



The Marque

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



Bags? We don't need no stinkin' bags!

January 2022

Events this month:

- 4 - Calendar Planning Meeting
- 5 - MVT Monthly Meeting

- Tech Articles Galore
- THE MVT Store (please buy stuff from Harry)
- Classifieds
- 2022 MVT Budget

In This Marque

- Boring Officer's Reports
- Exciting Events Calendar

Obligatory Disclaimer

"The Marque" is the official publication of the Miami Valley Triumphs Car Club, P. O. Box 144, Bellbrook, OH 45305. Views stated in the

"Marque" are not necessarily those of the officers or members of the club. Technical data is provided for information only and no liability is assumed for suitability, applicability, or safety. We also don't vouch for spelling or grammar – the editor is an engineer...

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

How tight should the oil plug be?
Asking for a friend



MVT Club Info

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

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

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

Secretary: Clyde Collins,
cyaclyde@outlook.com

Treasurer: Harry Mague, 937- 426-3802

Membership: Valerie Relue,
vleigh607p@gmail.com

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

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

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

Club Website:

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

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

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

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

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



Be kind to the modifiers, they might just be rescuing you...

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/>

MVT Elections

MVT Elections for both officers and for club awards have started and will complete before the MVT Awards Banquet in March. The following are the current nominations for officers and awards.

Officers

The following MVT'ers have been nominated, and seconded, for the indicated offices:

- President: John Coutant
- Treasurer: Harry Mague

- Secretary; Clyde Collins

Awards

Marque of Distinction

Marque of Distinction - Most prestigious in the club, and should go to a member who most personifies the character of the club in the past year. Most nominees have served as club officers and have promoted and served the club at both internal and external events.

Nominee - Bruce Clough



Acting normal

Probably for all the witty stuff he puts in this rag, or being one who can do shots of Malort.

Most Improved

Most Improved – Normal improvements are car performance or car appearance, for example: A club member who has a car that does not run at the beginning of the year, but has it running in club events by mid- or late year due to the work they have invested in the vehicle to obtain the better performance. A club member who has a rather dilapidated car in January and who has put time and money into the necessary area (seat upholstery, engine compartment, trunk, or body work) to materially improve the car's appearance.

Nominee - Jeff John

For the ongoing restoration of their TR3

Keep it on the Road

Keep it on the Road – A driving award to the MVT'er who is able to drive their car from January to December, demonstrating good upkeep and the reliability it brings in this day and age.

Nominee - John Clifford



Clifford Car being judged at VTR this last year

John is nominated for driving and enjoying their TR8, which made it to multiple club events, as well as national events, this last year.

Press On Regardless

Press on Regardless – A driving award that is given to the MVT'er who perseveres through times of trouble during the club driving events or trips to faraway places, while representing the club, such as going to attend a National Meet, and always manages to complete the trip.

Nominee - Chuck White



Pressing on pressing on

During the July drive to Augusta, Kentucky, the upper and lower steering shaft became disconnected. Fortunate for Chuck and Chris, this happened in a parking lot and with the help of the "MVT Tech Crew" on the tour that day, they were able to get the steering column back in a safe operating mode to continue the tour and make it home alive.

Public Service Announcement



Officer's Reports

President's Report



Happy New Year

John Coutant

By the time you read this column, Christmas and New Year's Day will be over. I hope everyone had a wonderful time relaxing and enjoying the holidays with friends and family, Santa left you all the Triumph parts you need, and that you've recovered from any over celebration of New Year's.

Like all of you I thought the situation with COVID-19 would be better this winter but new variants (Omicron) and the large number of still unvaccinated people are pushing the infections and deaths back up to levels seen last year. If you are fully vaccinated (2 + booster) the risks are much lower even though one can get a breakthrough infection the effects are mild. Everyone has an individual threshold to the risk they are willing to take depending on their (and family's) situation. With this in mind, I will not be attending the January meeting and letting our vice-president earn his keep and run the meeting. My wife, Betsy, has surgery scheduled just 2 weeks after the meeting. It has been a long two years of knee issues compounded as a polio survivor and COVID-19 to get a diagnosis and schedule with a specialist. We don't want a positive COVID-19 test to start the clock over on getting surgery done. We will continue monitor everyone's feedback about meetings as we go forward and I am planning on being back in February.

With the start of the new year, one of the first activities is to start outlining MVT events for the coming year in as much detail as possible. This gives everyone a chance to contribute suggestions (and perhaps volunteer?) for events. It also lets everyone plan in advance to make sure their calendar is free and lets the club make sure we don't overlap with other club's key events (shows, concours). Events Chair Bruce is holding a meeting on Tuesday, January 4th to develop the draft MVT events calendar prior to the January MVT Meeting. Check the web or later in the Marque for details on time and place. Anyone is welcome to attend.

As a reminder, January and February is the time when we are accepting nominations for officers and for MVT yearly club awards. Nominations were opened at the December meeting at the

Soiree and will remain open until the end of the February meeting. Voting concludes at the March meeting. Officer positions for the 2-year period of 2022-2024 include President, Secretary, and Treasurer. Elections for the remaining three offices are in the odd years to provide an overlap. Nominations were also made for the four club awards which are: Keep it on the Road, Most Improved, Press on Regardless, and Marque of Distinction. Here in the Marque you can read who the current nominees are for the awards along with description of award, the nominee, and why that person was nominated. There is still time to nominate others for awards or for a club officer position.

I want to wish everyone a Happy New Year. I hope everyone had a Happy Christmas, a chance to relax, and to get reset for 2022.

Vice President's Report



Glad tidings for a brand new year! May it be filled with TRiumphant things.

Cheers,

Chuck White

Marque Editor's Report



I say this every month, but pls keep the articles coming - I especially like tech articles - tech articles in newsletters are litmus tests if you're club is just a social one, or one that actually still has gear heads in it! I put a lot of fingers to keys this month since I'm trying to make sure Old Paint is back on the road solid by Spring.

Ran across another trove of old photos this month all from the same roll of film.



First is a picture of the MVT Banquet from 2002 - I say that from looking at Bridgett and not seeing Duncan. I also see long departed, or at least not currently active, folks such as Aubrey and Forrest, the Carters, the Cibochs, Ray Bolich, and Mike and Mara. AFAIK this was at the Manchester Inn in Middletown. We moved from there to Beaver Creek Golf Club, and we are going to have to move again since COVID turned upside-down how they operate.



Next is a picture of the Spring Tour 2002. The cars are Stan's TR3B, Ross's GT6, Gwinn's Spit, Campbell's Spit, and Ball's TR7, and we are all lined up at the Waynesville McDonalds.

That was the same tour we visited the long-gone Buffalo Trading Post near Wilmington.



Yeah, it's B&W - we did the Marque in B&W then to save cost.

Finally, when I was grabbing a few spares for Old Paint back in November I remembered that one of them came of a long-parted out '79 TR7 I found in Forrest Ridge. Well, found a picture of the car:



Looks can be deceiving since the engine was froze, front shock towers, floor, and trunk all rusted out, and interior nothing but mice nests. It did have a few good spares, some of which I have to this day. We actually had an MVT "Pick-and-Pull" where members who needed TR7 parts could grab them. That resulted in a lot of that car going away and made it much lighter - by the time it went to the scrapper all it really had of worth on it was the rear axle...

