

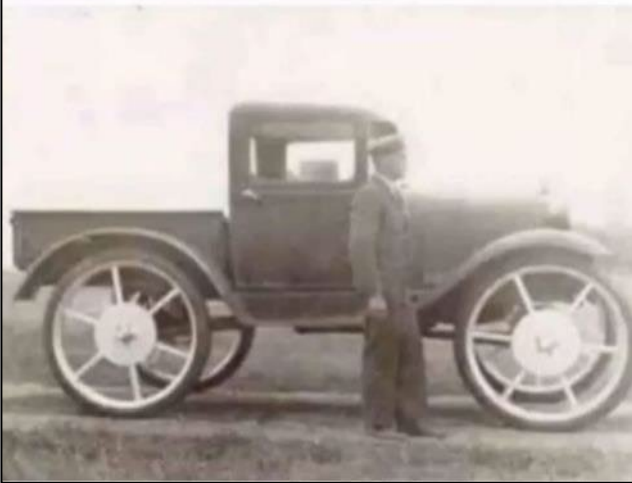


The Marque

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

The Marque – May 2024

On this day in history: In 1927, Ricky Dale Everclear becomes the first man to put oversized rims on his truck with his girlfriend's tax return.



ESL Failure

- 18 – MVT Tour
- 30 May – 2 Jun – VTR Regional

In This Marque

- Bruce complains about his computer
- John finishes up Petronix
- The TR6 Boyz deal with Petronix
- Trey gets the car

Obligatory Disclaimer

"The Marque" is the official publication of the Miami Valley Triumphs Car Club, P. O. Box 144, Bellbrook, OH 45305. Views stated in the "Marque" are not necessarily those of the officers or members of the club.

Technical data is provided for information only and no liability is assumed for suitability, applicability, or safety. We also don't vouch for spelling or grammar – the editor is an engineer...

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

May Events:

- 1 – Membership Meeting
- 11 – BTM Car Show

MVT Club Info

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

President: Jeff Barth,
jsbarth45383@yahoo.com

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

Secretary: Stan Seto,
stan@fuse.net

Treasurer: Harry Mague,
harrymague@aol.com

Membership: Adrienne Meade
MVTmem@yahoo.com

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

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

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

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

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

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

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

MVT Monthly Meeting

MVT Monthly Meetings are held on the first Wednesday of each month at **Archers Tavern Kettering**, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015.



We are in the meeting room off the bar at the front of the tavern. We have dinner and socializing at 6:30PM and the president usually ruins our fun by starting a meeting at 7:30PM.

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

National Affiliations:



Vintage Triumph Register

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

The Vintage Triumph Register (VTR) is a North American Triumph car club of nearly 3000 Triumph owners and enthusiasts supporting and showcasing all models of Triumphs. Their award-winning VTR web site has been assembled through the co-operative efforts of many VTR members and make the VTR site a current and

accurate resource for Triumph enthusiasts worldwide. VTR publishes a bi-monthly magazine, The Vintage Triumph, which is filled with valuable historical and technical articles and industry news. In addition to the magazine, membership in VTR also includes:

- Access to VTR's staff of volunteer vehicle consultants
- Various VTR Triumph car club regalia
- Low-cost collector car liability insurance to members at costs far below regular insurance rates
- An annual convention, hosted each year by one of VTR's many local chapters.

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

<https://vintage triumph register.org/whatisvtr/>

Triumph Register of America



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

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

Other Clubs

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

- 6-Pack (TR6/TR-250) <http://www.6-pack.org/j15/>
- Triumph Wedge Owners Association for TR7 and TR8 owners: <https://triumphwedgeowners.org/>.

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

Officer's Reports

President's Report

Spring is sprung

Jeff Barth



April resulted in the completion of the axle repair in my Spitfire as well as a tune-up and oil change, but unfortunately not in time to comfortably drive any distance right away. Coupled with other issues with my co-pilot that did not combine well with spirited drives on curvy roads and our planned vacation for our anniversary this did not allow us to participate in any of the start of driving season's planned events.

April events started with a flash mob at Caesars Creek Winery and a drive to Plain Folk Café and

the weather cooperated for both. More events are coming up in May all with at least one thing in common, fellowship with friends and acquaintances that share common interests. Plan to attend, if possible, but do not be reluctant because your Triumph is not yet up to the task. The time together, in conversations and laughs should not be missed regardless if you drive the preferred Triumph or the sometimes more reliable Buick Triumph, Chevy Triumph, VW Triumph or SAAB Triumph.

