



The Marque

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

The Marque – May 2025

Some of you never had to push your own car then jump in and pop the clutch... and it shows!

May Events:

- 3 – Clifton Breakfast
- 3 – Derby Party
- 7 – MVT Monthly Meeting
- 16/17- Carlisle Import and Kit Car Show
- 18 – Columbus BCD
- 24 – BTM Car Show

In This Marque

- You're just going to have to read it to find out!

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.

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: Jackson Galloway,
jackson.galloway@icloud.com

Secretary: Stan Seto,
stans@fuse.net

Treasurer: Harry Mague,
harrymague@aol.com

Membership: Adrienne Meade
meadeashay@hotmail.com

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

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

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

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

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

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

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

MVT Monthly Meeting



MVT Monthly Meetings are held on the first Wednesday of each month at **Archers Tavern**

Kettering, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015.

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

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



Somehow this makes sense....

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.

Public Service Announcement

**IF SOMEONE EVER TELLS YOU
THAT YOU DON'T NEED MORE
HORSEPOWER.**

**STOP TALKING TO THEM. YOU
DON'T NEED THAT KIND OF
NEGATIVITY IN YOUR LIFE**

Officer's Reports

President's Report

Short and Sweet

Jeff Barth

I'm sure everyone is familiar with taking their car out for a test run after making some improvement or change. Even when getting ready to go on a longer than normal trip in our LBC.

April was the month for dry runs or trying something out before doing for a longer period of time.

I have been working on the Spitfire to make a few minor improvements as well as replacing components that are past due for the upgrade.



Look lights!

Getting ready for some trips, short or long, this month or later in the year.



Pretty belts!

But strap yourself in, as in April I did a week-long dry run for a longer ride at the end of May into retirement.



Funny, these don't look like Spitfire pics...

I hope it will be smooth ride, or smooth as it can be. On May 23rd I plan to work my last day as a full-time employee and join the retirement club with Jodi and a lot of you as well.

Change your oil, pump up your tires, check your spark plugs and pack your bags. Lets' go!



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

MVT Meeting Minutes – 05 April, 2025, Archer's Tavern, 2030 E. Dorothy Lane, Kettering, Ohio

Call to Meeting – 7:30 PM

Members Present – 13

Opening comments – On a weather threatening night, we're not going to have a great turn-out.

Agenda: Changes or additions – Anything to add?. No reply from the Peanut gallery.

Introduction of Guests and/or New Members – None present

Office Reports

President – Then let's go to our new Vice President.

Vice President – I'm looking for a new down draft Weber Carburetor for my TR6. Jackson got a number of comments, but few were helpful as Weber's do not sit on shelves in many garages.

Treasurer – Club has \$4638.65 in the bank, after paying for the awards banquet.

Secretary – Requested a motion to approve the March Minutes as published in the Marque. Motion was made by Bruce Clough and seconded by Jeff John, discussion was asked, but no comments, vote was asked and motion passed with no dissenters.

Membership Secretary –Current Membership – 56, same as last month. Memberships become due next month (May). Several members paid right now.

Events Chair – March was a busy month, Tech Session at Jim Sipos' son went well, we got the transmission reinstalled, with some trouble, the Awards Banquet at Jimmie's and headed by Chris White was very successful and the tech session at Roger Rutledge's had an outstanding turn out of members, all of whom worked to reinstall the radiator in his '3 and pull the rear axle half shaft for bearing and seal replacement.

- **April – 06** at 2:00 PM, Attend Reopening Winery Meeting at Caesars Creek. Bring cheese and Crackers
- Saturday **19th or 26th**, Bruce would like to do a "tour" and is looking for a sponsor (leader). John Clifford seemed to express some interest.
- **May – 03** May (Saturday) - Maybe a tour starting with breakfast at Clifton Mill.
- **17 & 18** – Columbus, Ohio, BCD at Quaker Steak & Lube, Lyra Drive & Polaris Pkwy, Columbus, OH. I think the BCD day is the 18th.
- **June – 16th to 20th**, TRA in Kalamazoo, Michigan, Jeff Kelly steps down as President, after 10 years. Who will step up?? Rye

Livingston of the Triumph Traveler's Sports Car Club has been chosen as the Joe Richards Award selection for 2025.

