



The Marque

“All the news that’s fit to soak up oil”

The Marque – October 2024



Wall-to-Wall Wedges (W2WW) @ VTR'24 – a very complete report(s) inside

October Events:

- 2 – Monthly Meeting
- 12 – J&F Most Excellent Tour
- 19 – Tech Session
- 26 – Fall Foliage Tour
- 26 – BTM Chili Cook-Off

In This Marque

- VTR '24 – that’s a wrap!
- 2.6 is an awesome number!
- Reduce your dependence on jacks and feet
- Stowed for Stowe & Damn Helene!
- Haikus galore!

Obligatory Disclaimer

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

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

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

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

Public Service Announcement

**DON'T NEED A TORQUE
WRENCH ANYMORE, 10FT
LBS MY WRIST POPS. 24
FT LBS. MY ELBOW POPS.
45 FT LBS, MY SHOULDER
POPS**

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

Events & Newsletter Editor: Bruce Clough
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Club Address – MVT, P.O. Box 144, Bellbrook, OH 45305.

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

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

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

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

MVT Monthly Meeting

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



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

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

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

National Affiliations:



Vintage Triumph Register

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

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

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

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

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

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

Triumph Register of America



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

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

Other Clubs

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

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

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

Officer's Reports

President's Report



Try to remember that day in September...

Jeff Barth

September was full of events to enjoy fellowship and driving our little British cars. Starting with the National VTR gathering in Brown County, Indiana, the PPP, (pool-less pool party) at Carol and Rodger Ruthledge, the British Invasion in Stowe, Vermont and the Farm stand tour as well.

Continue reading to review the memories of various authors who attended these events. One additional item, Jodi reminded me yesterday that we were officially 3 months from Christmas Day, even less now as you read this.



As we look forward, October is here and Mother Nature is painting the landscape for us to enjoy the backroads even more than we have with the changing colors and open landscapes as the farmers harvest the fields of corn and beans.

Looking forward to seeing you all at Archer's Tavern on Wednesday October 2nd, 6_3- for food and 7:30 for the meeting to discuss current events and future plans.

See you then!

*I am your fun Prez
See me drive my Spitfire
Autocross junkie*

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

By Stan Seto

Date: 04 September, 2024

Location: Archer's Tavern, 2030 E. Dorothy Lane, Kettering, Ohio

Call to Meeting: 7:30 PM

Members Present: 21

Opening comments: President had no prepared Opening comments. He did say we had a lot of August events, to be talked about later.

Agenda: Changes or additions: No Changes or additions

Introduction of Guests and/or New Members:

Member Craig Stevenson was there, first time since joining the club. Owned a Spitfire earlier, bought what he thought was a TR4 or a -4A, but it looks like it is really a TR250, based on the photos. Tech. sessions probably coming up (lots of pieces).

Officer Reports:

President – Nothing (See “Opening Remarks” above).

Vice President – Nothing vocal, but had interesting remarks in the Sept. Marque about “Something”. Expect better at October meeting after he and Chris have driven to Stowe, VT. (50th Wedding Anniversary Trip) and return.

Treasurer – \$5864.18 in bank on 01 Sept. Monetary details recounted in Sept. Marque.

Secretary – August Minutes were in the Sept. Marque. No changes proposed. Requested a Motion to Approve as presented (C. White), Seconded by B. Clough. Approved by voice vote, no Nay’s.

Membership Secretary – Club is at 56 members and this includes Glenn Hamilton , who Joined in August.

Events Chair – We had a very busy August, and September looks just as busy.

• August

- Dayton BCD on 07 August, another great day, final info is in the Marque.
- Then several members were at Indianapolis BCD on the 10th and John Clifford got an award for his car (3 or 4 Straight, now?) and they found Wine!! And a founding tale of a young (17) Spit’s owner looking for help, which will come from an Indiana Club, not us, again in the Marque. *(Secretary note: As you can see, I’m only about half way through this report and the Marque articles keep showing up, so read it for your own sake.)*

- Bruce got lots of pictures for “Drive Your Triumph” day in February from DYTr Day in Mid- August.
- The club had about three Tech sessions (At the White’s, TR6 car prep), at Chateau Clough (Jeff John, TR3, electrical, twice, and a class in electricity (well attended)).

• September

- Club Meeting at Archer’s on 4th, Done. 9th -12th
- Second Week, VTR in Nashville, IN. Car Show on Wednesday.
- 14th – Pool-less Pool Party. Reservations by 11th
- 15th – Cincinnati British Car day in Fairfield, OH. Downtown.
- 28th - MVT Farm Stand Tour.
- Tech Session - TBA

• October

- MVT Club Meeting on 02 Oct. at Archer’s.
- 19th – Tech Session at Jim Sipos’s, Delaware, Ohio, Details coming.
- 26th – Fall Leaf Tour/Halloween Party
- 26th - Chili Cook-off at Brit. Transportation Museum in Dayton.

Standing Committee Reports

Technical – Bruce asked for any Bad Parts reports – no comments

Marque – Bruce requested more Technical Articles, not written by him.

Spare Parts – No Comment.

Web Site – No Comment, John Coutant absent.

Memorabilia – Harry said if anyone wants something he can have it at next meeting.

Old Business

As reported to Chris by Lois Bigler, Don continues to improve and thanks everyone who sent Birthday Wishes.

New Business

Club acknowledged Gift letter from The Michael J. Fox Foundation for Parkinson's Research for our gift in the name of Betty Lou Jones, Sister of Karen Sipos.

50/50 Drawing - Amount_\$11.00, Winner: Jeff & Jodi Barth (Two in a row! Is that a record??)

Adjournment:

Time - 8:05 PM

Motion – Chuck White

Second – Chris White

Respectfully submitted, *Stan Seto*

*The meeting is done
Time to write the minutes now
History is complete*

Vice President's Report



Bruce can't really write haikus

By *Chuck White*

Bruce mentioned something to me about him writing a lot of haikus in this month's Marque. Well, two can play at this game.

*I am the VP
I don't have a lot to do
But I do it well*

See, how's that? I can do better.

*I drive TR6
It can break down any time
Life brings excitement*

Whoa, I'm on a roll, take that Mr. Editor. One more:

*I like our great Prez
I like him very healthy
Nothing to report*

Oh, just stop me now – see you at the October meeting.

Chuck

Treasurer's Report



As of 1 September 2024, the club account had a balance of \$5864.14. For the month of September, the club's only income was 50/50 for \$11.00. As a note, we should receive our share of the BCD income in October. For the month of September, expenses included \$21.00 for new members' name tags and \$85.92 for the Club Picnic. As of 1 October 2024, the club's account will have a balance of \$5768.22.

*Green shade I have not
Oh, you say you want money?
Get in line brother*

Respectfully submitted, *Harry Mague*

Membership Chair Report

56

..and that's a wrap!

Adrienne Meade

Editor's Corner



Somewhere Southeast of Dayton

Bruce Clough

*The editor here
Send articles pretty please
Or haikus roll on*

Yes, it's obligatory haiku month - send your original articles to me or I continue my haiku crusade. I know it's a desperate plan, but I am a desperate man.

On a separate note, may I throw something out there? We have a pretty good balance in the MVT treasury - maybe we should buy all the MVT'ers that are not VTR members a year's VTR membership. I'm guessing that will be about 30+ since at last count we have over 20 VTR

memberships in the club, so the total would come to a little under \$1100.

Why would I say this?

Simple - VTR Nationals, THE premiere Triumph event in the Western Hemisphere, was in Nashville, IN this year, about 2.5 hours from where we live, a lot less for other MVT'ers, and we as a club had only had five members over three family memberships that went. Five people. That's it. Five.

I think that's sad.

Sure, some folks cannot afford it, or have other plans, but that also is a minority of MVT'ers I believe. I think most MVT'ers ignore it's even there.

I think that's sad.

Most people have never experienced the fun of a convention, the laughs, the chuckles, the camaraderie. The brap of exhaust note in the morning, the squealing of tires at events, the pride showing at the car show. Never experienced it. Never.

I think that's sad.

Also, did you know VTR takes care of our MVT club insurance, as well as decent membership perks (such as discounts on non-Triumph auto parts at a big auto parts chain). The VTR magazine is national award winning with many applicable articles for us, but most do not get it.

I think that's sad.

So, if we pay for a membership, maybe, just maybe, folks will read the newsletter and get enthused about being part of a larger organization then take to time, and parlay the resources, to attend a convention, to have the fun we have, and perpetuate the Marquee.

I think that's much better than sad.

Harry is probably reaching for the checkbook and mumbling something about cold, dead, fingers.

Anyway, it's a thought.

*When I think out loud
Then all can hear what I think
Monza muffler noise*

The Marque



I am very pleased to announce that The Marque won an award for being an outstanding newsletter at the 2024 VTR National Convention. Wow, it's been awhile, since 1991 in fact, since we won that award. Congrats to those who help make this a great newsletter – and we are not just saying that now!

Hurrahs aside, keep them articles coming in. Tech stuff would be the best. I would like tech stuff to be the largest part of this newsletter, since that's what keeps them on the road and people interested in them. I did several longer tech articles this month prepping for, and the result of, VTR'24. Oh, speaking of VTR'24, it gets a lot of coverage also – if you weren't there, you missed a really good one, well, okay, except for the baquet meal you missed a really good one.

This month's Marque is a monster – lots of pages and lots of articles, which brings me to a final point here – the efficacy of electronic publishing. No way would this happen if we were publishing paper. Not only could the club not afford it, but also I wouldn't be the newsletter editor.

Back when I won VTR newsletter of the year award the last time in 1991 the Marque was about 10-12 pages long – 5 or 6 sheets of 11x17 printed B&W, double sided, folded in half, stapled, then mailed. This subsumed the club budget for the year. 10-12 pages of info in B&W. Fast forward to today to the Oct '24 Marque – probably about 50 pages in color. There is no way we could afford to have this printed and mailed, No way. It is very true

that the ability of MVT, as well as other VTR clubs, to put out a quality newsletter in today's environment wholly rests on electronic publishing.

So why am I stating this, what is driving me to write this besides I am trying to see how long a Marque I can publish this month?

Simple (or maybe not) - I've sat through two national club meetings this summer (TRA and VTR) where the club is faced with a budget challenge/crisis (pick one) due to the cost of newsletter publishing. TRA has had to raise dues and VTR has to consider taking similar action just to publish newsletters.

Now don't get me wrong, I like a good pile of glossy dead trees just as much as anyone else, but with the ability today to e-publish quality newsletters, as well as the ubiquitous access to screens to view them on, it seems to me that we are being hindered here by our tradition of feeling mass in hands.

Dammit Bruce, are you now one of them, have you ditched your conservative Midwest dead-tree newsletter roots and become one of them digital progressives?

Maybe, at least on this issue – other issues remain bar conversations.

Let me explain. The same day at VTR'24 of the VTR membership meeting where the budget issue was brought up, the Triumph Wedge Owner's Association also had its membership meeting (as part of VTR meet – TOWA is an affiliated club of VTR) where we didn't talk budget, or the newsletter. TOWA has for years digitally published their newsletter. Granted, the TOWA membership tends to be more geekish anyway with a bunch of modifying gear-heads, but we still saw the value in moving away from dead-trees, giving the membership a meatier read, and using the funds instead to work at reproducing parts and giving members things such as the new digital tire gauge.

Okay, getting back to the meeting, rather than hashing through money issues, we talked about how the on-line TOWA newsletter archives can

be searched (again on-line) using Adobe Acrobat search functions to find specific articles, especially tech articles. A very powerful way to find critical information (such as opening jammed Wedge doors) quickly. Try that with paper copies (unless you catalog your own newsletters, and if so, more power to you).

No budget discussions, funds available for other projects, and quick references - this is due to e-publishing.