Additionally, sessions have been happening at Harry's garage to complete needed items to get Valerie's TR6 back on the road and others have indicated the need/desire to have additional tech sessions when possible as well. The British Transportation Museum, BTM, has scheduled their car show for May 11th and a Road Rally organized by John Clifford for May 18th as well as the South Central VTR 2024 starting May 30 through June 1st, <https://sltoa.org/scvtr-2024/> Please confirm all planned events in the Events Calendar found later in this edition of the Marque and watch for e-mails from Bruce.

Please also be reminded that May is also membership renewal month and we all need to see or respond to Adrienne Meade or Harry Mague to renew our memberships for 2024.

Looking forward to seeing everyone at our monthly meeting 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 meeting to follow at 7:30.

Cheers! *Jeff*

Secretary's Report/Last Month's MVT Meeting Minutes – 7 February 2024

(Clyde standing in for Stan this month)

Meeting called to order 7:29 by President Jeff Barth. 19 members present

Opening Remarks

Jeff Barth - I am very glad to be here

Request for Changes / Additions to Agenda

None

Introduction of Guests / New Members

None

Officer Reports:

President: None

Vice President: Thanks to John Coutant for years of service. Welcome new president Jeff. (It was Chris White's birthday so a rousing song was raised)

Treasurer: As of 4/1/24 we have \$5115.38 in checking

Secretary (Clyde substituting for new secretary Stan Seto): March minutes approval motioned by John, 2nd by Scott, approved by members

Membership: We are 55 members strong.

Events:

- Past
 - Thanked Chris for arranging the Awards Banquet at Franco's
 - Thanked all who are helping us in working to get Greg's car finished at Harry's garage. Also noted was that this project was down to one box of parts to assemble
- Upcoming:
 - 4/7 - MVT returns to CCV
 - No MVT Eclipse Event
 - 4/13 - MVT returns to Plain Folk Café
 - 4/20 - Spring Classic Driving tour to New Richmond
 - 5/11 - 19th British Car Show at BTM
 - 5/18 – Rescheduled MVT Tour
 - TRA and VTR June and September

Standing Committee Reports

Technical: none

Marque: Send small format pics with articles please

Spare Parts: None

Website: John Coutant: It is going well

Memorabilia: Harry: Buy stuff

Event Committee Reports

None

Old Business

None

New Business

For BCD we need volunteers to carry stuff and assist in setups and many tasks. Jeff really means it. Various speakers commented about the setups

50-50 Raffle

Big bucks (\$13) went to Mark Sentner

Adjournment

Motion by Scott. Passed at 8:03 PM

Respectfully submitted, Clyde Collins

Vice President's Report



My Vice President's Report this month is sung to the tune of *Yellow Submarine*:

In the car that I am driving
Lived a thought of words to be
But I forgot those words of wisdom
So you get what you can see

I don't have a VP report to give,
VP report to give, VP report to give.
I don't have a VP report to give,
VP report to give, VP report to give.

Chuck

Treasurer's Report



As of 1 April 2024, the club account had a balance of \$5115.38. For the month of April, the club's income was 50/50 for \$13.00, Memorability sale for \$12.00 and a new membership for \$30.00. Total income was \$55.00. For the month of April we had no expenses. As of 1 May 2024, the club's account balance is \$5170.38.

For all, REMEMBER MAY IS ANNUAL DUES. SUBMIT EARLY AND OFTEN.

Respectfully submitted, Harry Mague

Membership Chair Report

55

The Membership Chair has been passed off to Adrienne Meade – as of now we are holding steady. .

Adrienne Meade

Marque and Events

Bruce Clough



The Marque

To echo Chuck – I am happy to be here, albeit without any Beatles song, okay, maybe *Hard Day's Night* – that does come to mind. Since Jonh Coutant laid down the gauntlet on talking about Triumphs we had owned, I thought I'd start going through them here.