Well that's it for trips down memory lane - 2022 is upon us, time to generate more memories!!

Speaking of generating memories, the VTR National Convention will be in Galena, IL, late August, and a few of us MVT'ers are planning on going. Late December us VTR members received the following email from Jack McGahey, the VTR President:

Happy Holidays and Some Year-End Thoughts

The Vintage Triumph Register wishes Happy Holidays to Triumph fans everywhere! Yes, 2021 was another crazy year, but we hope your holidays are full of health, joy, and all the things you wished for – especially all the parts, tools, and fluids you need to have that Triumph rolling and ready for spring!

Here's a few things to think about as we roll into a New Year!

First, if this season has you in a warm and giving mood, (or even if it hasn't) how about listing yourself in the TAP? VTR's Traveler's Assistance Program (TAP) is a list of well-connected Triumph people who can help you on the road, or who

know people who can. After all, who knows better than a fellow Triumph owner about all things Triumph locally? There is already a list of folks who have volunteered their contact info right here. (You'll need to log in with your member credentials to download the directory or add your information.) So, if you feel you're "well-connected" or are even just willing to help a fellow Triumph owner in need, add your name and contact information to the list. Just 3 clicks to help a fellow Triumph owner! It's that easy.

Second, many VTR Chapters are electing new officers (or otherwise changing their chapter contact info), about this time of year and some will forget to notify VTR and we will sometimes lose touch with those chapters. PLEASE don't let this happen to YOUR VTR Chapter! If you know your VTR Chapter officers or contact info have changed, PLEASE send the updated info to VTR Membership Czar Dick Birch at birchtr6@gmail.com and Dick will make sure that VTR web and magazine Shepherds Blake Discher and Shawn Frank make needed corrections so all the Wise Men (if there are any) on The VTR Board of Directors can better communicate with and serve all of our chapters.

And finally, speaking of Chapters, have a look at the online roster of VTR Chapters or in the latest issue of our magazine, The Vintage Triumph. IF YOUR CHAPTER IS NOT LISTED it will be because numerous attempts to contact your chapter over the past year or more have failed. We MUST hear from those chapters very soon or they will no longer be covered by VTR's liability insurance program and will no longer be entitled to use the name Vintage Triumph Register. If your chapter has gone AWOL and is no longer listed, PLEASE GET IN TOUCH with me or VTR Vice President Region and Chapter Services Wayne Simpson at wayne@last-chance-garage.com or VTR VTR Vice President Business Services Gary Kinney at gkinney72@gmail.com. All our contact info is also listed in every issue of our magazine, The Vintage Triumph.

I believe the year of 2022 will be a great one for The Vintage Triumph Register membership. We will enjoy a great National event hosted by the Illinois Sports Owners Association, so look for info

on that in The Vintage Triumph or on their event website and make your plans and reservations now! Watch for more updates in 2022. In the meantime, I'll leave you with my favorite version of an old classic.

Warm regards, Jack McGahey, President

The Night Before Christmas, as modified by Jack McGahey

*'Twas the night before Christmas and out in the shed
Sat a tired old Triumph, its battery dead.
Its fenders were rusted, the floorpan had holes
The seats and the carpets had been eaten by voles.*

*The tires had dry-rot, the gas tank was leaking
A turn of the wheel sent tie rods a-creaking.
So I put on my coat with a weight on my heart,
And went out to the shed to get it to start.*

*The engine turned over--there arose such a clatter!
I knew from the sound it was timing chain chatter.
From under the dashboard there came a bright flash:
The wiring harness had just turned to ash!*

*"I've had it with Triumphs!" I finally swore
"Enough is too much! I can't take any more!"
When what to my red, teary eyes should appear
But a little Englishman (hey, I might need a beer!)*

*"Good Day," I heard, as he tapped my shoulder.
"I'm Joe Lucas" he said as the car continued to smolder.
"This one can be saved; there's no reason to grieve.
All you need is some faith--Man, you've got to believe!*

*"A hammer! Some duct tape! Get me more tools!
When you work on these cars, just make up the rules!
We'll get her cranked over - no way that she'll stall
(But stand over there with your back to the wall.)"*

*A cough and a sputter, the cacophony stunning--
I couldn't believe it! The damn thing was running!
The ghost winked at me and said, kicking a tire,
"Whatever you do, DO NOT TOUCH THIS WIRE!"*

*The old man then vanished amid sneezes and farts
But when the smoke cleared he had left me some parts.*

*So I opened the shed door and let the top down
Put pedal to metal and went out on the town.*

*And I thought to myself as I missed second gear
Merry Christmas to All and a Happy New Year!*

We will be following up on Jack's words here and making sure our MVT information is current. MVT has been a VTR Chapter since MVT began back in the 1970's - its inception, so I think it would be fantastic if we have a good MVT turnout for the 2022 VTR National Convention - Link in the Events Section!

Cheers - Bruce

Treasurer's Report



As of 1 December 2021, the club account had an account balance of \$4262.70. For the month of December, the club's income included \$151.00 from Brown Bag auction. The club had the following expense for the month of December: The Club Christmas party for \$241.41, Web hosting cost of \$64.09, and \$10.00 for new member name tags. Our total expense for December is: \$318.50. As we start the New Year, the club will have as of 1 January 2022, an account balance of \$4105.29. Attached is the proposed budget for 2022 which is presented to the membership at the January meeting to be voted in the February meeting. (*Editor's Note - it*

is included as the last pages to this month's *Marque*)

As we all know, 2021 turned out to be another hard year. As the nation began to come out of the Covid and we started to return to normal, so did our club. Early on we did not have an Awards Banquet. TRA2021 was cancelled. Doubt remained if we were going to be able to have BCD, our biggest money maker. As the summer season blossomed, we were able to have BCD and we received \$1500.00 from BCD. We also were able to have our Christmas Soiree and Brown Bag auction. The club treasury ends the year on a positive note, with a balance of \$4105.29. I look forward to a great summer driving and our usual get togethers.

I hope everyone had a great Christmas and Very Happy New Year and look forward to a great next year.

Respectfully submitted,

Harry Mague.

Membership Chair Report

50!

Happy New Year to all MVTers! We are starting strong with 50 listings on our membership roster and we hope to continue to grow that number. Whether you are near or far, in person or not, please know that your interest in and support of our club is much appreciated. In the midst of yet another COVID variant, political upheaval, and one concern after another, the world needs more

folks who enjoy staying on the back roads. Thanks for being those people.

Valerie Relue

Events Chair Report



Time to plan, again...

I've started writing this column in early December, and actually have started to load events into 2022's calendar. Pulled in a few events from the Cincinnati Motoring Society's December newsletter as well as a few other locations. I am working on finalizing plans for the drives to and from TRA and VTR, so look for more info on that soon, maybe even in this newsletter.

The Tuesday before the January meeting, the 4th, I am going to sit down at Zemore's Wine Bistro at 6:30 to put a baseline schedule together for MVT's 2022 Events Calendar. I heartily invite you to join me. I do not know if Chef Greg will have Shrimp Mac & Cheese, but he'll have something. I'll probably arrive a bit earlier to order food. If you have an event you want to get on the schedule please get it to me before the 4th so I can add it to my notes.

