

# **The Marquee**

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

## **November 2020**



**One of those days...**

### **Trip down memory lane -**

- in other words the editor found some older MVT pics so I'm posting them so I do not have to think of more articles nor beg for any, not that I won't...



**Tasting room of the distillery that used to be in front of the Yellow Springs Brewing Co. Gone now, but the distillery is now owned by the brewery, so hope springs eternal!**



**Weiner dog cracker holder as seen at a few Caesar's Creek wine tastings - odds are we will see it again...**



**Farmstand tour of the past - farmstand north of Urbana that has a fantastic selection of Ohio wines...probably 2014 looking at Duncan...**



**Grandpa's Cheese Barn - always an MVT Favorite! Ashland exit off I-71 - please visit!**



**One of the early Farmstand tours from the late 1990's/early 2000's. Note Mara & Mike McKittrick, John Hartley (COCTRA), Joe and Judy Paradis (VT - check) joining us for this!**



**Cinci British Car Day a few years back - as usual a great day where more cars should have come out!**



**Fudge delivery from the late 2000's - miss Lorna and Ellis!**



**Fall Tour in the early 2010's - stopped by the Kentucky Castle on the way!**



**Bought this in the late 1990's. Bridgett used to use it as a toy for her animals...**

## **Events this month:**

- 4 - MVT Monthly Meeting
- 7 - Guy Fawkes Tour and Bonfire
- 14 - Operation Yellow Jacket
- 19 - TRA 2021 Committee Meeting
- 21 - Tech session

## **In This Marque**

- **Officer's Reports**
- **2020 Events Calendar**
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- **Tech Articles**
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## **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.

### **Car Tip #36**

Before an oil change, drain out all the old oil by giving the car a good firm squeeze.



## **MVT Club Info**

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

**President:** John Coutant,  
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**Vice President:** Chuck White,  
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**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](mailto:miamivalleytriumphs@gmail.com) or to the PO Box.

**Cutoff date** for next month's Marque is the 22nd of the month or when the editor screams...

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

## MVT Monthly Meeting

**COVID-19 UPDATE – Until further notice we will not be meeting at Archer's for the monthly meeting, but will be doing a web meeting**

**instead. Instructions on how to do this will be sent to the members by email prior to each month's meeting.**

## Officer's Reports

### President's Report



### President's Report

#### Ice cold mornings and sunny afternoons

*John Coutant*

October weather can be cold and damp but this year we had dry weather to the point of drought in some areas. The down side of this was I had to water my new plants and lawn a lot but the up side was I got to enjoy a couple of great fall drives. The first one was Kurt Niemeyer's Annual Spring (Fall) Drive. The drive started and ended in New Richmond along the Ohio river. I took the Swedish Triumph and you can check out my article later here in the Marque.

The second was Bruce's Annual Fall Drive. The temperature was freezing and dark in Cincinnati when I started out so I had the top and sidecurtains on the TR3. I put the top down later after being shamed by the wedge drivers. You can read Bruce's summary later in the Marque also.

I had some transmission problems after washing the dirt off the Volvo where I could not get it in reverse. Visions of having to drop the transmission danced in my head as I pushed it back into the garage. I took a dive into the Volvo 1800 forum and sure enough found the cause and straightforward fix for the issue. It reminded me of two important things. (1) With cars as old as our

TRs (and Volvos), someone, if not many, people probably have had the same problem as you. And (2) it pays to do some research in the forums or asking people in the club before you dive headlong into “fixing” a problem. I would have been embarrassed if I had done all the work to drop the transmission only to find out it was a simple fix with the transmission still in the car.

It is a bit discouraging to keep writing about the impact of COVID-19 but infections are increasing at an alarming rate as cold weather drives more people indoors and people continue to take risky chances that spread the virus even more. We appear to be at the start of the second wave that will impact us well into the New Year.

Our usual Holiday celebrations are already impacted by this. The place where we hold our Holiday Soiree, the Bergamo Center, is still under the restrictions of no more than 10 people for a meeting and doesn't expect this to change until after the Holidays and the situation improves. So, this means that we will not be having our Holiday Soiree in person this year. However, driven by the desire to share all those things we have with others thought the brown bag exchange, we will have some sort of hybrid/virtual Holiday event and brown bag exchange. Bruce, others, and I are working something out where bags are collected at one site, we have a virtual auction, and, after a short period of time, a virtual bag reveal. Lots of details to work out so stay tuned to see if we can work this out.

For MVT this means that we will be continuing to have meetings by videoconference for some time unfortunately.

So, stay safe and take a chance to enjoy your Triumphs if we have another nice day or two before the weather gets really bad. It is also not too early to think about getting your Triumph ready for the winter storage.

## **November's MVT Meeting**

### **Videoconference with Google Meet**

*John Coutant*

The general meeting of Miami Valley Triumphs for November will be by video conferencing using

Google Meet. This will be our eighth general meeting using Meet so I think most people are getting comfortable using this technology.

As a reminder, to use Google Meet all you need is a computer with microphone, speakers, and camera (most laptops have these built in) and a recent browser (Chrome, Edge, Safari, Firefox). You can also use a smartphone or tablet but need to download the Meet app first. To join, all you have to do is click on the link for the meeting. All this is explained in detail in the Guide to Video Conferencing on the MVT website. Please review if you have questions.

<https://www.miamivalleytriumphs.org/videoconferencing-guide>

Remember if you are using your computer for video and phone for audio, please connect first by computer and then select options (3 dots on lower right) and select use phone for audio. This way only one picture is displayed.

Come in early to chat as I will try to open the meeting at 7pm with a start of the meeting at 7:30pm. The link for the November meeting is <https://meet.google.com/tug-sxqs-wmk> and we will send this link a few more time before the meeting.

### **Vice President's Report**

With the COVID numbers taking an uptick in many Ohio counties, it's time for a reminder - Only YOU can help stop the spread of the virus! Wear a mask when in public, keep social distances whenever possible, and wash your hands or use hand sanitizer frequently. And now, back to your regularly scheduled programming.

Go Bucks!

*Respectfully submitted – Chuck White*

### **Treasurer's Report**



As of 1 October 2020, balance in the club account was \$3518.70. For the month of October the club's only income was \$30.00 for a new membership. The club had 2 expenses for October: New membership name tags for \$16.60 and purchase of 50/50 tickets for \$21.24. Total expense for the month of October is \$37.84. As of 1 November 2020, the MVT account balance is \$3510.86. Be safe out there and I hope very soon the roads will open for the club activities.

*Respectfully submitted, Harry Mague.*

## Events Chair Report



### Apple Country Gothic

October was a fantastic driving month. COVID is still with us, and will be for a while, but open top sports cars at 60MPH are wonderful instruments of social distancing! The Fall Foliage Tour was definitely a highlight if for nothing else than the Clough Clan taking both Wedges with the tops

down in sub-freezing temps to start out! Be sure to catch the individual events write-ups later in this Marque.

So what can we expect for November?