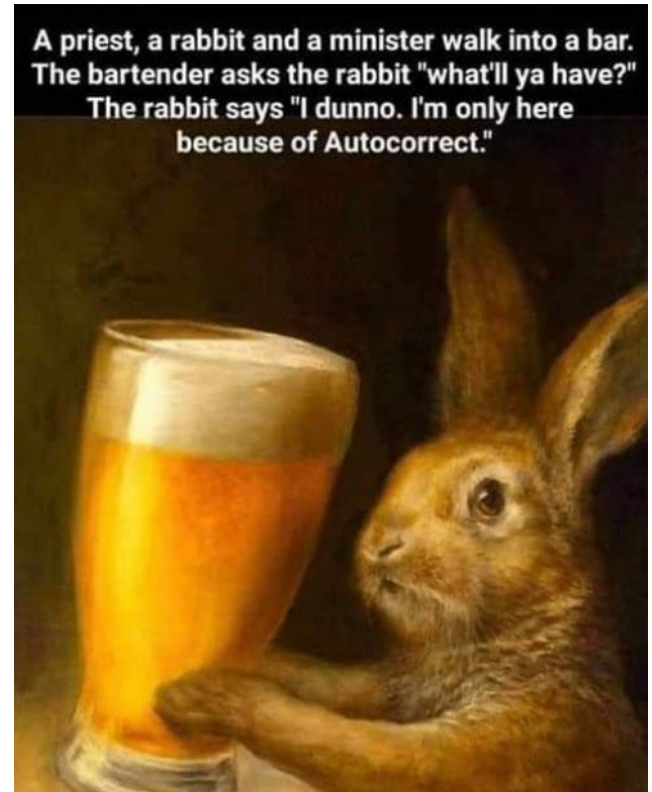


My First Triumph

This '72 TR6 was first blood. Backstory – my fraternity big brother picked up a TR6 which I thought was cool, so I went out and got one. Had to do some work, okay, a lot of work. Oh, true to

being a Triumph it dies on the way home. Fiberglass front fenders, plenty of fiberglass in the rest, repainted it Corvette Yellow, and made sure it had a great cassette player in it! Lasted several years as a daily driver until the frame rotted out, but by then I was in deep...

Did I mention I hate my computer?



Events Chair Report

Nice drive to Pleasant Plain to have lunch at the Plain Folk Café. Didn't make much else due to some trips, but we did spend a few days on Greg's TR6. More on that later in this Marque.

As far as May, driving season is ramping up – some of the events:

- BTM has their car show on the 11th
- Tour de Cliffords is on the 18th.

Some of us are heading off to St. Louis for the VTR Regional late in the month, so besides working on Greg's TR6 we're probably going to have some tech sessions fitted in there somewhere also, maybe quite a few, so keep checking your email.

See you this Wednesday!

MVT Events

Past

April 2024

3 – MVT Monthly Meeting

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

7 – Caesar Creek Vineyards Opening – The First WineFlashMob of 2024

Bruce Clough



The Triumphs have been languishing too long – time to take one for a drive, and what better than to drive over to the winery?

I jumped in Old Paint and headed over to the winery via US35 so I could get the car up to speed and check for wobbling and shaking – none noticed (so I must have the tire inflation right) and a bit before 2PM I rolled into Caesar Creek

Vineyards, grabbed a pour of Frontenac, and sat outside in the sunshine to relish the day.



A great day to relish

And what a day to relish – few scattered high clouds, slight chill from the wind, but made up by the sunshine. Too early yet for the antics of the birds that nest in the gravel by the picnic tables. Said hello to a few folks stopping in while I waited for MVT members - pretty soon the White's showed up and we headed indoors to a table and broke out the vittles.



Vittles

We then enjoyed conversation with the staff and other customers, some of which were from out of town to take in the eclipse. I switched to a dry Riesling which paired well with the summer sausage and cheese.

On the way home the weather was perfect for the back roads I took. Wine was good, food fine, conversations excellent, weather perfect, and Old Paint had no issues – one car is ready for the summer!

13 - Lunch Run to Plain Folk Café

Bruce Clough



The day was a little cool, but not a cloud in the sky – really perfect weather for a cruise. We met up at the Apple Country Farm - I figured it was open based on Facebook and website – it was – for building sales, not for farm stand goods – that starts when harvest starts. Oh well, we (The Cincinnati Twins (Frank & John), Chuck and Chris, Adrienne and Mike, Alice and Myself – 2 TR6, TR3A and a lone TR7) looked at barns and furniture for a while, then headed south.



TRs lined up at Apple Country Farms raring to go!



And away they went!

You might not know this, but Pleasant Plain is about as far south in Warren Country that you can go before jumping to Clermont Country. The way to get there from Apple Country Farms is easy:

- Take an east/west road east to OH 380.
- Take OH 380 South until it ends when it runs into US 22/OH 3.
- Cross US 22/OH 380 and follow that road until it ends in Clarksville.
- Turn right – that becomes OH 132 and goes somewhat straight to Pleasant Plain.

What the instructions above do not state is that most of the way the roads are fun to drive, some elevation change, twist and turns, and shaded by trees due to the closeness of them to Todds Fork of the Little Miami. In other words, a fun drive.



Plain Folk Café – Vittles were pretty good!



This man can cook – hi, Chef!

They were expecting us and we had great service. They are known for their gourmet grilled cheese sandwiches and soups (as well as their rock-themed decorations – saw a lot of my old albums up on the wall...)

After lunch we did what any respective Triumph driver in MVT would do – found some twisty-turny roads to a winery. Yes, we headed to Valley Vineyards down roads less traveled.

At the Winery we did what any person would do – looked at the beer list (they are a microbrewery also). I ended up ordering a dry Riesling though.



