heading back southeast to Valley Vineyards the clouds are breaking up and the sun coming out. Yep, the rain ended. With the roads drying off the memories of rain faded. I took more very indirect routes to dinner, of course...



...because the indirect routes are much more fun!



By the time we got to Valley Vineyards the skies were again clear – great time to sit outside and sip some Riesling. John Clifford grabbed a few folks for Tesla joy rides as we switched to oaked Chardonnay. At that point Ron and Brenda Fowler arrived and we headed to grab some food.



Valley Vineyard's Parking Lot – Fowler's Vette joining us, but wait, doesn't Clifford's Tesla look angry at the little TR3B?



If you have never been to a Valley Vineyards Dinner – it is simple, they give you two drinks, unending salad, desert, and starch/veggies bar, then set you free to cook your protein on their hot grill. You drink while you grill, and all have fun. It's an effective concept. We got there a bit after 5, we left with the hour hand headed towards 9 – what a great dinner!

<https://valleyvineyards.com/cookout/>



Drive home, cool and foggy, heater on. Pleasant drive never the less. Good MVT Day.



Final stats from the GPS – the total time, and stopped time, are a bit off since when we were at a location for over 30 minutes, I turned off the car power, but the moving time, and the distance travelled, are accurate. 171 miles from garage back to the garage - nice!

Post Mortem:

This was the longest one-day tour MVT has had in a while. Thanks to all who showed up. We didn't visit all the places we might have, so we'll keep those in the quiver for the future!



21 – BTM Chili Cook-Off

Pete Stroble



Start your engines!

88 attendees enjoyed 13 tasty chili creations for BTM's 7th Annual Chili Cook-off, a festive evening not to be missed. The menu went from mild to wild with Clyde's Jalapeno poppers at the hot end. The chilies included several takes on the traditional meat and beans with chicken chili, chili mac, a curry, and a vegan dish to add variety.



Mob attacks the chili, is there no mercy for the digestive tracts?

After the tasting there was just a little room left for a bowl or two of your favorites to help with your decision making. The voting was tough but Debby Standefer's Chili was the People's Choice. Atalie Gagnet, who designed the Mural being painted outside, was this year's Guest Judge. She, and her table mates, agreed that Leah Hawker's Chili was their favorite.



Ice cream, did anyone need ice cream? We have a feeling this was a "hot" item...

Ben & Jerry's Ice Cream put out the fires thanks to Adam and Loraine Wilcutt. Killer Brownies from Dorothy Lane Markets, pumpkin pie, cupcakes, cookies, and an apple pastry filled up the dessert table.



People's Choice Winner: Debby Standefer

Thank You to Ohio Mini Owners who donated \$200 to sponsor a table. They used it as a device to lure old members out. And Thanks to Paul Strieby who donated \$700 so that we could buy 7 tables and 10 chairs. We feared that we could not accommodate the large crowd we were expecting with just last year's tables. We were right! Guests would have been sitting on each other's laps without Paul's help. A big Thank You to Amanda and her family for their work in making this event possible.



Judge's Choice Winner: Leah Hawker with Atalie and Amanda

Altogether the Chili Cook-off made \$1080 which will be a big help with the many projects that are going on. Congratulations to the winners and a big "Thank You" to all that entered and made the event such a success.



The real winner!

Future

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/>

Agenda – November 1, 2023

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**
 - Reminder of December’s activities, last year for the current location for Holiday Soiree
 - Coming up the first of the year – nominations for awards, officers
- Vice-President – **Chuck**

- Treasurer – **Harry**
- Secretary – **Clyde**
 - Approval of October’s Minutes as published in the Marque
- Membership Chair – **Valerie**
- Events Chair – **Bruce**
 - Review of past events
 - Upcoming events

Standing Committee Reports

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

Other

- Memorabilia – **Harry**

Event Committee Reports

Old Business

New Business

Split the Pot - **Harry**

Adjourn - **John**

4 - Operation Yellowjacket



It’s back! Project Yellowjacket (PYJ) “MIGHT” be ready for a second start and run! After troubleshooting some relay issues.... for the past

year, we have the headlights working right, and the instrument cluster working. If anyone wants to have a social hour/work session on 4 November at the British Transportation Museum, I will be attempting to get Yellowjacket running again. All I need to do is swap the ignition coil (long story) and then prime the fuel system.

