



The Marque

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

February 2023



Homemade slo-blow fuses are easy to find pretty much anywhere, and work like a charm - follow us for more good tech advice inside!

Feb MVT Events:

- 10 - Drive your Triumph Day
- 15 - TRA 2023 Team Zoom Meeting
- 19 - Valentine's Day Dinner
- 25 - Householder Parts & Cars Auction

In This Marque

- More discussion on BCD
- Even more discussion on TRA
- Learn what Bruce has been up to technically, or not...
- Hey - we even have new Classifieds!

Obligatory Disclaimer

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

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

MVT Club Info



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

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

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

Secretary: Clyde Collins,
cyaclyde@outlook.com

Treasurer: Harry Mague, 937- 426-3802

Membership: Valerie Relue,
veigh607p@gmail.com

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

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

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

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

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

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

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

National Affiliations:

Vintage Triumph Register



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

The Vintage Triumph Register (VTR) is a North American Triumph car club of nearly 3000 Triumph owners and enthusiasts supporting and showcasing all models of Triumphs. Their award-winning VTR web site has been assembled through the co-operative efforts of many VTR members and make the VTR site a current and accurate resource for Triumph enthusiasts worldwide. VTR publishes a bi-monthly magazine, The Vintage Triumph, which is filled with valuable historical and technical articles and industry news. In addition to the magazine, membership in VTR also includes:

- Access to VTR's staff of volunteer vehicle consultants
- Various VTR Triumph car club regalia
- Low-cost collector car liability insurance to members at costs far below regular insurance rates

- An annual convention, hosted each year by one of VTR's many local chapters.

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

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

Triumph Register of America



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

TRA was established to aid TR2, 3, 3A, 3B, 4, and 4A owners in the preservation, maintenance and enjoyment of their classic sports cars and is focused on growing local groups of TR2, 3, 3A, 3B, 4, and 4A owners. We believe that local used parts supply networks and local activities such as technical workshops or rallies provide the binding glue for our National organization. TRA is firmly a grassroots organization, which offers many advantages and services for individual members, groups, and local centers.

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

6-Pack (TR6/TR-250) <http://www.6-pack.org/i15/>

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

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

MVT Monthly Meeting



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

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

Officer's Reports

President's Report



Love is in the air

John Coutant

It is February already so a reminder to everyone not to forget those loved one(s) in your life (and no I don't mean buying tires for the TR in the garage).

So yes, it's February and that brings us a month closer to TRA, BCD, and getting our cars on the road. There is a lot on the plate this year (did I mention VTR?) and time goes by quickly. We have a preliminary calendar of MVT events which you can find later here in the Marque. As always this is a fluid list and keep checking for changes and updates.

February also means Drive Your Triumph Day which is Friday, February 10th to celebrate Sir John Black's Birthday, the man who organized Standard's purchase of Triumph after WW II, and went on to make the cars we enjoy driving today. Rye Livingston of the Triumph Travelers Sports Car Club in CA organizes collecting photos which get published in the VTR newsletter and online. Take a photo somewhere neat, even if it is your garage. Then email him a high-resolution photo at driveyourtriumphday@gmail.com, along with some basic information: owner's name, year and model of car, and place photo was taken (city, state, country).

Our annual Awards Banquet is in March when we look back at the previous year and recognize members who have made contributions to the club. Nominations opened starting with the December meeting at the Soiree and will remain open until the end of the February meeting. The four club awards are: Keep it on the Road, Most Improved, Press on Regardless, and Marque of Distinction. You can check the descriptions for these awards later here in the Marque and those nominations that have been made to date.

This same period is also when we are accepting nominations for officers. Officer positions for the 2-year period of 2023-2025 include Vice-President, Membership, and Events. Elections for the remaining three offices are in the odd years to provide an overlap. As with the club awards, nominations close at the end of the February meeting.

Voting for both club awards and officers concludes at the March general meeting.

There are less than 5 months until TRA 2023 at Hueston Woods for which MVT is the host club. We will need a lot of help to make this event

successful and we'll be ramping up our requests for volunteers as June draws closer. We realize that not everyone can come for the entire week but coming to help on a busy day would be a great help. Like BCD, we really need extra people for the day of the concours and car show on Wednesday. The tasks are similar to BCD, help get the cars parked on the field in the right place, etc. There are a couple other events like the poker run that also could probably use extra help on that one day. So while we would love everyone to come and enjoy the whole meet, please think about helping out when you can.

If you are still planning on coming to TRA and have not registered, please do so at: <https://www.miamivalleytriumphs.org/tra-2023> The TRA rooms at Hueston Woods lodge are now fully booked. Cabins, campsites, and hotels in Oxford are still available.

Happy Valentines Day!

The MVT Awards

The following is a description of each award as well as the current nominees

Marque of Distinction

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

Nominations for Marque of Distinction

Chris White (by John Coutant) - Chris has really exemplified the character of MVT by stepping up to help lead in at least two major events of the club. Following Lois' retirement and COVID, Chris led a group to find a new venue and put on a successful Awards Banquet after a 2-year hiatus. Then during the Dayton BCD, Chris stepped up at the last minute to take over ballot counting (one of our major BCD responsibilities) when Alice was absent due to illness.

Harry Mague (by Chuck White) - I'd like to nominate Harry Mague for the work he has accomplished, and funds that he has spent on his

own, to incorporate the club and establish its tax-free status. A lot of work there that will benefit us all!

Bruce Clough (by Patti Clifford) - Bruce is a well known member of MVT. He does EVERYTHING! I doubt we would have many weekend events without his guidance. He publishes the Marque each month, makes sure we have events at least monthly from May through November (or as long as the weather holds), reports on technical issues each month, publishes a lot of articles to the Marque and is always available for helping on ailing cars. He is like the energizer bunny and we are lucky to have him as a member.

Most Improved

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

Nominations for Most Improved

Jeff John (by ???) - Considering the initial state of the TR3, it has come a long way to almost being on the road. In spite of the attempts of Moss motors to sabotage his progress with plastic distributor caps, the car now runs.