Frank and John discuss the finer points of beer with Chuck – it was still a little chilly at that time, but the sun felt good!

At that point Frank and John left for points south and the rest of us headed to The Secret Garden where we parked with the animals.



Tres Quilters & El Chuck



Is the elk going to take out Meade's TR6? Never can tell...

After that we all went our separate way, but not until we bought some stuff and wondered how to get concrete Sasquatches home.

Great run on a great day – and a great start to the MVT driving season!



Don't we know this place?

Future

May 2024

1 – MVT Monthly Meeting

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

11- BTM Car Show

Full information the last two pages of this Marque, including the registration form, but here is some info from the BTM:

Annual Brits at the Museum Car Show is May 11 in Dayton - Photo ops include a full-sized TARDIS time machine spacecraft. The 19th annual show is 9 a.m. to 3 p.m. on Saturday, May 11 in front of the British Transportation Museum, with the street closed off at 321 Hopeland St. Spectators are welcome and admission is free at the rain or shine event.

Registration of cars, limited to the first 100, begins at 10 a.m. with judging at 1 p.m. for awards. People's choice voting is from 9 a.m. to 2 p.m. All trophies will be awarded at 3 p.m.

"A Dr. Who Lookalike Contest and a Best Mini TARDIS Model or Figurine Contest will be featured this year," said Pete Stroble, museum president. "Visitors are also welcome to step inside our TARDIS time machine spacecraft for a photo opportunity. "Other photo ops will be a Penny Lane backdrop and a recently unveiled outdoor mural in front of the museum."

Burgers and brats will be available for purchase. Ben & Jerry's Ice Cream will be free while supplies last. All mothers who attend will receive a special gift.

For more information or to register a car, contact James Dean at 989-255-1384, Pete Stroble at 937-546-0039, or email the museum at btmpres@gmail.com.

Visit the museum website at:

www.BritishTransportationMuseum.org

18 – MVT Rally



On May 18, the MVT drive will be starting at Cafe 19 in Englewood at 10 am. We will be stopping at least one farm stand, one winery, someplace to eat lunch and then some more spirited driving. We should be done by 3:00. During part of the drive we will be trying out a new GPS based Time Speed Rally. NO MATH is required. Just a cell phone and a set of instructions. You just drive the stated speed in various sections and it will NOT be tricky!! If you really don't want to try it, there will be an alternative to follow a leader. But you may be harassed. Oh, and bring reading glasses if you require them so you can read the directions!

- A Time Speed Distance rally requires two people, a driver and a navigator.
- Constant chatter is natural while doing a TSD rally.
- The first objective of a TSD is to follow a set of (easy) course instructions and finish the course.
- You drive the route and each time you pass the GPS coordinates of a CP, your time is recorded on the App. You can even set the App to announce how early or late you are as you pass a CP. You don't need cell service either, GPS and the App run just fine without it.

30 - VTR South Central Regionals



Continues to May – 1 June in St. Louis. Don't know how many MVT'ers are going really, but Alice and I are – should be a good time!

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

June 2024

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

8 – Tech Session – TBD, but it's to get ready for TRA.

17-21 - TRA National Meeting – Mohican State Park, OH <https://www.triumphregister.com/tra-national-meet/>

July 2024

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

Weekend of 13/14 – Mad Dogs & Englishmen – Gilmore Car Museum (just a bit north of Kalamazoo, MI)

<https://gilmorecarmuseum.org/events/mad-dogs-englishmen-2024>

This will be a weekend trip – details coming soon.

27 – Ice Cream and Wine Oh My... - This might be dangerous....

August 2024

2 - Dayton BCD Set Up – Assuming Eastwood Metropark

3 – Dayton BCD – Assuming Eastwood Metropark, and assuming the usual stuff.

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.

10 – Indy BCD – Clifford's lead the pack?

10 – Drive Your Triumph Day Too – Remember to drive your car, take a picture, and send it to me so I can squirrel it away for February 10th next year...

17 – Tech Session – at the White's

24 – Orphan Auto Show – Young's Dairy

24 – Bellefontaine Hill Climb Revival

September 2024

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

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

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

15 – Cincinnati British Car Day – Information at: <https://www.bccgc.org/british-car-day>

?? – Pool-less Pool Party – TBD

28 – Farm (stand) Tour – get your pumpkins and mums!

October 2024

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

6:30PM and the president usually ruins our fun by starting a meeting at 7:30PM.

12 – John and Frank’s Excellent Tour

26 - Fall Foliage Tour & Halloween party – Somewhere southeast of Dayton, for now...