As a special treat with this session, the Buckeye Triumphs club is touring the BTM at the same time. So, we can mingle with them too! Maybe I can get them to help me also?

Either way, 4 November 2023 at 1000 AM is the start time. Location is 321 Hopeland Street, Dayton Ohio.



4 - Guy Fawkes Roasting

If PYJ wasn't enough in one day, it's time to let the traitor burn! Here is the plan. We meet at the Bellbrook Brewing Company at 4PM for a bit on camaraderie and, um, beer. We'll make a call on dinner there - pizza from the restaurant next door, or see what food truck shows up at the brewery, then head back to Clough's - the Chateau on Crooked Creek (hang on, I need to get that all in French – Google gives me *Château sur le Ruisseau Tortueux*, so we'll go with that....), for a burning good time with Guy!



We might even have free beer...

11 - The “Last” Tech Session

We called it that earlier in the year when we were putting our calendar together. Now we understand that it might not be the last, oh well.

Wes Gipe has a number of electrical gremlins that he needs us to exorcise, so we're going to have a tech session at their place, 6996 Lost Creek Shelby Rd., Fletcher, OH 45326, at XXXX AM. Instructions are:

Back a long gravel lane. House number is on the mailbox post. You'll see the shop as you get beyond the woods – just pull around there and I'll have coffee and donuts waiting!

18 – The Tech Session After “Last”

Roger Rutledge needs a couple of seals replaced – trannie output and pinion. We're going to have to do that on a lift, so we're going to have that at Château sur le Ruisseau Tortueux (Clough's) – 1726 Sutts TRL, Xenia. We're going to start at 10AM, and Roger's bringing the donuts.

December 2023



Come to the Holiday Soiree - We have free beer...



...and fantastic auction items!

2 - Holiday Soiree – We are back at Bergamo for the last time – what a great run, and we thank the Queen of Apostles community for letting us use the location all these years. Yes, we'll have to change it up for next year, but for this year we have the food, the brown bags, and free beer! More info at the November meeting – but the just is this – MVT provides the sliced and cooked dead animals, plus those non-alcoholic drinks (except the free beer). You will be asked to bring an appetizer, side dish, or desert (I believe we will have sign-ups for these) and a brown bag for the Brown Bag Auction. Yes, despite the little bit of unknowns here, we hoping you are saving up your brown bags for the auction. Show us your fish! Where is that sketchy music and old parts? Bring it on!

9 – Tech Session – One more time - Greg Relue needs some help - projects are replacing the steering rack, new front shocks, replace the ball joints, new bushings on the anti-sway bar, and an 16" Spal Fan installation. Can we get that all done? Naw, but we'll do what we can do!

17 - Ugly Sweater Gathering – We will gather on the 17th at Caesar Creek Vineyards off Long Road east of Xenia to celebrate ugly Christmas Sweaters, wine, and the MVT year in general. We will hoist toasts to the events that were, and the ones to come. Heck, any reason to drink wine actually, we don't need any stinkin' events. Bring a snack and bring yourself. Fun starts at 2PM.

2024

Next month I will be laying in a bit more detail for 2024, but for now we're going to stay with the big-ticket items, things we know about, as well as some other tentative things that strike the Events Chair!

January 2024

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- MVT Events Planning Meeting – probably at Bellbrook Brewing Company...

February 2024

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.

18 - Valentine's Day Dinner – Location TBD

March 2024

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.

9 - MVT Awards Banquet – (or is it the 2nd, can't remember)

April 2024

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.

13 - Lunch Run to Plain Folks Café – They invited us back!

May 2024

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.

30 - VTR South Central Regionals – Continues to May – 1 June in St. Louis.

<http://www.sltoa.org/vtr24info.htm>

June 2024

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.

17-21 - TRA National Meeting – Mohican State Park, OH

July 2024

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.

August 2024

2 - Dayton BCD Set Up – Assuming Eastwood Metropark

3 – Dayton BCD – Assuming Eastwood Metropark August

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.

September 2024

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.

8-12 – Vintage Triumph Register National Convention 2024 – Nashville, IN,

<https://indianatriumphcars.regfox.com/2024-vintage-triumph-register-national-convention?fbclid=IwAR32tbAO5P2UhHr5jH5d8VcTSpQZ0uEkEMJSUP5Ow3R-eC4-5CV1z6A ITS>

October 2024

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.