My humble opinion is that other national clubs need to head this way. Will they? Not sure:

- TRA membership is very conservative when it comes to change, so not likely. Cold, dead fingers come to mind.
- VTR has a tradition of publishing an award-winning newsletter, and is very proud (and so am I as a VTR member) of that, so I'm not sure of the impact going to virtual dead-trees.

So I know what you are thinking – *“Bruce, if you don't think anything is going to change, then why did you write this?”* Simple, as I said I'm trying to bump the page count!

Kidding aside, something to ponder for national clubs. Now you must excuse me, I need to go recycle paper copies of our Triumph magazines, they are piling up on the coffee table...

Ode to Triumphs and Passengers

This was sent to me by Prez Jeff and it's from Carol Brost, an Indiana Triumph Cars member and represents a side that us XYs sometimes don't appreciate – since it's poetry it fits perfect this month!

*Here's to us gals,
may we always be there
beside our dear drivers
with wind in our hair.*

*May we always be brave,
smile when wet weather frowns,
and be so patient when
the darn car breaks down.*

*We help them bleed brakes,
dust those tiny little vents
and keep track of gas mileage
to prevent roadside events.*

*We hand them pliers,
rags, or even a spanner
and hope we don't need
to find a big hammer.*

*Our cars are so cute,
and some say romantic
until rattles and smoke
make our dear drivers panic.*

*There's one thing we know
when all things go right,
these fine little cars
can make all road trips bright.*

Events Chair Report

Another busy, busy, very busy month, with about everything happening in the middle of the month. Thanks to those who contributed write-ups on the events. Obviously VTR'24 gets most of the space due to importance, but let's not forget those other events:

- Thanks to the Rutledge's for hosting another Pool-less Pool Party – it was a warm one, but it was a good one also.
- I was not able to make it to the Cincinnati British Car Day due to prior commitments and me not being a fan of the new venue (yes, I'm one of those conservatives), but we have reports in from John Coutant and Michael Meade.
- Due to the passing of Greg and the Bigler's working Don's health we did not have a big press for the Dayton Concours d'Elegance this year, but Wes entered the GT6 and has a report.
- We have a lot of pictures from Chuck and Chris's pilgrimage to Stowe for the British Invasion – also would like the club to make that a event next year.
- The Farm(stand) Tour was wet, but we got pumpkins, wet ones. Thank you, Helene.

October starts putting the brakes on events with cooler weather and shorter days. Yes, it's time to start thinking about snoozing the cars for another winter, but before that a few events!

- On the 12th we are going to have a fine tour of the lower Little Miami River Valley from John and Frank – due to the weather this year (drought in August and September) this will probably be the best time to really see the leaf colors.
- On the 19th we are headed to Delaware (Ohio) to help the Sipos work on the TR3. Do I detect lunch at Plain City on the way back?
- On the 26th is the Fall Foliage Tour – whether or not there are a lot of leaves still on the trees we will have a great drive.
- Also on the 26th is the BTM Chili Cookoff – we plan to have the drive done by then so folks can also hit the culinary delights.

Okay, that's enough from me. You put up with a lot from this typing head this month – go drive your cars!

*Okay, this is done
On to another event
This year rolls onward*

MVT Events

Past

September 2024

**8-12 – Vintage Triumph
Register National
Convention 2024**

*VTR was here
We came, we saw, we had fun
Won't mention lodge food...*

Forward

Forward by Bruce Clough

We have several views/write-ups on VTR this year. Besides Alice and myself, Patti and John Clifford were there along with Jeff Barth – we were all very successful in events, and we all had a great time, well, there was the food at the lodge, but I'll save that for later guffaws.

This was the first time folks from Indiana Triumph Cars have done a VTR, and I think they did a good job, we might poke fun at things here and there, but that's what we do since we've been there, done that (or at least I have, leading VTR 1991 way back when). They have a right to be proud of what they did, so all fun is in jest.

Okay, I'll take point on the write-ups then we'll go in alphabetical order...

Another one for the books

Bruce Clough

Last year at Dillard when they announced the VTR National Convention was going to be in Brown County, IN we were very pleased. We've been to Nashville, IN a few times and it's a interesting town (off season, or at least in the middle of the week – weekends can be packed). Last time we were there was on the way to the VTR South Central Regionals, and that was intentional, we wanted to see how good the Abe Martin Lodge was.

It was okay. We looked at the restaurant and read the reviews and then ate elsewhere. Our room was old and tired, but functional – the Keurig worked just fine though. I remember asking how well this was going to go over with it packed full of VTR folks– I guess we shall see!

Prelude

We spent a couple of days packing and getting the cars ready. I spent some time sorting through tool kits and spares, which netted me a tech article for this Marque.

Unlike last year, we are taking both Wedges to the meet, which will be the 50th Anniversary of the introduction of the TR7. The goal is to have 100 Wedges at the meet – we shall see how many we get.



Packing – leaving on the morrow...

Also, unlike last year, with two cars there might be a bit more room in each for anything we find along the way.

However, like last year, I am going to let my “write-up” be captioned pictures with some filler comments.

Sunday, 8 September



Last year packing for Dillard was a bit more interesting since we had two people and one car, now with two cars and two people there is plenty of space.



About 5 minutes from leaving we have the TR7's pointed downhill, just need the drivers

The drive to the lodge was about three hours, contrary to what I might have wrote last month we did not stop at any wineries since we didn't get underway until nearly 1PM. We did take the interstate most of the way, getting off I-74 at Greenville for the jaunt to Brown County.

When we arrived, we ran into a lot of folks already at the lodge, and parking was at a premium. Chatted it up with friends old and new – met Odd Hedberg finally – Odd is from Sweden and came as a guest of Jim TenCate. Odd's found some parts for me in the past, so it was good to finally meet him.

Registration room was open, so we wandered in there and picked up our back, signed up for events and tours, then headed to the social hour – actually saw a bar in action (something we didn't back in May). Talked to a few folks and decided on dinner. It was not the lodge restaurant – opinions still were negative about the place.

Dinner that first night was with some TRA folks we know at Casa del Sol, the Mexican restaurant in Nashville, IN, and it was damn good and very

reasonable for a tourist mecca – turns out all the locals eat here.

Speaking of good, our room was a lot better this time – we were in the new wing.

Sidebar – so what is it with lodge rooms that do not have enough hooks in the bathroom, or in this case, no hooks at all? C'mon man! Where are the towels supposed to go, or how about clothes?

Monday, 9 September

Eyes opened up at 5AM. Didn't need to be out until 8:30AM when we were scheduled to be on a breakfast tour. Putzed around the room a bit until I felt it was "safe" to take a shower and wake up Alice.

We did line up for the breakfast run at 8:30AM in Inca. Nobody else was there except for Ed and Marcia Oot in their TR3A. We waited a minute or two, then just took off – we knew where the restaurant was.

On the way to the restaurant going on the uphill after leaving Nashville we came around a curve at the same time a small sedan was coming the other way. Evidently, one of the car's wheel covers didn't like being with them, popped off, and rolled right towards up.

"Prepare for impact" – Alice was driving and positioned the car as best to minimize the impact as well as defect the cover from the Oots. It hit with a plastic "thwack". A check later at the restaurant showed no damage. I made a mental note to retrieve that bad boy on the way back. The Oots were appreciative that we "took one for the team".



The bad, bad boy...

The restaurant was a bit north of Bean Blossom (which was made famous by Bill Monroe and the Bluegrass Boys playing a bluegrass festival there) and was your typical family-owned small country restaurant – hot coffee, inexpensive food, and good waitresses. They had a couple of dishes as specials, but I just built an omelet.



Empty plates and full stomachs – the results of a breakfast at Brownie's Bean Blossom Family Restaurant

Monday's big event as far as moving ones went, was the Gimmick Rallye. Gimmick was the word, and the rallyemaster got us all. We never got lost, but a few of those questions were unearthly. I also didn't take any pictures to post here since I was looking for those sad answers on very narrow, twisty roads.

Once we got back there was no time to mourn our defeat since the TSD rallye "class" was starting.

We were again using the software MVT tried out last Spring. I had out all my gizmos, and this time we were ready for this. Jim TenCate went over the phone app we use for the TSD, and the Clifford's and I gave testimonials on how well it worked.

Oh, running the Gimmick Rallye and attending TSD class meant we missed out on the Winery Tour that day. Oh well...

Rant – I'm sure there was a good reason, but it seemed that all events the first two days were 9-11AM and 1-4PM. We wanted to do some things, but could not due to the massive parallelism. Rant over.

The Welcome Reception was late that afternoon and it was our first chance to sample Abe Martin food. It was okay – plenty and tasty, but nothing to write home about. After that, we headed out to the Hard Truth Distillery & Restaurant for dinner. Ask Jeff Barth about the desserts, those might be worthy to write home about!

Tuesday, 10 September

Another day, another breakfast run. Since there were more things going on in the morning, we decided to do the 7AM run. Nobody to lead again, but no issue, we just took off.



Two Wedges, one Spit, and a TR5 outside of Brownie's

The food was even better this morning than last – what a great place for breakfast.

Headed back to the lodge in time for the VTR Membership meeting and VTR Concours Judging School – back-2-back meetings. VTR Membership Meeting was good since we learned that VTR members will be getting significant discounts at O-Reily's Auto Parts as enticement for new and existing members (bonus). They are also looking for clubs to host VTR's post 2025, and are considering a dues increase to cover newsletter costs.

Judging-wise, I had volunteered to be a TR7 judge, and I was on the TR7 team – beautimus!



VTR Concours Judging School

Once we received our Concours judging hats we ran away since the TSD Rallye was starting. Note the TSD Rallye was at the same time as the Tuesday Winery Tour, so we missed it again! The rallye would be interesting since this is the first time Alice has driven The Mule, and this was the baptism of fire for my new rallye equipment. Fifteen sections for about 50 miles.

It was interesting.

First three legs either had us waaaaay late, or waaaaay early, I knew there was no way this was our true score for those legs, and I also knew some legs were being thrown out from discussions with the rallye team - hopefully they were these. Rest of the rallye went well – the GPSs allowed me to predict turns as well as attempt to calculate an average speed. Turns out that the roads were a bit “sporty” for some of the average speeds called for, so I told Alice to drive as fast as she was comfortable with. The roads

were great, but I didn't get much chance to enjoy while navigating. I botched the last section, but that was one of those getting thrown out anyway, so only 11 sections ended up counting. Our score was about 120, so I knew that would be competitive on this course, how competitive was to be seen.



Whoops, a sign that should not have been seen on the TSD. Oh well...

After the TSD it was time to cleanup and get ready for the Wedgie Activities – yes, TWA tech session, general meeting, and then drive to dinner. But before that, we actually ate lunch at the lodge. Yes, we ate there. I had Fish & Chips – figured the deep frying would kill any organisms. Alice was more adventurous – she had the salad bar. As far as we could tell there weren't any repercussions from the food. While we were at the TWA meeting Alice and Patti decided to do the Le Mans Start contest - smart move.

The TWA dinner that evening was at a golf course southeast of Bloomington (IN) – we were in a separate event venue, just us in there. Easy drive, albeit about 45 minutes. About 50 people-ish showed up, the food showed up, and the TWA leadership (Mike Hunt (Pres) and John Clifford (VP)) were hawking their wares – successfully as it turns out.



TWA celebrating 50 years of the “Shape of Things To Come”



The Free Market in action – TWA Leadership selling goodies!

After food and fun we had a group picture (assuming it will be in the next TWA newsletter) and then headed back. Weather that day had been warm, but with the general lack of humidity it was cooling off rather quickly. Had the heater on by the time we got back to the lodge. Headed back to Casa del Sol for dinner, some more parking lot conversations, and off to bed.

