



The Marque

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

The Marque – November 2024



On the road again with MVT – details inside – why don't you join us?

November Events:

- 7 - Monthly Meeting
- 16 – Tech Session?

In This Marque

- Last drives of the year
- Stan waxes technical
- Oh, them leaves!
- Please buy MVT memorabilia from Harry – he's tripping over it!

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, reliability, 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. If you are not technically handy, please seek help of a qualified technician.

Dates and events are subject to change, so please watch out for club email updates. If you are a member, but are not on the club email list, please let the MVT Webmaster know.

Public Service Announcement



If you see this, please let the MVT leadership know – the cops need to be called on these folks – we will drag Tim Moore out of retirement to grab the perpetrators...

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

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

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

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

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

MVT 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/>

*We meet at Archers
Will the food get to us soon?
No issue, we have beer*

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.

Officer's Reports

President's Report



Checking it in for November

Jeff Barth

The weather is turning cooler and the days shorter. October was spent celebrating some beautiful driving days, either on group drives coordinated by others in the club or during the week on our own time.



Morning Temp Headed to Work

Thanks to John and Frank as well as Bruce for taking the time to coordinate drives, that I heard

or experienced, that were over sporty roads, colorful scenery and interesting stops to explore.



Cool morning in a cool car

Moving into November our thoughts change to preparing for time spent with our families and reminiscing the memories created throughout the year. It has sure gone fast.



There, that's warmer!

Spend some time trying to enjoy our LBC for just a few more days, tops down if possible, and making your list of items you want to fix or improve in preparations for Spring.

Looking forward, remember our Christmas Soiree coming Friday Dec 6th, discussed later in the Marque.

I hope to see everyone at our November Meeting on Wednesday Nov 5th, dinner at 6:30 and meeting at 7:30 pm, at Archer's in Kettering.

See you then!

Secretary's Report/Last Month's MVT Meeting Minutes

Stan Seto

Call to Meeting - 7:30 PM

Members Present – 23

Opening comments – Thanks for coming

Agenda: Changes or additions – None

Introduction of Guests and/or New Members – None, President noted that there were no new faces around the table.

President – Moved to requesting comments from his staff.

Vice President – Huge Thanks to those members who worked prepping his TR6 for trip to Stowe, Vt. See Oct. Marque for his trip details. Car ran without problem, whole trip.

Treasurer – Club has \$5768.22 in the bank on 01 October. See Oct. Marque for details funds received and paid out in Sept.

Secretary – Meeting Minutes for Sept. Meeting were posted in the Oct. Marque. John Coutant made a motion to accept them as written. Bruce Cough seconded. There were no corrections or additions and the motion passed by voice vote with no "Neigh's".

Membership Secretary –Current Membership – Club continues to have **56** members.

Events Chair –

- **September** – All the events that occurred in September were reported in the October Marque in excruciating detail. In summary: Pooless Pool Party (PPP) was well attended and special guest members Tim and Marty Moore showed up from Florida. They had come up for two weeks to re-visit old friends and places. It's reported that Tim and his brother are

restoring a TR 250 (Last car they plan to work on, ever).

- Five members went to VTR in Indiana, and won 13 awards including Bruce getting an award for the Marque (Best newsletter of the year). Lots of raving about the roads around Nashville, IN. and how much fun they were to drive. The food at the Lodge wasn't much good, but local restaurants made up that deficit.
- Two club members went to Cincinnati BCD in Fairfield and Mike Meade got a Second in Class for his car.
- Dayton Concours D'Elegance – Two members attended, Wes Gipe (GT6) took best of Class, and Dan Davis's Stag got an Award of Excellence.
- The Farm Stand Tour was done in the rain, four couples and Stan, one TR7 (The Mule) two TRucks, and a Honda Sedan. Five places visited for Veggies, other food stuffs, Pumpkins, Mums and lunch at the (New) Jasper Country Club (Pizza's were main dish).