- First weekend is the Guy Fawkes (short) tour and bonfire. This is the last official driving event of the year and we are hoping for tolerable weather! We will have the bonfire at the Clough residence with plenty of hand sanitizer and whiskey-flavored mouthwash afterwards where we will bid Guy a fiery demise.
- Project Yellow Jacket is back with us continuing the saga of old rust and dashed dreams on the 14<sup>th</sup>.
- We have the 21<sup>st</sup> set aside for another tech session but we have no takers as of now - any victims?

December is being switched around a little bit also.

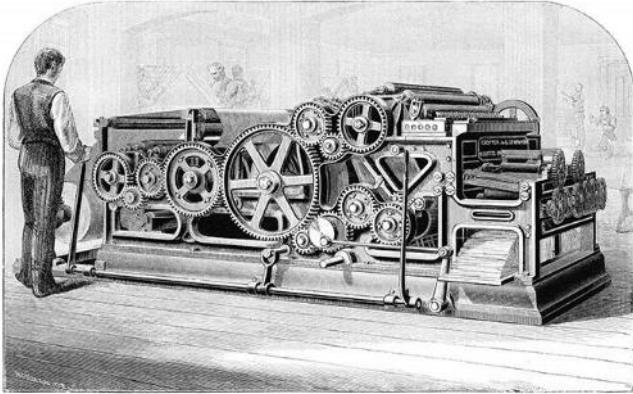
- We can't do Bergamo for the Holiday Soiree, but that traditional first weekend is also the Waynesville Christmas in the Village, so I am going to put that in and if any MVT'ers was to join us for wandering about looking at candles please feel free - more details in next month's Marque.
- But that doesn't mean we can't have a brown-bag auction. We're going to set up a brown bag virtual auction on the 6<sup>th</sup>. Dunno exactly how we will execute this, but where there is a will there usually is some devious method.
- For the Christmas Dinner what I am planning is a small affair at Zemore's on the 19<sup>th</sup> since at this small venue we can work the spacing and Chef Greg can also work with us on the menu that evening. It will be on a Saturday rather than Sunday since Zemore's are closed on Sundays.

So that takes us to the end of the year. Based on all that is going on planning 2021 is going to be interesting. Remember - best way to practice social distancing is 60mph with the tops down.

*Events Tsar Bruce*

## Marque Editor's Report

Not a lot of tech articles submitted this month - reran a technical article from Dr Froot as well as info on trailer hitches for Wedges. Good events write-ups this month, wow, and I stuck in plenty of pictures.



**Some of the high tech we leverage**

If you have something for the Marque pls send!

*Cheers - Bruce*

## Membership Chair Report

# 46

Miami Valley Triumphs is very pleased to welcome Charlie and Pat Bunnell into our group. The Bunnells reside in Springfield and are proud owners of a red 1976 Spitfire.

Our roster now reflects a total of 46 individual/family memberships.

*Valerie*

*(Ed Note: Speaking of the Bunnells, they sent out a nice email on themselves and their car...)*

As your newest members we want to thank John, Valerie, Chuck and the members who welcomed us and wished Pat a Happy Birthday today. We

really like your Flashmob event; great way for a short notice get together. We would have joined but, like we assume many members, we are of advancing ages and so are minimizing our exposure to crowds. Also, our daughter and her family (the reason we left Tennessee for Ohio) had planned a birthdays/anniversary dinner for us.



**As bought: Interior**

A bit about us: I'm retired AF and Pat is retired AF civilian. We had our first British car, a 1967 MG Midget, while stationed in Okinawa. There was an active sports car club there so there were autocrosses, hill-climbs and rallies to participate in. Over the years we've also had an A-H Sprite, 2 more Midgets and a Bedford camper van (That was in Germany).



**As bought: Exterior**

In 2005 we purchased a 1952 MG TD and spent 3 years restoring it and we still have that. In 2012, while living in TN, we bought a 1976 Spitfire

that was a basket case. But disregarding our experience restoring the TD, I was sure we'd restore it in 9 months to give to our granddaughter at her High School graduation – we gave her a Miata instead. In my defense: I had never even been in a Spit, so I didn't even know what parts were missing, but the engine had been rebuilt by a trusted mechanic.



**Work in progress: 2015**

Fast forward to 2015 and it attended it's first show and won the Grody (Diamond in the Rough?) prize. In 2018 it's out of the paint booth and getting new axles. In 2019 it won first in its class at the show it had earlier won the Grody Award.



**2018: More work in progress**

Still left to be done: The differential is making noises that indicate it's not happy; I have to finish installing the radio with speakers in the (Miata) seats and behind the seats, and the doors/bonnet

need alignment. Finally, at some point, I will likely reshoot it, but it is a driver.



**Cheers from the Bunnells!**

We're trying to rehab a pole barn to serve as a work area for the cars. But that's a work in progress, or will be when we get the floor poured.

If there are any members in the Enon-Springfield area, we'd be glad to have them stop over. Just give us a call. We're just north of Enon and South of Springfield.

Thanks again for the welcome and we really look forward to taking part in the activities.

Charlie & Pat Bunnell

## MVT Events

**October 2020**

### **7 - MVT October Monthly Meeting- Videoconference**

**Call to Order** – President John Coutant called the meeting to order at 7:33. There were 12 members in attendance.

**Agenda - Changes & Addition** – none

**Guests and/or new members** none

**Office Reports:**



**President** John said September was a good month, we had a couple of tours, seemed almost semi normal! The downside is colder weather is coming. We still have 1 more tour scheduled. Let's hope for good weather. He opened the floor for discussion about the soiree in December. Lois Bigler said that the Bergamo is operating under the less than 10 person meeting so that is currently unavailable to us. John said he was not surprised and is worried cold weather will make it worse. He suggested a virtual Brown Bag party.

**Vice President** – Chuck White said he and Chris were in contact with Secret Garden in Waynesville about a picnic on their property. A date was suggested but due to weather would not work. May have to be in the spring now.

**Treasurer** Harry Mague reported that we \$10,279.57 in the checking. \$3518.07 is the club total and \$6992.19 is TRA 2021. We are in good shape since we are not spending any money!

**Secretary** – Patti Clifford (filling in for Mark Senter) said the minutes were in the Marque, Bruce Clough made a motion to accept the minutes as posted and Harry Mague seconded the motion. The Minutes were accepted by voice vote.

**Membership Chair** – Val Relue said with our new members, Fritz and Leslie Adelsperger we are at 45 members. Jim and Karen Sipos contacted Bruce Clough and said they missed us and wanted to rejoin. As soon as dues are received, they will be added to our roster as number 46.

## Events

### September

- Project Yellowjacket at British Transportation Museum
- Pop up tour was a good time, first time out for Mark Senter's TR7 and he made it home.
- Dayton Dam tour another good day, good turnout, great weather and good hot dogs.
- Farm Stand Tour had good weather, lots of pumpkins and places to visit. Ended at Caesar's Creek Winery.

### October

7 – Monthly meeting

10 – British Biscuit and Tea at Archer's parking lot.

10 – Yellow Jacket pop up – will try to reflare brake linings NOTE: meeting will be at 12 so members an attend the British Biscuits and Tea

11 – Tech Session at Bruce Miller's in Richmond – may change due to weather

17 – Fall Foliage Tour – will start at Donut House in Springboro at 8am and end at Village Restaurant in Waynesville for an early lunch.