Wednesday, 11 September

Car show day. I volunteered to be a Concours Judge so the schedule said be there about 7AM. We were there at 7AM, but the shakers and movers were not, so we busied ourselves with doing things we thought should be done, like setting up tents and parking cars. The shakers and movers arrived with some Golden Arches breakfast food (the protein was appreciated) and coffee, hot coffee. It was to be 90F that day, but it started out below 50F, so coffee was appreciated.



Best Concours Judging Breakfast in a long time – Mickey D's on prem!



Concours/Participant's Choice Show Field at dawn – someone had to take point...

We had to wait to start judging, and that was a good thing. When I left the Judging Workshop on Tuesday I was a flunky on the TR7 team. Today I was promoted to team lead due to

circumstances, and the team membership had changed, so we needed some time to work the team and prepare. By about 9:30AM all the cars that were supposed to be there were there, so we started.



Car Show Field about 11:30AM – had over 200 cars on the field. This shows some of the Concours and Participant's Choice parking



Concours Senior and Preservation classes – across a drive from the picture above



Concours Modified Prepared Class to the left of the photo above

After Concourse was complete and the Participant's Choice balloting was closed, we drove all the Wedges to the far side of the show

field to line them up for a photo op. This being the 50th Anniversary of the release of the TR7 we had a lot of Wedges, didn't count them exactly, but it was about 50-ish on the show field (*was told later that we had 41 wedges at the meet, and 34 were in the picture*). Lining them up actually took less time than I thought.



Look at all them doorstops!



Obligatory pic of someone taking a pic...

We finished the car show bliss about 2:30PM. I had volunteered to help park cars at the afternoon Ice Cream Stand Run that started at 3:00PM, so I had to hustle back to prep for that.



Lining up for the Ice Cream Run in the warm afternoon – the frozen delicacy was appreciated!

Fortunately, that took less than expected. Originally 60 cars signed up for this, but only about 20 went – which was a good thing since parking really would have been an issue. The ice cream was good, and we effectively kept the yellow jackets away from it, the little turdheads...



Parking at the Ice Cream Stand – snuck The Mule under the tree in the shade next to the Jeep...



In line to get frozen goodness

That evening were the awards for the Monday, Tuesday, and arts/crafts events/shows. We didn't do well in the Gimmick Rallye – the answers were just too devious, but we did take first place in the TSD Prepared Class, and I think we had the lowest score overall, so bonus. Other members of MVT did well in the events, so we were rolling in trophies!

Thursday, 12 September

Ah, Autocross and Funkana Day.

Except not for us.

We missed the Wine Tour two days in a row, not gonna happen again to us wineasauruses! Plus, Alice wanted to do a little shopping, something I wanted to do also, so we headed west when everyone else was headed east.

The first winery, the Butler Winery, was a great drive from Abe Martin Lodge. Not great in the way of distance – it's maybe 12 miles – but in the roads. Some of these were on the Gimmick Rallye and I finally got to a) look around at the vistas, and b) drive the roads at speed. Yeehaw! Not sure Alice was as yeehawing, cringing and covering, yes...

We had a little chat with the owners at Butler – he is from Centerville originally, so we reminisced awhile while we selected the wines to taste – there were plenty to try.



Wine tasting selection at Butler Winery – the wines were good and pours really good.

Needless to say this winery started to turn around our thoughts about Indiana Wine – they were actually, wait for it, good, and the pours were really decent – probably 2 glasses of wine for the selection we had. Maybe we have been wrong all along? Bought a bottle, thanked the owners, and kept heading down the road. Also, glad we did this individually and not part of a large group since you just can't have these conversations.



Tasting Room at Butler Winery had a great mural – it changed seasons as you went around the room, and the ceiling was blue metal with acoustic tile shaped as clouds.

Bravo!

Heading a bit further west, we pulled into the Oliver Winery just a bit north of Bloomington off I-69. This is one fancy place – it looks like it would be right in place in Napa. The front of the property

is covered with gardens, walking paths, and sculptures reminding me of an overgrown Stonehenge. The walking paths were being lined with all sorts of gourds and squash getting ready for fall. John Coutant mentioned he like the place, and I can see why.



The front of the Oliver Winery you discover after walking through the gardens in the front



I guess it's fall – anyone for squash?

The wine at Oliver was the best I've tasted in Indiana, no buts about it. Everything we tasted was good, and the pour sizes were as big as Butler Winery. We got some food to munch on since tasting all this wine on an empty stomach would be, um, not so good.

The Napa-ish comparison continued while we were tasting. Three or four grounds crew were pulling summer annuals and replacing them with fall plants. Grounds crew? Winery?



Oliver Winery – look at the size of the pours for these tastings – are they trying to have their way with us?

In the end we bought enough bottles that they had to give us a box to put them all in. Yeah, wine was that good.

On the drive back I continued the ridge-running at speed. It's fun to go through all the gears. Drove back the way we came to Nashville to get that shopping done.



Fantastic roads on the drive back – no trucks, no busses!

We had to hit three stores in Nashville for sure, look around in a few more. Got some spices at the spice shop, some fabric at the quilt store, and nothing at the music store. Found a wine slushy at the Salt Creek Winery, and saw a bunch of funny t-shirts, but I have enough, really!



**An Alice in her natural environment,
shhhhhh....**

Heading back to the lodge, it was time to get ready for the Awards Banquet. Find those clean shorts and Hawaiian shirt! Dug out my Avon TR3 bottle with "Wild Country" aftershave in it. Slapped a little on my face – the smell of Triumph!



My road cologne!

The plan for the evening was for folks to meet at the gathering-room-acting-as-a-bar, have a drink, then head downstairs to the banquet. Unlike other meets there wasn't a banquet table sign-up sheet, seating at the banquet was a first-come, first serve and you were not supposed to save seats. The goal, I think, was a forced mingle to enable you to make more friends. Noble goal.

MVT maintained its leadership at getting to the bar – Jeff and I were one of the first ones to get to the room and the first ones in line for demon liquor.



Yes, it also is alone in its field...

Soon the room was filled with folks talking and drinking, with the long drink wait line running down the middle, then an announcer (who shall be nameless, except for his name rhymes with "plot") said we had 5 minutes until the door open downstairs.

Stampede.

I thought I was being devious for taking a short cut to reach the banquet room, but it was all for nothing since when we arrived the doors were closed and the folks not up in the bar were already lined up. Pretty much mayhem. I started to "moo" and a few others joined in.



Black Friday Sales about to start

I knew there was a Le Mans Start Competition earlier, but not a Le Mans start to the banquet. Good to know.

The doors opened, the Red Sea parted, and the mass of humanity pressed into the room. Thanks to Ed and Marcia Oot for saving us seats up near the podium.

So, just after I sat down, I realized I was still thirsty for a drink. We had water at the table, but I was looking for something with a higher ABV content. The bar (of course) was across the room from where I sat (story of my life). Headed back to the bar and got in line.

Data point: 250 guests, 1 bartender.



250 guests, one bartender – what could go wrong?

It was a long line. 20 minutes later I had my drink, so back to the seat to have my salad and roll. At least I was doing something useful waiting for the food to be served.

Remember kids, one bartender was not a great idea, I'll save that for lodge feedback.

So, I try not to be a “Debbie-Downer” in my reports and write-ups, looking for the brighter side of things to bring a smile to the reader’s face.

There was no bright side to that meal, none, nada, nyet, naw, baby naw, sorry. The awards ceremony was great, the actual meal, not so much. Sorry – this prophet speaks truth to power...

Frankly, IMHO that had to be the worst Triumph awards banquet meal since TRA'86 in Charlottesville, VA. Salads were on the table when we arrived – small, and the lettuce on mine was

wilted. Rolls were on the table, and actually good. 50/50 so far.

Dinner was served family-style. The food was barely warm when it came out, I think “tepid” was the word I used, with the potato and veggie dishes coming out well in advance of the meat. We ate the potatoes and veggies right away to take advantage of any remaining warmth. In our estimation, any heat they had would be long gone by the time the meat got there. We were not wrong. C'mon banquet food staff-up that game!

Oh, seasoning. Yes, there is that. Have to throw this in after we tasted the potatoes and veggies. The kitchen staff should be informed that seasoning is a good thing. Introduce them to the concept. Salt and pepper at least – they are usually in shakers by the food prep and cooking areas. There is that.

Turns out the guy next to me (from WV, but from his accent spoke originally from Australia) was gluten intolerant, so, to their credit, the staff had prepared a special meal of cold, rubbery fish and cold, soggy veggies for him (his words, not mine) - he barely ate any of it. Felt sorry – offered to get him a drink and he just laughed!

As far as the meat, the fried chicken was okay, the fish tasted okay but was, wait for it, cold (I was informed that it was supposed to be this way, but I'm not buying it). We were hungry, so we ate. A refill on potatoes and veggies arrived (hot this time), but no refills on water or other beverages, and no coffee. No coffee? That's just mean. They had drink containers on a table on the far side of the room from where we were – serve yourself for tea and the likes (still no coffee) – but the room was crowded and we didn't feel like fighting our way there and back.

Dessert was chocolate brownie pieces or lemon bars on a plate on the table – we almost missed it along with everything else on the table. Nothing special (looked GFS or Sysco to me) and lacked taste (okay, the lemon bars did taste a bit lemony - is that a word?).

Score card: Cold, tasteless side dishes, Golden Corral-level meats and desserts. No refills on bread, no refills on non-alcoholic drinks, long bar

service time, and no hot coffee. This judge gives it a 26 out of 100 (the rolls were good). Failure.

So, why is Bruce making such a big deal of this? Is he just trying to take up more space in the write-up to get a longer Marque? No, it was the cost and perceived benefit. Oh, cost, glad you asked - \$60/person. \$60/person without alcoholic drinks Yep, 60 buckaroos. Let me put this into perspective – NY Strip, house salad, sauerkraut balls, pecan pie and coffee at the Golden Lamb is \$58 (okay minus tip). Bonnie and Clyde would be proud of this. This meal was an epic failure in my book that will certainly grace my lodge feedback, and bring a smile to my face remembering the looks of the others at the table while eating – and the jokes they cracked <doh!>. IMHO Abe Martin failed VTR. Pretty abysmal and felt sorry for the host club. Still didn't beat Charlottesville in 1986 though...now that's a bar conversation!



This is your \$60 at work

Okay, with the, um, err, dinner behind us it was time for the awards, and the MVT'ers on hand well represented the club – we took home the bacon receiving more trophies, and some significant ones. I was recognized for the effort I put into this newsletter, and Alice took second in TR7 Participant's Choice. Patti, John and Jeff trophied also (multiple times) – quite an MVT showing for having 5 people total at the meet.



Ted Schumacher getting ready to give the "Sweat Equity" award to the main organizers of this meet. Well deserved, okay, except for Scott P – he deserves the Fickle Finger of Fate award for that Gimmick Rallye...



Nothing like trophies to blunt the sting of mediocre meals, that's what I always say.

After the banquet we hung out for a while saying hellos and goodbyes, then went back to the room and packed all the stuff not needed for tomorrow morning and moved it to the cars, saying more goodbyes along the way.

Friday, 13 September

Nice, Friday the 13th! We got on the road about 8:30AM after packing the last of our stuff and saying a few more goodbyes. No, we did not eat any breakfast at the lodge, but thanks for asking!

Contrary to the weather forecast a few days back, the rain stayed south for the drive back, which

was uneventful. Arriving at home, Nikki was happy to see us, we unpacked the cars, washed our clothes, and here I am typing this out. A few more awards grace the fireplace mantle.



New Mantle Decorations – note the VTR badge has already fallen off the one to the left – lol, they need better glue – had similar failures last year!

Post Mortem

All kidding aside, this was a really great convention marred only by the appalling banquet food and that silly bar line, so I think that's a win – at least it gave me something to poke fun at (while I sob internal for the \$120 lost). I think I've finally figured out using the Garmins for rallyes, maybe. Thinking maybe MVT should have another TSD next year?