I also hate to say it - heck, we might evoke an early hex, but it's time to start thinking TRA 2023. <screams echo in the distance> Will we keep it in Lexington or move it somewhere else? I am open to all suggestions, but we are going to have to have our act together by April! I plan on discussing this a bit at the Jan 4 planning meeting and again at the 5 Jan MVT Membership meeting.

I will be setting up a Zoom Meeting for the 4th for John Coutant to attend. If anyone else wants to Zoom in pls let me know before then and I will send you the link.

Speaking of TRA 2023, Todd Bermudez (of Cincinnati 6-Pack fame) has been requesting things to do, places to see, and trips to take for the 2022 6-Pack meeting, slated for Lexington this September. Since we have not decided TRA 2023 will not be in Lexington, and since it was an MVT team effort to develop the prior slate of events and tours, I'm a bit hesitant about handing over all that we have put together. This will be a discussion point for the 4 Jan meeting and I am really looking for your feedback on this.

Events Tsar Bruce

Speaking of events....

MVT Events Calendar

Past

December 2021

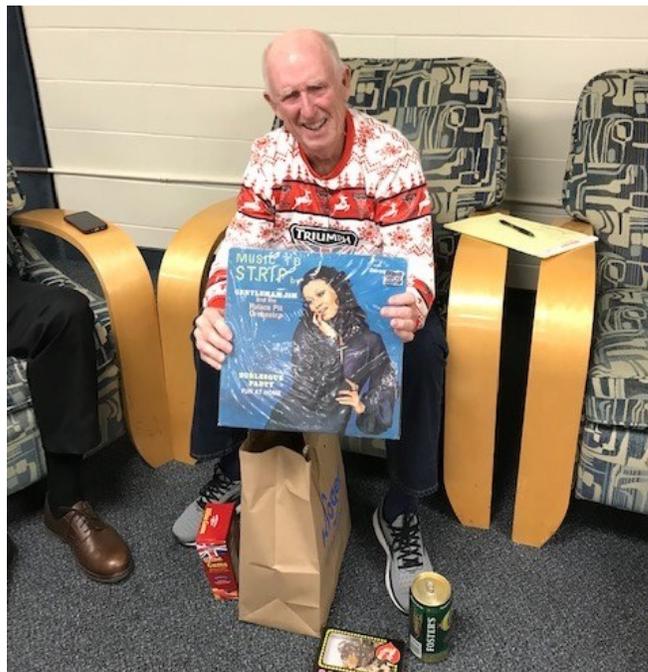
4- Holiday Soiree and Dec Business Meeting

It was a glorious night. A night filled with laughter, mirth, and merriment. A night festooned with fabulous food, extraordinary drinks, and gifts for all ages. New friendships were made, old ones renewed, and all were merry and bright.

Yeah, it was an ok time.

First of all, thanks to the Biglers for hosting this - setting it up and getting the roast beast. It's a lot of work and we appreciate all you do for it!

Second of all, thanks to those who helped the Biglers set up and clean up - we also appreciate your efforts to support them and the club.



The recipient of the winning brown bag - so what did Chris think?

Finally, thanks for bringing in the great side dishes and desserts - yum!

First off - Business Meeting Minutes

Meeting called to order at Queen of Apostles Community, Bergamo Center, Holiday Soiree

25 members and 0 guests signed in

Opening Remarks:

John Coutant welcomes full bellies before brown bag auction. Notes an abbreviated meeting mostly to get officer nominees and award nominees.

Treasurer's Report

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

New Business

MVT Officers. Upcoming nominations are for 2 year terms, Election in January. Members nominated and seconded:

- President: John Coutant
- Treasurer: Harry Mague
- Secretary: Clyde Collins

Nominations for MVT awards

- Keep It On The Road: John Clifford - the continued driving and enjoyment of the Clifford's TR8
- Most Improved: Jeff John - for the ongoing restoration of their TR3
- Press On Regardless: Chuck White for fixing their TR6 steering which broke during the trip to Augusta, KY, in July
- Marque of Distinction. Bruce Clough - probably for all the witty stuff he puts in this rag.

Second - off to the auction!



I don't know Alice - looks a bit sketchy to me...

Brown bag auction was fantastic. Lots of fish, lots of old parts, lots of things that will show up next year, and lots of things that will be hidden away hoping the kids don't find them - Scott, how is Mary doing with that hookah? Harry, did you play the album for Chris?



“Just a step to the right...”

The winner of the Best Brown Bag award went to the Stobles for the bag Harry purchased that seemed like a party on paper - fur-lined handcuffs, Foster's Lager, some wine game, and a 33LP of Burlesque music - a perfect bag!



See the fun times you missed?



Brown Bag Winner, and unfortunate victim

Next year the Biglers have requested the club help in getting the roast beast which we all agreed to, so start saving your bags, and items you don't want the kids to find.

Oh, we did have a short meeting...

Adjourn



Pete teaches Harry the Macarema...



Cheers!

19 - MVT Holiday Dinner

Bruce Clough

Thanks to Chris White we ended up at Brio - Paragon and a bunch of other restaurants I contacted near the Dayton Mall were limiting party size to 10 people or less, getting a bit frustrated I cried for help and Chris contacted Brio who took us in. Thanks again Chris!



Are you going to eat that Valerie? I think Greg is reaching with his fork...

Twelve hearty souls showed up at the Brio for great conversation, good food, and maybe decent drinks.



Mary looks for the seafood while Scott attacks one nice steak...



Clough Clan ponders Roloids...



Chuck ponders if he can finish the beef medallions, Chris and Ben have no such issue...

I had a lousy Old Fashioned, but Chuck's teas looked good. Food came out and it was plenty, okay, so we had to beg for more bread a couple of times, but I think we did have plenty of butter?

In the end we were sated, boxed up left-overs, said goodbyes, and headed our separate ways. We did stop by the big tree at The Greene for our obligatory holiday family picture...



What else would you expect?

Future

This is very incomplete and tentative. What I know of now is in the calendar, plus maybe some speculation?

January 2022

4- Calendar Planning Meeting

Events Chair Bruce is holding a meeting to develop the draft MVT events calendar prior to the January MVT Meeting. It will be 6:30PM at Zemore's Wine Bar and Bistro, address: 4457 W Franklin St, Bellbrook, OH 45305. Bruce will be setting up a Zoom meeting for those who cannot attend - let him know and he will send you the link.

5 - MVT Monthly Meeting

Archers Tavern Kettering, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015. We are in the meeting room off the bar at the front of the tavern. We have dinner and socializing at 6:30PM

and the president usually ruins our fun by starting a meeting at 7:30PM.

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

MVT January Monthly Meeting Agenda

Opening Remarks and Welcome – **Chuck**

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

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

Officers Reports

- President – absent
- Vice-President – **Chuck**
- Treasurer – **Harry**
- Secretary – **Clyde**
 - Approval of December's Minutes as published in the Marque
- Membership Chair – **Valerie**
- Events Chair – **Bruce**
 - Summary of past events
 - Feedback from 2022 Events Planning Meeting
 - Venue for March banquet

Standing Committee Reports

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

Other

- Memorabilia – **Harry**

Event Committee Reports

- TRA 2023 Planning

Old Business - **Chuck**

- Review of current nominations and request for additional- offices of President, Secretary, and Treasurer

- Review of current nominations and reasons and request for additional - MVT Awards - Keep it on the Road, Most Improved, Press on Regardless, and Marque of Distinction.