Greg Relue (by Valerie Relue) - Improvements to 1973 TR 6 last year include replacing wiring harness, brake lines, pads & shoes, gas tank & gas line shutoff, installing electronic ignition & electric fuel pump, assembling down draft Weber carbs, installing complete trunk interior panels & carpeting and walnut dash handmade by brother from lumber sourced from the yard of his childhood home in Indiana. Paul Rich is making a steering wheel from the same wood - and, the engine now starts & runs

Keep it on the Road

Description: a driving award to the MVT'er who is able to drive their car from January to December, demonstrating good upkeep and the reliability it brings in this day and age.

Nominations for Keep it on the Road

Jeff Barth (by ???) -Jeff's Spitfire may be small but it is a mighty Triumph that is always on the road. Besides routinely driving the car just because, Jeff has participated in many MVT events. He drove the Spitfire to the National VTR event in Galena, IL and participated in many events including the autocross.

Press on Regardless

Description: A driving award that is given to the MVT'er who perseveres through times of trouble during the club driving events or trips to faraway places while representing the club, and always manages to complete the trip.

Nominations for Press on Regardless

Harry Mague (by Chris White) - Returning from TRA 2022 held in Gettysburg, Pennsylvania, Harry's TR6 had power issues in trying to keep up with the three other Triumphs in the MVT caravan. This made it a very long travel day for the caravan. The issue was determined to be his spark plug wires which were able to be replaced once he was home. This was not possible while on the road - no parts. To make matters worse, he also suffered with a medical condition that slowed him further on his final leg returning home yet he...Pressed On Regardless.

Officer Nominations

Current nominations for Vice-President: Chuck White

Current nominations for Events Chairperson:

Current nominations for Membership Chairperson:

Dayton British Car Day

Everyone in MVT is familiar with Dayton British Car Day that MVT sponsors and puts on with the MG Car Club SW Ohio. This will be the 38th year of putting on the show. The show has been at Eastwood MetroPark for some time and I think everyone enjoys the venue.

Things were pretty static for many years but since 2019 there have been a number of changes. One certainly was COVID. The MG club ran the food booth through 2019 but when BCD was cancelled in 2020, the MG club, in agreement with MVT, decided not continue to do it as it was a large amount of work and the people running it were worn out. The food booth contributed, after expenses, a good portion of income that we no longer get.

MetroParks, which operates Eastwood, has also made changes in how parks are rented for large events. These changes have resulted in increased fees, requirements to have and pay for park employees to be present, and to have certain waste and toilet facilities present.

We have not really done a good job of sharing the details of income and expenses with everyone. I am going to be sending everyone in MVT a separate email with details of last year's budget, as well as the charges for 2023, so we can have a conversation at the February meeting on the way forward. Do we raise the entry fee to \$25 to cover expenses? Is it worth looking for another venue? Looking forward to the discussion!

Vice President's Report



Quoteth thine VP: "Happy Valentine's Day. PS: I like dark chocolates!"

Chuck White

Marque Editor's Report

Last month Greg Wenz, of NKY, contacted John Coutant about helping him sort through the parts

left to him by his stepdad - Richard Feldman. We are working a time to help Greg, but a bit about his stepdad.



Dick, Ray, and Chris

I knew Dr. Richard Feldman (who went by Dick) since he came to all the local tri-state Triumph events, but never seemed to be driving a car. He would talk about the parts he was accumulating to build a car, but never saw him with a car. Great guy who would give you the shirt off his back - had many a pleasant talk with him at shows. The above is a picture of him (older gent - lol about my age now - with a white stripe on his shirt) standing next to Ray Bolich with Chris Yanity standing next to Ray. This was from the panoramic picture taken at VTR '91 which MVT hosted. I think the guy to the left of Dick was George and Carol Igel's son, but can't be sure.



Nice legacy!

The above is a picture Greg sent me of the infamous TR3 that Dick had but I never saw him

in, which Greg and family now enjoy during the summer.

Fast forward to late January and I saw a posting about the auctioning of Tom Householder's cars and parts on Feb 25th. I believe Tom is still alive, but not in that good of health (others might correct me here). His cars and parts are, um, rough. He has some rare stuff, but they are rough. I plan on going over there and trying to rescue some memorabilia about TRA's early days and maybe a part or two for The Grey Ghost. If we want, we could make a club "thing" of this. For the record, I don't care about Dorothy Dean or Doretti's....

Springtime is right around the corner, and to prep for that we want to see your pics on "Drive Your Triumph Day" come March, so take them photos on the 10th, but send them to me as well as Rye Livingston!

Bruce

Treasurer's Report



As of 1 January 2023, the club account had a balance of \$3754.63. For the month of January, the club's income was from 50/50 for \$20.00, Membership renewal for \$20.02. and a donation of \$28.00. Total income for January 2023 is \$68.02 For the month of January, the club had the following expenses: a deposit for the awards banquet to Franco's Restaurant, \$250.00 for a gift, a deposit to Bill Curtis's Pork Chops for the summer picnic, and \$105.00 to base hobby shop of the club awards. Total expenses for January was \$687.50. As of 1 February 2023, the club's

account balance is \$3135.15. At the end of this Marque is the proposed 2023 budget which will be voted on at the February meeting.

Harry Mague

Membership Chair Report

58

Valerie Relue

Events Chair Report



I think it's getting warmer, or at least that is my story and I am sticking to it...

Bruce Clough, MVT Events Chair

Thanks to those who helped me get a schedule of events together for 2023. Think we did a good job

of at least getting some things on the calendar. Note that there is always room for more great ideas!

February really has only four events, with the first being the club meeting on the 1st. Next is Drive Your Triumph Day on the 10th, the next TRA 2023 Team Meeting is the 15th, and we are having a Valentine's Day dinner @ Club Oceano on the 19th that has been the subject of several emails sent out to the club. Finally, there is the Householder auction on the 25th.

I think we'll start thinking about driving in March - I know the MVT Banquet is on the 4th, and I also know Caesar's Creek Vineyards opens some time that month. The way things are going I hope to have Old Paint's seats done by then!