Both cars drove and acted nice during the entire meet. Did not have to add any oil or other fluids. Didn't even have to pull a tool from the rolls to fix anything. I do think I am going to relook at the Wedge door latch failures – Dave Massey (STL guy) had a failure on his driver's door at VTR. There is a tech article in there somewhere...

Okay, I did have a failure. The \$39 stereo receiver in The Mule started having "read USB" issues reading tunes on a stick. Yes, I might have to go out and spend another \$39 for one on Amazon, but I'm trying a few tricks first – I'm not giving up... For the record, the veteran Aiwa CD deck in Inca had no issues with Alice.

2024 VTR National Gathering –

Jeff Barth

Away we go as we leave on Sunday for a 3-4 hour drive to Nashville Indiana, waved on by the people along the way.



On the road again with wedges to me front – no, you are not hallucinating, that is a Victory Edition in front – Tim Langreder from a bit further northeast in Ohio...



Everyone was happy to see us!

What a beautiful day as we drive down windy, hilly county and state roads and stop by a diner with high hopes in Connersville, Ind...



So close, yet so far...

...oh, but not on Sunday, so we go to a place called Daves Girls which had delicious food and an interesting family history.

After lunch, a little over halfway there, we arrive at Brown County State Park.



The dude and his bridge – north entrance to the park is through a dual-covered bridge



Yep, it's a 3!

(BTW: I gave the roads into the park a rating of 3 since that is the gear you had to use to make the climb and enjoy the curves.)

We immediately reunited with friends, met new ones and began a week so full of opportunities you have to make choices of what not to attend or participate in, but definitely something for everyone.

On Monday morning we are off at 7:00 am for a spirited 10-15 mile ride to enjoy breakfast at a quaint location which we also enjoyed on

Tuesday as well. I also found that they also had some unique tastes that I did not try.



Off to B-Fast!



A part of any balanced diet



Brownie's north of Bean Blossom – stop in if you're ever by...

I did find time to explore some of the park on Monday after breakfast and found it to be a beautiful location with many different sites and locations.



Tranquility Base here...



The Lake and cattails



Tower 3 (observation towers around the park are numbered)



Tower #3 View from Inside

The rest of the day went like this: a Tech Session about tuning, a tour of Cummins Museum in Columbus, Indiana (both of which I did not

attend), Gimmick Rallye as the navigator for Driver Tom Huelsenbeck, Autocross inspections to make sure the car is in the right shape to participate, a social gathering for everyone to gather and get reacquainted, then followed by dinner at a local Distillery where I enjoyed delicious smoked buffalo wings and day was over.

Tuesday was another day with a tech session concerning the proper run-in of crank bearings, two more tours to Cummins, and tours to wineries as well - each of these events I did not attend to participate in my second TSD as Driver with Tom as my Navigator.

Later in the day we had a LeMans-Start moving event in which I learned not to try a new method of starting and shifting your car if you expect to achieve a good time. One other item was that the ladies of our club drive as well.



Patti LeMansing



Alice LeMansing

Go Patti and Alice. Great to see you both competing behind the wheel.

TWOA had their dinner gathering and event. They also were the featured marque of the event and presented an interesting display about the history of "The Shape of Things to Come".



Doorstops by the dozen...

Dinner and wash of my car to ready for the Car Show on Wednesday. The temperatures began to rise a bit, but the gift with registration for VTR was an Umbrella which several of us used all day to provide shade for the sun which joined us every day of our journey.

After the car show, ice cream was the desired follow-up which really hit the spot and helped to cool you down, especially when I achieved the dreaded brain freeze as well.

Dinner was followed by a smaller awards event for the moving events held through Tuesday. Scott Picha did a good job challenging us on the Gimmick Rallye and presented the TSD awards as well. MVT did well by winning several events, both of mine were Third Place.



Patti and John with Second Place in TSD



I tried to capture both Alice and Bruce, but he was being bashful as they collected their TSD First Place in the Prepared Division.

Thursday was all about Autocross and Funkana, which were both held at the airport in Seymour Indiana about a 30 mile, 50 minute drive from where we stayed.



Damn, that traffic jam, how I's hate to be late, hurts my motor to go so slow...

That is if you don't have a traffic jam from road construction occurring on the road leading into Seymour, but there were some interesting sights along the way as well.



There's that Victory Edition again...

Once we arrived everyone was in full autocross mode as well as Funkana too.



'cuse me good sir, do you have any Grey Poupon?



Awaiting turns for road cone digestion



Staging for the runs

Different roads traveled as we returned to Brown County and the roads and sights did not disappoint.



More of those terrible, twisty, hilly, roads, oh, how much more can a sports car take?



Yep, just terrible roads.

All the events behind us it was time to attend the main Awards Banquet where MVT had a great showing.

I was able to win a second place with Tom as my navigator in Funkana and a First place in my Class at the Autocross. I also think that John won an Autocross award, sorry John for not know what place.

John and Patti Clifford also won two First Places for their TR7 and TR8 in different Concours Classes. I think John was very happy. Congratulations, good job.



Happy, happy, joy, joy!

The night was topped off for MVT by being awarded a newsletter award from VTR editor Shawn Franks to Bruce Cough for the MVT newsletter, which he is the editor, "The Marque". Way to go Bruce and MVT!



Our humble, yet huggable newsletter editor...

Picture credit to Alice for taking the picture after they arrived home. They were on the other side of the room from when the award was presented. This is a much better picture than I could have captured.

All of the events were over and a beautiful, uneventful drive home on Friday was the perfect end to our week in Brown County, Indiana.

Our week at the Vintage Triumph Register convention, 2024

John & Patti Clifford

Sometimes everything works as planned, the weather is perfect, the cars ran just fine and the national convention is only 3 hours away for once! This is a short summary of our VTR experience this year which was held over at Nashville Indiana this year.



...and we're off!

Sunday (and Monday and Tuesday) dawned clear as a bell, about 50F with a high in the mid 70's. Perfect!! The drive only took a bit over 3 hours, total. The drive to and from were totally on two lane highways and backroads. Since the VTR was so close to home and the Wedge (TR7 & TR8) was the featured marque of the show, we drove both of our cars over. A friend from a bit east of Columbus OH came over to caravan with Jeff Barth in his Spitfire.



Breakfast Run Menu

We had a nice lunch in downtown Connersville at a place called the Daniel Girls Farmhouse Restaurant. Once we got there and checked in,

we met up with all of our friends from the east and west coasts and places in between. Oh, and there was a fellow Wedge owner who came over from Sweden (w/o his car) and made this week one of the month that he was spending in the USA and Canada. *(Ed Note – the Swede was Odd Hedberg whom some of you might see around Wedge social media)*



Huffaker TR7 w/Mike Hunt (TWOA Prez) at the wheel

Once it started, the week flew by with way more activities to choose from than hours in the day. We were a bit shocked to find that one of our friends had signed us up to be on the 7:00am breakfast run Monday and Tuesday, but that turned out just fine! We elected to not go on one of the several tours so that we could participate in all of the competitive driving activities.

The Gimmick Rally started at 10:30 Monday and had some mind boggling, innovative clues. On Tuesday there was the TSD (Time Speed Distance) event which really challenged the teams to stay on course, stay on the ROAD, maintain the AVERAGE speed (no small feat) and occasionally being surprised to see other Triumphs going in the opposite direction! On Tuesday evening we joined about 60 other Wedge owners for our national organization gathering and dinner in Bloomington.

We got back from there in time to wash our cars after sunset by the lights in the parking lot. This

was necessary since the car show started at 8:00 am on Wednesday.



Wedge line-up at the show

That morning the Fall-like weather changed directly back to August, hot and humid. Nothing like spending 7 hours at the show with no real shade. Conveniently, the swag bag contained a commemorative event umbrella which provided portable shade.

Thursday we were up at the crack of dawn for breakfast and then drove 30 minutes to a local airport by 9:30 for the Autocross and Funkanna events. Since we were in the third heat of Autocross cars, we had plenty of time to complete the Funkanna, visit the local WWII museum at the airfield and have lunch. Finally, it was time to drive like a crazed nut through the course for 40 seconds for 4 runs. Nothing like it to bring out a big smile on your face! We even got back in time to get changed and run down the road to one of the local wineries.

That evening was the main dinner and awards presentation which only took two hours! Patti and I managed to collect a few more awards in the TSD, Autocross (TR7 class) and both cars in their respective classes in the Concours. Afterwards, we spent a couple of hours with friends while

finishing off some bottles of wine. In the morning, we packed up, said our goodbyes and were home by 1:30. Whew, then it was over but for the memories.



Jeff rolling in the awards!

VTR 2024 Errata

Bruce Clough

Just a few more things to wrap-up about VTR 2024. Yes, we are using a lot of newsletter space this month. That is because VTR really is a big

thing, the biggest Triumph thing in the Western Hemisphere.

Local Club Lambasting

For those MVT members that did not participate, you missed a good one, and one that was just next door – these opportunities do not come along very often. Part of the draw is the camaraderie that is built up over the years, and the friendships that are developed and nurtured. Most of these folks I only see once, or maybe, twice a year (assuming they also go to TRA), and we are not getting any younger, so seeing them at the penultimate Triumph event in North America is just a joy. You really ought to join us.

2025

For those curious, next year VTR will be in La Crosse, WI, in mid-July. I'll put the details in the Events Calendar. This will be tough for us - unsure whether we can make this due to the time of the year and timing – will see – probably will make reservations on the optimistic side.

Addendum – I did make reservations – if you're going to and you want in the host hotel, better do it soon – not many rooms left as of this typing (14 September 2024), or at least that is what the web page is saying, and as we all know, the Internet never lies....

Awards

As I was saying, MVT did very well on awards for the size of crew. Here is the hardware we racked up:

- Gimmick Rallye
 - 3rd Place Navigator – Jeff Barth
- TSD Rallye
 - Stock Class
 - 2nd Place Driver – John Clifford
 - 2nd Place Navigator – Patti Clifford
 - 3rd Place Driver – Jeff Barth
 - Prepared Class:

- 1st Place Driver – Alice Owen-Clough
- 1st Place Navigator – Bruce Clough
- Funkana
 - 2nd Place Driver – Jeff Barth
- Autocross:
 - Modified Wedge 1st place – John Clifford
 - Modified Moderately Spitfire 1st Place – Jeff Barth
- Participant's Choice Car Show:
 - TR7 2nd Place – Alice Owen-Clough
- Concours d'Elegance:
 - Stock TR8 1st Place – John/Patti Clifford
 - Modified Wedge Touring 1st Place – John/Patti Clifford
- Club Awards
 - MVT Newsletter – Bruce

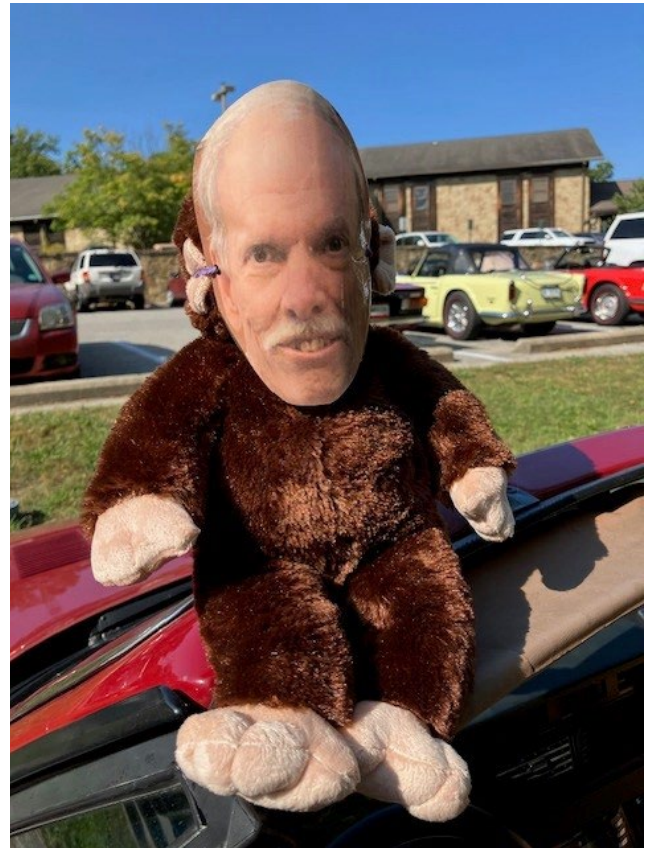
There you go, 13 awards for 5 people, on average **2.6 awards per person**. Pretty good I'd say, but then again, I say a lot...