22 - TRA 2021 virtual meeting

### November

4 – Monthly meeting

7 – Guy Fawkes tour and bonfire

14 – Work on Yellow Jacket at British Transportation Museum

21 – Tech session TBD

### Committee Reports

**Regalia** –Email Harry if interested.

**Technical** –Bruce Clough reported on work on Mark Senter's FASD, which is used like a choke. Bruce gave a description and described it in the newsletter. Bruce says if anything says fully automated device, RUN AWAY!

**Spare Parts** – Chris Yanity was not available.

**Marque** – John thanked Bruce for editing and the members for sending articles.

**TRA 2021** – Hotel is open and taking reservations. It is not necessary to reregister if you have already registered. Main concern is what if places are not open due to covid. The October meeting will be virtual.

**Old Business** – Ballots will be emailed to vote on changes to bylaws concerning the awards the club gives each year. The biggest change is the nomination requirement to submit the reason a person is being nominated. This can be read at Banquet. There was no change to the section stating it is awarded to 1 person or 1 person and spouse only, not group. Ballots should be returned

to Mark Senter for counting. Results will be announced at November meeting.

**New Business:** There was no new business.

**Adjourn** – John Clifford made a motion to adjourn, seconded by Harry Mague. The meeting was adjourned at 8:13

The next monthly meeting will be November 4

*Submitted by Patti Clifford*

## 10 - British Biscuits & Tea



**All for one and one for feet!**

6 fearless MVT members showed up for British Biscuits and Tea!



**Greetings from Kettering!**



**Grey but rain departed**

## 10 – Spring (Now Fall) Classic Driving Tour VII

*John Coutant*



**Clogging the streets with TRs, a global menace...**

I went on the Spring (now Fall) Classic Driving Tour VIII on October 10th. There were together over 25 car clubs and groups from the greater Cincinnati area. Not sure how many cars but I understand there were over 75. The current practice is that each club designates a charity and collects donations for that charity and the entry fee goes to cover overhead. Because of the number of cars, each group had a separate time and perhaps different route depending on age and size of cars as some who may have been on earlier tours know.



**Anyone think there is too much red in this picture?**

The route of about 130 miles made for a fun day of exploring the ridges and valleys of Southern Ohio. The weather was a bit grey from the leading effects of hurricane Delta but the tree colors were great. We started out in New Richmond, OH. As you know I have been ignoring the Swedish Triumph all summer and driving the TR3 instead. So I drove the Volvo 1800E and joined the Triumph group of TR4 and TR6s. I knew most of the 6-pack group from local Triumph events like Todd Bermudez and Aaron Kuetz. Mike Scarpa (who you may know from TRA) and his son were also in the group with his TR4. Mike lead the way and yes, we did get lost once.



**Hey, what is that white car doing in there?  
Out with the interloper!**

There were two women who were in the group that were new to everyone. I gave them a club

business card and Todd signed them up for the local Triumph email list. Unfortunately, they won the chicken award. Todd stayed with them but in the end it was a failure of the Flamethrower electronic ignition so they got hauled back to Cincinnati and Todd caught up with us. The roads were great and we ended up on some I had not been on.



**Volvo in Ripley**

As we got lost and were making up time, we passed on the optional stops at the various Amish stores. Everyone wanted a break so we stopped at the Ohio river in Ripley, OH at the John Parker House, a national historic landmark and an important stop Underground Railroad. I had stopped at the John Rankin House with Bruce et. al. on the way to TRA but had not been to the John Parker House. John P. Parker was a former slave and inventor, an abolitionist and a well-documented conductor on the Underground Railroad, helping hundreds of escaped slaves. Need to go back to take some time to look at the museum. The tour ended back at New Richmond but with COVID-19 restrictions, no events were planned. Some of the group stopped there to eat and meet up with others but I just headed home.



**John P. Parker House in Ripley**

## 11 - Tech Session

*Bruce Clough*

Bruce Miller invited the club out to his place just north of Richmond, IN to help him get his GT6 and/or TR7 going. Greg Schnittger and Clyde Collins showed up also and we decided to launch into the GT6.



**The victim!**

First we bled the brake hydraulics, no drama once we got the right tools to loosen the bleeders.



**Greg working on the hydraulics - hand bending a clutch line**

Next we installed the clutch slave cylinder as well as made up a brake line - got that working.

Next we emptied the stale gas from the tank, put in new gas, primed the carbs, and don't you know it, the car fired right up! Ran smooth, ran quiet. Fantastic! We shut the car down then started working on the electrics. We decided to start the car up again to check brake lights etc, but when we did it got a bit louder in the garage - the muffler (which was held together by a sketchy repair) let loose. When we went back to check it out, we saw this:



**I'm not sure the muffler is supposed to have this inside...**

Evidently the field mice had constructed a palatial estate in the muffler and the back pressure of the running engine blew open the weakened bottom of the muffler. But looking closer...



**The humanity of it all...**

...we gassed a mouse family. At least three members were killed by CO poisoning and several more were seen high-tailing it for the hills. Who needs barn cats when you have old cars?

About this time we completed the inventory of the lights not working and decided to call it a day. Got the GT6 running, stopping, and eliminated a call for A-Able. Sweet!

Bruce sent us a nice thank you:

*I want to heartily say THANK YOU to the guys who came to the tech session @ my location, & to MVT in general: for y'all's willingness to help-out. AWESOME! My 70 GT6+ will be on the road sooner, as a result. I'll be glad to return the favor! Triumph-antly, Bruce Miller*



**Next up...**

## **17 – Fall Foliage Tour**

### *Bruce Clough*

Brrr - it was 28F in Bellbrook when Duncan and I topped off the Wedges (tops down, of course), picked up Bridgett, and headed to Springboro for fritters.



**0715 on 17 Oct 20. Tops down, air temp 28F**

Got down to The Donut Haus a bit before 8am. If you want to have a fritter you need to get there early - by 9am they are gone. Fortunately when we got there the foot traffic was light and fritters numerous. A bit after 8am the MVT'ers started to come in - Karl Ludolph, Chuck & Chris White, Marty and Tim Moore, and John Coutant all showed up for coffee and fried dough (Karl had the maple-bacon stick - very impressive). Got a note from John Clifford that they were on the way but Jeff Barth was having issues, so once they fixed that they would meet us at the first stop.

Did I mention that all the Wedges had their tops down? The other TRs, not so much...



**Mmmmmm - fritter....**

Heading east into the sun, it was warming gradually as we headed east into the Little Miami River valley. We passed a trio of hot air balloons taking advantage of the cold calm air, crossed the Little Miami at Oregonia, skirted Caesar's Creek State Park and ended up at the Windy Acres "Factory Store" a bit west of Wilmington.