MVT Events Calendar

Past

January 2022

4 - MVT Monthly Meeting Minutes

Meeting called to order 7:34 by President J Coutant. 23 members in attendance

Opening Remarks John Coutant: Happy New Year

Request for Changes / Additions to Agenda: None

Introduction of Guests/New Members: none

Officer Reports:

President John Coutant: Happy Holidays & back to work with event planning session TBA. Be safe & live well. Accepting nominations for MVT officers and awards until the end of the February

meeting. Please include detailed reasons for nominations. Voting will be at the March meeting. January 2023 nominations include:

Greg Relue for Most Improved Award. Nominated by Valerie Relue - Improvements to 1973 TR 6 last year include:

- Replace wiring harness
- Replace brake lines, pads & shoes
- Replace Gas tank & gas line shutoff
- Install electronic ignition & electric fuel pump
- Assemble down draft Weber carbs
- Complete trunk interior panels & carpeting
- Installed walnut Dash handmade by brother from lumber sourced from the yard of his childhood home in Indiana. Paul Rich is making a steering wheel from the same wood
- The engine now starts & runs

Bruce Clough for Marque of Distinction nominated by Patti Clifford

- Bruce is a well known member of MVT. He does EVERYTHING! I doubt we would have many weekend events without his guidance. He publishes the Marque each month, makes sure we have events at least monthly from May through November (or as long as the weather holds), reports on technical issues each month, publishes a lot of articles to the Marque and is always available for helping on ailing cars. He is like the energizer bunny and we are lucky to have him as a member.

December Nominations:

- Nomination for Marque of Distinction: Chris White
- Nomination for Most Improved: Jeff John
- Nomination for Keep it on the Road: Jeff Barth
- Nomination for Press on Regardless: Harry Mague

Please Email John Coutant or Chuck White with other nominations and reasons

Vice President Report Chuck White: Thanks to all and for happy holidays

Treasurer Harry Mague: \$3754.67 in account. This is less by \$350 because of BCD payout less than expected. Need BCD planning meeting. New budget appears in January Marque. Stan Seto inquired about income ex BCD.

Secretary Clyde requested December minutes as in Marque be approved. Moved by Stan, 2nd by Harry. Minutes approved.

Membership Valerie Relue: We now have 58 members.

Past Events by Bruce:

Thanks to Patti, Alice and all for work at Holiday Soirée at Bergamo. Best Brown Bag was had by Chris White. Sweater event was informal but Ben White won for the best one.

Upcoming Events: Bruce

- January 11 Zoom planning meeting, Jan 18 TRA meeting in person. Get in registrations now please.
- March 4 Awards dinner at Franco's

Standing Committee Reports

Technical:

Bruce: Still mad about the inoperable distributor cap and faulty new purchases so let him know your stories for TRA session about bad parts.

Marque

Bruce seeking articles even pictures with captions for Marque. Original not reprint articles please.

Spare Parts

Chris Yanity had a close call with bad master cylinder That Moss Motors claimed was a bad batch. He had sticky brakes. Greg Wenz contacted MVT to possibly go through a collection of parts left to him by his late stepfather. The Club is considering a date & time to look at these but nothing is decided yet.

Website:

John Coutant requests pictures of your cars for 'My Garage' section of website

Memorabilia: Harry Mague: Call him & please buy more.

Event Committee Reports:

TRA 2023

Bruce Clough reports a meeting will be held 1/18 and others. Workshops to be developed. 14 are registered to attend so far. Stan has release sheets for tour participants. Mark Macy plans a tour of his shop on Thursday. Shirts are in process. John Coutant requests helpers especially for Wednesday car show.

Old Business

Harry reports that formal incorporation and liability insurance coverage thru TRA was submitted 6 weeks ago. In addition, he is working through filing with IRS for a 501(c)7 tax excluded designation. There were several questions for him about implications. He will Trademark our logos and Club Name later.

New Business

Harry states that the Parks District plans to charge an extra \$1400 for BCD unless we are a 501(c)3 group. John Clifford seeks an alternative approach (maybe new venue?). Bruce notes that the British Transportation Museum is 501(c)3 so maybe something is there.

50-50 Raffle: \$20 to Patti Clifford, a record pot

Adjourn: 8:33 Motion Jeff Barth, 2nd Stan S

Respectfully submitted, Clyde Collins...

11 - 2023 MVT Draft Calendar Drafting Meeting

Organizer - Bruce Clough

Thanks for all who came - we had a big time on the Internet and the calendar in this Marque is the result of our work.

18 - TRA 2023 Team Meeting

We had an in-person meeting at TJ Chumps in Huber Heights. Meeting minutes have been

distributed via email. We also found out we should have been playing the trivia in the next room...

Future

February 2023

1 - MVT Monthly Meeting

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

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

Agenda:

Opening Remarks and Welcome – **John**

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

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

Officers Reports

- President – **John**
- Vice-President – **Chuck**
- Treasurer – **Harry**
 - 2023 Budget
- Secretary – **Clyde**
 - Approval of January's Minutes as published in the Marque
- Membership Chair – **Valerie**
 - New member updates
- Events Chair – **Bruce**
 - Summary of past events
 - Upcoming events - Awards banquet

Standing Committee Reports

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

Other

- Memorabilia – **Harry**

Event Committee Reports

- TRA 2023 – **Bruce**

Old Business

- Incorporation of MVT – **Harry**
- Additional nominations for MVT awards, officer positions

New Business

- Discussion on Dayton BCD – Income, expenses, location

Split the Pot - **Harry**

Adjourn - **John**

10 - Drive your damn Triumph day

Rye Livingston (West Coast TR Driver) challenges us all to drive our Triumphs on Sir John Black's birthday, the 10th. He has set up a website for folks to send him pictures of you driving your cars that day. The website for this is:

<http://www.sltoa.org/docs/Livingston%20Drive%20Your%20Triumph%20Day%202023.pdf>

Just a reminder - if you send him a pic, can you send the editor one also?

15 - TRA 2023 Zoom Team Meeting

The next TRA 2023 team meeting will be on Zoom on the 15th. Link has been sent, and will be resent, along with the agenda, to club members before the meeting.