October – Up Coming Activities,

- **Oct. 12th** John and Frank Follies, Start at Bell Brook's Bellhop Café, arrive at 9:30, leave at 10:00 AM. Stop and Shop activities.
- **Oct. 19th** – **Jim Sipos's** Tech Session, Delaware, Ohio, Northwest of Columbus on Rte. 42. Transmission leak to be fixed, Fuel Supply problem to be examined. 9 to 12 PM only Coffee and Donuts Promised. 223 Curtis Street
- **Oct. 26** – Fall Leaf tour in the Day, Brit. Transp. Museum Chile cook-off in the evening. Details to be provided.

November –

- **02 Nov.** Guy Fawkes Day, We'll Burn something, somewhere.
- **Not Yet a Date** – Tech Session.

Standing Committee Reports

Technical – Nothing reported.

Marque – Send in more Tech Articles.

Spare Parts – Chris Yanity continues to have TR3 parts available, and Stan Seto has fuel system insulation for whoever wants or needs it.

Web Site – John Coutant is working to see if he can find, capture and put in one spot all the Marques issued since time immemorial. And to set a system the club members can use to find issues and reprint them or sections of them.

Memorabilia – **Harry was quoted as saying:** I've got it. You want it? Call me!

Old Business - Don Report: Mr. Bigler continues to improve. He's walking with a walker, Lois is looking for a suitable Cane, as he progresses. He is getting out in a wheelchair and was spotted at an Opera (?) performance in the last month.

Garments - _Lori Andrews of Boomerang Embroidery has been the provider of embroidered apparel for the club for some time. Recently, she retired and closed her shop. She has volunteered to send us the digital files for the Triumph and MVT images so that we may provide them to a new vendor and avoid the expense of having them re-digitized. We are pursuing a new embroidery company to provide the same services. So far, TCA Graphics in Fairborn has been recommended. If you have other recommendations, please contact Chuck White, VP, with the information.

New Business – Holiday Soiree Info - the venue will be changing. Date is still 7 December 2024

Expected Menu: Turkey and ham provided by the club. Carry-in dishes provided by members of the club. Sign-up sheets will be at the November meeting.

Vintage Triumph Register members in club will soon have price discount (on behalf of VTR) with O'Rielly's. Details to be provided as they become known. O'Rielly's already has a 10% discount for veterans.

50/50 Drawing - Amount - \$22.00, Winner : John Clifford (Again!).

Adjournment: Time - 8:18 PM Motion - Charles White Second – Scott Huey

Vice President's Report



Boo

By Chuck White

Chip & Lucas hope y'all had a happy and safe Halloween!



Chuck

Treasurer's Report



As of 1 October 2024, the club account had a balance of \$5768.22. For the month of October, the club's income was only from 50/50 for \$22.00. The club had no expenses for the month of October leaving the Club's balance as of 1 November 2024 as \$5790.22.

Respectfully submitted, *Harry Mague*

Membership Chair Report

56

..and that's a wrap!

Adrienne Meade

Editor's Corner



Somewhere Southeast of Dayton

Bruce Clough

Put a fork in it, it's over.

Another MVT driving season comes to an end, and now it's time to start thinking about winter chores, such as replacing the rear springs on The Mule, upgrading its audio system, and maybe replacing the tops on both Inca and The Mule so I can put them up and down in colder weather!

The pic of me above is in the Z4 (which I don't feel too guilty about being in since BMW now owns the Triumph name), and the Z4 now has (almost all) LED bulbs. I just replaced the headlight bulbs, so now the only incandescent lights left are the turn signals and the interior lights in the rear view mirror – and I'm working on those. Besides that, it is showing an air bag code that I'm leaving to the experts to work since I don't like pyrotechnics.

Anyway, back to the driving season – and what a great season it was. Thanks to all of you who sponsored and went on events – and, yes, we'll get to try to out-do it

The Marque

Shorter Marque this month, and that's a good thing – those 60-pagers are a bear to put together. These shorter Marques will probably be norm until spring when folks start working on them, and driving them again.