Standing Committee Reports

Technical – Nothing to report, but there was a short discussion concerning LED bulbs in rear tail lights, installation of LED's was encouraged.

Marque – Editor continues to seek technical articles.

Spare Parts – Nothing to report. Chris Yanity is looking for Triumph hub cap center pieces, which depict the Triumph world globe, late design, not early.

Web Site – Nothing to report. John Coutant did not attend.

Memorabilia – Yes, it is still available.

Old Business

2026 Awards - The Jimmie's Restaurant has been reserved for the Awards banquet for 2026. Unlike 2025, Soup and salad will be offered, but will not be on the Selection Menu in 2026. The subject of the bread that was served was brought up but this subject was not resolved.

New Business

Dayton BCD - S. Seto commented that a meeting with Ed Hill, MG Club, Southwestern Ohio Centre, to discuss the area given us for BCD, and with the Park Representative, and on-site, will be scheduled for mid-April. An invitation to attend will be issued to MVT officers and those who regularly work the event.

Peterson Honorarium - Stan Seto offered a motion that the club issue an honorarium in memory of Skip Peterson, recently deceased, a member of the **MG Car Club Southwestern Ohio Centre** and a major contributor to our year-by-year BCD event success, and in the amount of \$50.00. Motion was seconded by Bruce Clough and went to discussion where it was suggested that the amount be increased to \$100. The Honorarium would be given to The Dayton History Fund at Dayton History, 10000 Carillon Road, Dayton, Ohio, 45409. Consideration was then given to the vote. The quorum was on the

low side and our President suggested we table the motion until the May Meeting when it would be expected that attendance would be more normally like 50% or greater, rather than the 23% we had on this night.

50/50 Drawing - Amount: \$12.00, **Winner:** J. Galloway

Adjournment: Time – 8:05 PM Motion -
Chuck White; **Second –** Bruce Clough.

Vice President's Report



I'm here!

Jackson Galloway

Spring is here! Which means I now get to enjoy the full experience of driving a TR6 with all its issues. The carb rebuild/tune went well, but the off idle hesitation is still an issue. That being said, it will idle (when warm) at around 850-1000. So it's a partial win. I had an alignment done at C's Autohaus in Centerville, and the steering wheel is now straight, and so is the tracking!

Unfortunately, they found a load of issues I need to attend to before the July VTR show. Leaks, leaks, and more leaks. In a bit of good news, I found another set of dual weber carbs I got for a decent price. I will install them later this month after I get the project truck (aka Big Hoss) off jack stands. One project at a time I say. But Spring is here, and the wrenching with the garage doors open has begun. What a great season!

Crazy Jack

Treasurer's Report



As of 1 April 2025, the club account had a balance of \$4638.65. For the month of April, the club's income was from for 50/50 for \$12.00 and \$325.14 for Membership renewals and for one new Membership. Total income was \$3337.14 For the month of April, the club had the only following expense: \$165.00 for embroidery. For 1 May 2025, the club's account balance is \$4810.79. AS A GENTLE REMINDER, MEMBERSHIP DUES ARE DUE STARTING MAY 1ST.

Respectfully submitted, *Harry Mague*

Membership Chair Report

57

Please welcome Joe Nelson as our newest member!! He resides in Covington KY. Joe owns a Green 1973 TR-6 with a black interior. It has been off of the road for 30+ years, but he states that it is solid and has been repainted. He would appreciate any information on a local garage where he could get his engine overhauled.

We now have 57 members in the Miami Valley Triumphs Club. We finally made it to driving season!! Hopefully, Joe can join us in some of our club activities. Get your cars out and stay on the back roads!!

Also, it is dues time once again. There are several ways to pay your dues:

- Pay in person (with \$20 cash or a check payable to MVT) at the monthly membership meeting. May meeting is scheduled for Wednesday, May 7th.
- Pay by mailing a \$20 check (payable to MVT) to our treasurer, Harry Mague, at 4044 Meridell Drive, Beavercreek, OH 45430.
- Pay at our MVT website <https://miamivalleytriumphs.org/online-dues-payment>. This method is convenient, but it will cost you an extra \$1.25 to cover the PayPal fee.