19 - Valentine's Day Dinner - Club Oceano @ The Greene - 6:30PM

We sent out an email asking members if anyone wanted to join other club members at Club Oceano in The Greene for dinner on the 19th. We have seven couples meeting for a romantic (or at least that will be our story) dinner. We will post pics of the food...

25 - Householder Parts Auction - Lancaster, OH

Some of you know, or know of Tom Householder. His collection of cars and parts is going on the block on the 25th.

<https://www.proxibid.com/Burns-Auction-Appraisal-LLC/The-Householder-Collection-of-Doretis-Triumphs/event-catalog/236418?fbclid=IwAR1XnIXHn0CFv55t48OFFcvRdxjoKoi65uqkMLQxur0UUusb8 toX-zSrPk>

The editor is thinking of going there to get memorabilia and maybe a spare part or two - nothing I really need, and most of the stuff is junk, or near junk, anyway. Sad, but it is what it is. There is a little hoarder, in all of us...

March 2023

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

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



4 - MVT Awards Dinner

Chris White

Head Count Requested!

You are cordially invited to attend the Miami Valley Triumphs Annual Awards Banquet

Our banquet room has been reserved at Franco's Italian Restaurant, 824 E Fifth Street, Downtown Dayton, for Saturday, March 4th. 6:30 pm gathering time. 7:00 pm the wait staff will take dinner orders. Announcement of awards and elections of officers will be at the conclusion of dinner.

As last year, you will place your order with your server from a selected menu just for MVT. Dinner will include a salad with your choice of dressing, their freshly baked Italian bread (not garlic), an entrée of your choice, a non-alcoholic beverage and ending the evening with a dessert - a mini cannoli.

As a member of MVT, the Awards Banquet is at no cost to you for your meal. However, any alcoholic drinks are your responsibility.

Franco's requires a firm head count for setting up the room and staffing, so please RSVP to me at midgen54@gmail.com no later than Monday, 20 February 2023.

I am looking forward to hearing from you!

Chris White

PS: Thank you to those of you who have responded to my request!



?? - **First day of CCV Being Open** - we don't exactly know the date yet, but we plan on being there to officially open up the 2023 MVT Driving Season!

25 - Tech Session - The Coutant's in Montgomery - Let's wrench on Coutant's car!

April 2023

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

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

22 - Wrench On Rutledge TR3B

May 2023

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

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

6 - TRA 2023 Tech Session Dry Runs - Location TBD

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

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

June 2023

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

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

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

July 2023

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

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

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

22 - Dublin Car Show

August 2023

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

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

5 - Dayton BCD

12 - Indy BCD

26 - Orphan Car Show & something tour

September 2023

6 - MVT Monthly Meeting - The meeting will be held at Archers Tavern Kettering, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015. We are in the meeting room off the bar at the front of the

tavern. We have dinner and socializing at 6:30PM and the president usually ruins our fun by starting a meeting at 7:30PM.

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?? - Cinci BCD?

16 - Pooless Pool Party - @ the Rutledges

17 - Fairborn Car Show

27 Sep - 1 Oct VTR 2023 - Dillard, GA

<https://vtr2023.org>

October 2023

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

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

14 - Farm Stand Tour

21 - LMRT/FFT/RWTGTVV Tour

November 2023

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

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

4 - Guy Fawkes Roasting

?? - The Last Tech Session

December 2023

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

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

TRA 2023

Bruce Clough - TRA 2023 Chair



We have firmed up the design and colors for the t-shirts:



T-Shirt Design

As an FYI - the Lodge is full, but if you need a hotel room, I have a line on one that someone wants to give away - I can make connections for you.

I sent out the Meeting Notes from our January meeting - if you have any questions please let me know.

Things are coming along pretty well, but we can always use more help - so if you would like to do something - or even just maybe shadow some of us as we set things up, also please let us know.

The next TRA Team Meeting will be the 15th via Zoom - I have sent out the link, but I will send it out again and the agenda.

Cheers - Bruce

Technical Talk

Edited by Bruce Clough

Yeah, more Bruce Clough Show this month. Thought I'd talk about ebay a little bit - might stir up some conversation at the monthly meeting. Also I am back on Old Paint fixing carbs, the seat covers and foam.

Fleabay

Bruce Clough

Ebay gets a lot of cheap shots for having junk for sale as far as car parts is concerned, including those sellers that list every part as fitting every car. I know some folks who don't even peruse the listings anymore since they think it's all southbound output of a northbound cow.

Well, kinda true, there is lot of junk out there - trust me, but if you look you will find some good stuff. Here are two cases in point.

Bearings

When we took back Duncan to MU a week or so ago I was going through the TR7 listings (I searched on "Triumph TR7 -T140 -Fits" just to see what was out there. (the "-__" excludes listings with those words from the results, getting rid of T140 eliminates Triumph motorcycle parts, and eliminating Fits gets rid of those annoying parts you know won't fit your car, but sellers list them anyway)

The first thing I ran into was a NOS Front Wheel Bearing Kit - UK Timken bearings still in their wax-paper wrapping. Of late Wedgeheads have been having issues with the new bearings available not having the right surface hardening treatment, which leads to smelly and hard to fix roadside failures. The new ones could be okay, or they might not, and it's a pain having them checked

out, so when I see NOS front bearings I give them a look, and this was \$24 for the set shipped. Sold.



One nice NOS Bearing Kit in original box



Complete kit wrapped in the original wax paper - and still in new shape! Seal on lower left was still perfectly pliable.

Headers

Happy with my first conquest of the day, I continued to look through the 1000+ items the search returned and soon ran into the find of the day - a lightly-used Pacesetter headers from a junkyard that looked to be in great shape for \$50 shipped, yeah - these things set you back \$50 now before shipping. Okay ABBA, I'll take a chance on you - bought it and it showed up several days later. Actually, very clean - going to have them cleaned and I will repaint them for the spring driving season!



Not much extra power, but it will look cooler...

So, if you look, you can find deals on ebay, but you have to set your filters right, and be prepared to sift through a lot of, um, err, stuff.

New Carbs for an Old Paint

Bruce Clough

Last month in one of my veritable plethora of tech articles I discussed how the carbs on Old Paint were being replaced by "fresher" ones. This is a continuation of that saga.