Trunk Jim

Everyone needs a Jim in their trunk when travelling with a Wedge. Jim TenCate is known for jumping in without hesitation to fix any issue you might have with your car. Since you drive a Wedge you might have issues, lots of them. But sadly, there is only one Jim, so Jims are hard to come by.

Never fear, we have the solution. We have been breeding Trunk Jims for the last year and they are almost ready for market. We tried ours out at VTR '24 this year and it worked like a charm. Smaller, and maybe quieter than a stock Jim, they are also plush and huggable. Not saying Jim is not, just that these are. They seem to be handy with tools, and they fit easily under your car to

ferret out issues. They also fit neatly into your trunk, or if you're lonely, the passenger seat.



Trunk Jim Version 1.0 – I carry one, do you?

So, keep an eye open for when these hit the market – they are sure to be a sell-out!

14 – Pool-less Pool Party

Bruce Clough



The annual Pool-less Pool Party is now behind us. Thanks to the Rutledge's for hosting it. We had surprise guests – Marty and Tim Moore are up from Florida and made an appearance – great seeing you guys!



The bar was waiting for all

If you've never been to one of these, the format is pretty simple. Roger and Carol clear out the attached garage and turn it into a dining room. Before and after dinner we have conversations in the back patio with plenty of adult beverages provided. During dinner we eat fantastic pork chops and food we all have brought in. Club buys pork chops and drinks. Easy.



One side of the dining room – plenty of room for all

This year we were joined by Rutledge's new puppy, Kenzie. She was a bundle of energy all evening long. Cute Kid!



Other side of the dining room – John Coutant was teaching Wendell the Macarena

The food was fantastic (as usual), and what a selection there was. Thanks to those who brought it in!



Marty and Tim Moore cleaning their plates – they have been trained well



Porkchop anyone?

After dinner we spent the time discussing VTR'24 as well as Kenzie, who was putting on quite the show.



Kenzie the Wonderdog

We all chatted until the sun went down and headed on our ways. We said goodbye to all and pointed the car south.



Goodbyes and thank yous!

Next year we are going to have a discussion about this event. Roger and Carol would like others to pick it up – they feel that it's time to pass it along. Agree. They took it over years ago when the Ball's stepped aside and have done a great job. Looking for fresh faces to take this over.

From Carol:

"We wanted to express our thanks for all the help each of you gave in making the party a success. We had kind of a rough week leading up to it. Everyone did their part to make it run smoothly."

There was nothing to do after, except sit down and recap the fun we had. You are all great friends we value a lot. Thank you again and again, Roger and Carol."



**Thanks for the parties and the memories
R&C!**

*Once we had a pool
Once we went pool-less gladly
Who will take the reins?*

15 – Cincinnati British Car Day

Forward by Bruce Clough

Two articles of this, both John Coutant and Michael Meade provided articles – thanks gents!

Cincinnati BCD

John Coutant

I attended the Cincinnati British Car Day on Sunday September 15th at the Fairfield Village Green Park. Many of you remember attending the Cincy BCD at Harbin Park, with lots of trees and grass, until the start of major renovation and updates cancelled activities a few years ago. Fairfield offered the use of the Village Green Park which is a new, multi-use area with retail, residential, and Community Arts center. Fairfield organizes a car show weekend with an open car show (read American) on Saturday and the British Car Show on Sunday. They have live bands in the afternoons. On Sunday it was a Beatles cover band, The British Invasion.

There are good and bad points. The Triumphs, Austin Healeys, and some other classes are on grass but the MGs and others are on pavement. There is shade from trees and buildings but it depends where you are located and the time of day. The park in the center where the amphitheater has a lot grass and trees and space to sit close to your car if you are on the pavement. As a plus the bathrooms are in the air-conditioned Community Center.

There are a lot of food trucks! The Loaded Goat Cafe, Dawghouse, Eliza Jane's Bakeshop plus a coffee truck and an ice cream truck were there. Oh, did I mention a beer stand? We have to do better at Dayton BCD! (*Preach bro, one truck is not good – Ed*)



Truck Three – Dessert



Truck One – Food



Truck Four – Coffee



Truck Two – Dogs



Truck Five - Beer

Attendance was down this year, a post event summary stated only 121 cars. It was a nice day and no one reason why there were not more. In

the TR2-3 class there were only two cars, myself and one other.



Two TR3s – is that 6?

There were no TR4s or TR250s



Tim Moore – Nature calls! The empty TR4/250 Class

There were several TR6s including Michael and Adrienne Meade who were there with friends who were showing their MG. One issue may have been a lot of the 6-Pack crew was off at Trials.

There were the usual mix of British cars. A good turnout of MGs and Jaguars. On the unusual side, in the European open class there was a Trabant 601 Estate.



Dictatorship of the Proletariat in Motion!

In the modified class there was a Spitfire with a “few” mods that President Jeff might take advantage of for his autocross efforts.



Nothing like a little modifications I always say!

Several of my friends from our Saturday morning coffee group were there and we hung out at whosever car was nearest to the shade after walking around to check out the other cars. After lunch and one set from the band it was getting hot so we left at 2:00 pm before the awards at 3:00 pm. I had marked my car as do not judge so I was not concerned with awards.

View from The Meades

Michael Meade



Nothing like mild modifications...

Michael and Adrienne Meade's TR6 finished second in the 73-76 TR6 class at the Cincinnati British Car Day show. They would like to thank the Six Pack club for holding their national meet on the same weekend. The competition was much less than it would have been otherwise.



"Mom, Cindy wants to do a roll-back, do you have any bleach?"

15 – Dayton Concours d'Elegance



Dayton Concours d'Elegance at Carillon Park

Bruce Clough

One show that kinda dropped from our radar (at least here at the expansive The Marque publishing offices) this year was the Dayton Concours. Normally we would have had articles and previews from Greg Relue and the Biglers, but with Greg's passing and Don being in rehab we have not had any articles/notices.

Well, it did happen, we have a report in Wes Gipe, and we thank him for that report:

MVT cleaned up the 1970-99 Sports Car class at Dayton Concours last weekend! Sue the GT6 received Best in Class and Dan Davis's beautiful Stag took home the Award of Excellence.



Sue looking all pretty with the Stag behind

17- Chris & Chuck's Excellent Adventure

Chuck White

'Twas a dark and stormy night Oh, wait!
That's another story. Let's back up and begin again.

Chris and I were married on 14 September 1974. We drove the only vehicle we had at the time, a 1967 TR4A, on our honeymoon to Stowe, Vermont, and back. Being young and foolish then, we drove the Interstates so it only took us one overnight each way. But this isn't to be a history lesson. Rather, it's supposed to give an accounting of our recent trip back to Stowe.



Nothing looks better than a bonnet with a blue ribbon...



Chris and Chuck's First Adventure!

What better way to celebrate our 50th Wedding Anniversary than to recreate our honeymoon trip. So on Tuesday morning, 17 September 2024, Chris and I set out in our current Triumph, a 1972 TR6. Being older and wiser Well, at least older ... we avoided the Interstates and drove the back roads through northeast Ohio and Pennsylvania, across north central New York, and into Vermont, overnighing in Erie, Pennsylvania, and Syracuse, New York. The Triumph was packed to the gills and the weather perfect ... no rain, blue skies and warm.



Wes & Co taking home the hardware – congrats!



Getting ready to launch from Xenia – all fingers crossed as well as a few other appendages...



End of Day 2 was Syracuse, NY, and, I'm guessing, steak...



End of the first day – staying in a gazebo in Erie, PA, complete with a pool



End of Day 3 – Stowe, VT - After 835 miles and 22 hours 6 minutes on the road, we made it to Stowe, VT! And no glitches! Thanks for all the well wishes for safe travels.



Okay, it was a bit more than a gazebo...



Wonder what they will be drinking while they are on the porch?

As we entered the area around Stowe, we returned to many of the places we visited on our honeymoon; Ben & Jerry's ice cream factory for some ice cream, Cider Hollow for some apple cider and cider donuts, and Cabot's Creamery and Danforth outlet for cheese and a pewter ornament. Then it was on to Stowe, passing the motel where we originally stayed. It's now an apartment building.

The British Invasion is purported to be the largest British car show in the United States and is held annually in Stowe around our anniversary, starting in 1991. Prior to Covid, the show attracted around 1,000 British vehicles from across the United States and Canada. This year, there were about 430 vehicles as they recover from the pandemic. We first attended the show in 2010, entering our 1965 TR4A in the Participant's Choice show and were awarded a First Place in our class. Until this year, we had attended one other show but without an entrant. This year we entered our 1972 TR6 and, alas, no hardware!

The show starts off on Friday afternoon with registration and the Queen's Court, a reception of sorts for the participants where you could get a free pint (actually a can) of beer or a can of wine from a local brewery and vineyard. A food vendor whose chef is British provided hors d'oeuvres.



Day 4 and the "Queen's Court" reception at the British Invasion. No sign of the Queen or King though!



Still no sign!

Saturday brings the car shows, both Participant's Choice and a Concours d'Elegance. At this year's show, there were 79 Triumphs entered in the Participant's Choice category but only one Triumph, a TR6, in the Concours d'Elegance. Lots and lots of MGs, Lotuses, Austin Healeys, Singers, Rolls Royces, Bentleys, Minis, Land Rovers, Jaguars, Morgans, and others. There were also a few motorcycles represented. During the show, there are additional contests such as Best British Costume, Best Ladies Hat, and a Best Picnic Display, to name a few. That evening is the Banquet (\$85.00 a plate, and it was a buffet!)



The row of side-scraper cars



Hey, that looks like a Coutantmobile...



Some TR4's...



The mighty Wedgemites!



Some TR4As, and hey, isn't that a 250?



Hmmm, must be the others...



The early TR6's



All it needs now is surfboards...



The not-so-early TR6's



You can see yourself in the shine



The Rolls roll...

On Sunday morning, there was a 70-mile tour of the countryside with the highlight being a trip through Smuggler's Notch (Google it). While being plainly marked as impassable for vehicles with trailers, especially semi-trailers or large box trucks, several get stuck in the Notch every year. In addition to the cost of being extricated, the fine is over \$1,000!

That afternoon is a parade of the First-Place winners and a 'Contest by Colors' where all the red cars are in a class, all the blue cars in a class, all the green cars in a class, all the multi-color cars in a class, etc. We did not attend the Banquet or the Sunday activities.

On Sunday, Chris and I checked out of our motel and headed up VT-108, through Smuggler's Notch, and into Jeffersonville where we met up with Joe and Judy Paradis (fellow TRA'ers who live in Vermont) for a late breakfast. Following that, we headed back west, stopping overnight in Syracuse. The weather again was perfect. However, we woke up to rain on Monday which stayed with us off-and-on for the next two days, finally stopping near Medina, Ohio. Of course, we HAD to stop at Grandpa's Cheese Barn near Ashland, Ohio, for the obligatory ice cream and cheese (not together!)