If you have any questions or concerns, please do not hesitate to contact Michael or me at meademg@yahoo.com.

Thank you and "Stay on the Back Roads" in your Triumphs!!

Adrienne Meade – MVT Membership Chairperson

Bruce's Corner



Somewhere Southeast of Dayton – April is gone – already?

Bruce Clough

Well, that was fast.

April is gone, gone, gone.

Didn't really drive the Triumphs much – cool weather - with their old tops (Inca), and tops that were put on in hot weather (The Mule) once a top is down below 70 (inca) and 80 (The Mule) it's a struggle to get them up again, and who wants to drive a convertible around with the top always up?

Probably time for canvas tops, maybe for Inca, but due to the accident in its history I'm not sure that would be a fix for The Mule.

The Grey Ghost? Still up on the rack.

Well, there is the BMW, oh, its valve cover gasket decided to leak again. Very normal thing for the in-line 6, but the stain it left last time driven would have made our TR3B proud. Trying different gasket manufacturer this time.



Der gasket aus BMW gefailedalot...

Sigh – never fails.

See you at the meeting on the 7th!

The Marque

Tech articles, I want tech articles – heck, even if you are making part, or the whole thing, up (with proper disclaimers of course) just send them in!

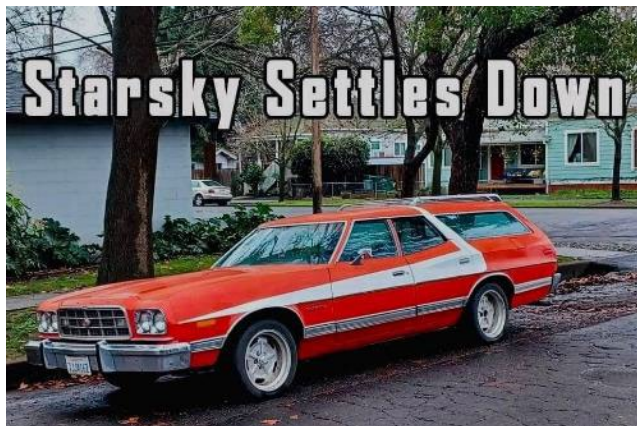
Events Chair Report

By the time you're reading this the Clifton Mill Breakfast, and the Derby Party, on the 3rd are past. You can read all about the bliss we had

later on in this issue. The stuff we have coming up this month:

- Carlisle Import & Kit Car Fair
- Columbus BCD
- BTM Car Show

As usual, if someone wants to host an event, just let me know – I will schedule you in!



MVT Events

Past

April 2025

2 – MVT Monthly Meeting:

Minutes posted earlier in this Marque – thanks for coming out on a nasty day!

6 - Caesars Creek Winery Opening Celebration – the first Wine Flashmob of 2025:

Bruce Clough

Great times were had by all on the first weekend the winery was open for this year. Quite a few MVT'ers showed up with food to celebrate the opening of a local legend, okay, maybe going a bit far with that last word. Let's just say it was epic in a subdued way.



My favorite, and I'm not ashamed to share!



The Table of Plenty – thanks to all who brought the food, and more food, and even more food!



Tastings – gone – that's what we MVT'ers do – how we run!



In the end we were full, of wine, food, and friendship – thanks to all who came!

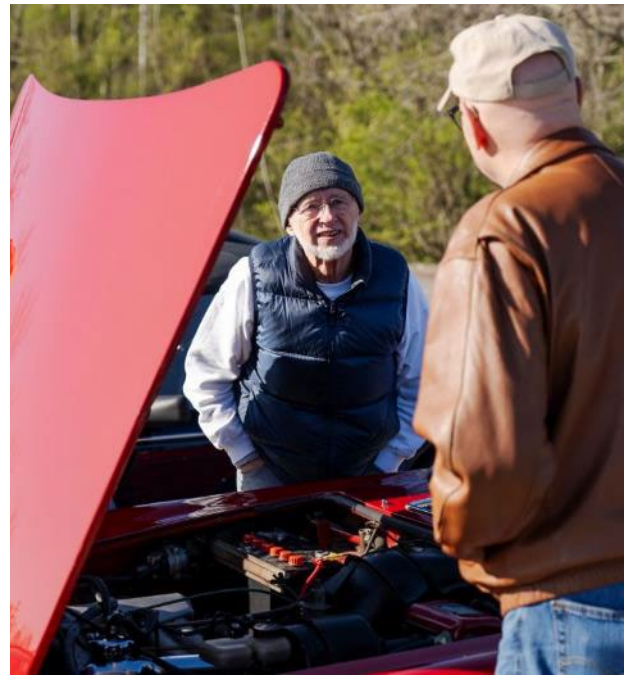
12 – Classic Spring Classic Driving Tour XXII: Over hill, over dale, over deer...