Fuel Lines to Carbs

Thought if I was putting on new carbs, I might as well clean up the fuel lines heading to the carbs.

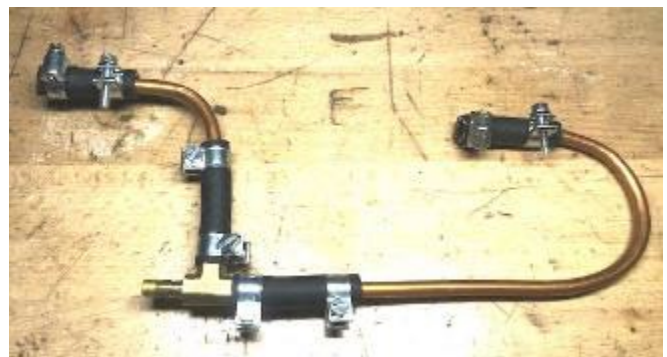
A bit of explanation - like most folks, I am guilty of thinking about the fuel lines as an afterthought - get the carbs in and then we will worry about it. Guilty. I am trying to fix that now.

Background - if you have ever looked at the plumbing that gets fuel from the fuel pump to the carbs on a stock TR7, at least a later US-Spec,

carb car, you will note that it is a steel line that starts close to the fuel pump and snakes its way to the carbs. The line coming from the pump is 5/16th which necks down to 1/4 at the carbs. It's also connected to return vapor lines and a bunch of other stuff that makes it not really usable when connecting up different carbs, especially if you are eliminating the emissions stuff. But that's okay, I can go to Lowes and get the stuff I need for a new line.

That used to be true. In the past when I wanted to make up a fuel line I just headed to Lowes and grabbed some copper line and compression fittings. They still have the copper line, but the compression fittings they carry are "dual use" - can be used on plastic or metal lines. To do this, the ferrule becomes part of the nut, and they give you a separate tube to put inside plastic tubing used. These changes made with the ferrule have ensured the seal made is "iffy" with hard tubes, especially copper. Of course, I found that out after I was home and while I really wanted to get the car running that day. I went through all my compression fittings and 1/4 tubing trying to make up one line that wouldn't leak under that extreme 3 psi a stock pump puts out. Foiled. I went another route with what I had on hand - yes, I am impatient sometimes.

Based on what I had on hand, I made this Frankenstein:



**Original fuel lines going to carbs on Old Paint
- note that one outlet is at a different height
than the other, need to fix that...**

Not pretty, but it worked. 1/4" barbed press-on hose "T" some hard line, some 1/4 fuel line hose, and a lot of clamps - stuff shade-tree mechanics are made of. Not pictured is the 5/16 to 1/4

adaptor on the input line. (Yes, I know that theoretically could limit performance at high RPMs, but methinks this car will not be operating continuously at RPMs above 5K...). Well, time to fix this ugliness.

I'm going to try two ways, hopefully I will not talk about the second way since the first worked. Way one will be to replace the press-on hose "T" with a compression "T" that will work.

So, rather than heading to Lowes I headed to Amazon. Yes, I tried Home Depot - they had the same dual-purpose fitting Lowes had, and before you ask, yes, I tried my local Ace Hardware - they were out of 1/4" compression "T"s. I was looking for two things - 1/4" steel hard line and compression fit "T"s for hard lines only. The steel 1/4" line actually came in several finishes - I chose the copper-plated line since that is easier to solder if you need to for some reason. Plenty of true compression fittings to choose from - I picked the one that was Prime and had some positive feedback on it. Both arrived a day earlier than forecast, strange during the holiday season... Thing this set me back \$20 total.



Copper-clad steel fuel (they also list it as brake) line and a couple of true compression "T"s

Making the new lines were pretty easy. I just lined up the vertical and horizontal dimensions, making sure I took the length of rubber carb attachment hoses into account. The tube bent fairly easy using a tube-bending tool. Remember to ream the holes back out when using tubing

cutters. I tightened the compression fitting nuts down to the point where the line would hold vacuum (as applied by my lungs and sealed off by my fingertips and tongue).



Old line (top), and new line (bottom)

The Fitment

Carbs came back from Classic Restoration - beautiful job, in fact, so good that it uncovered a few flaws in the engine mounts and throttle cable linkage that I need to address.

Carb Mounts

I use solid aluminum carb-to-manifold mounts on Old Paint. These are aftermarket mounts designed not to fail like the original rubber mounts.

Whether original rubber or new aluminum, they are designed for the Stromberg 175 CD-2SE used on the TR7, not the TR4 CD-175 carbs. That means that stop-lever arms fitted to the throttle shafts hit the mount before the throttle plate is fully open on the CD-175's.

To fix this I had to file off some of the mounts' aluminum where the levers hit. Not a lot of work, just annoying since the mounts are sealed onto the manifold with some silicone which means I had to scrape and reseal the mounts when I put them back on.



Front Carb Mount fitted manifold side forward in the vise - between the pencil mark on the flat side to the right and close to the hole (forward mount- mounting bolt hole)

On both mounts I had to remove about 3/16" of material at the deepest point as I got closer to the hole from the point (pencil marks) of initial contact of the stop lever with the mount. Fun with several different files, not hard, just file time. After that it was:

- Scrape off all the old silicon sealant, starting with scraper and then to 00 steel wool
- Wipe them down with brake cleaner
- Spread a thin film of new sealant on the mount and manifold surfaces
- Attach the mount & torque bolts
- Wipe off the sealant that squeezes out from the attaching/torqueing - especially on the inside



Front Mount notched so stop lever can clear manifold when throttle is fully open - trial fit results

So just a note about sealants. In the past I had used both Ultra Blue and Ultra Black Permatex silicone sealants on these. Yes, neither of those are recommended for contact to fuel, but since this is a very thin layer I got away with it. This time I used what I should have been using in the first place - Permatex Motoseal.



Correct sealant for parts in gasoline contact

Motoseal is not silicone based, smells of hydrocarbon aromatics rather than acetic acid...

So now both mounts are on the car, and the throttle plates will go wide open.