**Asked for a ride at Windy Acres but no-going.  
What's up with that?**

Everyone bought some goodies, hit the restroom, and we headed east to take in some of my favorite tree-covered roads. The northern contingent had not joined us yet so I let them know we were on to Fort Ancient. On the way we passed a burning derelict garage and an antique tractor plowing competition. Cowen Creek Road was fantastic as usual this time of year, then we crossed the Little Miami south of OH 350 so we could drive 350 heading east through the valley. Love the drive, would have been better if it wasn't for the old pickup truck...

We pulled into Fort Ancient State Monument to take in the museum and get a group shot. Oh, they have open restrooms, there is that also. The little museum is informative but they had the gift shop closed due to COVID (bummer). In the midst of this got a report from John that they were underway again and would try to meet us at Fort Ancient.

After taking in the museum we drove back into the park to the Little Miami Valley Overlook - photo op time!



**Note the Wedges still topless....**



**View looking toward the I-71 Bridge up the  
Little Miami River Valley**

Still no northern contingent, but it was time to leave Fort Ancient - left a message for John and team. From there we went back west on OH 350 to do the switchbacks and hairpin turns from the other side. Then we headed north through the valley and ended up at The Secret Garden (Bridgett has never been there) to do some shopping - and shop we did. While we were there we received another communicate from John that indicated Jeff had an alternator failure and was going to have to be flatbedded back, so they would not be joining us for lunch at Waynesville. Yikes!



### **We get the important parking in the rear at The Secret Garden**

Good thing they didn't try to join us - Waynesville was packed and no room at the restaurants, or even to park. We headed to Slim's in Spring Valley, but they were packed also. We decided it was fate and parted our ways there.

Turns out that the Barth's Spitfire was not flatbedded back. Due to COVID, AAA would take the car, but not Jeff, and there was no room in Clifford's TR8. Instead, they fast-charged the battery and Jeff made it back home. He also ended up with a little gift from the MVT crew on the tour...



**I hope Jeff and Jodi enjoy this beauty!**

Wrap-up. Cool, but gorgeous day for a drive. Roads were great, sky was clear, leaves were changing, shops were open, park was interesting. Sorry Jeff had the issues with the Spit, but they ended up with a lovely consolation gift...



**Honey, get me the pumpkin spice latte...**

### **Fall Foliage Tour - The other side of the story...**

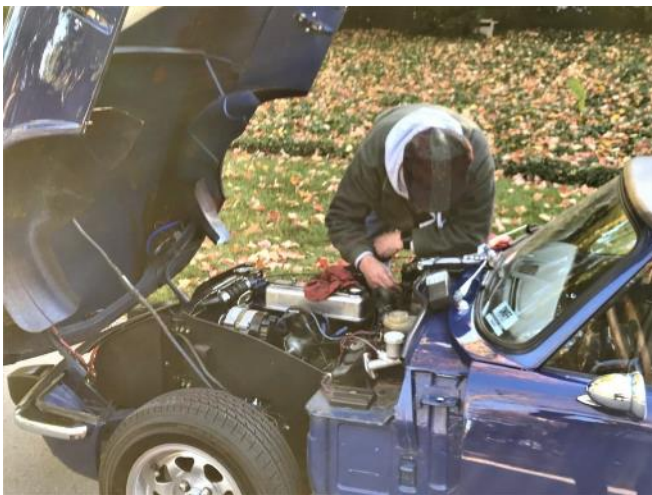
*John Clifford*

Jeff Barth had made arrangements to join the Cliffords to drive to the tour. He arrived at Oh-dark thirty and turned off his car while waiting to depart at Oh-dark-45. However, the Spitfire would not start again. It just went Rrrr-rr-r, acting like a low battery. Using jumpers from the Honda did not help. Battery showed 11.6V. So we cleaned all the connections from the battery to the solenoid and then to the starter but to no avail. Now it went rrr-r-r. Decided it must be the starter. Pushed him to jump start it (success) but he decided to just get it home. Which he did (smart idea) at 10:30. but we drove by on our way out (now 11:45) and encouraged him to come anyway saying we could always push - start it (questionable idea).



### **Patti the Spitfire Starter...**

Things went okay until we were a mile from Ft Ancient and his turn signals quit. It was now about 1:00). Checked the battery voltage there and found 6.5V. The Spitfire made it another couple miles and then died. Hmm, must have been a bad alternator.



### **“Where did I put that rock and big screwdriver?”**

None to be had in Lebanon. But Advanced auto would do a rapid (35 minute) charge on the battery for free.



### **Hello, Ghostbusters??**

One additional effect of COVID to mention here, if you have AAA and it includes free towing, better bring a bicycle in your trunk. Even though they will tow your car, you are not allowed to ride in the tow vehicle because of social distancing. Mask or not you will need your own transportation to see your vehicle again.

The best option was for Patti & John to leave Jeff in some guys driveway while they took the battery back to Lebanon. 40 minutes later, 90% charged, they returned. Reinstalled the battery, popped the clutch (around 3:15) and started home by a route designed to stay close to towns with other Adv Auto stores (in case we had to do it again) and avoid highways. Jeff made it home OK about 4:30. After Jeff changed cars and collected Jody, they met us for dinner at Chumps on the patio. Good adventure, lots of colorful foliage and a relaxing ending.



## 22 - TRA 2021 Planning Meeting



We had a short planning meeting attended by John, Harry, Bruce, Alice, and Chris Y. The meeting minutes are in the TRA 2021 section of this Marque. Have you registered yet?

## 25 - MVT Flash Mob

*Bruce Clough*

Just for the heck of it the MVT Events Editor (moi) called a Flash Mob at Caesar's Creek Winery - turns out that only the Alice, Bruce and Chris & Chuck White showed up, and maybe that was good since it was cool and windy at the Winery, but we had a good time drinking Mulled Wine anyway.



**On the way to Caesar's Creek Winery - it was a cloudy day but the colors on Bickett Road were still quite bright.**

I had a conversation with the staff on what they were going to do over the winter. The plans are to bring the tables back inside and be open for tastings by reservations only. If that's the case I

might schedule a couple of tastings for the club as social occasions.



**Carma at CCW - cool day, but the heater was working fine**

Of course the driver's side window on Carma wouldn't go all the way up on the drive back and the driver's door was having a hard time shutting (sigh). It's a process...