19 - Fall Foliage Tour – Somewhere southeast of Dayton, for now...

November 2024

2 - Guy Fawkes Celebration – 2 November

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.

December 2024

TBD – 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.

Technical Talk

Edited by Bruce Clough

Tech Sessions Upcoming

We have several tech sessions planned over the next two months, one is for the Gipes, another for the Relues, and another for the Rutledges. We have some more sitting in the wings:

- Electrical Gremlins for James Dean
- Fuel pump for Stan Seto
- Several things for John Coutant

And I am sure we can find a few more to work on. Watch for email notifications about pop-up tech sessions - I'll try to talk to you during the November meeting.

Tech Tips of the Month:



Wheel won't budge? We can fix that



The time is close folks



If everything is a hammer, it can also be a clamp

A CUSTOMER CAME INTO THE GARAGE ASKING WHERE THEY COULD FIND A 52 AMP FUSE



Dual Purpose is always good!

May the manuals be with you!

Bruce Clough

Several times during VTR 2023 it would have been nice to have workshop manuals available to reference for other folks. Although I carry a workshop manual in any care I am driving, not all drivers/owners do.

On the computer I am typing I have tech manuals for the complete range of TRs as well as a few

things for Spits – all PDF files, but all here. Downstairs I also have an old Galaxy tablet I am not using (long story), so what I did was load up all the manuals on the tablet, buy a suitable case for it as well as USB 3.0 car charger and cables, and now we have that to take along with us.



Reuse is a beautiful thing

I will still carry a paper manual with the cars I am driving, but now I can help other owners. If you have an old tablet laying around that could also be a solution for you.

Break the brakes

Bruce Clough

After a spirited day of driving anything but straight and level KY backroads in the way to Buckhorn State Park, Inca experienced both hot brakes and brake fade. Nothing more annoying than having to respond to Chuck asking what the smoke from the front fender wells was, and what is that stinky smell?

This is probably to be expected since the braking system on TR7s are marginal at best, using Midget brakes on a heavier car. For the rest of the VTR 2023 trip I switched to using more engine braking and strategic brake application and had no more issues. However, by the time we got home both front brakes were squealing terrible – still braking straight though. I had upgraded to slotted discs and green stuff pads last year before heading to VTR 2022 for more braking power under load – failed, but to be honest I might have been pushing it a bit.

I immediately replaced the front pads with ones using brake squeal shims and lube and checked the rotors for warp. No warping. Also checked the bearings – still good (but I will take that all apart next spring anyway).

I also did some homework on brake upgrades. For a TR7 it comes in about four flavors, the \$200 solution, the \$500 solution, the \$2500 solution, and the \$4000 solution.

- The \$200 solution is to eliminate the proportioning valve and put larger cylinders in the rear brakes.
- The \$500 solution is to do the \$200 solution plus add Austin Princess calipers and TR8 front brake rotors (assuming you can source the rotors – Moss says they will be available soon)
- The \$2500 solution is the Rimmers Upgrade Kit plus the 15” wheels and tires required to clear it.
- The \$4000 solution is a Wedge Shop (TWS) GM vented disc brake kit for front and rear along with 15” wheels and tires. This WILL stop the car.

The \$200 one is the first choice since we need to eat. Okay, I don't need to eat, but the rest of the family does.

Since this involves some modifications, I decided to try it on Old Paint before doing it to Inca. I don't feel guilty of drilling holes and bashing things on Old Paint.

The \$200 modification entails two things to the existing system (BTW - Old Paint also has slotted/drilled front rotors and green stuff pads):

- Using a TWS direct transfer block (aka “the brick”) to replace the brake proportioning valve.
- Putting TR8 rear cylinders on the car

These together will increase the braking effectiveness of the rear brakes while not diminishing the front. TWS has all these parts, shipping took three days after ordering.

First step was to replace the proportional valve with the TWS aluminum brick. How hard could it be? The proportioning valve restricts fluid heading to the rear wheels to lessen the brake power that you would normally have to reduce chances of rear brake lock up. It is mounted on the inner fender, on the back-facing side of the strut tower held on by a bolt through the strut tower.