Mounts back on car

Received the carbs from Classic Restorations. They looked good with nice throttle shaft movement without any play, and with a lot less return spring force that I had been using. Mounted them on the car. Did I ever mention what a PITA it is putting the front carb lower front mounting nut on the stud? Jeezzzz - nuts (lol). Glad I wasn't installing the stock carbs!



Look ma, no leaks, yet, I think... Yes, that is a bed protector sheet I use to catch spills, pretty cheap on Amazon...

Once the carbs were back on it was time to attach the fuel lines and check for leaks. The lines fitted right up to the carbs without any drama, attached all the lines, and did not notice any leaks. Turned that car over a few times, did not notice any leaks.

I connected up the throttle linkage since I was expecting some issues with the lighter return spring constant, and I got them. The throttle

shafts would not return so they were on the stops. The culprit were the bent shaft unions.

Bent shaft unions? Yeah, the little spring clamps that are shaped like an accordion which go between the shafts in the carb linkages. Over time and use they get bent, and when they get bent they impart a side load on shafts when used to connect shafts together. When I had the prior carbs on with the higher spring constants this side load was overcome by the springs, but not now.

The solution was to look for a set of unions that were straight enough to use. I had about a dozen sitting around. To check them, you see if a shaft the same size as the throttle shaft will pass all the way through without much interference. 3 passed this test. For the ones that the shaft would pass if I pressed a bit on it, I bent them back into shape using the bench vise and a screwdriver. This gave me another 5 to use. The rest I threw away, but kept the small clamping bolts.

Now to clean these up. All were a bit dirty, some were rusty. I put a pot with some water-based rust remover/convertor on the stove in the garage, turned the heat up to about 180F, and threw the parts in.



Converting the unions - note, this is not union busting

This cut the time for the reactions to about an hour from about 4, and they cleaned up well.

Using these now, clean, straight, unions I connected the carb choke and throttle shafts

together. Throttles shafts returned to their stops without drama - now for the start.



Shafts in place, ready to try....

The car started right up with the choke out. Fiddles with it a bit to get the car running at 2000-ish rpm to warm up. While warming up at 2000rpm I adjusted the airflow between the carbs, and then when the car was warm I set rough mixture to the point where it was idling decent at 800-1000 RPM (which is where I like to run the cars at).

While doing this I noticed that after an acceleration the car would not come back down to idle, but instead would stop at 1700-2000 rpm. I pushed on the throttle shafts, throttle shafts would then rotate to the stops, and the idle would go back to what I had set it at. Repeated this a few times. Wow, wonder what went wrong since the shafts were working smooth prior to running the car.

Turned the engine off. With the engine off the throttle shafts went back to the stops without any issue. Started the car back up, they would not go back to the stops without a push. Repeated this a few time. Nice - the airflow past the throttle plates is keeping the throttle plates from returning back to the idle stops. I have never experienced this before. Have you? The throttle plates are arranged such that there is a balanced air load on the throttle plate so this should not happen. Oh well.

I added an extra return spring to the throttle shaft by making a cross member from aluminum bar stock. I mounted it between the carbs using the front inner (facing the other carb) carb top attaching screw point as the attachment point on each carb - just needed longer screws and nuts that I found lying around. I then took a TR7 stock linkage return spring and reused it with this linkage, notching the arm on the throttle shaft and drilling a hole in the cross-member to mount the spring.



Additional throttle return spring in place - shall we try this again?



Done done, well, except for dialing in the tuning and relocating the fuel filter down by the fuel tank...

Restarting the car now showed it to be acting normally - swiftly returning to idle after throttle

opening. Nice - put the air cleaners on and called it a day!

TR7 Seat “Restoration” - Part 1 of ???

Bruce Clough

I think somewhere along the line I've commented on the bad padding in Old Paint's seats. They look good, but the padding is falling apart and the seat bottom is torn a bit on the driver's seat. I bought seat padding kits a while back, and I am hoping to save the covers for re-use.

The seats came out without drama, they are attached to the floor by four #40 Torx bolts. Sometimes those can be rusty, but in this case they came out pretty easy. Next you disconnect the seatbelt with a 16mm wrench, disconnect any wiring (like seatbelt sensors), and bring out the seats. From the missing washers on a few of the bolts I knew these had been out before.



Seats out

The next thing I did was to take off and lubricate the seat rails, as well as fix a few dings that was hampering easy sliding. These are held to the seats by six 5mm hex-head bolts. From looking at the witness marks on the hex-head bolts these had been off the seats before.

Lubrication was easy - I first did a wipe-down with WB40 to clean off dirt and also do a bit of a pre-lube. Next I applied grease to the section of the rail where the ball bearings ride. Finally I worked

them a few times to ensure they were smooth operating.



Driver's side seat rail - hammer was needed to take out a dent in the rail that was hampering operation.

Visual inspection of the seats showed that both seat bottom diaphragms would have to be replaced, and the seats had been worked on in the past, possibly new covers installed.

Now to take off the seat covers. I decided to start with the driver's side since that seat was the worst. Headrest needs to come off first - to remove the headrest I just pulled up on it fast - it came right off. I started with the back of the seat first in taking off the covers - visual inspection showed that what was put on last from where the fasteners were. It is held on by about 12 clips that you can get to by flipping the seat over. I used a large “L” pick to get them off - all came off without drama or large tears in the material of the cover. Then the cover is just pulled up vertically to get it off the seat back.



Back seat foam - duct tape?

Once the cover was off it was easy to see that someone had been here before - the factory didn't use duct tape to repair rips in the original back-to-side binding material. What's also not shown in the above picture is all the nasty, dirty, grungy failed foam bits that came off the deteriorating foam when I pulled the cover off. If you do this, make sure you are in a place that sweeps easily.

The seat bottom cover was a bit more drama, not only are there more fasteners involved, there is also some contact glue used to hold corners down. Oh, you have to remove the bottom diaphragm first, there is that also. As you might expect, that diaphragm was ripped also. I was careful not to damage the "is there someone sitting in the seat sensor" so I can put it in the new seat bottom - lol.