**Sorry - food, and wine, was all gone!**

## November 2020



### 4 - MVT Monthly Meeting - Videoconference

#### Agenda (If you have updates please get with John)

Opening Remarks – **John**

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

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

#### Officers Reports

- President – **John**
  - Great Fall events and upcoming Holiday Plans
- Vice-President – **Chuck**
- Treasurer - **Harry**
- Secretary
  - Approval of Octobers's Minutes as published in the Marque– **Mark**
- Membership Chair – **Valerie**
  - Current membership, new members
- Events Chair – **Bruce**
  - Review of Previous Month's Events
  - Possible Future Events

#### Standing Committee Reports

- Technical – **Bruce**
- Marque – **Bruce**
- Memorabilia – **Harry**

- Spare Parts – **Chris**

#### Event Committee Reports

- TRA 2021 – **Bruce**

#### Old Business

- Results of voting on Ballot proposal to add MVT Yearly Awards to By-Laws – **Mark**

#### New Business

- Feedback on how to improve virtual meetings, events - **John**

#### Adjourn

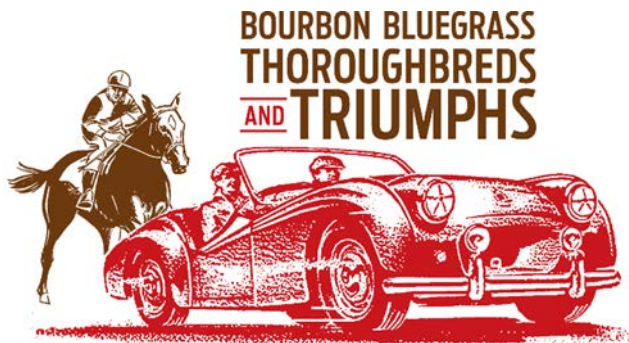


**7 - Guy Fawkes Tour and Bonfire:** Let the traitor burn! This will be a very traditional event. Those who are adventurous (I'm sure it will be warm!) will gather at the Coffee Hub in Beavercreek (3375 Dayton Xenia Rd, Beavercreek, OH 45432), departing at 3PM for a drive over the top of Xenia taking in the last of the fall foliage to Caesar's Creek Winery for liquids needed at the bonfire, or at least that is our excuse. Then after we get bored we will drive over to Clough's on roads less travelled to burn the traitor!

Due to COVID Caesar's Creek Winery is taking reservations for tastings, so I will need a head count to give them, so if you are planning on going please let me (Bruce, your Event's Chair) know.



**14 - Operation Yellow Jacket** – 10 AM at the British Transportation Museum (321 Hopeland Street, Dayton, Ohio 45417). BYO donuts and coffee, or you can hope someone stops by Bill's and brings hand sanitizer! I think in the last saga we were cussing at rear end parts....



**LEXINGTON KENTUCKY**

**19- TRA 2021 Planning Meeting** - Agenda and details will be sent out - Web meeting.



**21 – Tech Session Day** - TBD - we are looking for volunteers for this. The back-up plan will be to talk

TR7 electrics at Clough's garage, especially alternator conversions and LED lights.

**December 2020**

**Note: from now on forward in this events schedule you can assume the information is tentative. As we receive updated info on events we will update.**



**2 - MVT Monthly Meeting** via Google Meet. Normally we don't have a separate December meeting, but these are not normal times. Look for President John to send out the info and for us to meet on the web at 7:30.



**5 - Christmas in the Village:** We might not be able to have the Holiday Soiree this year, but don't count that day out. Come with us to walk quaint Waynesville and look at shops, partake of goods and foods (sanitized for your protection). Details are still being worked out, but plan for a late afternoonish thingie.



**6 - Brown Bag Auction:** We are going to figure out how to do an auction this year come COVID or high water. It will be on-line using some app - Google Meet or Zoom. Stay tuned for details and get your bag ready! It might not be on the 6<sup>th</sup> either



**19 – MVT Christmas Dinner (Tentative):** This will be a small, very lower-key event this year. We will be in the back of Zemore's Wine Bar and Bistro in Bellbrook. Plenty of room and distanced from the rest of the tables. We will shoot for a 6:00PM seating with 6:30 order time. We have a max limit of 10 people, so if you want to go I need an RSVP. Seating is going fast...

## January 2021



**12 - Operation Yellow Jacket** – 10 AM at the British Transportation Museum (321 Hopeland Street, Dayton, Ohio 45417)



## TRA 2021 Update

*By Bruce Clough, TRA 2021 Chair*

**Just a reminder that MVT is hosting the 2021 meeting of the Triumph Register of America in Lexington KY. This multi-day event will feature car shows, tours, fun runs, workshops, auction, banquet and gobs of other events. Focused on TR2-4A models, but it is open to anyone with an interest in Triumphs. A good time is always had by all. We are going to need your help MVT – this is your club putting this on and it is an excellent time! If you need info of any type head to the MVT TRA 2021 web page:**

<https://www.miamivalleytriumphs.org/tra-2021>



**14-18 June 2021, Clarion North  
Convention Center, Lexington KY**

Things are ramping back up - hotel room block is back open, Registrations are coming in, and we are planning on a great time!

## **22 Oct Committee Meeting minutes**

Attendees - Bruce Clough, Alice Owen-Clough, Chris Yanity, Harry Mague, John Coutant.

General comment is there is not a lot to talk about. Hotel and registrations have been set up, venues contacted and arranged. Social media and contacts updated. COVID is the 800lb gorilla in the room, and what that will mean for the chances next year are unknown, so we are pressing on as planned but will be re-assessing the situation at the start of 2021.

### **Agenda Items and discussion**

#### **Agenda**

Meet & Greet - attendees: John Coutant, Chris Y, Harry, Bruce & Alice

1. Action Items from Last Meeting

- a. Get with Harry to figure out how we are going to straighten the screwed up registrations - Still open - Bruce
- b. Contact the vendors – Complete

- c. Notice to folks that have registered that they don't need to do that again - Complete
  - d. No Old Friends - no food – what does that do to the individual events - Open Delaying to Jan 2021
2. Venue and catering updates. Chris was not here but submitted this report:
- a. I did contact Derrick and Jamie Thomas replied that everything will remain the same as it was for 2020. Jamie “CC” you a copy on 9/21/2020.
  - b. I'll contact Old Friends after the November TRA 2021 committee meeting. Perhaps they'll have a better idea of what their tours future looks like.
  - c. Red State BBQ we're set. Updated contract, signed copy received and forwarded to Harry 8/21/2020.
  - d. Kentucky Horse Park Campground – updated contract submitted and waiting on some attorney's desk in Kentucky for signature. Dawn Walker (KHPC) will send our signed copy when she receives it.
3. Web and Publicity Update - we continue to update the website and Facebook Groups as we need to. The Fall TRA 2021 Blitz will commence in November with emailings out to North American Triumph clubs.
4. Visit Dates for November – Not happening with current infection rates as well as requests to self-quarantine when coming back into state.
5. Special Topics – John Coutant
- a. Insurance - Discussed possible changes to VTR Chapter insurance, but we do not yet know how that will be impacting the meet. We are following the VTR

developments and hopefully will know something soon.

- b. Volvo national meet poll for 2021 showed the membership would probably want to delay another year if things don't get better by early next year. John shared the poll results as of now and we discussed if we wanted to do anything similar - decided to hold off until the start of next year to do anything similar.

#### 6. Round Room

- a. Harry – Awards are being worked on.
  - b. Chris – will start working with vendors again as we head into winter.
  - c. John - No more to say
  - d. Alice - good here
  - e. Bruce - Good here
7. Action Item Review - no new action items were generated, so those not closed will carry over.
8. Set Next Meeting – 19 Nov and assuming by Google Meet, also assuming John will set up! .
9. Adjourned by 7:55PM

Next Meeting – tentatively set for November 19<sup>th</sup> - same bat time, same bat channel.



#### **Even the decorations know a project when they see one**

Every few years I run this technical paper I found while perusing the Internet. Since it must be true I have to share. This is out of the automotive supplement of the Journal of Irreproducible Results, the Flatbed Ride Letters. As far as we know these are peer-reviewed results, which doesn't say much of the peers...