New Business

Split the Pot

Adjourn

February 2022

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

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

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

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

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

The concept is straightforward. On Thursday, February 10th, go for a drive in your Triumph. Take a scenic drive on a country road or out to

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

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

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

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

March 2022

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

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April 2022

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

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23 - Spring Classic Driving Tour X - Cincinnati Motoring Society

May 2022

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

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Later - Nashville IN anyone?

June 2022

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

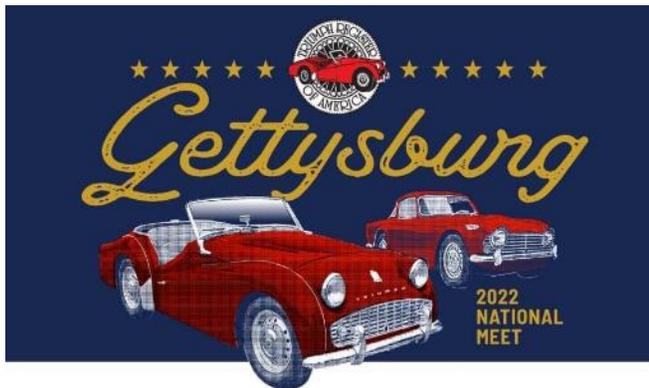
<http://archerstavern.com/archerstavern/>

12 - Cincinnati Concours d'Elegance - Ault Park

20 - 24 Triumph Register of America National Meeting - Gettysburg, PA.

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

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



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

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

MORE INFORMATION TO COME
 WWW.TRIUMPHREGISTER.COM

EVENTS TO DATE

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

The MVT Plans are to leave the local area on the 18th, stay overnight at Tygart State Resort Park in WV, and arrive in Gettysburg on the 19th. We have not solidified plans for the drive back at this time. We will avoid interstates as much as possible.

July 2022

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

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

17? - Cincinnati British Car Day - Harbin Park

August 2022

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

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



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



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

27 - Bellefontaine Hill Climb Revival 4 - Details forthcoming.

29 - 1 September - Vintage Triumph Register National Meeting - Eagle Ridge Resort and Spa - Galena IL. MVT is planning a significant presence, so watch this space!



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

September 2022

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

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

October 2022

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

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

8 - Autumn Classic Driving Tour - Cincinnati Motoring Society

November 2022

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

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

December 2022

3 - Holiday Soiree and December MVT Business Meeting

Technical Talk

Edited by Bruce Clough

What's in a name anyway? <lol> Last month I was talking about changing Carma to RHAPAW, and it struck me at the Holiday Soiree (not that a bourbon or two had anything to do with it) that

horses rode hard and put away wet in old cowboy movies usually had the name "Old Paint", so that is what I'm calling that TR7, Old Paint. Easier to remember and no acronyms to spell out...

November was a lot of work on Old Paint, getting the battery moved, rust fixed, and a few other things done at the same time. It continued into December with the trunk struts. Also, I decided to put the old center console back into the car, so if anyone needs a black center console complete with a Single-DIN Jensen Media Receiver, let me know.

I note that Woody of the Wedge Shop is listing European Fiberglass Bumpers for sale - I might have to give him a call...

...but first - how about an update from Greg?

Rebuilding a GT6 Engine: A Love Story

Greg Schnittger

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

Part II was published in the December 2021 Marque.

Part III: Disassembly and a Disgusting Discovery.

The oil pan was the first thing to come off. My hope was that I could find and fix the offending bearing without removing the head and messing with a head gasket that still sealed perfectly well. What I found in the pan was rather disturbing. A quarter-inch deep layer of sludge lay in the bottom, roughly the consistency of chocolate pudding. Gross. A quick measurement showed that the end of the oil pickup tube would have been nearly, if not fully, submerged in this nasty goop. I also discovered that the pickup tube itself

was equipped with a filter screen on the inside of the tube. This design would prove to have disastrous consequences. Trapped in that screen was a long metal shaving, and several pieces of silicone that had broken loose from the gasket applied by a previous owner. Regular silicone is not resistant to oil, and prolonged exposure caused it to break down and fall apart. Between the screen being clogged and the sludge preventing clean oil from being pulled into the tube, it was clear this engine had been suffering from oil starvation for some time, and the head was going to have to come off to check for damage. More evidence of that starvation would present itself later.



Just Plain Nasty



Oil Pickup

After cleaning up the oil pan inside and out with copious amounts of degreaser (brake cleaner and Dawn dish soap), I coated the bits of exterior,

especially the spots with surface rust, with Loctite Rust Neutralizer. This turns the rust into a hard ferric phosphate coating that is suitable for painting. There are other products out there that do the same job equally well. Once that was set up I wiped the inside of the pan with a thin coating of oil to protect it from rusting while in storage. I then set it aside and went to work on the rest of the engine.

Most of the other ancillary components came off next. Distributor, fuel pump, fuel line, exhaust and intake manifolds, thermostat and water pump housings, crank pulley, timing chain cover, and oil pressure switch were all removed. For each part that was removed, I bagged the fasteners and zip-tied the bad to the part before stashing it away. For more complex assemblies, things I felt would be difficult to remember how to reassemble, or those that had multiple fastener types, I made sure to save photographic evidence of how it was originally attached before disassembly. Where possible, bolts were threaded into the holes they came out of. This way there would be no doubt how they attached, and they'd be less likely to go missing. I consider myself fortunate that everything came off easily and not a single bolt broke off during this process.

A previous owner had installed an external oil feed line that brings more oil to the back of the head, which also came off at this time. Later research indicated that while this line seemed like a good idea and was a popular addition for a long time, it actually hurts the engine by diverting oil to the top at the expense of the bottom, where it's needed most. Interestingly, the idea for it came from Triumph racing legend Kas Kastner, who rigged up an external oil delivery system to his 4- and 6- cylinder engines which bypassed the engine block oil galleys. This was done to overcome oil delivery shortages to the main bearings at racing speed and was nicknamed the "Octopus". This feed line has the opposite effect and would not be reinstalled on my engine.

During the process of removing those components, I noticed that the way the engine was positioned on the stand was quite top-heavy. Just fine while it was stationary, but it made it very tricky to turn upside-down. I was always afraid I

might lose control and damage the engine in an unintended meeting with a concrete floor. I did two things to solve that problem. First, I repositioned the engine so that the center of gravity was closer to the axis of rotation of the engine stand. With the head still attached, there wasn't much that could be done, but it did help somewhat. Second, I made an extension to the handle the stand came with out of a piece of square tubing from my local hardware store. I just drilled a hole in each and ran a bolt through them to attach. As with most of my drilling/fabricating projects, it ain't pretty, but it worked, and it gave me the leverage and confidence I needed to safely turn the motor over whenever I needed to.

Pulling the head proved to be a simple operation. As I had several times before, first the rocker cover came off. The rocker shaft was next, which came off as an assembly. The push rods lifted out and the cam followers, or tappets, came next. The tappets turned out to be quite badly worn and pitted, which I learned later is further evidence of oil starvation. The nuts came off the top of each head stud easily. The head gasket still made a nice seal, so the head itself needed some encouragement to come off. Carefully wedging a paint scraper between the head and block and a few taps with a rubber mallet got me the separation I needed. That cast-iron head was heavy, and I nearly enlisted help so that I could make sure to get it off the block and onto my workbench without damaging anything, but I managed ok. All but three head studs came out of the block without argument. The remaining studs would be a job for the machinist, that way if something went wrong the block would already be in the right hands to make any repairs.