John Coutant

Kurt Niemeyer has put on the spring drive for the Cincy folks for some time. Frank and I have driven it several times as have many of you. I'm sure Jackson remembers the drive in the rain with TRashy and don't get Tim started about the goat mud on his TR250. The tour has been small and then big and then small again this year so Frank and I decided to go as we had not been since before COVID.

The drive was on April 12th and started on the northeast beltway of Cincinnati and headed out east to Miller's and then back to Cincinnati. At the start there were about 30-35 cars. A few later models but mostly older classics. A mix of Austin Healey, Triumphs, MG, 356 Porsche, BMW 2002, and others including us in the Volvo 1800E. It was a bit cold yet to brave the TR3.

There were written course instructions and I had entered them into an app that I was beta testing as I am still looking for a phone app to facilitate our club drives. We started off at the back of the second, slower group so Frank could get pictures and about halfway through the first leg made a mistake and got a few minutes behind the group as we recovered.



John 'xplain' in that fancy Volvo...



At the start



Suspension Bambi – yummy!

When we were on US 50 eastbound a car in front of us (a SUV not on the tour) hit a deer and threw

it on the right shoulder. So, we ran over the body with the right wheel. Not much time to react and as they say – Do not swerve or else you could end up in the opposite lane of traffic or off the road on the right into a ditch or worse.

The body was high enough to push the right bumper section into the lower clip and fender. The suspension on the right also took a hit. The sweep car stopped behind us and waited. The car seemed drivable but the steering was pulling to the right. We stopped again and double checked but nothing was broken so we decided to press on to Miller's, the lunch stop.



TR6 after mud, mud mud!!!!

We caught up to the group that was stopped while a TR6 extricated itself from a muddy field after going off the road. We learned later that, after we left, that a TR4 went off the road on the second leg. No damages as far as I know but it brings up an important point. Be very careful not to get your wheel off the pavement on the right side of the road. On the small roads we often travel there are no shoulders and often a drop off. Keep driving straight and slow down to a stop. Turning the wheel quickly can lead to dangerous, even fatal results.

Enough preaching, back to the deer. On the way to Miller's it was clear the suspension was wonky, out of alignment at minimum or worse a bent suspension. Frank and I had lunch and decided to head home and skip the second leg since driving the car was not fun.

I am insured with Hagerty and decided to file a claim after doing a post mortem at home. They

sent an independent adjuster to look at the car. Since his opening comment was "I've never seen one of these before." It did not instill great confidence but my Hagerty agent said not to worry and anything not seen will be covered in a supplemental adjustment.

Everything was stripped off the front of the car (lights, bumper, grill, etc.) to get it ready to go to the restoration shop here in Cincinnati. Monday the shop called to say it had a slot and since it was a beautiful day, I drove the car over and left it off. So now the process of repair and rebuilding. Stay tuned for updates.



Miller Gothic (w/o pitchfork)

May 2025



3 May – Derby Day Breakfast

Bruce Clough

What a dreary day, cool rainy, kinda reminds you of English weather, unfortunately we're in Ohio. Oh well, it's dry inside.

For breakfast at the Mill we congregated at 0800 to avoid the Saturday breakfast crowds, made the worse this weekend by graduation at Cedarville. More folks showing up at 0800 than I've ever remembered. We had 14 folks, the table was prepped very fast, and the coffee was hot.

Not enough grape jelly, but that is a separate conversation.



The table cam recorded this scene of mass coffee consumption

Food was ordered, conversations started, stories rolled out.

More coffee arrived.