That said, I'd like to thank Stan and John Coutant for contributing article as well as the pictures and notices contributed by a wide range of MVT folks – makes my life easier!

Events Chair Report

Thanks for all the fun events in October – despite Helene's try to blow off all the leaves, and the drought in late summer, there still have been plenty of beautiful leaves to look at (and have to rake/mulch BTW...). If you want to see the fun we had – read on.

November is very light – normally that happens, we grill Guy Fawkes (which will happen before the Nov MVT Meeting), and then have a tech session, clearing the latter part of November for holiday activities. This month is no exception. Again, more details on these are a little further on in the newsletter.

MVT Events

Past

October 2024

12 – John and Frank's Follies (Their most excellent tour)

John Coutant

The Fall Follies turned out to be an apt name for the planning of this tour. The second weekend in October is prime time for fall festivals and activities and we ended up with several route changes due to road closure and events such as the Sauerkraut Festival in Waynesville and the Devil's Staircase motorcycle hillclimb in Oregonia. In the end it turned out to be an excellent tour with great roads and warm, sunny, top down weather.

The tour started at the BellHOP café in Bellbrook with a chance to have some coffee and a bit to

eat. John and Frank drove the TR3 up from Cincinnati with the top down but the side curtains and heater on. Chuck and Chris White and Michael and Adrianna Meade arrived in their TR6s. Stan showed up in his Honda as the TR3 still needs some work on the carbs. John and Patti Clifford showed up in the TR8. Michael and Rebecca Lorey arrived in their Spitfire for their first MVT drive along with their faithful companion, Sadie, dressed for the occasion.



Our intrepid travelers before they launch!



I'm ready to go – let's go!

From Bellbrook we headed down south crossing over the Little Miami heading toward Caesar Creek dam. We did not stop to get any fossils this time and kept going. The route then zigged and zagged to go by the Caesar Creek soaring club, one of the oldest and currently the largest in the US. They were just starting to get ready to tug sailplanes aloft and we stopped for a few minutes to rubberneck.



Come, sail away with me!

After the sailplanes it was back on the road down to the Little Miami until Oregonia and a climb out the river valley to avoid the motorcycles.

The first stop was at Ohio Barn Quilts. The artist, Joan White, paints quilt designs on board to hang on your barn, shed, porch, or even inside. Lots of purchases made, remaining tops put down and heaters turned off. Joan and her husband were so gracious and even let us use their bathroom. It was kind of them and let us skip the bio break planned for the gas station down the road in Morrow.



Figuring out how to mount a barn quit on a Spit – I’m sure there is a solution!



John Clifford determining the right size to put in the Tesla...



John Clifford again, this time hiding squirrels in the top cover, or at least that is what I was told



John telling John how to turn off the heat in the TR3A

We got back going and headed south again to the roads along the Little Miami through some really nice winding roads.



Yeah, the roads were terrible – no turns or elevation changes – trees? Naw, none there...

After Morrow, we headed south again away from the river on a number of back roads. The roads straightened out a bit as we went east and south finally crossing I-275 and down into the Little Miami river valley



More of those boring roads

At the very southern portion of our tour we stopped for lunch at the Miami Valley Trilyard for lunch. It is located right on the bike trail not far from the Little Miami. Unfortunately, everyone else was out on a beautiful Saturday, both bicyclists and cars, so the place was packed. They were also shorthanded in the kitchen so we had to wait for lunch. We gathered outside with

beers and drinks to enjoy the wait. The food was good when we finally got served.



Smile!

After lunch Stan had to leave and we continued down the road only a half mile and stopped at the cemetery to visit the Dead Man's Hand's grave. "Charlie Henry Rich was 17 on August 2, 1876, and he was playing cards at the No. 10 saloon in Deadwood, South Dakota. Wild Bill Hickock joined the game and was shot in the back while Rich was the dealer. He had dealt Wild Bill black Aces and black Eights. On Rich's tombstone in Evergreen Cemetery is engraved this "Dead Man's Hand." "



You don't walk away from Dead Man's Hand – I'm sure there is a song in there somewhere...