As a bit of a diversion, the TWS “brick” simply bypasses all valving action – it literally is a block of aluminum with one input and two outputs for the front brakes, and one input and one output for the rear brakes. If you want to get eloquent, Ted Schumacher will modify your proportional valve so you can make the front/rear braking proportions adjustable, but I just voted for the brick.

The first step on this first step was to put some plastic wrap under the reservoir cap. This is to block air from entering the reservoir through the hole in the cap. This is to minimize the fluid loss when disconnecting and connecting hydraulic lines.



\$200 Solution – a brick and two cylinders



Plastic food wrap under the reservoir cap

Next, I removed the Delco coil to give me more room to work. You will need it. I then disconnected the lines from the master cylinder, loosened the line connections at the cylinder, rotated the lines up 90 degrees, tightened the fittings at the cylinder, and put a couple of bleed nipple covers over the exposed line ends – as Gandalf would say: “You shall not drip!”

The next steps should have been easy, disconnect the valve from the inner fender, take off the lines, and then attach the TWS brick. Not so fast Bruce, nothing is that easy! First of all, you need to disconnect the front brake lines running to the calipers from the inner fender by the valve. Next you need to move the valve as far out as you dare without bending lines to loosen the lines under the valve closest to the outside. Suggest the least bulky wrench you have for this. Do not tighten any bottom lines down until you have them all installed hand-tight since it is easy to cross-thread. Once you have the bottom lines tight install the brick on the inside fender, then install the top lines. Take deep breaths and think happy thoughts.



TWS Brick in position

I then bled the front brakes and it seems I have no leaks at the brick, good!

And now for something different – springs!

Yeah – normally I would go straight to the rear brakes, but a few months ago I noticed that the rear ride height on Old Paint was one to two inches lower than Inca, in fact, without my weight in it the car looked like the nose was sloping up.

To try and rectify this I ordered new rear stock springs from Moss and urethane packing rubber from Rimmers. Now I was waiting for the right time to install, and since I needed to have the rear axle in the air for the brake upgrade, we were at the right time.



Look ma, new springs! Pretty...

The instructions tell you to jack the car up, take wheel off put another jack on the training arm, jack that up a little, remove the rear sway bar and axle-to-trailing arm bolts, drop the training arm, and replace spring. As usual, I was being safe and used too many jacks and stands.



Jacks and jackstands under Old Paint. Learn not to be a front-page story...

So, the dropping part was easy. Following the instructions the old spring came right out – time to compare the new with the old:



New on left, original on right

Okay – the original spring has less coils than the new one with similar diameters, so new should be a bit stiffer given same metal (dunno about that). Will only be able to tell once we get them in the car. That all said, it certainly doesn't look stock.

Getting it back in was not as easy as removal. The TR7 ROM makes no allowance for axle rotation, which it did. Just a small amount, a teeny amount, but enough to keep the bolt that secures the trailing arm to the axle from fitting. The solution (after I uttered a few veiled threats to now long-dead tech writers) was to use one more jack (what the heck) under the input flange to rotate the axle back into position. You can never have enough old TR7 jacks lying around I always say...



I used a spare TR7 jack under the input flange to rotate the axle into position

With that drama over, the bolts were all tightened back up, the extra jacks removed, and the springs were in place both sides.



The springs are now new – rejoice! Don't know if it fixed the problem, but hey, progress...

Now back to your regularly scheduled tech story...

So, part one of the brake upgrade was done, the next thing to do is to put on rear brake cylinders from TR8s – they had a larger internal cylinder size which will equate to more rear braking power. The external size and pipe connections are the same as the old ones, just that the cylinder locator pin is on the opposite side of the flat mounting side (so you don't put a large cylinder on a small cylinder car, I suppose). I either drill a new hole in the brake backing plate, or I cut off the locator pin. This is Old Paint, I cut the pin off.

Installation is straightforward on wedges, with the only complications being the hydraulic fittings being at a slight angle (bear to get started) and the installation of the nasty C-clip. As before, I grind the edges of the C-clip down to the point they will push over the cut-out in the cylinder with moderate force – I do not even try any of those supposed tools that will spread and locate it – waste of time, money, and effort.