The rest of the trip was uneventful (except for the road-rage idiot but that's a story for another time), arriving home late afternoon on Tuesday, 24 September 2024.

I've got to thank the MVT Tech Session guys for helping prep our Triumph for the trip (I won't name names as I'm sure I'd leave someone out. You know who you were! And there were a bunch of you.) I was very anxious about making the trip as it was the first long drive we've taken in the

TR6 without being surrounded by a gaggle of MVT'ers for support. It performed flawlessly! THANK YOU!!



Packed denser than a neutron star...



Japanese Subway Pushers (oshiya) could not more efficiently stuff this car



Gee, it's good to be back home again, and look, it rained!!!

A note from the Event's Chair

I think we should think about an "official" MVT trip to Stowe next year. VTR is in July so that clears the fall for a travel event. Being a pro-active guy, I will go ahead and put it on the MVT Event's Calendar and we can discuss later.

*And so, it ends well
Another adventure past
Pop a cold one now*

28 – Farm (stand) Tour – Mums for the masses!



2014 MVT Farm (Stand) Tour @ Peifer orchards in Yellow Springs. Only one of these cars is still active in the club <pout>. We also don't stop at Peifers anymore due to crowds on weekends.

Forward by Bruce Clough

No, we did not stop at Peifer's this year, actually, we were not near Yellow Springs – maybe next year. Due to a lot of things happening on September 28th I planned a much shorter tour than usual, but still wanted to end up at Caesars Creek Winery

Then Helene happened.

But we still toured, and Jeff Barth and myself wrote inputs for The Marque – enjoy!

It was a dark and stormy morning...

Bruce Clough

I almost thought of cancelling, but then, heck, what's a little rain, wind, and power outages, as long as most places have power, we should be good. As far as I could tell the debris had been cleared from the roads, or at least the large stuff

that would accumulate under the TR7. The tour was a go!

Rain it did, the morning of the 28th saw steady light rain – did that deter me from suggesting to Alice we take a TR? Not at all – The Mule was readied with copious amounts of Rain-X, and we headed to our meeting spot – the Winans Coffee off Feedwire Road.



At Winans – everyone rejoicing electric power



The Mule later told me it was lonely being the only Triumph on this tour with perfect British weather

Soon we had a small band of MVT'ers coagulated at Winans. Two TRucks, TRHonda, and our TR7. The coffee was decent, some had food, and we all had our chance to avail things that had water to flush. On to find that perfect mum!

The first leg of this tour was essentially to get us away from Feedwire Road to a quieter place so we could talk tour and assemble easier into a formation. Even with the rainy weather we accomplished this, but didn't really stay at the first stop (Mill Bridge Launch Park), just lining up and heading to our real first stop – Three Trees Farm, on Lower Bellbrook Road just east of Bellbrook.



John Clifford and the White's take in the fresh produce at Three Trees, and some even bought – but no mums...

This farm is owned by a family that grows their own fresh produce and is a favorite for local Bellbrookians. While we were there a steady stream of customers came in. I noted MVT'ers buying some produce – Stan was even looking at the big pumpkins (but no purchase). Alas, we found no mums

We then climbed back into our vehicles and headed to Apple Country Farm Market via routes that were twisty-turny, and would have been much greater had the sun been out!



Mum sighting

The twisty route to Apple Country Farm Market was really dictated by bridge work on US42 – work that has been going on since spring, but it gave us an opportunity for more wet, leaf and twig

covered roads! (note that Stan really liked the route and thought it would be good for a rallye in the future – so noted)

Pulling in Apple Country Farm Market (can we call it ACFM?) we noticed two things – they had mums, but no power. Okay, the generator was running, but since Internet was out cash only.

Did that deter us from not buying anything? Heck no – as Triumph owners, we are flush with cash.



Need neatsy cutesy? ACFM has you covered!



Look – there it is – that might be the perfect mum!

Joining us at ACFM were Scott and Kathy – they couldn't stay with us long, but were at least putting some face time in before they departed to other pursuits.

Heading out of ACFM heading east, we ran into our first road closure. Of course, the "Road Closed" sign wasn't until we came upon the road debris – arrr – but we all made the U-turn and

soon got back on the track, the track to Jackson Farm Market, which had power...



It looked a lot like Fall at Jackson Farm Market!

...but really no great mums for sale, but they did have plenty of jams, jellies, sauces, dressings, more candy, and much cheaper pumpkins! They even had power and Internet. I saw a pumpkin go into the trunk of The Mule, I saw a box of stuff in John Clifford's arms, I saw an albino pumpkin headed the White's way. We purchased! We supported the local economy!

The next stop was the place folks wanted to get to – the Schwartzkopf Farm on Stone Road east of US68 south of Xenia – they are known for their mums, and they did not disappoint!



Mums were the word at Schwartzkopf

The place was lousy with mums.



Yes, lousy with mums...

Did you know a large mum can fit in the back of a TR7? I didn't, but now I do. The great thing about Schwartzkopf Farm is they have a lot of mums at very reasonable prices. Yes, their Internet was down so we were scrambling for exact change, but in the end lots of mums went in lots of vehicles, so it was a win!



Oh, they had wet farm animals to talk to – these two knew perfectly well that if you stood around and looked cute the humans might bring food – had the weather been drier it might have worked better for them!

Here is where we deviated from "the plan". Originally, we were going to head to Caesars Creek Winery for some adult beverages. Well, it was still raining, and worse, the winery was closed due to lack of power. However, just around the corner from the winery is a golf course

(Jasper Hills) that has a decent restaurant/bar that had power – so we headed there instead.

Yes, there were golfers on the course – nut cases for sure – I’m sure they would use the words “dedicated” or “avid”...

Lunch was great. They are known for their pizzas, and that did not disappoint.



Jodi multi-tasking - hiding from the camera and determining lunch.

After lunch we parted ways, a bit wetter, a bit more loaded down with fall goodies, and full stomachs for sure! Great tour this year even with power outages and continuous light rain.

Farm Stand Tour

Jeff Barth

One day after remnants of hurricane Helene came through the Miami Valley and a Farm Stand drive to go on.



Hello – what is this on the drive?



Seems to be a lot going round...Rain, possible high water and branches, not really sure what the roads might be like. Will the roads be clear? Will power be on?



I wonder?



It worked!



A gathering of diehard people to see what the farm stands might have to offer



With at least 3 TRs on the trip (*Ed Note: Two TRucks and a TR7*) we ventured out to farm stands, some on standard power, others on generators to be open for anyone who might stop by.



From the start will it be a scary adventure?



Pumpkins and gourdes, licorice, jams, bread and mums galore.



Or will e get tangled up in a web of adventure?



Even the animals were wondering what we were doing out on this drippy day.



Even some questionable car parts were found. Will these fit a Triumph?

And we finished with food at the Jasper Kitchen and Bar, near New Jasper where we all departed

for points South, North and West. Thanks, Bruce, for the nice drive and adventure!

It's a wrap



Damn, we told him not to feed the animals!

Thanks for the memory's folks – and thanks Jeff for the write-up! Time for more haikus!

*What's a little rain?
The rain in Spain is missing
It's in Ohio*

*What is with this club?
Must we hang at Caesars Creek?
No, real food this time*

Future

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. Dinner @ 6:30PM, Meeting @ 7:30PM.

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

John Coutant

It's time to head south on Saturday October 12th. The drought has pushed the tree color early so this may be near peak color as we head through lots of trees down along the Little Miami on some roads traveled before and some new. There will be quilts! Hopefully some soaring. There will be a gas and bio break stop. We'll have lunch at our southernmost point at the Miamiville Trilayard before a few more stops as we head back north around Loveland up to Route 48 at South Lebanon where everyone can head home on the best route for them.

We were going to start in Waynesville but that weekend is the dreaded Sauerkraut Festival (note to Events Chair, good thing we checked – *note from the Event's Chair – I would have told you <smile>*). So instead, we will start farther north at the BellHOP Café, 26 N West St.,

Bellbrook, OH 45305. Most of you know the café as we have started from here before (*ask for the breakfast burrito*). Gather from 9:30am on, driver's meeting at 9:50 am and we're off at 10:00 am.

Distance is about 65 miles, barring any more last-minute issues on the final pre-run as we've had to change several times due to construction and roads closed. More info at the meeting and hope to see you there.

19 – Tech Session

Jim Sipos and son (Jason) are going to have a tech session on their 1960 TR3A. Need to fix a transmission leak and a weak fuel supply to the carbs. They have a transmission gasket and seal kit from Moss but have never been inside the tranny before - they could use some MVT experience and expertise on what all has to be moved away to get inside. They have not checked the low fuel supply. Any help is most appreciated.

The session will take place at Jason's place - Wendell's Garage at 223 Curtis Street in Delaware, Ohio, about an hour and a half from Englewood.

We will start the day at 9:00 o'clock with the requisite coffee and donuts and lunch will be provided.

Please text, phone or email me if you are coming so we can be sure to have plenty of food. The contact info is: jimsipos@icloud.com, 937-572-5817

We will have full use of the shop lifts and other facilities - thanks for all your help and consideration.

26 - Fall Foliage Tour (?)



So, not quite sure what to make of fall this year. With the August/September drought there will probably not be a lot of leaves left on trees, and there certainly will not be a lot of color (based on past experiences). We also toyed with the idea of a Halloween Party, but since we are lazy, we nixed that one also. So, what are we going to do? Write a haiku!

*Lack of leaves, color?
Nay, we say, bring it all on!
We are MVT*

Yes, we drive! The leaves are what the leaves will be. This is going to be a nice fall drive through the Northern Little Miami River Valley, like your Event's Chair always does. We will stop at Secret Garden and see what goodies they have; we will find coffee shops and maybe a winery (maybe, probably Valley Vineyards, but not for dinner), and we will toast to another, very fine, driving year.

Normally we would meet at Clifton Mill, but we are on a diet this year, so starting out with manhole pancakes might not be the best idea. So, we will meet at the Dunkin' Donuts on Wilmington Pike (6490 Wilmington Pike, Centerville, OH 45459), planning to leave at a fashionably late 10:30AM for routes south and east. The goal will be for those going to the Chili Cook-Off @ BTM to make it. Speaking of that...

26 – Chili Cook-Off



The British Transportation Museum is having its 8th annual Chili Cook-off Saturday October 26 from 4 p.m. to 7 p.m. The event is at the museum, 321 Hopeland St. Dayton. Trophies, gift baskets, and bragging rights for Best Overall Chili and People's Choice Chili. Enter your favorite chili or come enjoy the talents of others. Salad, beverages, and Ben & Jerry's ice cream are included. All of this while surrounded by beautiful British cars.

Tickets are \$10. For tickets, more info, or to enter the cook-off contact Amanda Hawker at BTMkids1@gmail.com or 937-238-8451. Proceeds to benefit the British Transportation Museum Building Fund.

November 2024

2 - Guy Fawkes Celebration – 2 November – let the traitor burn!

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

16 – Last Tech Session – maybe more on Jeff John's car? Maybe we go to Stan's? Maybe...

December 2024

TBD – MVT Monthly Meeting – We are going to have a chat on whether or not this is needed due to the soiree. 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** – still in the planning stages

21 – **Ugly Sweater Gathering** – They will be ugly.

June 2025



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

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

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

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

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

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

July 2025



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

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

Website:

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

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

September 2025



TBD (but we assume 19-21)- Stowe British Invasion - The British Invasion is a British lifestyle event that started "over a pint of ale" in Stowe, Vermont, in 1990. It is a three-day event that includes "all things British", with primary focus on classic British motorcars. Beautiful

Stowe, Vermont, hosts this dazzling collection of classic British Motorcars every year in September. The British Invasion is the largest all British motorcar show in the United States annually attracting over 600 British motorcars from the US and Canada.