Head off, parts laid out



Block face - note head studs still in

Now that the head was off, I could get a good look at the pistons, cylinder walls, and other components. Overall, they looked to be in decent shape. Some pitting on the piston tops, and a few chips out of one that looked like something may have bounced around inside the combustion chamber at some point. I had a couple friends who were more knowledgeable than me about these things take a look at them, and both agreed they could be reused. Further evidence of oil starvation presented itself on the tappets (cam followers). They were very heavily pitted and some edges were shipped. I hadn't removed the camshaft at this point, but once I did, there was similar damage on all the cam lobes. So with the camshaft needing replacement, An opportunity presented itself for an upgrade! A hotter camshaft would produce more horsepower but would certainly cost more. I'd have to think about whether it would be worth the cost and start comparing options. That was down the road, however, especially since I had a furlough-induced budget of roughly zero dollars for the time being.



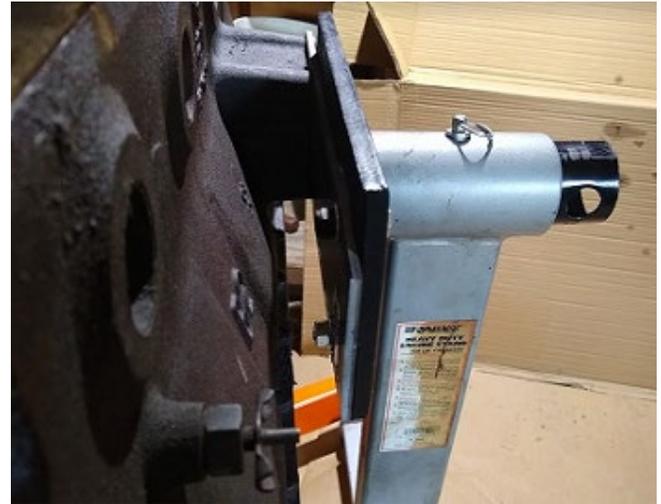
Tappet (Cam Follower) in need of replacement



Piston top - reusable

Everything was now off the sides of the engine, but the front and back still needed disassembly. The front would be no issue, but with the engine stand attached to the rear plate, nothing on the rear could be removed. I learned that some people had fashioned a plate to hold the engine on the stand from the right engine mount to allow clearance for removing the flywheel, rear plate, and everything else back there. My crackerjack fabricating skills and I got to work and together we cobbled together a plate that cantilevered off one of the motor mount attachment points. I started with a piece of 1/4" (I think) steel plate from a home improvement store and drilled some holes in all the wrong places. Luckily I was able to open the holes up large enough to get bolts through them in the correct locations, and we were in business! I supported the engine block with the hoist, repositioned it on the stand with my new bracket, and bolted everything back up. With roughly 10%

confidence that it would hold, I left the hoist attached for a few days until the fear that everything would come crashing down subsided.



Engine Stand Modification Close Up



Now we can get that clutch off

Disassembling the flywheel, clutch, and rear plate was straightforward; just needed to unbolt everything. The clutch still looked good, but I opted to add that to my parts list anyway. It's fairly inexpensive and because "while you're in there".

I now had full access to remove the rotating assembly. I enlisted the help of my neighbor's father, an octogenarian with a long history of rebuilding muscle car engines. Taking his advice,

we marked the rod caps with a punch to record which cylinder they belonged to and how they were oriented. One mark for cylinder one, two for cylinder two, and so on. We made sure to make the marks on the side of the cap towards the front of the block. That way they could be put back in the same way they came out. The rod bolts came out easily, but the caps were a tight fit. They needed an occasional tap of encouragement with a hammer to become fully liberated. With caps off, the crankshaft came free, and the cylinder heads and rods slid out. I arranged them all on my workbench so I could get a good look at them.

After all that, I finally got a good look at the source of the knocking sound! Comparing rod bearings, it was clear that one of them had become a victim of the oil starvation and was severely worn. The associated connecting rod had also turned a lovely shade of black, which indicated that it had been subjected to much higher heat than the others, due to friction. And with that diagnosis complete, it was time to get serious about a parts list and plan to put it all back together!



What it should (left) and should not (right) look like

Next time - Part IV: While You're In There...

Strutting Around Proud

Bruce Clough

One thing I learned last month while moving the battery to the trunk on Old Paint was that the trunk struts are on their last legs. These gas struts, one on each side for 1980 TR7 model, hold

the trunk open when open. Early TR7s used sliding trunk braces a la TR6, but they had to get modern. As you might expect, over time the struts lose the ability to hold up the trunk, and Old Paint's were "iffy" at best. Time to get new ones.



Spiffy Interim Strut - don't laugh, works well

Moss sells them - \$85 each before shipping. Ouch. Rimmers has them for about \$30 each before shipping, but they only ship internal to the UK. Ouch. Neither option seemed good.

I did then what I always do, ask Google. A quick search turned up an alternative from Ragtops and Roadster's website:

<https://www.ragtops.com/techarticles/trunk-supports-for-later-tr7s-and-tr8s>

In that page they list struts and corresponding ball studs (all modern struts use ball studs rather than bolts and eyelets like the old struts). The parts numbers were:

- Struts (power lift) 819-5582
- Ball studs 735-3608

I immediately went to the NAPA site to check price - \$40 each for struts and \$11 each for the ball studs (which I ended up paying \$5/ea for in the end), with availability the next day in Xenia. Sold.

When I got the old struts out, one had obviously failed while the other seemed to still have some life in it. That said - they both went into the brown bag auction bags. Oh, a note here. Old Paint did not have the black fiberboard liner and foam sound deadening pieces an original car would have. Some DPO cut the liners and threw away

the foam. Made it a lot easier to get to the struts and meant I didn't have to worry about putting those back. If you have an original, car this will add some time, assuming you don't want to wreck the liners, and really want to have that sound deadening.

Comparison of the new and old showed the new is a bit longer than the old, maybe 1/8-1/4 inch. The ball studs were shorter on the threaded length than the original bolts, but besides that, I think we can get this to work...



Old strut (top) and new one (bottom) with the new ball studs

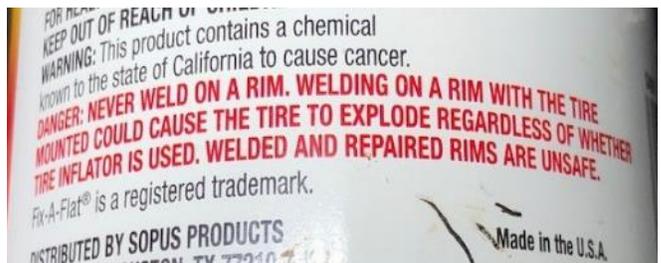
I first put the right side on since I didn't have to deal with the trunk light switch activation tab/plate/bracket. It went on in about 2 minutes. The studs use the same nut size as the old bolts, but since they are shorter, I put Loctite 242 on both of them since the Nyloc threads would not engage.