#### **A Critical Examination Of The Triumph Electrical System (Deadus Circuitus) And Their Relationship To Mental Health, World Peace, and Gastro-Intestinal Problems**

*Dr. Iam A. Froot*

*Northeastsouthwest Idaho University of Pennsylvania*

*Department of Potted Meat Products, Missing Socks, Trivia and British Sports Cars*

*Maze, Nebraska*

*23 September 1983*

#### **Introduction:**

Ever since man began driving British Sports Cars, in this study the species Triumph, he has been confronted with electrons which simply refuse to move in the correct direction. Being stubborn and a bit dim, men have tried to find solutions to these problems [1]. This paper explores the reason for those reluctant electrons, and why prune juice and/or threats won't get them going.

#### **Rules of the Darkness**

## **Technical Talk**

*Edited by Bruce Clough*

A few years ago Road and Track called Lucas Ltd. "The Inventor of Darkness" and I'm inclined to agree. I can't possibly recall all the times a Lucas electrical system committed suicide while I was behind the wheel, but it ranges somewhere between the number of atoms in the Universe and the national debt. I always overcame that [2] electrical system, and the results of my extensive research into wayward Lucas electrons [3] are given below. Here's a few brilliant suggestions on how you too can avoid that enthusiastic feeling late at night, at speed, on a twisting road, when the lights decide to go on strike.

1. Fifty percent of the time when something's wrong, a connection's come loose [4]. Take the plies out of your tool kit, you do carry a tool kit, right? Look at your wiring diagram, you do carry a wiring diagram, right? Locate all connections on the dead circuit. Crimp, crimp, crimp. If this doesn't work, cry, cry, cry.
2. If this doesn't work beat the sucker with a five pound sledge hammer. You carry one, right?
3. Sometimes the connections, especially the bullet connectors [5], become corroded. They've learned that trick from the rest of the body. Take the effected parts and dip them in acid, such as hydrochloric, phosphoric, or Pepsi. As soon as you see the corrosion disappear, rinse with water and brighten with steel wool. Reconnect. If it still won't work try a different acid: LSD. Then even if it doesn't work you'll think it is...or go back to (2).
4. Unless your one of those original restoration weirdos consider mounting terminal blocks to make connections [6]. Finding terminal blocks is easy. Go down to the bus station and steal parts of the building. The hammer in (2) works well for this.
5. Only eternal optimists and mental patients straight out of shock treatment believe that the original wiring diagram even approaches what's actually in that car. Odds are the lobotomized cretin you

bought the TR off of tried in vain several times to repair the electrical system. This might explain why you get the left turn signal when you turn on the wipers. Then again, it might have come from the factory that way. Who knows? Most of these self-anointed electron heads have all the mental capacity of a toaster oven. Rip out all of those phone cords, speaker wire, solid 10 gauge wire, and the three miles of PVC tape. Install the proper color and gauge wire. This means a new harness 99.99 percent of the time [7]. Then take the scrap copper back to a recycling plant. You should get enough for dinner at a French Restaurant, or enough White Castles to tide you over to 1993.

6. Sacrificing virgins [8] while playing Megadeath albums might shock the system back into life. Another variation on this is to dump hot chili [9] on the system while playing Slim Whitman. Use your imagination.
7. Triumphs are under fused. TR3s have two, count 'em, two fuses. Compare this to a typical far eastern import with somewhere around 27,000. Obviously, adding fuses is an intelligent move. Note the person who owned the car before you didn't add any fuses. Add fuses for any extra equipment like radio, fog lights, vacuum cleaner or toaster oven. I don't recommend adding a space heater, the car does quite well on its own, thank you.
8. When working on the electrical system, especially behind the dash, disconnect the battery leads. Do you really want to learn how to arc weld with a screwdriver?
9. In line with (7) and (8), have a fire extinguisher, or department, on hand at all times while working on Lucas electrics. Lucas is probably the only electrical system prone to spontaneous combustion. Learn not to burn.
10. Certain tools are required to properly service the electrical system on your Triumph. They include: multi-meter,

continuity tester, clip on cables, Ouija board, fuzzy dice(pair), large screwdriver, a big rock, five pound sledge hammer, and a Frank Pastori baseball card.

11. Replace as many components as possible while restoring your car. That way it'll look as good as possible when you've broken down beside the road from electrical failure.
12. If all else fails return to (2), or buy a Volvo. See John Coutant about that last one.

### Conclusion:

Hopefully the results of the in-depth research concluded just three weeks ago will be of use to you [10]. It should keep one from becoming a crispy critter, stranded, or frustrated to the point of robbing a fast food store. If nothing else works attach a magneto and ignore the rest of the system. Kerosene lamps were good enough for an 1898 Mercedes, are they good enough for you?

### Notes:

1. Pronounced "buy a Honda".
2. Expletive deleted
3. I swear they only hire the stupid ones
4. Loose connections remind me of college life
5. Lucas picked a good name for these - too bad there's no powder included to put the rest of the electrical system out of misery
6. Terminal blocks for Lucas electrics – how fitting...
7. \$\$\$ flashing in C. Runyan's eyes © I can see it now...
8. Either sex, you can't be picky nowadays.
9. No beans please.
10. If nothing else this paper can be rolled up, lit, and used as a torch in the case of an auto emergency, or is that "situation normal"?

## Wedge Tech Tips: Trailer Hitch

*Bruce Clough*

*Dug this up from a Marque twenty years ago about the TRailer hitch on a blue FHC we had back then. The very same hitch is on Inca. Since we now have a few more Wedges I thought there might be some interest. Yes, the pictures were in B&W since we did a printed edition then.*

Ever since last summer's TRF Summer Party I wanted to put a hitch on a Wedge. This way we could bring the bikes, or pull a camper that we're buying off the Hartleys. Now with two Wedges we can do both, but it will take two hitches, no problem, I'll have them made. But what do I use for a pattern? HmMMMM.

Then it struck me, Hartleys have a hitch on the TR8, why don't I beg John for a couple of pictures? And John obliged, sending me several shots. Below is one of the pictures John sent:



### The Hartleys Hitch On Their TR8

Now their hitch is a 1.25" model. We know that this is enough to pull a substantial trailer, but since our bike rack is set for a 2" receiver, we need to put 2" hitches on the Wedges. No big deal, I'll pattern the hitch after Hartleys, but just specify a 2" size.

I then lied on the garage floor and took measurements of the distance profiles between the rear bumper and the spare tire well, both horizontal and vertical. Looked like minimum separation was 1.5" going to 2" toward the outside. Vertical distance wasn't as critical. I figured the shop could get the idea on where to place the brackets from looking at John's photos. But where to take it? I figured I needed a custom hitch place, not a U-Haul or Pep Boys, so I took it to Custom Way Welding,



north of New Carlisle on OH 235. I figured that a hitch place with "Welding" in the name would be a good start. And so right I was. They listened to my needs, looked at the photos and measurements, and said "No problem, give us a week".