November 2024

2 - Guy Fawkes Celebration – 2 November

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

16 – Tech Session

December 2024

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

7 – Holiday Soiree

21 – Ugly Sweater Gathering – They will be ugly.

Technical Talk

Edited by Bruce Clough



A lot on Pertronix units this month – John Coutant and myself had to deal with different Pertronix issues. I also stuck in some info on greasing an ungreaseable drive shaft, fixing an exhaust leak on Old Paint, and the dash is (temporarily) back in The Grey Ghost.

Down the Pertronix Rabbit Hole - Part Two

John Coutant



A little summary before we head down the rabbit hole of issues installing a Pertronix solid state ignition for points in my 1959 TR3A.

We had a tech session to install at Bruce’s in August 2021. We could not install the adaptor plate as it was machined incorrectly (See October 2021 Marque for article). Having finally received a replacement unit and waiting 3 years I decided to go ahead and install at the recent tech session at my house in March of this year.

After removing the current points and condenser and replacing with the Pertronix unit, the checking and adjusting the timing needs to be done. TR3s are usually timed statically and we had an outline for that which we tried. It did not seem to be correct. It was getting late and so we timed it by ear. That ended up fairly close and a quick ride around the block seemed OK but not great. Check out “Down the Pertronix Rabbit Hole Part One” in the April 2024 Marque.

With points the distributor is timed by first rotating the pulley on the engine clockwise (when viewed from the front) until the timing mark (hole in pulley) lines up with the pointer on the engine block. This sets the engine to top dead center for the number 1 (and 4) cylinder. The distributor is then rotated until the points just start to open using a test light. This sets the timing at 0 degrees. The thumbscrew on the distributor is then turned one half turn in the "A" direction thus setting the timing at 4 degrees BTDC.

According to several posts on the British Car forums, you should be able to static time the Pertronix in the same way. After we did not have any success in the tech session with Bruce, I decided to try static timing again. I had the same problems of not getting clear indication of where the virtual points were opening. So, I decided to give up and time dynamically with the engine running.

Well, why didn't you do that in the first place? Easy, just attach a timing light and rotate the distributor until the timing mark is in the right place.

There are two issues why not. First of all, the advance curve for the distributor starts changing at about 100 RPM and continues to change all the way up to near 3000 RPM. That means the advance is not stable enough until high RPM to allow accurate timing. The second issue is that there are no timing marks on the engine pulley except 0 degrees (because you time it statically!)

According to the spec sheets for Lucas DM2 distributors, full advance is 13-15 degrees at 2700 RPM.

The next step was to make visible timing marks on the engine pulley for 0, 8, and 13-15 degrees. Back to simple math as all you have to do is measure the circumference of the pulley and divide by 360 degrees to get the length of one degree from TDC. I ended up taking off the belt to the side and using a strip of paper stretched around the pulley to measure the circumference. I did these 3 times and averaged the readings to obtain 43.815 cm (17 1/4"). This calculated to 9.7 mm for 8 degrees, 15.8 mm for 13 degrees, and

18.3 mm for 15". I transferred these measurements to a strip of masking tape lining the 0-degree line with the timing mark. I then used a Dremel tool with a cutting disk to make cuts on the pulley at the marks. I then filled in the cuts with white paint so they would be visible. I had to do this under the car with the pulley timing mark rotated down as it was the only, although tight, area I could get in to make the marks with the Dremel.

After disconnecting the vacuum advance and getting the engine up to temperature, I attached the sensor for the timing light over the #1-cylinder ignition lead to watch the timing marks. Initially the timing was very advanced from the "tuning by ear" so I adjusted the distributor until the pointer on the engine block was between the 13-15 degree marks at 3000 RPM. Tightened down the distributor and went for a test drive and it seemed OK.

The real test was the lunch run for the Plain Folks Café and the car ran fine for the trip so a hundred-mile shakedown run.

When I have some time, I may come back to timing the Pertronix with a static method but for now it is driving season and time to hit the road.

Editor's Note – I had the same issue when I put a Pertronix distributor on The Grey Ghost – I had to mark the crankshaft pulley to dynamically time the car. Same technique used.

Update on Greg's TR6

Bruce Clough

Progress is being made. The new radiator and fan are installed along with the fan driving circuit. Exhaust has been fitted after a bit of work, and some modification of the gas supply and vapor return lines were in order. The ignition switch had to be replaced – that, along with wanting to use the high-torque starter and Pertronix ignition necessitated a bit of a circuit mod.

The Saga of Pertronix...

So, the Pertronix unit did cause me some consternation. Greg's car is a 1973 model year, so it came with a ballasted ignition system using

a 1.5ohm coil. I noticed the Pertronix unit was just connected into the system and it didn't look like any mods were made to account for that. As far as I know Pertronix doesn't make a system for ballasted ignitions, if so, the unit can't be getting its recommended operating voltage or working in a circuit as designed. I talked it over with the Pertronix tech folks and they indicated I needed to use an un-ballasted system with a 3ohm coil for the Pertronix to both work right and last.