After leaving the cemetery it was north to Loveland to stop at the Quilter's Studio to shop for material and other supplies for the quilters. On the back roads there we passed a classic Volkswagen Beetle going in the opposite direction. Of course, everyone waved. When we got to the Quilter's Studio and parked, the VW showed up as they turned around and followed

us. So, while the ladies were inside shopping, all the men were admiring the nice restoration (although the engine looked less stock VW and more Porsche Super 90).



Wolfsburg meets Coventry...

After the quilt shop, we headed back north on some more fun roads along the Little Miami finally leaving the river at Monkey Bar and Grill and climbing back out of the river valley to US-22 then Highway 48 to I-71 at South Lebanon where we waved goodbye to everyone in our mirrors as they headed home



See you next year!

18 – Tech Session

Bruce Clough

Jim Sipos and son (Jason) invited us to his (son's) shop in Delaware (OH) to work on Jim's TR3A. We were plied with donuts and coffee to attempt fixing several issues. Were we

successful? No, we did not eat all the donuts and drink all the coffee. We failed.

Story in pictures:



We started looking at the fuel issues. Chasing the fuel issue was a moving problem. Gas was not getting to the fuel pump, so we blew out the fuel line and got gas. Gas was not getting to the carbs due to bad float valves – hard stop – parts are needed. Let's get the trannie out.



First step is to start getting the interior out – TR2-6 trannies come out through the passenger compartment, so seats, carpet, etc have to be removed.



Seats out, transmission tunnel removed – check!



Success – tranny is out, front seal is out, and remaining oil is draining into a bucket!



Bruce and Harry removing the bolts connecting the engine and tranny while chuck readies the lifting strap.



Miller time, oops, no MHL, but we did have donuts and coffee!



Stan jacking up the engine to free the tranny.

In the end we probably didn't make as much progress as we wanted. The carbs need rebuilt due to sitting, the gas tank needs cleaned out or replaced to get rid of the rust that was clogging the line. Trannie is out, but needs front and back seals. Oh well, opportunity awaits! Thanks to all who came out to help.

26 - Fall Foliage Tour

Bruce Clough

Normally we would have met at Clifton Mill, but we are on a diet this year, so starting out with manhole pancakes might not be the best idea. So, we met at the Dunkin' Donuts on Wilmington Pike, which, in hindsight, might not have been the best place, but it was tasty. I think we had ten cars altogether – quite a caravan for a great, sunny fall day!

What follows is a photographic review of all the fun!

DUNKIN'

No pictures of our meeting at Dunkin' Donuts exist, but suffice to say the place was hopping! We had to park at the Kroger's next door and walk. The planned driver's meeting and line-up process had to be moved to Kroger's parking lot.



First stop was The Secret Garden on OH73 just east of Waynesville – this is a club favorite and we always leave with goodies...



One of the goodies I'm not allowed is this delightful velociraptor sculpture that I think would look great on the front lawn. Others disagree. Here it looks like he failed trying to get protein, but at least it is seasonal...



This just made it in here since it's just weird.



Heading south, we passed the Nixon Bridge, but did not cross it, hugging the west bank of the Little Miami instead...



After some wonderful roads we pulled into Valley Vineyards in Morrow for some, okay, for some beer. Some had wine, but their beer selection they make is pretty good...



...which is home to some great roads with great color this time of year.



Back on the road again, more roads coated with trees....



A shot from the Barth Cam captures the oaks and maples along the Little Miami valley roads putting on some color display...



...and trees!