Tech Tip of the Month

When Auto Zone was closed but Home Depot is open



Technical Talk

Edited by Bruce Clough

When someone tries to talk to me about sports:
Me: I like old rusty cars



Intro

Bruce Clough

Many pages this month, and you can blame it all on me. I did a lot of prep work for VTR as well as a lot of work after viewing a failure at VTR. Stan has some very useful tool info in here also.

I believe this is the best content for the newsletter – tours are fine, but this stuff keeps you on the road.

TWOA Gauges are Gear!

Bruce Clough

The TWOA is reissuing digital tire pressure gauges. Back when the TWOA was the TR8 Car Club of America (TR8CCA) they gave members a digital tire gauge with the TR8CCA logo on it. Now after all these years a new one is being sent to members. We have them both, and they both work, although the new one is lit so you can see the valve stem in the night as well as seeing the readout – nice touch!



Old TR8CCA gauge (bottom), new TWOA gauge (top)

Tech Tip of the Month



Stainless hose clamps are a critical part of anyone's spares kit. Prudent application can solve a myriad of leakage issues.

Tools and Spares that follow you around

Bruce Clough

Chuck is getting ready for their trip to Stow, VT, and he asked me what spares and tools I carry. Since I was getting ready for VTR'24 at the time I thought:

Fascinating discussion.

In short, the spares I carry are those parts required to operate the car I give a reasonable outside chance of them breaking down while I am on the road as well as a reasonable chance of fixing by the side of the road. The tools I carry are those that are needed to replace the failed parts with the spares augmented by the need to be able to check fluids while on the road. It really is that simple.

But that's not that simple.

You see, what you carry in tools and parts will depend on the car you are in and how you use it. The TR3B takes different tools than the TR7s since it has different spares that might need to be replaced (as well as different measuring

systems). Use is also a factor – the TR3B, which is used for shorter day drives, needs less stuff than our TR7s which used for overnight, or longer, cross-country jaunts. The TR3B can be nursed home, or at the worst, arrive home on the back of a AAA roll-back, whereas the TR7s require patching up to get to somewhere where more serious looks can be had.

So, let's look at it per-car:

TR7

The TR7s are interesting critters, part modern while part not so much. In addition, you might have to guess at system of measurements. There is a lot more to go wrong with the car, especially since we take them cross country – than the TR3B. So, the greater the use, the greater exposure to fail even when you stay on top of the maintenance.

TR7 Spares

As far as identifying the parts to take along, the criteria is "Is it a critical part, a part you need to operate the car safely, that you can replace on the side of the road?"

For instance, spark plugs would be a "yes", radiator "no". So, using this criterial, what parts do you need for a TR7? I believe they are"

- Ignition electronic module – Delco type for our TR7s, just the small electronics pack that screws to the coil assembly – these hardly ever fail, but spares don't take up any room ,so why not include? If you have a Lucas system you might want to carry a spare ignition module and coil (1.5 ohm coil if I remember correctly).
- Fuel pump – you've heard my diatribes on these. The ones we have are good ones, but you never know. If you have switched to an electric pump, carry a spare one if those. Know what type of stock pump your car uses if stock since there were two. If all else fails, just bring a short-arm version and don't use the spacer.

- Spark plugs – probably won't fail on a trip if you are doing routine maintenance, but could be fouled by a carb issue.
- Alternator belt – again, easy to check on our TR7s, but you never know, and it takes no space. If you have an original car, you might also have to worry about belts for the air conditioning, air pump, and even power steering pump (on TR8).
- Radiator hoses (multi-day trip only) – yes, I carry repair tape, but if we are on a longer trip might be good to replace a hose.
- Ignition switch on wire pigtail – these will, yes, will fail sooner or later
- Oil pressure sender unit – this is another gizmo that will fail sooner than later (starts leaking oil)
- Carb rebuild kit – you never know
- Door latches – not as much of an issue now for at least one of our TR7s (read later in this Marque)
- Throttle cable – these wear, and even with routine lubing you might want to carry a spare
- Front wheel bearings – again, if you do the routine maintenance this is not an issues, but seeing failures of these, and the little space they take up, it is a good thing to carry.
- Rear wheel bearings – what? Yeah, seen this failure so I carry a kit even though this is a shop thing...
- Clutch disk and alignment tool (multi-day trip only – yes, a shop would have to replace this – been there, done that)
- Rotor, cap, spark plug wires – these are a wear part, and plastic is prone to cracking
- Rear brake cylinder – these have been known to start weeping without a whole lot of warning

- Gas cap – they get lost – not so much with Gary Klein's lasso, but still might need replacing on the road
- Window Roll-up handle – they break, and on the road also, ask me how I know
- Thermostat and gasket – another thing that probably will not go bad, but an original style t-stat can't be had at Advance Auto
- Spare clutch hose – yes, originals have gone bad
- Spare brake hose – yes, originals have gone bad – make this one long enough to cover most applications
- Lug Nuts – needed if your spare is a steel wheel, but you run alloys



TR7 Spares Kit (minus the spark plug wires, clutch, and hoses not in the picture)

This actually doesn't take up all that much room. Most all fits perfectly in the spare tire rim in the trunk (or also next to it if you have an alloy spare since those have less internal room) except for the radiator hoses on long trips – those are put in the trunk along with the rest of the luggage



Spares stored in the spare tire compartment

TR7 Tools

I carry two tool rolls for the TR7s, one is pliers, screwdrivers and specialty tools, the other is mostly wrenches. Below is a picture of the former:



TR7 Tool Roll 1 – basically everything but wrenches

In this roll you will find the combination screwdriver (Klein unit – also is a nut driver for 1/4” through 9/16”), various pliers, hex keys, and Torx wrenches (yes, the TR7 has those), but also specialty tools:

- Hose Clamp Pliers
- Upholstery Tool
- Inspection Mirror
- Magnet-on-a-Stick
- Carb Wrench (cut-down 1/2” box wrench to get at those infernal carb nuts)

- Fuel Pump Wrench with wobbly bits (hard to get at those nuts with a straight wrench, just like a TR3 <lol>)

...and a set of work gloves, one of several.

The second tool roll is mostly just for open end wrenches with the large ones being those required to take off the front brake calipers so you can replace a bearing on the road (yes, it does happen). I also carry a 15/16” combo wrench to remove tranny and differential fill pugs and some 4-in-1 ratcheting box wrenches just because.



TR7 Tool Roll 2 – Big Iron

BTW - The “stock” tool bag by the time of the TR7 is just the jack crank and the lug nut wrench. I added a black-iron pipe to that for added torque.



Stock jacking tool plus iron pipe for extra torque

Of course, once I took the picture above, I realized these tools were pretty nasty – the handle and lug nut wrench were rusty, and the black iron pipe still had it’s protective coating on it (that turns hands black) as well as sharp edges at the threading, so since this is a family newsletter I had to clean my act up. Found the

sandpaper, found the POR-15 spray can, and found the self-sealing rubber wrap.



There, that's better!

TR3B

TR3B Spares

The TR3 is a little bit different animal – I only take it on shorter trips around the Miami Valley, so I'm concerned less about issues such as front bearing failures, so the spares kit is smaller, consisting of:

- Distributor cap and wires
- Points, condenser and spark plugs
- Alternator belt
- Fuel pump
- Voltage regulator
- Carb diaphragm
- Extra fuses (blade type)



TR3B Spares

TR3B Tools

As one might guess the tool roll is a bit smaller in the TR3B. It is, and actually, it's really a modern version of the original TR3B tool set minus the grease gun with a wobbly 1/4" drive, 1/2" socket added to handle the fuel pump nuts.



The TR3B Tool Roll

Since there are less tools here, I'll list them out (lol):

- 4-in-1 Combo screwdriver
- Medium size "Channel Locks"
- Pliers
- Three open-end combo wrenches from 3/8" to 11/16"
- Lucas distributor tool
- Spark plug gapper
- 1/4" drive and 1/2" socket with wobble adaptor
- Spark plug socket, extension, and ratchet
- Adjustable wrench
- Spare coach key
- Tire gauge

A note on tool quality:

I know someone is asking "what brand of tools do you use?" I do not have a single brand since the selection criteria is "I'm stranded on the side of the road – how good should the tool quality be?" Therefore, I put in tools with the quality I think I need for the job that needs to be done. Does that mean a Harbor Freight tool gets in here? Yes. Does that mean I might find a Mac or Snap-On

tool here? Yes. Most of the tools are mid-line Craftsman (USA made) or Kolbalt (USA made). Don't go real cheap, but you don't have to follow a tool truck around either.

Just a note on Harbor Freight tools

We love to make fun of the cheap stuff at Harbor Freight – Chineseium at it's best, but of late things are getting better. I can't speak for all tools, but their ICON brand of hand tools is getting decent reviews, especially for the price point. Lots of reviews on these.

Doesn't Matter

There are some things that move from TR to TR depending on which one is being driven – these are bags of stuff that will work on, or be needed by, any car along with fluids and safety items. There are also a few things I just tend to throw in the trunk anyway...

Electric Spares Kit Bag

All cars have electrics, and can have electric issues, so I carry a bag that has stuff to fix electrics which contains:

- Sun Automotive Digital Multi-Meter with leads and spare battery
- Extension leads with alligator clips
- Rolls of 16- and 12-gauge wire
- Crimp-on connector assortment with good crimp-on tool
- Spare relay of types used on TR7 and TR3B (there are three types)
- Fuses
- Spark plug gapper
- Spark tester
- Electrical tape
- Emergency TR7 ignition switch



Electric Spares Kit Contents

Note there are no spare bulbs in here – since going to LED bulbs, those don't burn out nearly as often, so I take a risk and do not carry them along (but I'll think about it...)

Shop Supplies

I carry a bag that goes from Triumph to Triumph that we're driving that carry supplies you might need to patch something up on the side of the road.



The Shop Supplies Bag

In this bag are:

- Another set of work gloves
- Hoses of various sizes
- Hose clamps of various sizes
- Head-mounted LED working light with extra batteries

- Rubber gloves
- Electric Fuel Pump
- Silicone sealers
- Various quick acting glues
- Self-sealing tape for radiator hose repair
- Wire and Nylon Ties
- Flare
- Poncho
- Duct Tape
- Rags

Throw-In Stuff

In addition to the spares, tools, and electrical bags there are a few other items I will throw in that get carried around in the daily drivers.

- Tire Pump – 12V powered with built-in gauge
- Jump Starter – Modern Li-Ion battery unit that is charged before I leave home – no kidding – these can start big engines.
- First Aid kit – for repairing yourself after you repair the car

Fluids

In addition to tools and spares, you need to carry spare fluids sine, well, you drive a Triumph. I carry in each Triumph:

- DOT 5 Brake Fluid – 12oz container
- Motor Oil – quart of oil rated for flat tappet use
- Evans Coolant (on longer trips)

Other Stuff



You never know...

There are also a few things I'll throw in the car since I can, such as a blanket, specific car workshop manual, and a chicken – you carry a chicken, right?

(Almost) Final Words

Recapping:

- The spares you carry are the things you think might break on the length of trip that you are taking that you think you can fix on the side of the road.
- The tools you carry are to replace the things you might think could break.
- The specific spares are dictated by the car you drive.
- Some things are generic and can move from car to car, some things are not.
- Buy tools of the quality needed to fix a car on the side of the road while minimizing cuss words.

If you are wondering about the packing space, this all packs into a fairly small space tin the TR7's. The spares go with the spare tire, fluids go in the wells behind the rear wheels, and the tools are in rolls small enough to place where they can be.

Post Mortem

During VTR'24 I did not use ANY tools or ANY spares I had packed in the trunk(s). I'd rather be lucky than good. I did take out the Leatherman

Tool that was in the compartment between seats to tighten up one luggage rack screw on Inca, but that's it. I didn't have to pull tools/spares out to help others. I was prepared to give away a driver's door latch, but that wasn't needed.