I showed up a week later and was handed a box containing two hitches, mounting hardware, and a gizmo to pull the carriage bolts used to attach the hitch to the bumper through the hole in the bumper.



### Hitches Made For The Wedges

The hitches were powder coated and ready to go. Cost was \$75 each, very reasonable since comparable hitches for small cars at Wal-Mart were \$80!

Now to get them on the cars. On the '79 FHC this was straightforward. The steps were:

- Lay the hitch up against the bottom of the bumper. Trace around the plate that attaches it to the bumper. Cut the rubber part off so metal will be against metal.
- Put the hitch up against the bumper where you cut the rubber out. Now trace the holes against both the bumper and spare tire compartment.
- Drill the resulting four 0.5" holes (make sure you empty the spare tire compartment to do this, Fix-A-Flat won't handle a 0.5" hole).
- Pop the 1" rubber plugs off the inside of the bumper. There are two of them, one on each side roughly a bit more than a foot off the centerline.

- Using the tool provided, fish the carriage bolts and the carriage bolt brackets (keeps the bolt from rotating) through the holes. I had to file just a wee bit of the outside part of the carriage bolts to get them to go through the holes.
- Attach the hitch loosely to the bolts on the bumper. Do not tighten them.
- Push the bolts for the spare tire compartment mounts through the body from the inside, making sure that a wide washer is used on the inside.
- Snug up the bolts on the spare tire compartment, then the bumper – in that order – that's it, you're done!

This is a picture of the completed hitch on the FHC.



### Hitch Installed On The FHC

What's that? You're wondering about the hitch cover – oh, I just took a blank chrome cover and installed a TR3 Hubcap Medallion on it (*Ron – now you know why I bought those hubcaps at the TRA auction*). Heck if the Chevy folks can put bowties on theirs, I can use a world medallion on ours. The hubcap medallion is simply glued on. but I did attach a threaded rod to the medallion as the foundation that the glue (two part putty epoxy) would stick to. Yes the threaded rod was also glued to the medallion. I think it looks pretty slick, eh?



**Another View From Below Showing That Snazzy Hitch Cover. Beautiful...**

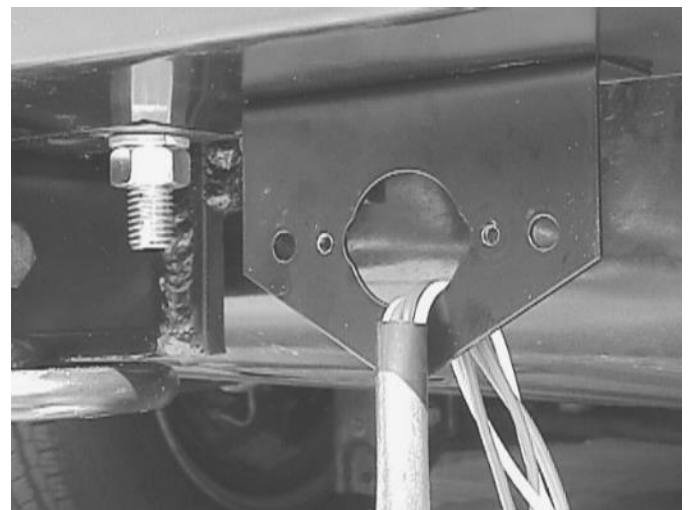
Great, now the hitch was on, but we still need to attach the lighting to the trailer, or at least if we want to be legal. I thought of possibly making the lighting connector from scratch, or just using a plastic plug type, but I wanted to make them look good. This means Pep Boys, where I picked up two Hoppy 4-pole trailer lighting plug connectors, Number 48285, if you're curious.



**Hoppy Light Connector Kit**

This comes with everything one needs to put it on the car, except for where to attach the wires, more on that later. The steps I took to mount the connector to the car were:

- Attached the bracket to the car to the right of the hitch. One side was secured with the existing rubber cover securing bolt, the other side I had to drill a hole for a sheet metal screw
- Attached the wires to the connector. I used this plan on connecting the wires. Yellow was left turn signal, green was right turn signal, white was tail lights, and brown was brake lights. Note that I didn't list a ground wire here. I ran a separate wire for that. Had I been really anal I would have got a 7-connector plug for the ground and reverse lamps, but with these low trailers 4 will do.
- Covered the wires with plastic tubing to protect them from road debris. I used plastic off of an old TR4 used for the same purpose in the tail light area. Worked great. you need about a foot of it. Why only a foot? Simple...



**Connector Bracket In Place Next To The Hitch, Wiring Getting Set To Push Through The Trunk Floor. Note Plastic Shield On Wire**

- Bring the wires up through the trunk floor using a hole close to the hitch. I found one just inboard of the right rear light cardboard cover in the trunk. I took a hole punch and made a hole in the plug big enough for the wires to push

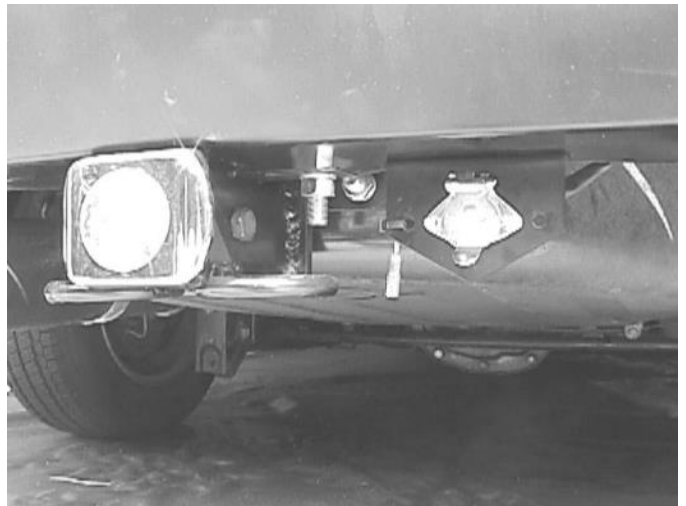
through, then ran the wiring through bringing just the end of the plastic covering from the last step through the hole. I also made sure that the cover extended to the connector, i.e., no individual wires could be seen underneath.

- Attached the wiring connector to the bracket using hardware supplied. You might have to make the holes bigger - I had to.
- Connect the wires. Using my trusty 1980 wiring diagram I connected the wires to the existing LUCAR connectors. I could have used the clip-on connectors they supplied, or I could have spliced it in myself, but since I didn't want to modify the wiring harness I stuck about 0.25" of stripped wire into the connectors, then pushed the connectors on to the light sockets. No, it's not the way NASA would do it, but it will hold fine for the type of use the cars will get, no cuts to the wiring harness were made, and it's easy to modify the connections.
- I added a ground wire. Now one might think that the ground could be handled through the physical connection between the car and trailer – metal on metal, right? We just to be sure I added an extra wire, attached to the car at one end using a wire lug over a tail light stud, and a bullet connector at the other. The outside ground connector I secured to the connector bracket with a nylon wire tie. Not a perfectly aesthetic way of doing it, but very practical.
- After connecting up to all the lights I went back and used wire ties to keep the wires together, then I used black silicone sealer to fill up the spaces between wires where they went through the car body. I also sealed the plastic wire cover to the car body at one end, and the connector at the other. Less water equals reduced corrosion chances.