Now the fun started, since to use the stock ignition switch I had to:

- Provide 12V to the Pertronix unit
- Eliminate the ballast wire
- Get a 3ohm coil
- Provide ignition power to the coil when starting the car

Oh, did I mention, the ballasted wire is built into the new wiring harness Greg bought, so I can't just cut it out and replace. To add even more fun to this I had to somehow provide +12V ignition power during start.

Learning moment – on a ballasted ignition car a lower resistance coil and ballast resistor are used such when the car is normally running about 6 volts is across the ignition coil. This provides enough spark to run the car. When starting the ballast resistor is by-passed so 12V is put across the coil giving a stronger spark even with the draw-down of batter voltage seen when starting. The ballast resistor can be a separate resistor, or it can be a special wire used this purpose. Note that you are “over-voltaging” the coil, but since this is for a short while the coil will not burn out.

On the 73 TR6 the starting ignition power is via a wire coming from the starter. I've not looked into the internal circuit, but my bet is that source is the starter motor supply once the solenoid is engaged. In operation, the starter switch disengages the normal ignition power (white circuit) during start and the ignition power is supplied via the starter.

Great.

First thing I did was to replace the ballasted coil with a new Bosch Blue non-ballasted coil and connect that directly to the white (ignition switched) circuit via a new wire to bypass the ballasted wire in the harness. Fortunately, I have a few of these coils lying around to donate to the cause and plenty of white wire.

Next, I had to find a source for ignition power during start. The new high-torque starter did not have a separate terminal to provide that, and I just can't attach the coil to the white/red wire that engages the starter (bad things happen, trust me on this one). I had to find a separate source of power that is always on I could switch in when starting. Turns out the purple circuit on the TR6 is always on and even fused. Fantastic, I just need to add a relay excited by the starter circuit that would use purple power to provide ignition power during start. Cased closed – found a SPST relay and wired it up.

Not so fast Bruce.

Measuring circuit resistance once all connected up showed inconsistent high resistance in the ignition circuit during normal “on” and in the “start” positions. Huh? Then it hit me - the starter switch is having TR7 blues. Why? See my article on TR7 starter switches – essentially high cycle fatigue on the contact plate retainers keeps the switch from maintaining good contacts under use.

Now the real fun began. Simple, buy a new switch and put it. Not so simple. Try as we could, we could not find a replacement switch that would fit this car, and we searched vendors across the globe – we even looked through ebay listings. In the end Harry ordered what we thought was one, but it turned out to be for an earlier (72 and before) car. Well, rats.

Give up? Heck no. We basically modified the circuit to 1972 TR6 spec so we could use the earlier switch. This means we will not have the anti-run-on valve (it wasn't going to be installed anyway) or radio power (it has no radio), but it also means I could get rid of the relay for ignition power during start. I love my job so much I do it twice...

Another difficulty we ran into is that the ignition switch is supposed to be held into the switch mechanism by a teeny tiny set screw which was long gone. The original switch held itself in due to a lot of bent-wiring-harness force from the back. With less wires connected that force is reduced. I do have a few spare set screws, but access to that hole is impossible unless the entire ignition switch assembly, vinyl plinth and all, is taken off the car – that ain't gonna happen, so we deftly used a nylon tie to hold it on. Strong enough to last forever, hidden well so you can't see it unless you are looking up from underneath.

Any port in a storm.

For want of 0.25"

Once that was on it was time to mount the headers and carbs. We found out really quick that we had to install the intake and exhaust manifolds at the same time or the mounting hardware would not fit on. The headers were constructed so using the little metal footballs used to hold both the exhaust and intake manifolds using one stud/nut combo was impossible to install when putting one manifold on at a time. Kudos to Chuck helping me lift all this stuff on to the studs!

Nice.

We also discovered we could not use the stock nuts on lower studs using the footballs. Yes, not enough room – the header tubes started their trip down too close to the block. All we needed was for the tubes to go another 0.25" out before starting their downward trip and we'd have the clearance needed. Rats again.

The solution to the nut problem was to raid Harry's nut supply – we got lucky and he just happened to have low-profile 3/8th NF nuts. We got lucky, and we'll take it!



Low height nut we had to use on the outside header/manifold securing studs – somebody please slap the header manufacturer!

Okay – now the headers and carbs were on, time to connect up the tubes and wires. Some fit fine, such as the cooling system tubes. Some not so much, such as the stock choke cables on the Webers (way too long). Oh well, everything seemed to be operating – we will see when we try to start this...