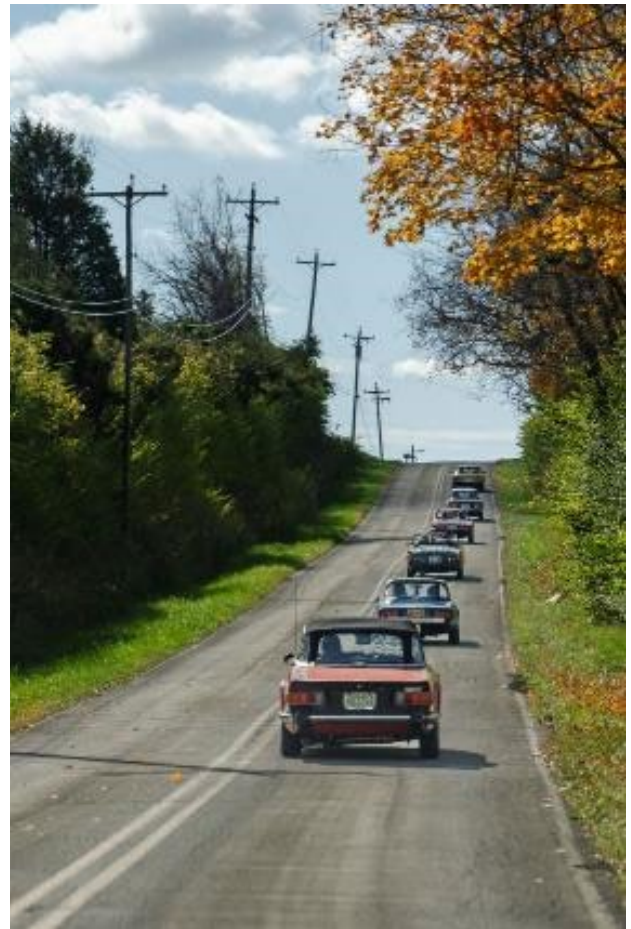
Next we stopped in for the last weekend of the fall festival at Schappacher Farm just west of Wilmington. We offered to pay for a ride in the train, but nobody wanted...



...so instead we went inside, had some food and beverages, watched a bit of the OSU game and then the tour kinda broke up. Most went their own ways, but the tour guides, Rutledge's, Solomon's, and White's headed to Caesar's Creek Vineyards on roads less travelled.



We don't have any pictures of the debauchery at the winery, so you'll have to settle for this picture from the CCW website – it was a great time with lots of great food and great fun. Did I say it was great??



So that's it – the end of the "official" MVT Driving Season, or at least driving events. We will have more events, but not any official driving ones. Hope you had a great driving season with us, and we are looking forward to 2025!

26 – BTM Chili Cook-Off



The British Transportation Museum had their annual Chili Cook-off Saturday October 26 at the

museum. Evidently it was a good time, and safe also – no report of methane explosions was logged by the Dayton Fire Department.



Adrienne and Clyde debate solutions for world health issues and economic cycles, or are maybe wondering what their microbiome’s reaction is gonna be.



Debbly Standefer took first place for the second year in a row. In the picture is Debbly Standefer and Amanda Hawker(Pete Strobles daughter and Chili 🌶️ cook off coordinator) Debbly is Jimmy Dean’s Daughter who entered her “Spice to meat you “ recipe. Now you know, if you want some good chili, talk to Jimmy!

November 2024

2 - Guy Fawkes Celebration

Bruce Clough



Let the traitor burn, Guy awaiting the heat...

...which was actually a bit more “humane” than what actually happened to Guy. If you don’t know about Guy, just search on “Guy Fawkes”.



A full-sized Guy visited us, he ran away before we could grab him!



That Bourbon Guy applies a bit of heat to some accelerant that just happened to be lying around



Guy bites the dust, the hot dust. Get the wieners Ethel...

Thanks to those who came over to celebrate the unravelling of his dastardly plan. We had wonderful food, fantastic bourbon if I say so myself, and the usual camaraderie.

Future

6 – MVT Monthly Meeting



- The meeting will be held at Archers Tavern Kettering, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015.

16 – Last Tech Session

We'll talk about this at the meeting on the 6th. I believe Stan was wanting some help on his car? If not, maybe we do a "planning meeting" at the Bellbrook Brewery...

December 2024

6 – Holiday Soiree – Yes, we have changed the day to Friday and venue to the Greene County FOP Lodge 37 at 258 Dayton Avenue, Xenia, Ohio.