Right side rear brakes prior to cylinder swap



Left side rear brakes after cylinder swap – no big difference from last photo since the cylinders are the same exterior size and shape

Now to drive it – there should be less nose dive with increased rear brake action. There is also a greater chance to rear lock-up under hard braking without the proportional valve and larger cylinders – we'll try that out also. If I need more, I'm going to go the Princess calipers (you can get them readily available new from the UK) and back-order the TR8 rotors.

We actually did drive it on the Little Miami River Tour – quite frankly, felt the same as far as braking was concerned – due to the roads being wet in the road section I wanted to use as the test, I didn't want to push braking action. Jury is still out.

Cautionary Tale

Bruce Clough

Harry gave me a call and told me of a little issue he had coming back from the Mall in the TR6. His front brakes locked up, and by the time he got home they were really smoking and stinking.



The remains of the Mague's TR6 brake pads – wow.

Both sides were locking up, so it had to be the master cylinder that was the issue. I sent some info on failures the TR Register guys in the UK were noticing that had the exact same symptoms. For those it was attributed to a bad run of TRW master cylinders. Harry is going to get a new master cylinder, so stand by...

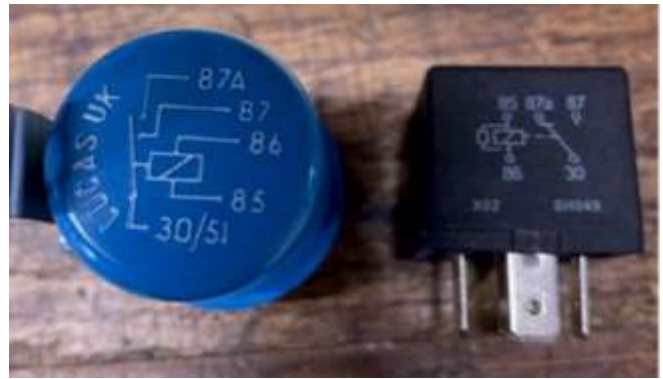
A Tale of Two Relays

Bruce Clough

Last month Jackson was crowd-sourcing wisdom for an electrical issue on Yellowjacket – with the ignition off, heck, with the ignition switch disconnected, the idiot lights lit up when the battery was attached. Fascinating. I made a mental note to go over to BTM to troubleshoot this since it really intrigued me – what type of sneak circuit could we have here?

Fast forward a week. In my capacity as the VTR Wedge Consultant I received an email from somebody having starter engagement issues – it was either the relay, solenoid, or the wire between the solenoid and the relay. Leading them through remote troubleshooting, we determined it was the starter relay, so they replaced the relay, and the same exact issue Yellowjacket has happened to them. Uber fascinating – two similar failures – it cannot be coincidence -what's up here?

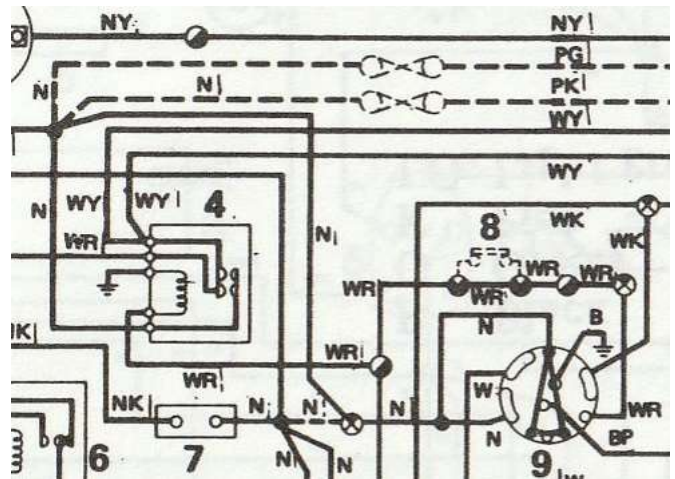
I asked them about the replacement relay and they send a picture of the bad Lucas relay and the new one they bought:



Bad Lucas on left, new one on right

Can anyone see it? They are not the same relays – the original on left is a single-pole, single-throw (SPST) with two output terminals for the switched line. The one on the right is a single-pole, double throw (SPDT) with the switched line making contact with an output (87a) when it is not energized. Humm, I bet that is the issue, any bets?