The left side gave me a bit more of a fit due to the switch activation tab. That tab added enough length that I filed down the mount boss on the trunk attachment point a bit to give more usable stud thread length, so this side took me 30 minutes to do.

In the end, a trunk that has a lesser chance of hitting a person on the head on a windy day when using the trunk. These struts are not as powerful as the longer ones used on trunks and hatchbacks today, so the trunk will still fall shut when partially closed, but still, it's much better now.



Left-side new strut in position - note that I was mocking this up at the time and the trunk light switch tab wasn't mounted yet. Note the rusty watermarks on the body brace to the left - rode hard and put away wet for sure....



As seen on a can of emergency tire inflator - wonder what happened to cause this to be on the can?

Let there be lights...

Bruce Clough

In the midst of my TR7 "Lightathon" I wrote about last month, I pulled the existing "third" brake light I had on Inca off to replace it with one that could hold the new 1156-type red LED bulb. The existing light used an H3 halogen bulb, and was the last non-LED bulb on the car. The replacement was the one that used to be on The FrankenStag. Done and done.

This left me with the H3-type lamp, but it also left me with an idea. Moss sells these lamps with a red, and clear, lenses. I currently have a bullet-type reverse lamp on The Grey Ghost and no third brake light besides the red LED lights built into the rear license illumination lights. What if I added this red light and replaced the bullet-type light on the 3B? It would look much more period and would give me added brake lighting. Here are the lights:



Red Rear Fog Light

<https://mossmotors.com/rear-fog-lamp-red>



Reverse Lamp

<https://mossmotors.com/triumph-tr2-3-4/electrical-ignition/lamps-lighting/reverse-lamp-clear>

One issue, if you could call it that, issue would be getting LED bulbs for these. That was solved since I already had white H3 LEDs I use for the DRL fog lights on both TR7s, the reds were just an Amazon order away.



H3 LED lights - white left, red right

I had to run a wire for the brake light, and to connect it to the existing wiring without cutting anything I had to also make a little connector-adaptor. The reverse light wire was already there, but I ran a new wire that I also covered with shrink-wrap insulation just for more protection.

As a matter of providence, someone (I'm guessing Frank Ciboch since I didn't do it when I originally owned The Grey Ghost) drilled a 5/16" hole in the bottom of both rear bumperette brackets - sweet! Installation was quick.

So now The Grey Ghost has another brake light as well as matching reverse light. It's the little things in life that make me happy...



Third brake light (left) and reverse lamp (right) in place

The start of a mystical journey...

Bruce Clough

...or a bad experience.

After we bought Old Paint back in 2019 (was it actually that long ago?) I looked under the front suspension while checking the front brakes and noticed the "K member" - the front sub-frame piece the engine, sway bar, and steering rack bolts to, was beat up and had several cracks in it - a sign of earlier, or violent, times. I noted at that time I needed either to pull it off then stop drill and weld cracks, or replace it.



Bends in original K Member

As luck would have it there was a very nice K member that I picked up in Troy earlier this year. I had cleaned it up and painted it, so it was time to put it on and see what other nastiness I would find while doing it.



New K Member (before painting - imagine it satin black now)

First thing was to get the front end up securely. When I do work on a TR7 like this I actually use 4 jackstands - two near the existing jack points in the front, and two more "back-up" stands inboard

and behind the first pair. I then will put the front tires underneath the car a bit behind those. In this case I used TR7 jacks as the back-ups since I could adjust the height to match the distance the car was up in the air. Pure safety here folks...



Jack stands, car jacks, and tires

First order of the day was to get the front struts off the car. This is done by disconnecting the sway bar, disconnecting the inboard sway link bar bolt, taking off the brake caliber and line, and then removing the top strut nuts. Out comes the struts. Nice. No drama here, especially since I disconnected the rack link holding the tie rod ends to the strut, rather than trying to pop out the tie rod ends - they are in good shape and I do not want to screw them up. I did note that the front flex brake lines are due replacement. The originals are in place, pliable, and not expanded, but it's time.



Original front brake flex lines still in place

With the struts out I could now take off the front sway bar as well as the steering rack. The only drama I had here was loosening the steering linkage rod - one end of the rod going into the

steering knuckle at the firewall didn't want to budge, so I got the two other splines in the linkage sliding easily and pulled the rack, then took off the rod. The knuckle will have to be replaced.



Front end is a bit lighter

Now to prep for dropping the K Member. Since one side of the motor, the side that actually carries most of the drive-train weight in the front, is attached to the K Member, the motor must be supported before dropping this. John Clifford ran into the same issue working on the TR8 front suspension. He built a couple of wood beams to take the load.



Engine restraining beams on the TR8 from a tech session in MVT past

John gave these to me to use for Old Paint. I put them on the car to mock up the connection and noticed that I had to drill another hole for the back hook as well as one for the front (who would have think the TR7 and TR8 hoist points would have been different?). The back hole drilled was in the area of existing holes, so I had to glue & screw on boards across that area to ensure bending moment didn't cause wood failure. The front hole was off to one side in the beam width. Since the front of a TR7 engine actually weighs a bit more than the TR8 (Iron versus Aluminum) I decided to beef that beam up a bit to handle increased moment.



Beefed-up beams in Old Paint in place

Now to get the K Member loose. First job is to disconnect the motor mount on the K Member.



"Loose" nut on the lower motor mount - it's been like that for a while!

This was a minor religious experience. Even with the sway bar and rack removed access to the 13MM bolts attaching the mount to the K Member are hard to get to, and forget loosening the nut holding the engine to the mount - turns out it was never tightened fully, and trying to turn it was a waste due to the rust on the stud, pliability of the rubber, and the short arc available to rotate the wrench. In the end I got the mount attaching bolts off and will get the mount after I drop the sub-frame.

So, okay, drop the subframe. Not that I am paranoid or anything, but I noticed that I had a nice flat surface on the oil pan bottom, and I happened to have a bottle jack, several unused supports from the press, and a nice oak board, so I supported the engine also under the oil pan. Just because you're paranoid doesn't mean that they are not out to get you.



Bottle jack under oil pan - safety slow...

Now the only thing left to do was to put the floor jack under the k Member, loosen the nuts, and drop the member. This I did with only a little drama - the right back bolt is a bit annoying to get to on the top due to the engine mount bract in that area. The bolt is actually inside the brace frame, but after a couple choice words that nut came off also and I dropped the frame.

Then I noticed two things - that pesky back right bolt will only come out of the frame if the motor mount brace is taken off also. Choice threats for a probably-long-dead designer - that bolt will just have to stay in the car. The second concerned me a bit more - the front diver's side bolt was seized hard - I could not budge the bolt with a 5lb hammer nor turn it with the torque impact driver on the bolt head. Dropping off the rubber and one

of the two steel sleeves, I noted the top sleeve was rusted to the top washer that were both rusted to the bolt. Nice.



Well, crap.

I decided that I would take a chance that the issue was the top sleeve and washer, and that I could break it loose with those gone. Out came the reciprocal saw, off came the bottom part of the bolt and the sleeve. When I pried off the washer, I sprayed penetrating oil on the remaining part sticking out of the frame member as well as the bolt head/washer on the other side of the frame member, waited, and then whacked the stub end with the 5lb hammer. It moved, so I whacked it back from on top, whacked it again at the bottom, sprayed some more penetrating oil, and took the impact torque wrench to it - out it came. The neighborhood could hear my sigh of relief.