- Social gathering 6:00 pm.
- Dinner to follow: 6:30 pm.
- Short Membership meeting after dinner and then the highly anticipated Brown Bag Auction!

You may bring your favorite "Spirit" or wine to consume. Non-alcoholic beverages will be provided by MVT.

You are collecting your brown bag stuff, right?

Alice and Patti will be doing the sign-up list of dishes people are to bring. Chris White will need a headcount for setting up the room

More information will be available at the November meeting.

21 – **Ugly Sweater Gathering** – They will be ugly. We do this the last day Caesars Creek Winery is open for the year. The uglier, the better!

January 2025

? – **MVT Monthly Meeting** - the first Wednesday of January is the 1st, so the meeting will probably be slipped to the 8th.

4 – **MVT 2025 Planning Meeting** – 4PM
Bellbrook Brewing Company, Bellbrook

June 2025



15-20 – **TRA National Meet** – Kalamazoo, MI.

Reservations for the 2025 TRA National Meet hotel can be made by calling the front desk to make their reservations. 269-888-4800 option 0 and ask for the Triumph Register group block for 2025.

If you would prefer to make your reservation online please follow the link below for our group block. You just need to click on the “View Prices” tab at the top of the page then select the dates of your visit and your rate (\$139 per night) should come up.

<https://www.holidayinn.com/redirect?path=hd&brandCode=HI&localeCode=en®ionCode=1&hotelCode=AZOSS&PMID=99801505&GPC=TRA&cn=no&viewfullsite=true>

If you would like extra time to explore the area before or after the National Meet, rooms at the same rate are available starting Sunday June 15th thru Sunday June 22.

Address: Holiday Inn & Suites, 1247 Westgate Drive. Kalamazoo, MI 49009

July 2025



15-18 - **VTR National Convention**. La Crosse, WI. Facebook link:

<https://www.facebook.com/profile.php?id=61564869557762>

Website:

<https://www.mntriumphs.org/vtr2025/>

From the organizers: *“The Minnesota Triumphs Sports Car Club is excited to be your host for the 2025 North American Triumph Challenge! We had a terrific event hosting VTR in 2018, so we’re heading back to the same great location and host, with even more fun to fill your week.”*

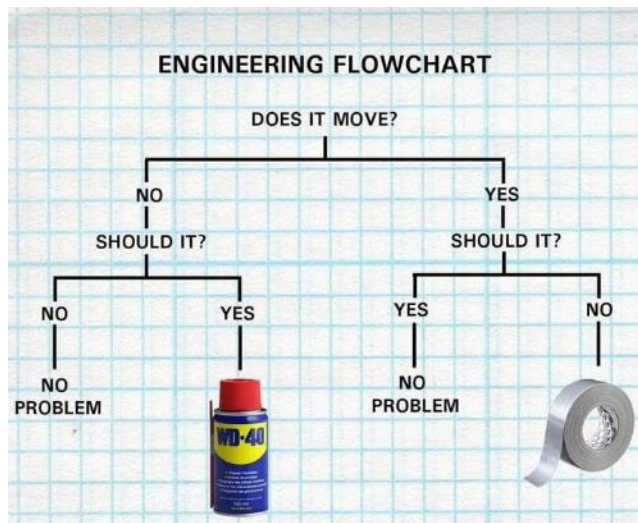
September 2025



TBD (but we assume 19-21)- **Stowe British Invasion** - The British Invasion is a British

lifestyle event that started "over a pint of ale" in Stowe, Vermont, in 1990. It is a three-day event that includes "all things British", with primary focus on classic British motorcars. Beautiful Stowe, Vermont, hosts this dazzling collection of classic British Motorcars every year in September. The British Invasion is the largest all British motorcar show in the United States annually attracting over 600 British motorcars from the US and Canada.

Tech Tip of the Month



Technical Talk

Edited by Bruce Clough

Intro

Bruce Clough

Just have one article this month, but it's a goodie – Stan invites us along on an engine journey – enjoy.