It turns out that yes, yes it does matter. The type of relay you use is important. Let's look at the wiring diagram for their car, a 1979 model year:



Starter Relay – 1979 and prior - #4 is a SPST Relay with two output terminals – note the White/Yellow (WY) wires coming from an output terminal

Above is the wiring diagram for that car, showing the relay in the circuit. For kicks and grins let's look at Inca and Old Paint's wiring, 1980 model year:

easy is that for logistics? However, put an SRB411 in a pre-1980 car that needs a SRB400 and you have an issue, you have lights, lots of pretty lights.

So, there you go, an issue caused by the wrong type of relay that happens to fit the same plugs. Moral of the story is you, the car owner, should strive to know the circuits and components in your car. Read the manuals. Do not use comparison as the only judge since it can steer you wrong. As I noted above, you can swap in a SPDT in place of the SPST starter relay on 1980 and later TR7s without an issue since the NC terminal is not used. So, if anyone did a comparison of the 1979 and 1980 relays by observation, and the 1980 TR7 has a swapped relay, once could conclude that they are the same, and one would be wrong.

It's not rocket science.

BTW – if you are wondering about TR8's, they use the same Lucas SRB400 SPST relay for all years except for the UK version. For the carb'd US cars, that extra terminal isn't used, but for the EFI cars it is used (AFAIK) to light the O2 Service Interval light on starting as a light bulb check. So, if you put a SPDT relay in there your O2 Service light would illuminate. For 1981 UK spec TR8's they actually use a Lucas SRB411 SPDT starter relay with the NC terminal providing power for the power antenna – now you know. Oh, and why are the relay terminals numbered like they are? Here you go:

<https://www.youtube.com/watch?v=HnNYKtNW60E>

Blame it on Bosch...

Fixing Holy Grey Ghost

Bruce Clough

Back in 2012 when I originally put the Grey Ghost together, I eschewed a traditional windscreen for a set of racing screens. Since air, and bugs, could get between the screens and the car body I attached a couple of deflectors to the car body just forward of the racing screens.



Wind deflectors in front of the windscreens

This has served us well for a dozen years, but Alice isn't a fan of riding in the car due to the wind. That's why I put a full-size windscreen back on the car. Only issue is the holes from the deflectors were in the body. In a prior Marque I showed them filled in, now I need to paint them.

Of course, the on-line touch-up paint manufacturers can't match this Peterbuilt code - of course... I asked about 10 of them also – you would think one of them would have it, but then you would be wrong.

Plan B was to use the original paint. The original 2012 paint. I have it still, with slow and fast hardeners, but alas, no reducer. A quick check showed all of it was still good after all these years, even though the sides of the cans say "use in two weeks". I did a test and it cured just fine, thank you. So, I ordered some general urethane reducer from Summit Racing and away we go.



I gots me the supplies, I suppose...

Application is another issue. I do not have any spray system that is small enough to handle this.

Heck, I have no spray system at all anymore – got rid of most of those when we built this house back in 1994! I could use fine bristle brushes, brush on the pain, let it cure, then rub/polish it down. I could, but no. I decided to buy a cheap air brushing kit and see if I can use that to apply the paint. Here is what \$50 (on deep discount sale and had an Amazon coupon) gets you:



Cheap air brush kit, okay, I could have gone cheaper, but this one had an all-metal gun, yep splurging, but which is needed when you are spraying urethane versus watercolor...

Okay – now to prep the patches – taped them up, feathered the sides of the primer with 400 grit, then moved to 1500 grip to smooth.



Patched areas sanded and ready for topcoat

I practiced a bit on some boards before I went to the actual car. It's been 46+ years (yikes) since I used an air brush, but it came back pretty quick.

Mixed up about 150ml of paint, used about 50 max. Took about 30 minutes to paint totally – set up fast with the fast hardener at 74 degrees F.



Car shot with the top coat

Pulled off the tape after about 90 minutes, looks pretty good, actually the new paint is shinier than the original and matches color perfect. Now to feather out the tape lines and polish it, but that won't happen for at least a month, yeah, I could probably do it sooner, but I'm waiting a month.



Painted – the rubber seal strip looks a little wonky since I had to push it out of the way to paint.

BTM Doors

Clyde Collins

Editor's note – a bit off the beaten path, but hey, Clyde sent it to me, and we are digital, so why not?