So let me show y'all what the original K member looks like out of the car:



"Old" K Member

Astute MVT'ers will notice it has a lot of dents in it, with the bottom being pushed in about 0.25-0.5" in places. But wait, it gets worse. Due to hitting things, maybe even the accident that totaled the car sometime in its history, there were some cracks in the metal, probably the worst is one that is headed for the lower strut support bolt hole.



Crack near strut attachment arm bolt hole

In the picture above what you do not see is the big dent in the metal near the body mounting hole just above - nasty. Anyway, this K Member is headed for a recycling facility near you...

At this point I laid out the hardware I took off the car, the hardware I had to destroy to get it off the car, and my used hardware I had tucked away. I just had enough to put together one set of good hardware to reuse. I took that and soaked it in some rust remover and moved on to the steering link and knuckle.

The top knuckle was toast - the u-joint was going and spacers were either gone or worn. I found a good used one in my stash. Therefore, to get the rusted part off the link rod I used the reciprocal saw, and then knocked off the part remaining on the link shaft rather than a calmer, gentler, method.



About ready to cut this knuckle off

Once off, I cleaned up the link, cleaned up the used knuckle, repainted them with caliper paint, and soaked the hardware in rust remover.



Soaked the top splines on the steering shaft link in rust remover just to clean them up a bit more

I then turned my attention to the lower motor mount brace on the engine - I took it off, cleaned it up, took off the old motor mount, and repainted it

(and soaked the hardware in rust remover). After the paint cured I put it back on the engine - one part back on! It's downhill from here - lol...

I ordered new K Member rubber mounts from Moss - came in two days. The bottom ones were rubber, but the upper ones were urethane, which should be an improvement. I then bolted on the new motor mount, put the K Member on the floor jack, raised it up, attached the motor mount, then installed the rest of the mounting hardware, tightened the mounting hardware and tightened the engine mount nut.



New K Member installed

Now on to the steering rack. Inspection found it to be a bit dirty, but in good shape. I cleaned it up, repainted the center tube, and put on new gaiters. This was a bit of a chore.

The gaiters I bought were from Moss, part # 071-426. I bought these a year ago since I knew I was going to have to replace the ones on the car. They do not fit easy at all. The issue is that the large end diameter is 1/4" too small, especially when it is in an area sopping with grease. Maybe a four-handed human in the sun on an 110F day could do it, but not a two-handed one in a 50F garage. C'mon man!

The solution was literally to Vise-Grip one side and work around with a small flat bladed screwdriver. Brutal, but effective.



Steering rack gaiter attachment tool Huh?-23

Rack was then attached back to the new K Member without drama.

I want to take the struts apart to install the roller bearings that Ted Schumacher sells in the strut pivot, you know, that piece (actually two) that the weight of the front part of the car rests on, but turns when you turn the steering wheel. Original bearing is a hard, tough lubricated plastic that presses against a thick steel washer. Ted's kit replaces that with an inner sleeve, roller bearing, and two large washers that the rollers press against. Here's a picture of the kit from The Wedge Shops' website:



Strut Bearing Kit

It is very nicely made.

A word on spring compressors. You have to compress the springs to release the top plate and replace the bearing. Compressed springs harbor a lot of energy, deadly energy, so you want to use good spring compressors. Car parts stores will loan you spring compressors, designed for F-

150's. They don't fit TR7 springs very easy. I bought a Schwaben Spring Compressor set from ECS Tuning which are designed for smaller sports car springs. They work perfect and even have a retaining bar built in that will hold the "hook" piece against the spring while you tighten the bolt for compression.



Schwaben Spring Compressor



Spring compressors on the spring - note the lack of dust gaiter and bump stop on the shock rod

You'll note in the picture above that I have mounted the strut in the bench vise. I have rotated the vise 90 degrees so I can hold the strut vertically in the pipe holder part of the vise.

Several other things to note - no dust cover for the shock rod and not bump stop. I'll fix that.

Taking the top off the strut was actually easy. The shock had been replaced sometime in the past, so the top nut released easy with an impact wrench and apart it came. A pleasant surprise is that the KYB shock inserts are held into the tube by a threaded insert that actually has a 8-sided flange on the top - a heck of a lot easier to deal with than the originals that required a special tool!



Nice KYB shock insert with wrench-friendly top

The rubber packing pieces between spring and strut pieces looked original, so I had ordered new ones from Moss Motors. The bottom ones were molded and fit perfectly. The top ones were just a flat donuts to be pushed over the sides of the cup that held the top part of the spring. Right. As much as I cussed, these would not easily slip over the cups, in fact, they wouldn't slip at all. The inner hole was too small, and the rubber not pliable enough. Any reason that a formed packing piece, such as the antiquated TR3B has, or that my VW has, could not be made? Really? The originals were long gone - crumbled when I took them off - so I decided that it was time to possibly go nuclear again.

Looking at the top cup I noticed that it has four drain holes in it, equally spaced. I grabbed a couple of screwdrivers and awls that I knew would fit those holes, and stretched the packing piece around them:



Top spring packing piece install - put in two screwdrivers and slip packing over top



Grab a couple more awls, stretch the rubber, and stick them in. Thanks heavens for little drain holes...

Now you just work the packing piece down the side of the cup using some flat bar or blunt flat-head screwdriver....

The struts as they were on the car did not have their dust gaiters, nor their bump stops. Evidently, the garage a DPO had work on the car thought that installing these was beneath them. I installed them, and these Moss parts fit perfectly. Note that the bottom of the gaiter is supposed to be held in place by a nylon tie around the bottom, but that KYB tightening flange provides the perfect "rim" to slip the end over to hold it in place without the tie (but I put it on anyway). You put the spring (still compressed) on the strut then you put on the gaiter, using a pair of long flat blade screwdrivers

to get it over the shock flange. Then you put on the bump stop, pressing it at least an inch below the top of the smooth part of the shock rod. Then I put on the top flange and held the shock rod in it with a washer and finger tightening the nut. This is important since the shock rod will drop due to gravity.

Next I attached the top of the gaiter to a flange on the bottom. Tedious, but doable with two hands. Keep a long pair of needle nose pliers handy for retrieving the dust gaiter when you drop the top - yes, you will drop it a few times while you work to figure this out. Don't ask me how I know. Then on goes the new bearing mechanism, and on goes the top mount pieces on top of that. All of these were greased with red rubber grease prior to installation. I used a large Channel-Lock, yes, an actual Channel-Lock, to hold the top nut cup in place while I torque the top nut down. Yes, there is a special tool for that, lol. We don't need no special tools...



Back together again

It is remarkable how easy the top mount turns with the roller bearing - probably a quarter of the torque required versus what was in there. Wow.

Now to get these struts back in. Will this be fun? Will we learn new words? Stay tuned....

...for not much drama at all. After doing this a few times I've accepted that as easy as the front suspension comes off it can be a PITA to put back in. The keys are patience, and overwhelming force.

First thing is to take the sway bar off. I had it attached to the K Member to make sure it would fit okay, but it needs to come off. I am not the god that it would take to put the struts on with the sway bar installed. Trust me, it takes some bending, as we will see.