TR3 Refurbishment, 2024

Stan Seto

At the end of the 2023 driving period, I made a list of needs for the car. Besides the normal actions taken yearly, such as changing the oil and filter,

checking the differential and transmission oil levels, cleaning up the wheels and tires and renewing the water-antifreeze mix in the radiator, I added rebuild of the master and slave cylinders, DX the front disc calipers through O'Reilly's, look at the rear brake shoes and replace if necessary, adjust the parking brake, fix a gasoline seepage at the end of the hardline from the gas tank where it meets the flex line that goes to the fuel pump, replace the fuel pump with a rebuilt unit from Bruce C. and rebuild the removed unit at my leisure. Finally, get both Carburetors (Carb's or Carb) totally rebuilt as they have not been touched for about 15 years and the front carb was leaking from its fuel jet tube.

The idea was to get the car ready to go in April (2024) to join the Texas Triumph Register FOG's (Friends of God, now that we are older) for an all Texas run to the Big Bend National Park. Disconnected the battery ground wire and taped it out of the way. Put the car on jack stands, released the parking brake, opened the hood and tied it to the ceiling, took off the wheels and set them aside, drained the clutch and the brake hydraulic systems (took a nap).

Got busy on the easy stuff, washed what parts I could, removed, rebuilt and replaced hydraulic system parts. Rebuild kits (TRF) had longer front cylinder boots than the parts on the car. Got the brake master cylinder back in OK, but the clutch was more difficult and ended up slightly less forward than original. Couldn't fit the reservoir-cylinder hardline. Went to Ohio Hydraulics and had them build a flexible line for me. Went in quite nicely. Replaced the front calipers and pads, dragged out a neighbor to help me bleed the brake and clutch systems. Did all the oil checks and replacements, Looked at the rear brake shoes and readjusted the parking brake clearances.

Went to the Carbs. Unhooked them and pulled them off the manifold. I was going to send them to Joe Curto Inc. in NYC, but hesitated, until I knew I could pay his price (~ \$1100.00), but then I found out (called him) that it takes 10 weeks (work schedule) for him to rebuild and flow check a set, and I couldn't get them back in time to make

the Texas trip. So, I called Austin at Macy's Garage. They could do them. Took the units up on a Thursday and got them back on Friday. Cost was about five hours of labor plus the rebuild kit. Put them back on the car and reconnected everything.

Worked to restart the car. Took a while.

It finally fired off and engine went straight to 2800 rpm and stayed there. Shut it down.

Called John Coutant, who came over the next day. Got out my timing light and loosened the screw fixing the distributor location. Insured rotor lined up with No. 1 plug.

Restarted engine. Back to 2800 rpm. Got distributor body loose and slowly reduced engine to 900 rpm. BUT the timing light indicated we were at 10 degrees after top dead center, and we should be at 6 degrees before top dead center. Messed around with distributor a little but could not get to TDC at 800 or 900 RPM. Turned off engine.

John commented, "You've got a lot of water on the floor". I looked. There was.

Radiator leak! Had to get that fixed before we went further. Pulled front bumper, grill and valence.

Upper hose was a silicon from TRF, and slid right off the aluminum pipe stand. The outlet hose (Bottom of radiator) was standard rubber and stuck to the radiator. Some prying and twisting was required to free it and the upper hose from the water pump inlet. Ordered two new silicon hoses from Moss. Removed fan from front of radiator. Noted that the temperature sensor was busted ordered a new sensor from Wizard supplier. Radiator went to repair shop. Leak was in lower front corner of unit. It was returned in a couple of days and I reinstalled it.

Back to the (Running rich) carbs. Started turning the Jet adjusting nuts up. Rear carb nut stopped at about 20 or 25 flats up. Front carb nut was still turning after I had turned about 40 flats and I guessed it (the nut) was also turning the part it was threaded to, the bottom half jet bearing.

The Carb would have to come out.

- Disconnected the two carbs.
- Disconnected the fuel lines.
- Disconnected the choke line.
- Disconnected the throttle line.
- Removed Carb from manifold.