The 3 dock roll up doors at the British Transportation Museum are up and running. The outer doors had seen better days with the end (north) door off the roller, the center one snagging up high every other time, and the ramp door on manual chain drive only. It went through 4 chain/sprockets and a differential gear making it a hard pull to operate. They were 18' X 13' and heavy. Without insulators snow blew inside.



Old Doors



New Doors



Now look ma, no more light shining through the gaps!

New inner doors required steel jambs anchored to cement pillars and spanning headers. The ramp door has an electric motor, but others are chain driven with easy pulling. Sealing flaps now keep out wind. The job took 2 summers due to a medical setback but by 10/23 we are modern.

Clyde managed the design and project issues with great assistance from many, but a special shout out here to Tim, Bill, Jimmy, Charlie, Greg B., Dean Adam, Len, and Pete for support.

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 – only a couple left – buy now!!!!



MVT Cloth Patch - \$12.00



MVT Pin - \$5.00



They look very spiffy on a TR7...

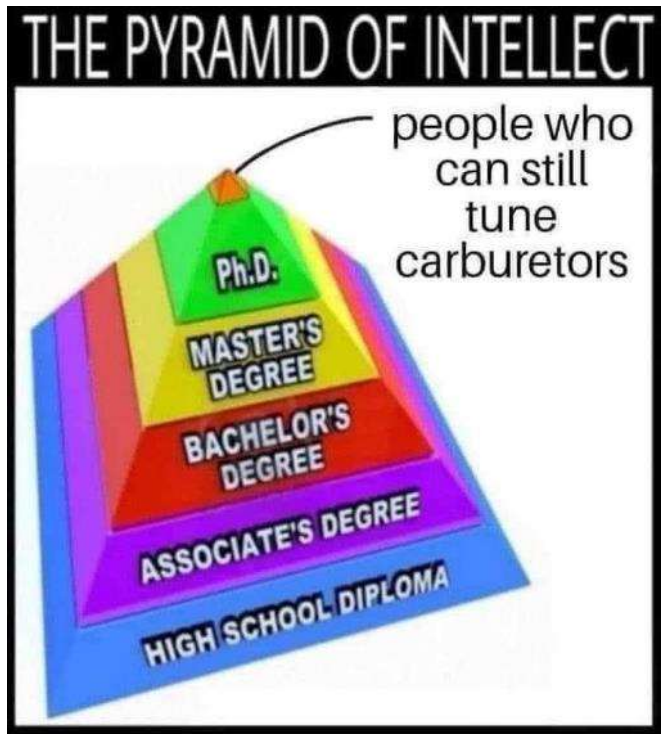
All the memorabilia is available at each Club meeting upon request. Please contact our MVT Memorabilia Manger, Harry Mague harrymague@aol.com



MVT Window Sticker - \$1.00



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



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".



Misc Tools For Sale – I really hate to do this, but I have for sale --1) a 140-amp mig welder and all the gear necessary for small welding jobs. I used this to weld my floors, sills, rocker panels and various patches on my TR3. I really enjoy welding, but I don't foresee any welding in the future. \$60 takes it all. 2) Crawler for under-car work. Ditto on rolling under my TR3 much any more. \$10. –Jeff John - jajohn1469@gmail.com



For Sale - 1980 TR-8



Car was purchased in 1998 and currently has approximately 39,000 miles on the odometer and has no rust and has always been garage kept.

Work done by The Wedge Shop- (TWS) (Woody Cooper) who did a complete engine rebuild (4bbl.with Edelbrock intake manifold, high lift camshaft and new lifters, headers, ported and polished exhaust ports), and there are less than 14,000 miles since the rebuild. It now runs the way it should have from the factory, with the engine now producing about 285 h.p

Many other wear parts were changed at that time including clutch, pressure plate, throw out bearing, reconditioned gas tank, and suspension rebuild with poly bushings, replaced tranny mount and shift bushings, clutch master, front pads, high torque starter, replaced radiator.

Other work done includes, new Robbins stay fast cloth top as well as a new radio and speakers, electric cooling fan, front brake lines, rear wheel cylinders, rotors, battery, battery case, alternator, electric fuel pump, water pump, stainless steel exhaust system, door cards, seat upholstery and padding . Top boot and many spare and original parts are included. Bills for work done are available.