Webers and exhaust headers installed

Jerk the Zerks...

Bruce Clough

Astute readers will remember that we had to replace the driveshaft on Inca when the CV joint rubber protectors failed last year (not replaceable – perfect!). No problem, Ted Schumacher supplies shafts with greaseable U-joints. I fitted one.

Now it came time for annual lubrication. Yep, U-joints have grease Zerk fittings – great.

Wrong. At the angles the fittings are installed no normal grease gun can get on them.



Grease fitting – note how it is displaced to the left in the gap between ears, that displacement kept a grease gun from getting on it.

Both U-joints had this problem. Grumble, grumble – probably Chinesium U-joints I ordered a few long Zerks from Amazon to move the greasing point out a bit.

That was a 50% solution. One of the fittings was now greaseable, the other was still too close to the ear.



Too close to fit even with a long Zerk

To get to this baby I had to buy some new fittings for my grease gun. One was a narrower nozzle that attaches to the nipple using a lever rather

than pushing. The other is a narrow wand that you literally press against the nipple and grease that way. I had to use the wand on the U-Joint.



Wand and new nozzle – love new tools...

Race Machine

Bruce Clough

Coming back from Pleasant Plain I noticed the exhaust noise in Old Paint was a bit more than normal, so I decided to look at the gasket between the headers and front pipe.

It was toast.



Toast

Lost the gasket materials on both sides of the stainless core. Fortunately, I have another one, and a lot of red (high temp) silicon sealant. Put it back in – well coated with sealant – not pretty, but maybe it will work...



Let's try it again!

He's at it again...

Bruce Clough

I yanked the dash out of The Grey Ghost last fall – wanted to go with a painted dash versus vinyl covered. Not original, but that's about par for the course with that car.

I think where we left off was the vinyl-covered dash. It looked okay.



Dash Spring '23

But come fall of '23 the high-strength (non-3M) glue deteriorated and it was coming off. Well, rats.

I pulled the dash off and removed the goo-coated vinyl and the batting under the vinyl and stared at the metal dash underneath. It had metal pieces epoxied and riveted in over the large gauge holes – the batting was used to smooth out the uneven metal. What if I smoothed out this surface and painted it instead – then I don't have to deal with vinyl and that glue stuff.

So, over the next few months, when I had time, I filled in and smoothed-out the metal dash.

Great, time to prime and paint. For priming I used some filler primer left over from one of the kits I used to fix paint on the old CC and Alice's Forester. Sprayed it on and left it for a couple months – when I came back to it I found the primer was lifting in a few places. Great, time to strip and reprime.

But this time I tried new tech – two-part spray primer. Yea, it mixes together in the spray can. Has a pot life of about 8 hours, so you need to be ready to spray when you activate it. The stuff I used was about \$25 per can and made in Japan.

It also set up very smooth, more gloss than flat, so I've decided just to polish the primer and use that this summer then in the fall I'll shoot the dash with body color. Buffed out okay.



Dash Spring '24

Last Thoughts:



You do carry a fire extinguisher with you, right?

My Triumph

So MVTers? How did you get your first Triumph? What's the story on the Triumphs you've owned? Here are some stories about MVT cars and owners.

My Spitfire

Trey Campbell

My name is Trey Campbell, a less vocal member of the club. Why not so active? Well... my 1963 Spitfire currently is in pieces. But, I feel that the story of my Spitfire and I's relationship is somewhat of a neat one, so here I am sharing.

When I was young I had a very good friend, Graham. I spent almost every day at Graham's house. Something I recall from a very young age was not being allowed in Graham's garage. As we got older, I heard rumors of a "very sweet, red convertible" hiding in that garage. When we were probably 10 or so, we finally snuck in. There was something under a cover; surely a car, but the cover was so tightly tied on and covered with objects that we could not get to the car. Years, later, Graham's father finally decided to do some work to the car and it was then that I first saw it.



A sweet ride

A beautiful cherry red Spitfire. Original paint and in near perfect condition! Unfortunately, Graham's father had started disassembling the whole vehicle for a frame off restoration and it never got put back together.



Mr. S's Spit on its way to a new home

See, Mr. S had bought this car at only 17 years old as his daily driver. He had it since 1965 or so and drove it everywhere. He drove it to school, did some autocross, and even went on his first dates with Graham's mom in this car. This car meant the world to him.

Fast forward to the early 2000's and he was ready to bring the car back to its former glory. Over the next few years, time allowing, he started the frame off restoration. The chassis was sanded and primed. The body put back on the car. The engine was taken apart and thoroughly gone through; etc. That's where it stopped.