Next I put the struts in without tightening the top nuts much - they were just holding it on while I lined up the lower connecting brace bush with the corresponding K Member holes. These went without drama, then I tightened up the top nuts, remembering the ground wire attachment for the coil on the driver's strut. Next I put on the tie rod ends with the strut attachment pieces attached. I had noted their relative position when I took them off, so hopefully it isn't too far out of alignment.

Great - that just left the sway bar to attach. Now I have not seen photos of this, but my bet is when the car was built the engine, tranny, and front suspension and steering were all attached to the K Member before it was all attached to the body, so putting on the sway bar was easy. From a manufacturing process this makes sense. Unfortunately, with the engine in the car already you have to bend the bar a bit (elastically - it will go back to its original shape) to go in the holes in the lower connecting brace. This is why ratcheting cargo straps should be a part of your tool box.



Cargo strap bending the sway bar just enough to go back in the mounting holes.

Once back in the holes, the odds are you will still have to use the strap one more time to seat the

bar properly - again - patience and let the tools do the work for you. The bar when to where it was supposed to, the hardware at the end went on, and then the bar was attached to the K Member.

Back to the body - need to put the hood(bonnet) back on. Before I do that I need to fashion a nut plate for the driver's side. The hood hinges are held to the body by tapped nut plates held in by metal flanges on the body in front of the engine. On the driver's side the plate is gone, replaced by a couple of nuts instead. I cut an unused spare sway bar backing plate to the right size, tapped in a couple holes and put it in the body



Drop the mic

With the nut plate in place the hood went back on, with the obligatory readjustment so the dang thing will open - okay - that's done...



Hood on, a few things to go...

With the hood on it was time to replace the lower radiator support. The original, albeit wonderfully encased in POR-15, was bent and twisted. Another find during the same recovery where I got the K Member was a straight radiator support. That was cleaned and painted, but how to install it with the radiator in place. Easy - bungee cords and nylon ties...



Overkill

That radiator went nowhere when the old support was removed. New one is in place. I also took the opportunity to repack the front wheel bearings. I love the torque specifications: "Torque to 5 ft-lb and back off one flat". I have a 1/4" torque wrench that will go to 60 in-lb (5 ft-lb), but my 15/16" sockets stop at 3/8" drive. So, I hand-tightened to what I considered 5 ft-lb and backed off a flat. I do have the right tools on order to check them, but this technique I have used has worked on several wedges before (as well as this one when I checked the bearing when I got the car).

Now I need to do several more things:

1. Replace the flex brake lines - new ones are on order from Rimmers, and they told me they shipped.
2. Reinstall the brake calipers and tighten the bolts.
3. Set the steering linkage so it is close to straight ahead with the steering wheel level.
4. Align the front end.

All in a day's work. The parts are on order...

MVT Memorabilia

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



MVT Enamel Car Badge - \$30.00



MVT Cloth Patch - \$12.00



MVT Pin - \$5.00



MVT Car Flag - \$5.00



MVT Window Sticker - \$1.00



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

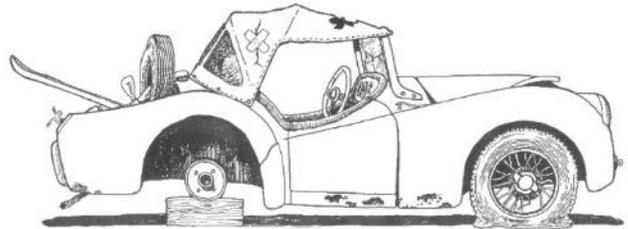


They look very spiffy on a TR7...

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

Classifieds

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



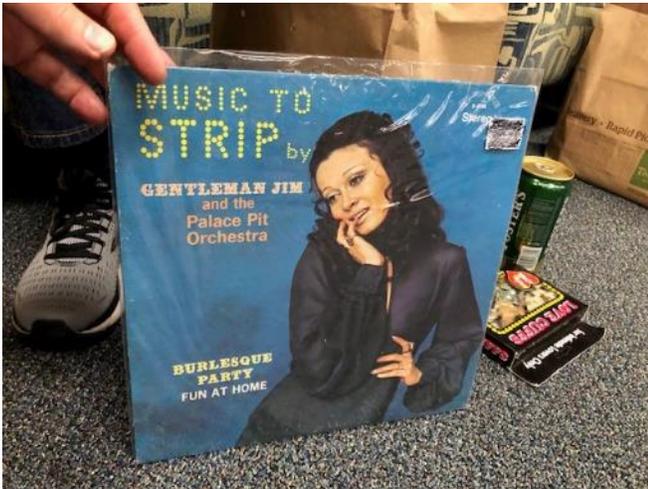
Hardtop for Sale -Triumph TR6 Snugtop Custom Hardtop:

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

Inquire at tryanity@gmail.com

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

For Sale - fun personal items. Guarantee a good time with these. Contact Harry, 867-5309



I'm thinkin' this is a good deal all the way around! 🤔



Purposed Budget 2022 Miami Valley Triumphs

Expenses

<u>Description</u>	<u>Month</u>	<u>2019</u>	<u>2020</u>	<u>2021P</u>	<u>2021A</u>	<u>2022P</u>
Awards Banquet	March	\$1354.00	\$0.00	\$0.00	\$0.00	\$1500.00
Year End Awards	March	\$445.00	\$674.00	\$250.00	\$250.00*	\$450.00
Club Liability Insurance	April	\$225.00	\$250.00	\$250.00	\$250.00	\$250.00
Summer Party	August	\$270.00	\$0.00	\$0.00	\$270.00	\$400.00
Web Hosting	July	\$210.00	\$242.00	\$250.00	\$338.00	\$350.00
Post Office Box	August	\$106.00	\$118.00	\$120.00	\$146.00	\$150.00
Donations	Yearly	\$150.00	\$150.00	\$200.00	\$0.00	\$100.00
Christmas Party	December	\$148.00	\$0.00	\$160.00	\$245.00	\$300.00
Misc Expense**	Yearly	<u>\$133.00</u>	<u>\$570.00</u>	<u>\$200.00</u>	<u>\$70.00</u>	<u>\$190.00</u>
Summary		\$3041.00	\$2004.00	\$1430.00	\$1569.00	\$3690.00

Income

Membership Dues	Yearly	\$870.00	\$995.00	\$900.00	\$105.00	\$1000.00
BCD Final Payout	October	\$2000.00	\$0.00	\$1500.00	\$1500.00	\$2000.00
50/50	Yearly	\$207.00	\$45.00	\$150.00	\$87.00	\$200.00
Brown Bag Receipt	January	\$231.00	\$107.00	\$150.00	\$151.00	\$190.00
Misc Income**	Yearly	<u>\$317.00</u>	<u>\$119.00</u>	<u>\$250.00</u>	<u>\$340.00</u>	<u>\$300.00</u>
Summary		\$3625.00	\$1266.00	\$2950.00	2183.00	\$3690.00

Actual Club Financial Status

<u>Year</u>	<u>January 1st</u>	<u>December 31st</u>
2019	\$3658.83	\$4243.80 (584.97)
2020	\$4243.86	\$3491.06 (\$739.94)
2021	\$3491.06	\$4105.21 (\$614.23)

*The acrylic awards to be presented for 2020 were purchased early. The expense for 2021 was only for gift cards.

**Misc Income and Expense include: Memorabilia, name tags, Marque Mailing, extra BCD Shirts and other misc income.