Turned the nut and watched the jet bearing move with it. Decided to tear-down the jet fuel passage, clean and reassemble more carefully. Started by slowly removing the vacuum dome and removing the spring and piston with the jet needle, removed the damper assembly and drained the damper oil.



Figure 1: Top of carb. Looking across the air passage at the fuel bridge. Fuel float bowl is to the left.



Figure 2: Piston and fuel needle in a Ball Mason jar, which keeps the needle safe from bending.



Figure 3: New wrench (Channel Lock, 6", with graduations to set the Jaw gap, full open is 0.94in.. Cost was \$17 at Menard's. Needed tapered jaw width to fit Jet locking Nut...



Figure 6: Jet Fuel Passage parts layout. Foreground – Vacuum dome, Damper assembly and spring which loads piston and fuel needle (in Mason jar). Background left, clevis pin, Jet head, short spring and Jet adjusting nut. On the right, near to far: Jet locking nut, Bottom half Jet bearing, top half Jet bearing, copper washer, O-ring, copper washer, spring, copper washer and O-ring.



Figure 4: As shown.



Figure 7: Foreground, Top half jet bearing, copper washer, bottom half jet bearing with spring inserted, Jet locking nut with cork seal on top of a copper washer (dark line under cork).



Figure 5: Looking up Jet fuel passage. Jet Adjusting Nut and Spring removed. Bottom Half Jet Bearing and Jet Locking nut are visible. Fuel float bowl is on right.



Figure 8: O-ring seal (probably Nitrile material) which now replaces the original cork seal, copper washer for between seal and spring, spring, copper washer for end of spring, O-ring seal. Hard to see, but copper washers have beveled surface on seal side, these 5 parts fit into the bottom half jet bearing which is third piece after second O-ring.



Figure 9: copper washer turned over to show flat side that fits up against the spring when correctly assembled.

Cleaned all the parts that go back into the carburetor jet fuel passage including the threads on the base of the bottom half jet bearing and lubricated threads with a drop of silicone spray. Also lubed threads inside the jet adjusting nut.

Carefully reassembled parts into the fuel passage, including installing the jet head. Note because this whole drill is to replace seals and such, the jet head becomes a really tight fit from the bottom. So at first insertion, I loosened the jet

locking nut and installed the jet head through the jet bridge side to get all the seals and washers on the spring inside the bottom half jet bush better aligned. Much easier now when inserting the jet head from the bottom.

Assembled the vacuum dome, and carefully put it back on the carburetor.

OK now it was time to centralize the jet needle in its passage. Instructions to do this are listed in TR3 Service Instruction Manual Section P and paragraph 42 "Centralization of Jet (Fig. 8)".

In the Haynes (TR2 – TR4A) Owners Work Shop Manual it is in Chapter 3, Fuel System and Carburetion, Paragraph 21, S.U. Carburetor Jet Centering.

Jet head and jet adjusting nut come off and small spring above the adjusting nut is remove. Nut is reinstalled and screwed up as far as it will go, and the jet head is reinstalled and pushed up against the nut. Jet locking nut is loosened to allow the whole assembly to move around in the fuel passage.

The piston in the vacuum dome is lifted and dropped and physically pressed down (if necessary) to assure the fuel needle fully penetrates the passage (this sounds very familiar, somehow.) Piston should be lifted and dropped several times to insure parts line up and freedom of movement. Tighten the jet locking nut and drop the piston again. Any hang ups and this procedure will need repeating.

OK, now the jet head and jet adjusting nut are removed again, spring is reinstalled and nut is replaced and screwed all the way up and then the jet head is installed, the damper oil is replaced, the jet adjusting nut is backed down 15 flats (Flats on the nut, 2.5 revolutions of the nut).

Put this carburetor back on the engine, back off the jet adjusting nut on the aft carburetor and am now ready to try running the engine again to assess if the radiator leak is fixed and if the spark advance can be set to 6 degrees BTDC.

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They look very spiffy on a TR7...

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