Once I got the sides of the bottom loose (there are a bazillion clips used) I ran into a nasty surprise - the center of the seat cover was glued to the seat padding so I had to carefully rip the cover off, nasty.



Seat bottom with ripped-up padding glued to it on the left, hole in the padding to the right. Nasty.

Once the covers were off and padding removed, I inspected the seat frame. Besides some remains of glued-on padding, the frame was in good shape. The rubber strapping on the back was a bit loose, so I dug through my parts pile and found some that were not as stretched and put them on.

Okay - back to the seat covers on the driver's seat. As I noted above, the seat bottom had a sketchy installation, and upon further inspection it was ripped in the back where the plaid material attached to the vinyl, and also had rips where the clips held it to the frame in several places, besides that, it was all wrinkled-up where it attached to the frame - 30+ year-old wrinkles in the vinyl.

First step was to flatten the wrinkles. I figured I could use an iron on a low setting, and I also figured out that using Alice's Rowenta quilting iron was not the world's best idea.

I bought an Amazon Basics iron for \$16.



Cleaned up seat frame

It worked - using the lowest "Wool" setting the wrinkles and creases flattened out. This allowed me to assess the tears and use iron-on patch material to fix them. I also have a "club iron" since I would never use this cheap thing for actually ironing anything I wanted to wear (not that I iron anything anyway), so if someone needs an iron for seat-repair, let me know.



Do not confuse me with a tailor....

I then gave this to Alice and she fixed the large rip in the back where the tartan and vinyl materials come together. Bam - she had that done in a couple of minutes.

That left adding a piece of material I need to use to shape the bottom cover to the foam contours. For this I needed to add a piece of material to a piece of material already on the cover which some prior owner cut off by mistake when they recovered the seat years ago. Rather than sewing, I just used Original Gorilla Glue (the stronger, expanding type). This is a strong urethane glue that is perfect for fabrics like this. Spread a thin (yes, this expands, so thin is your friend) layer on both surfaces, attach, and "clamp". I used wax paper on both sides of the gluing action so didn't stick to anything else, and used a board with 10lb dumbbell on it for clamping pressure.



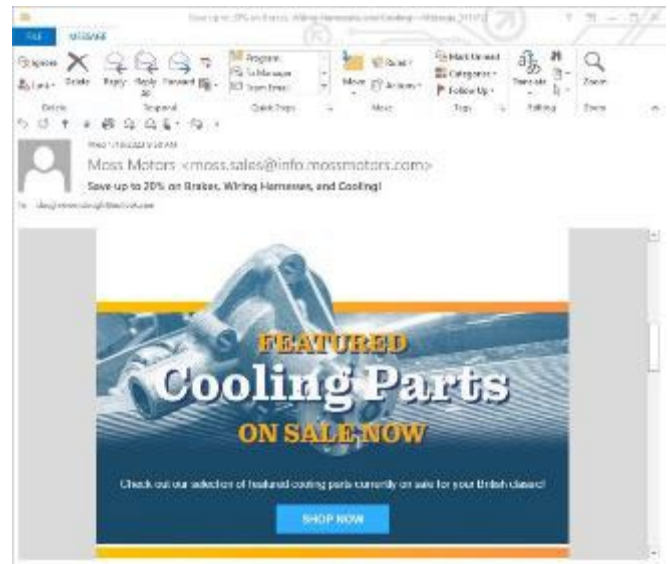
Gluing muslin to existing fabric piece. Yes, that is a 110 year-old ironing board I am using as a workbench...

While I was waiting for that glue to set I re-stuffed the headrest. The foam in the headrest had turned to powder, so I took that apart (two screws and four staples), dumped out the foam dust, saved the outer foam (there is a molded foam outer cover over the other foam that turned to dust), cleaned off the form inside the headrest (sheet metal formed into a rectangular block with a piece of wood at the bottom to secure the cover to), replaced the inner foam with quilt batting (for some reason we have a lot of this around), then put it back together using small pieces of batting to firm out the headrest. Done.

I love Moss Motors

Bruce Clough

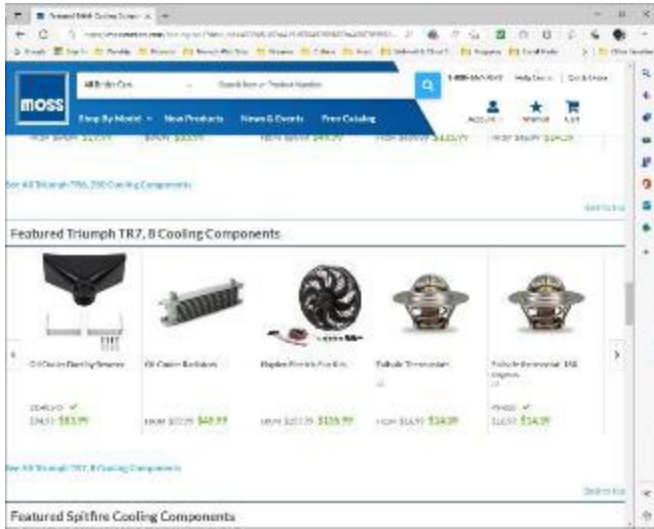
Poor Moss - they've been my target for a couple of months, so I thought I might give them some love and look at some TR7 cooling parts on sale in an email they sent.



Email from Moss

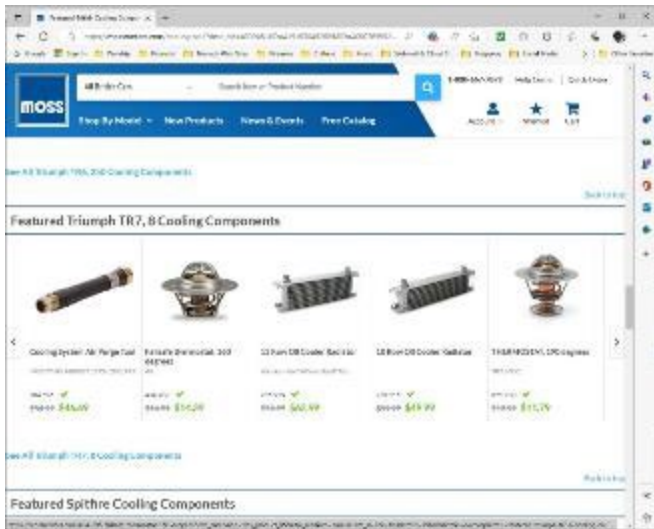
So I went ahead and clicked on the link. First thing I saw was that some of these parts do not look like TR7 parts - and not the aftermarket stuff - those thermostats. TR7 thermostats have an extra plate at the bottom that moves when the thermostat opens up. This plate opens and

closes cooling ports to control engine temp - somewhat analogous to the sleeve on an Early TR engine thermostat. The ones I saw on this web page when I opened it up did not.