Even the clock is working. A/C not working although compressor and dryer were changed by TWS at time all the reconditioning was done. Not used in a long time and probably needs a charge or new expansion valve.

The car is registered and inspected in NYS and is very quick and really a lot of fun to drive.

I have too many cars to drive them all. Someone will really enjoy getting into it and driving away.

Shelly Sackstein 516-521-1276

ssackstein@sacksteinllp.com

(Editor's Note: I've known Shelly through VTR for years – his cars are the real thing.)



Free beer!

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."

Dayton BCD Comparison of Income and Expenses

BCD Income Expense - Year by Year Comparison

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Income Items										
Auction			255.00							
Food Sales	1736.80	3352.25	2618.19	2555.26	2091.10	2889.20		210.00	250.00	250.00
Raffle Sales	422.00	500.00	420.00	484.00	326.00	312.00		355.00	186.00	
Advance Registration	2205.00	3180.00	2290.00	2355.00	2265.00	2812.00	108.00	3680.00	3610.00	3850.00
Advance Vendor Registration		180.00	25.00	160.00	355.00	50.00		25.00	125.00	
Day of Show Registration	2540.00	2110.00	1645.00	1805.00	1475.00	2466.00		2135.00	1285.00	2900.00
Day of Show Vendor		25.00				125.00		125.00	150.00	
Overpayment/Refund	-30.00					-54.00	-108.00		-80.00	-45.00
Registration Total	4715.00	5495.00	3960.00	4320.00	4095.00	5399.00	0.00	5965.00	5090.00	6705.00
Sponsorship	700.00	450.00	700.00	450.00	700.00	1200.00		1000.00	1250.00	1500.00
Advance T-shirt sales	394.00	320.00	290.00	320.00	300.00	200.00		440.00	415.00	332.00
Day of Show T-shirt sales	1060.00	520.00	437.00	770.00	540.00	775.00		730.00	825.00	1000.00
T-shirt sales Total	1454.00	840.00	727.00	1090.00	840.00	975.00	0.00	1170.00	1240.00	1332.00
Income Total	9027.80	10637.25	8680.19	8899.26	8052.10	10775.20	0.00	8700.00	8016.00	9787.00
Expense Items										
Bank Charges									40.59	
Operating Equipment	68.80	21.39	6.49	40.34	26.68	30.65			25.49	226.40
Food Booth Expense	856.49	1126.40	997.05	870.96	909.28	901.50				
Fuel				20.00	20.00	20.00				
Licenses and Fees	20.00	19.00	35.00	30.00	28.00	28.00				
Office Expense	152.22	97.73	133.21	114.12	63.60	100.26		19.50	30.94	92.77
PayPal Fees	70.70	66.02	78.95	87.35	99.86	99.98	-1.08	134.79	124.46	156.62
Postage	169.05	82.99	48.28	55.25	67.55	61.35		63.92	89.97	76.19
Printing	367.57	380.51	418.17	399.39	445.74	433.55	167.47	397.99	523.57	470.84
Raffle Expense	422.00	500.00	420.00	484.00	326.00	312.00		355.00	186.00	
Regalia	1803.72	1826.92	1835.84	1766.08	1697.51	1664.79		1357.25	1292.70	1255.70
Rent Paid	211.86	375.00	375.00	555.00	583.00	1120.42		863.63	1478.04	2379.99
Supplies	25.68	21.37		25.68	21.17	17.04			40.63	
T-shirt expense	1181.55	1349.60	1278.47	1337.15	1381.49	1395.29		1444.02	1759.68	1820.66
Other expense		24.50							30.00	
Website	109.04	109.04	109.04	127.99	170.00	231.24	364.19	306.88	337.03	306.88
Expense Total	5458.68	6000.47	5735.50	5913.31	5839.88	6416.07	530.58	4942.98	5959.10	6786.05
Net Income	3569.12	4636.78	2944.69	2985.95	2212.22	4359.13	-530.58	3757.02	2056.90	3000.95
Club Distribution	3600.00	4800.00	2900.00	3000.00	2000.00	4000.00	0.00	3000.00	2000.00	3000.00
Account increase/decrease	-30.88	-163.22	44.69	-14.05	212.22	359.13	-530.58	757.02	56.90	0.95