Mr and Mrs S passing on the flame

In 2021 my wife and I were in Panama City, Panama when I got a call from Mr. S. I had not spoken with him in several years. I panicked!

What happened to Graham? I stepped away from the tour group and answered. "Trey, its Tom. Mrs. S and I are moving to our lake house in New York." I'm a realtor, I figured he just wanted advice. This was not the case. See, in close second to the Spit was his passion for fly fishing. "I know as soon as I get to the lake house, I'll never touch that car again. I refuse to sell it on the open market. Would you want to buy it for (an extremely good deal) and finish the project?" I agreed, along with the heavy stipulation that I would complete the car and let Mr. and Mrs. S take the car on one last date someday.



Almost home!

The car has been in my garage since 2021 now, still mostly apart. I too am very busy. But now I am determined! This summer I plan to make good progress. And this is where I need the help of the group! I have an automotive engineering background; but British Sport is hands down the least-touched type of vehicle for me. I plan to be more vocal this summer and hopefully even get a tech session going at our home! Full disclosure though, our house is also an antique and quite a project as well!



The project awaits!

MVT Memorabilia

The Club has the following fantastic, wonderful memorabilia for sale. Show your colors in public, on your car, or on you! If you see something you like, talk to Harry Mague! Look at all we have:



MVT Enamel Car Badge - \$30.00 – only a couple left – buy now!!!!



MVT Cloth Patch - \$12.00



MVT Pin - \$5.00



MVT Window Sticker - \$1.00



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



They look very spiffy on a TR7...

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

Classifieds

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



For Sale -Triumph TR6 Hardtop -Aftermarket snugtop from Long Beach California-Black , factory mint condition inside and out (headliner, glass, weatherstripping, etc.)Ready to bolt on and go. Mounting bolts included. NICE HARDTOP (I do not own a TR6) - \$150 Inquire at tryanity@gmail.com.

For Sale: Triumph TR3 original steel hardtop for sale \$300. Inquire tryanity@gmail.com

For sale:complete engine tranny, diff for TR6. Call Giuseppe 818-269-3240 or go to BTM.

Brits at the Museum

19th Annual Car Show

May 11, 2024

321 Hopeland, Dayton, OH 45417

Registration 10 am

Class judging at 1 pm

btmpres@gmail.com

937.546.0039

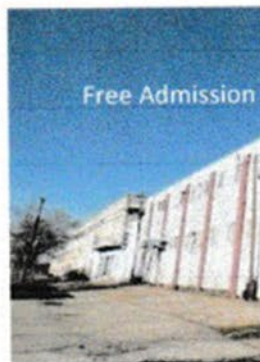
Mother's Day Gift for moth
of all ages who attend!

Celebrating 50 years of the Wedge Triumph TR7/8



PHOTO OPPORTUNITY

Bring your favorite Beatles and walk Penny Lane!



British Car Meet at the Museum

Sat. May 11, 2024

REGISTRATION FORM

-Show held Rain or Shine-

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ email: _____

Club Affiliation: _____

Make _____ Model _____ Year _____

Pre-registration: \$15.00 _____

Registration after May 1: \$18.00 _____

BTM Membership: \$30.00 -not required- _____

-New members, please fill out BTM membership form-

BTM Member Discount: -\$5.00 _____

Vendor Registration: \$10.00 _____

Total Enclosed _____

Make check payable to and mail to:

British Transportation Museum

321 Hopeland St. Dayton, OH 45417

PLEASE READ AND SIGN

The undersigned, Registrant, agrees to release, discharge, waive and hold harmless the Society for the Preservation of British Transportation in America Inc., The British Transportation Museum, members, any sponsors or persons associated with this event from any and all liability, including but not limited to, personal injuries and or property damage caused to me, by me, my party and or my vehicle while attending this event or while travelling to or from this event.

I certify that I have full coverage insurance on my registered vehicle as required by law.

Signed: _____ Date: _____



The British Transportation Museum will hold its 19th Annual British Car Meet on Saturday May 11, 2024. The Location will be at 321 Hopeland St. in front of the Museum. The show will be a People's Choice Judging event. The Meet runs from 9AM to 3PM. Registration will be limited to the first 100 cars.

Come visit the 65 vehicles in the Museum collection plus tons of memorabilia. Take our TARDIS for a spin. Walk down "Penny Lane" for a photo op.

Autojumble! Bring out your spare parts for sale.

Mother's Day gift for all Mothers!

Burgers & Brats by Giuseppe.

Ben & Jerry's Ice Cream!

Bring Family and Friends. Spectators are welcome free of charge.

For more information, contact James Dean 989-255-1384 or Pete Stroble, 937-546-0039 or email the Museum at btmpres@gmail.com. Visit the Museum web site at: www.BritishTransportationMuseum.org