Not TR7 Thermostats

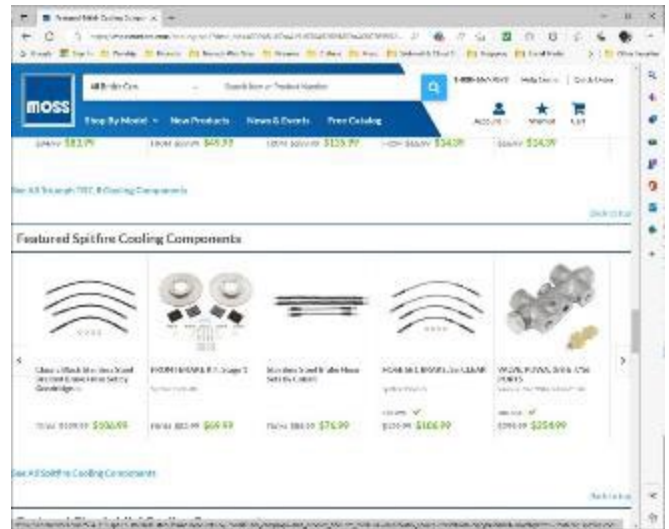
I was wondering - was Moss intentionally trying to fleece car owners out of money on products that won't work well? Scrolling to the right by pushing that little arrow gave me this view:



Hey look - a TR7 thermostat!

The thermostat on the right is a proper TR7 thermostat, and guess what, it is labeled a "TR7" thermostat. The others are labeled "all". Okay, I get it, reuse by web designers that don't know, and review by folks who don't know. No being evil, but being ignorant. Perfect.

But it gets better. I scrolled down a bit more and found this:



Spitfire Cooling Components - huh?

Under "Featured Spitfire Cooling Components" the first five things shown were not cooling components at all, unless I've been misled and brake rotors are actually cooling components?

This goes to show that the British Car Enthusiast needs to do a bit of caveat emptor, at least when it comes to Moss Motors since they seem to have taken a page out of the Victoria British book of "Let's show the owner irrelevant things amongst the relevant ones since we don't know any better" web design technique. I guess that can cut down on webpage development costs, but what does it say about a company that makes their business from selling parts when they try to sell you parts that won't work right, or that have no relationship to the system they are cataloged under?

C'mon man! Still a target.

MVT Memorabilia

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



MVT Enamel Car Badge - \$30.00



MVT Car Flag - \$5.00



MVT Cloth Patch - \$12.00



MVT Window Sticker - \$1.00



MVT Pin - \$5.00



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



They look very spiffy on a TR7...

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

Classifieds

Classified ads are free to MVT members and run month to month. We do not endorse anything in

here, nor do we get any compensation in fees or royalties. As with the rest of life "buyer beware".



For Sale:

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

Inquire at tryanity@gmail.com.

Wanted - We are looking for a treadmill and thought we would ask here first. If anyone has one they were thinking parting with, let us know. Thank you - Jeff Barth

Purposed Budget 2023 Miami Valley Triumphs

Expenses

<u>Description</u>	<u>Month</u>	<u>2020</u>	<u>2021</u>	<u>2022P</u>	<u>2022A</u>	<u>2023P</u>
Awards Banquet	March	\$0.00	\$0.00	\$1500.00	\$1120.00	\$1200.00
Year End Awards	March	\$674.00	\$250.00	\$450.00	\$504.00	\$450.00
Club Liab. Insurance	April	\$250.00	\$250.00	\$250.00	\$250.00	\$250.00
Summer Party	August	\$0.00	\$270.00	\$400.00	\$290.00	\$300.00
Web Hosting	July	\$242.00	\$338.00	\$350.00	\$235.00	\$300.00
Post Office Box	August	\$118.00	\$146.00	\$150.00	\$182.00	\$200.00
Donations	Yearly	150.00	\$0.00	\$100.00	\$0.00	\$100.00
Christmas Party	December	\$0.00	\$245.00	\$300.00	\$195.00	\$195.0
Misc Expense*	Yearly	<u>\$570.00</u>	<u>\$70.00</u>	<u>\$190.00</u>	<u>\$300.00**</u>	<u>\$200.00</u>
Summary		\$2004.00	\$1569.00	\$3690.00	\$3076.00	\$3200.00

Income

Membership Dues	Yearly	\$995.00	\$105.00	\$1000.00	\$1200.00	\$1150.00
BCD Final Payout	October	\$0.00	\$1500.00	\$2000.00	\$1000.00	\$1500.00
50/50	Yearly	\$45.00	\$87.00	\$200.00	\$157.00	\$150.00
Brown Bag Receipt	January	\$107.00	\$151.00	\$190.00	\$186.00	\$200.00
Misc Income*	Yearly	<u>\$119.00</u>	<u>\$340.00</u>	<u>\$300.00</u>	<u>\$187.00</u>	<u>\$200.00</u>
Summary		\$1266.00	\$2183.00	\$3690.00	\$2730.00	\$3200.00

Actual Club Financial Status

<u>Year</u>	<u>January 1st</u>	<u>December 31st</u>
2020	\$4243.86	\$3491.06 (\$739.94)
2021	\$3491.06	\$4105.21 (\$614.23)
2221	\$4105.21	\$3754.63 (\$350.58)

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

** The Misc expenses include deposit for Franco's Restaurant for 2023 Awards Banquet and our Incorporation Fee to the State of Ohio.

The most significant effect to the income of 2022 budget was the BCD final payment was only \$1000.00