Tool Descriptions

Stan Seto

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh*t'...

DROP SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting on fire various flammable objects in your shop. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads. Over at WikiHow, they'll even show you the proper use of this tool for paint can opening!

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent to the object we are trying to hit.

UTILITY KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

ADJUSTABLE WRENCH: aka "Another hammer", aka "the Swedish Nut Lathe", aka "Crescent Wrench". Commonly used as a one size fits all wrench, usually results in rounding off nut heads before the use of pliers. Will randomly

adjust size between bolts, resulting in busted buckles, curse words, and multiple threats to any inanimate objects within the immediate vicinity.

Son of a bitch TOOL: Any handy tool that you grab and throw across the garage while yelling 'Son of a b*tch' at the top of your lungs. It is also, most often, the next tool that you will need.

AIR TOOLS: Tools used to rapidly round nuts and bolts and break expensive sockets.

SHOP LIFT: A tool used for stranding car in the air when compressor fails

LATHE: A tool used to reduce expensive rotors to small bits of metal

Revisiting Wedge Door Latch Failures

Bruce Clough

Wandering into the parking lot after arriving at the South-Central VTR Regional in May the first thing we saw was Jim TenCate working on Mike Cross's (?) TR8. The door latch failed and he just got it open. Moving forward several months and as we pull into Abe Martin Lodge for VTR 2024 we see Dave Massey finishing up the repairs on his TR8 since his door latch had failed. Looks like it's now a TRadition that we enter as a latch failed. Remember Wedgemites - it isn't **IF** your door latch is going to fail on a Wedge, it's **WHEN**.

The "fix" for a door latch failure, the usual symptoms of which are the door will not close (very rare), or the door will not open (the usual), is to take off the old latch and put a new one on. This can be problematic when the door fails closed since there isn't a way you can open the door by jiggling with anything inside the door. The "approved" procedure is to jack up the rear of the car on the side that failed by the rear jacking point using the stock jack, then from the inside kick the door as hard as you can to pop the door open. Barbaric, but it works.

The cause is a piece of plastic internal to the latch that is used to dampen door vibrations when closed undergoes high-cycle fatigue, cracks, breaks off, and jams itself in the lock mechanism. The only way you can get at that piece is by taking

off the latch. Again, if you drive the car for any length of time, the plastic will cycle due to bouncing up and down on road imperfections and after enough cycles, cracks will form and it will break off. No "ifs" about it.

So, what to do. We now all carry spare latches, and we've replaced the latches on our cars with new ones as we can, but that still doesn't help us if we get a failure on the road. All we have then is a jack and a foot.

After Dave took the piece of broken latch out of it, he pondered. He had a spare latch courtesy of Jim TenCate, but would the old one still work? It couldn't break again, that's for sure. He put it back in and the door worked normally, not anymore jiggly than before. That got me thinking, what if the long-term fix is to "pre-break" the latch before it can fail?

Going back and doing homework, that latch has been on Wedges from the beginning. For a FHC (fixed-head coupe), aka "a hardtop", that plastic piece, and the rubber cylinder that backs it up (more on that later), is the only thing that damps the door jiggling when closed except for the door rubber seal itself. On a convertible, since there is no top of the door, they added a catch to the door jamb (Part YKC3290) and a Hook-Door Restraint (Part ZKC3464) to the door to hold the door in place better (I'm assuming) during collisions as well as when the body flexed a little while driving since there is no steel top to take load (another assumption).

"...to hold the door in place when the body flexed a little..."

Bingo. My intuition (some would say WAG) is that on a DHC (drop-head coupe), aka "a convertible", that plastic piece in the latch really isn't needed all that much due to this extra catch, and the fact that we still have door rubber where the door is adjacent to the body. My bet is the latch will still work fine, and the door will not rattle any more, with the plastic removed.

Let's test this hypothesis...

Okay, let's get to work!

As always, I try it out on The Mule before going to Inca. I can't hurt the car much, I've already done a lot to it, and it's already on a salvage title. Getting to work, the driver's latch was actually easy to take off – four (4) T30 Torx screws.



Yes, I'm sure you know what a latch looks like, but here it is anyway with its Torx screws

One trick in taking the door latch off is to ensure the guts inside the door don't fall in while you are playing with the latch off the car. Not that it's hard to take the door cards off to retrieve parts, just that it's annoying.

The trick is to take the top two screws out (Torx 30 head) as well as the screw towards the outside of the door. Then you unscrew the bottom inside screw just enough that you can rotate the latch top towards inside. Rotate enough to clear the top and bottom outside holes and put the screws back in, then finish unscrewing the remaining screw and put those last screws back in the door. Guts stay in and you know where the screws are <lol>. Don't ask me how I learned this.



Screws put back in place on the door after latch removed.

Now to clean up and look at what we have in the way of a latch. Since the plastic part of the latch body is made from styrene, using brake cleaner to clean isn't a great idea (eats the styrene), so I soaked it in mineral spirits and took a nylon brush to it.



Q-Tip and nylon brush – one clean old latch

Once clean it was time to inspect. Both the outside and inside looked pretty good for a 45-year-old car that was on a salvage title.



Latch outside – not much wear, or even scuffing, seen



Close up of the plastic piece and rubber cylinder



Latch inside looks good also

But good looks can be deceiving. Let's zoom in on the offending part of this latch, the bottom where the rubber cylinder and plastic appendage are.

Let me explain what is going on here. When the door closes and locks, the catch post on the body ends up pressing against the plastic appendage on top the rubber cylinder between the "bumps" on the appendage (which hold the cylinder in place). When the door tried to move vertically that cylinder presses back and keeps it from moving. That also means a dynamic bending stress is generated in the plastic appendage where the catch meets the appendage on top the rubber cylinder. Stress it enough times, and crack, the plastic breaks off.

Let's pop the rubber piece out and look at the appendage.



Close-up of the plastic appendage where it normally breaks, between the lobes

Taking this off should be no problem. Needle-nosed pliers and some twisting should do the trick – I'll show that appendage what fatigue really is!



Success – appendage broken off

Now we just need to put the latch back on the car, but first – we grease! I use wheel bearing grease on the latch since it's exposed to the weather.



Greased up latch and ready to go back on the car.

I put it back on the car, lining the latch up to the witness marks for alignment.



Latch installed and aligned to the existing witness marks

Works well, in fact, I cannot detect any changes in functioning. I just know that piece cannot break off and ruin my day with jack and feet.

So, that was all I was going to do, until I looked at the door alignment. The door was out just far enough that you could see the difference.



Close, but I think we can get closer in door closure alignment – nice legs, BTW...

To get the door to close a bit more, I have to move the bottom catch closer to the inside, and maybe play with top catch



Door catches, have to look at them both

I started with the top catch; the one added to the DHCs. All this really needed was to be cleaned and regreased.



**Hmmm , think this car has been repainted?
Repaint was a bit lighter than original...**

That was actually too easy, and also it turns out that what I really need to do is move that bottom

catch in further, but boy, it looks like life has not been kind to that gasket...



U-G-L-Y – nasty gasket!

Yeah, that gasket is shot big time. The gasket is really sandwiched between two metal plates. The loop part is actually attached to a backing plate inside the B-Pillar that is threaded for the screws.

The bottom catch comes off easy enough, but you have to be careful since the backing plate is not secured and can fall into the abyss between inside and outside B-Pillar pieces. Do not ask me how I know. It will then be a real B to retrieve.

What I do is maintain positive control of the plate at every time. Here it is with a ¼ handle stick in it to keep it in place.



Securing the lower door catch inner plate to eliminate car spelunking

So, let's look at the composition of the removable parts of the catch.



Top metal part to the left, rubber gasket in the middle, and top metal piece on the right

The top and bottom pieces are cadmium-plated metal while the inside is rubber, rubber that has seen too many decades. To replace the rubber I need just to cut one out of some bench stock I have. I will use the top metal piece as the template for the cutting.



Traced-out gasket on the new rubber

Four 3/8ths inch punched holes, two 1" cuts using a wood chisel, and my handy "cuts anything" shears later and we have a gasket.



New versus old

Now to put the parts back on without dropping the backing plate inside the B-Pillar. The solution to this is to use clamping pliers (yes, in this case it was actually a Vise-Grip) to hold them in place while I attached them to bottom backing plate hole using a bit longer screw (borrowed a passenger-side door latch bolt for this). This looks like...



Bottom screw in place, now to get the top screw in

Once you get the bottom screw kinda tight, you align the top hole using a little Phillips screwdriver and put the original screw in. Then, release the clamping pliers, tighten the top screw, replace the bottom screw with the original (and don't forget to put that back in the passenger's door), and tighten the bottom screw to the point that you can just move around the whole assembly.



Final location of bottom catch

Move the assembly to the right until the door fits right. I had to move it all the way – you can see the old paint to the right of the plate in the next

picture, an indication of how much I had to move it, but the door now fits right.



Much better...

Okay, so now to drive it a bit and confirm no rattles, or at least not any more. Then I have a few more doors to do. BTW – took me about 2 hours to do this including taking pictures. Not a hard morning's work for sure. When I do the passenger's side, I'll get a better time hack since I'll not be doing so much documentation.

Time Hack Passenger's Side: 38 minutes.

Road Test Results

Boring – no weird noises, no drama. Worked well. Drop the mic on this one.

Trannie Oil

Bruce Clough

I've been asked several times over the last month what transmission fluid to use in Triumph transmissions. The concern is that modern GL-4 spec fluids can harm the yellow metal synchro rings in older trannies.

I use Valvoline Synchronesh Manual Transmission Fluid in our TRs. The spec sheet for this can be found at: <https://sharena21.springcm.com/Public/Document/18452/7e398057-fe75-e711-9c10-ac162d889bd3/e419c386-e29c-e711-9c10-ac162d889bd3>



It does not harm yellow metal, and has excellent lubrication properties. Note that I do not have to deal with any electric overdrives so I do not know off the top of my head the impacts for those. I believe the viscosity of this is more than 30Wt oil, so the overdrive engagements could be a bit slower. If you want a bit more explanation you can find it at Macy's Garage website:

<https://macysgarage.com/gear%20oil.htm>

*Tech stuff is boring
Get to the real goodies
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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 on the next page:



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

*What can I buy now?
Money gone; credit lousy*

Do you take a check?



Ran when parked

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*Parts is parts I guess
Do they fit, does it function?
Can I get refund?*



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.

For Sale: TR3A



Around 1970, I bought a gray two-seat car for \$300, cheap because it had the pieces of its engine in a box on the front seat. Over the summer I got that 1960-ish Alfa Romeo Spider Veloce running, sort of, and then I sold it in order to buy a nice 1962 TR4 that I drove through my college years, until 1973. Then I bought a TR4A that I extensively refurbished, and finally a TR3 with a really bad suspension.

Fast forward 46 years to 2019, when I found a TR3 that had been parked in a Beavercreek garage since, well, 1973. It was cheap because the engine was in pieces. You know the rest—I bought the car and although it took four years and a lot of work (and advice from Miami Valley Triumphs) it re-awoke in May 2023 and now it runs. Quite well, actually.

But I'm far beyond my college days. I have a little house, no work space, and no time nor energy for the upkeep that an old Triumph requires. It's been a great retirement project, but it's got to go.

So, I'm putting it up for sale. I'll offer a great deal to someone affiliated with the club. Contact me if you know some interested person. Note that I won't sell it to anyone who suggests it needs a V-8 or Hurst shifter - 937-238-7438; john1469@gmail.com .

Wanted – TR6. Ben Helm is looking for a TR6. Feel free to contact him at 859-391-7395 and/or mayraben@zoomtown.com.

*This is the ending
Haikus are fun, Beer is best
Pour one more tall one*