### **Hole In Trunk Where Wires Go Through**

Now clean up and you're done. All put together and ready for a trailer!



### **Hitch & Connector In Place & Ready**

How much can you tow? Only as much as the manual says you can. The hitch is a brute. I'm not pulling anymore than several hundred pounds per car, and the manual states I could pull 1100 pounds of un-braked trailer.

Go figure. Max braked trailer weight is 2240 lbs.

**Yeah, right!**

## **Wedge Tech Tips: Shutting Doors, not!**

*Bruce Clough*

I mentioned in the events section that I was having door issues during the MVT 25 Oct Flash Mob event. The window would not roll up all the way

and the door wouldn't shut. I decided to tackle them both, with the non-shut issue first since I thought I knew what it was.

One of the differences between TR7 FHC and DHC doors is that they needed to add a support to the closed DHC door to keep it from moving up and down while closed since there was not a window frame to do that. What they did was to add a door restraint "bracket" to the body (Standpart YKC3290) and a hook that goes into it (Standpart ZKC3464) on the door. This bracket has a spring-loaded sliding block inside that can keep the door from shutting right if it sticks in an out position, or jiggling door if it sticks in. My guess was it was sticking in the out position.

The door restraint is held on by two Torx screws and once out it looked pretty dry and dirty inside, with the dryness and dirt causing significant friction.

#### **Actions:**

1. Soak in paint thinner for 30 minutes to dissolve old lubricant
2. Work the block in and out to wash out the dirt, debris, and any old lubricant that remains.
3. Dry
4. Lube first with 30wt oil, wipe excess
5. Get out Q-Tip (yes, I use actual Q-Tips, they are the best) and work a good bearing grease into the block, wipe excess.

Remounting the restraint making sure I it was in the same place (the threaded backing plate can move, so you'll need to restrain it while screwing in the first screw - I restrained the bottom and screwed in the top screw first) led to a door shutting just fine.



**Lubed Restraint in place**

Just because I didn't trust it I did the passenger side also.

Now on to the window that won't roll up all the way. This might be a bit more of a struggle...

## **Wedge Tech Tip - Be Seen (better) and be different!**

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*Hguolc Ecurb*

Out on the Fall Foliage Tour I had a chance to look at the running lights for Inca and for Carma. Inca has the clear European turn signal lenses and Carma the North American amber ones. Since the turn signals are already amber LEDs there is no reason to use amber, so I got a couple of clear European lenses from ebay and went to town.



**Clear and amber front lenses**



**Note the difference in light available to be seen with**

Eliminating the amber lens allowed more of the light (the non-amber light) to project making it much brighter. Think two lenses on ebay (each good used) set me back \$30.

## **Wedge Tip - it's nice for windows to roll up**

*They Call Him Bruce*

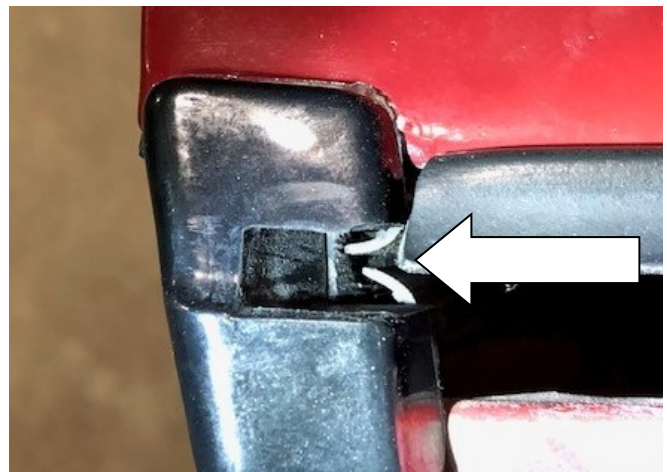
On the way back from the Caesar's Creek Winery Flashmob it was getting a bit chillier, so we put up the windows on Carma, or Alice put up her window and I got mine 70% up - it would go no farther.

Huh??? They rolled up easy-ish when we bought the car - what's up? Then I remembered. I replaced the plastic cap on the top back of the door that covers the ends of the door metal pieces in

that area. It's pop-riveted to the door and into the window track. Sure enough the pop rivet was into the track far enough to cause binding when the window was rolled up enough.



**Pop rivet holding the edge cap on**



**Binding was in this area due to the pop rivet**

Fix is simple - drill out the pop rivet and put in a shorter one. Done!

## **Tech Tip of the Month**

*Mark Senter*



**Tech Tip - if the paint is weathered make sure the car is always wet - fixed it!**



**MVT Cloth Patch - \$12.00**

## **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 Pin - \$5.00**



**MVT Car Flag - \$5.00**



MVT Window Sticker - \$1.00

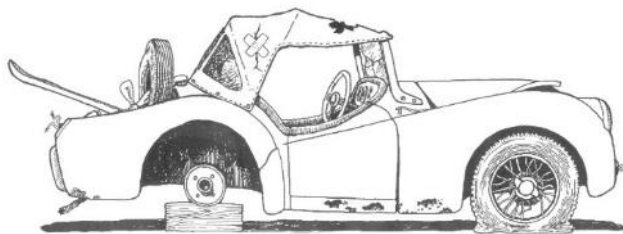


MVT Magnetic Signs – these can be easily cut so they are round. They are 12”x12”, 11” in diameter if cut round. - \$12

All the memorabilia is available at each Club meeting upon request. Pls contact our MVT Memorabilia Manger, Harry Mague [harrymague@aol.com](mailto: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”.*



**WANTED** - One or a pair of stem mount Fog or Driving lamps (working or non-working) -also looking for a badge bar to fit a TR3A/3B cash or

trade, TR3 Luggage Rack in as new condition (No drill , Hinge pin mounted type ), Triumph TR3A/3B Hoodstick ( Soft Top Frame) cover in good or restorable condition -Black or Tan Contact Chris at [tryanity@gmail.com](mailto:tryanity@gmail.com).

**FOR SALE** - TR3 and tr4 parts as I find them – cleaning out duplicates. Need something? Ask Contact Chris at [tryanity@gmail.com](mailto:tryanity@gmail.com).

**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](mailto:tryanity@gmail.com)

**FOR SALE** - STA-BIL Storage Fuel Stabilizer, guaranteed To Keep Fuel Fresh Fuel Up To Two Years - Effective In All Gasoline Including All Ethanol Blended Fuels - Treats Up To 80 Gallons, 32 fl. oz. I bought too many, I have up to three available for \$5 each. Contact Bruce at [portabezi@hotmail.com](mailto:portabezi@hotmail.com)



**For Sale - Spitfire** - From Ted Allison:

*Bruce, I am forwarding a few emails I got from the guy who painted our house. His friend has a spitfire and enclosed trailer he wants to sell. I spoke to his friend briefly and think he wants \$3500 for all. I'm sending to you so you )can pass the word to all. Someone might be interested Kevin Koeppe. (Keppy) His numbed is 937-620-6107*