We watched another table's food arriving – they ordered a couple of family-style platters of food – piles of pancakes, biscuits, bacon – pile high with goodness.

We drooled.

Then we got our food, or at least most of us did. Chris White and I ended up with the Carol Daye Award (if you don't know, ask us) for breakfast follies. My omelet came with tomatoes (I told them no tomatoes) and they forgot Chris White's mushrooms (but not tomatoes – she had lot, and I mean lots & lots, of those).

Eventually all had food with mixed results:



I finished my omelet once it finally came



Prez Jeff left some pancake...



Treas Harry threw in the towel

Now finished, bellies extended, a waddling walk, and a bill to pay, we headed back to the lobby

where we looked at candy, tried not to bump into people, and wondered if the rain had picked up (it had) - paying our bills we headed back home to start preparation for evening festivities...

Thanks to all who participated!



3 – 151st Running of the Kentucky Derby

Wow – what an evening. Not to be outdone by Clifton Mill pancakes, Adrienne and Michael hosted one fantastic Derby Day Party at their palatial party haus.

Beer, bourbon, horses, and Derby Pie – any questions?



Bourbon and Cucumber Sandwiches, oh my...

Alice was slinging her drinks – if you don't know, she was a bartender as part of her career-long learning experience – and, as far as we can tell,

everyone is appreciative of the effort she put into it.



Alice showing off her bartending skills

Not to be outdone, Adrienne and Michael set up a bookie operation whereby they fleeced the club out of much hard-earned lucre. One improvement needed is adding a trifecta to the options.



Michael and Bruce corrupting minors – is there no shame?

To their credit, the MVT'ers put on a dress show. Hats, jackets, bonnets, and ascots all made strong appearances. We looked as good as the folks at Churchill Downs, that's my story and I am sticking to it.



Chris and John hit up Alice for one of them fancy drinks.

The race? Scott Stout shared 1st place winnings. Of course, I was rooting for Owen Almighty and Sandman (how can you not root for a horse sharing a name with Alice and a horse named after a Metallica song?) and lost. The only other winners were several minors that sneaked in somehow, picked winners, then absconded with the funds, disappearing into the night. Left before we could ask them what method they used. Darn.



Cute little rose ice cubes, eh?

After our disappointment at losing, we ate more food, drank more drinks, and talked on. Slowly folks left, and by 10PM we had headed back home.

Headed home, but with great memories of the Burgoo and Hot Browns, Cornbread and Beans, Derby Pie and Puffs, and all the rest of the fantastic food provided by the Meades as well as what y'all brought.

My question is, when will we have the next Derby winner that is not a descendent of Secretariat?

Future



7 – MVT Monthly Meeting:

Come for food by 6:30PM (it might take some time to get it depending on how busy they are and wait staff available), meeting starts at 7:30PM. The meeting will be held at Archers Tavern Kettering, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015.



16-17 – Carlisle PA Show:

TR7/8 will be featured cars. From the website:

Triumph TR7 to be Featured at Import & Performance - Celebrate 50 Years of Triumph's "Wedge"

It was Triumph's last TR car and its production began 50 years ago so we want to celebrate the shape of things to come. As part of our

celebration of the famous wedge design, we are looking for several examples to display indoors at the show. This is open to all variants of the TR7 and of course, the TR8. Additionally, if you have any cool TR7/TR8 memorabilia or collectibles that could be part of the display, please contact Ed directly at EdB@CarlisleEvents.com.

As always, when we feature something, we like variety! That means that we're not only looking for nicely restored examples, but we also love to display survivors, race cars, barn finds, etc. Maybe the Rover V8 wasn't enough for you and you did your own engine swap. If it's a TR7 or TR8 and you'd like to have it considered for the feature, you are strongly encouraged to submit an application at www.CarlisleFeatures.com today.

More Details at their website: <https://carlisleevents.com/events/events-detail/index?id=import+and+performance+nations>



18 – Columbus BCD:

Saturday & Sunday, May 17-18, 2025, Quaker Steak & Lube, Lyra Drive & Polaris Pkwy, Columbus, OH

2025 FEATURE MARQUES:

- Rolls Royce - 100 Years
- Triumph TR3 - 60 Years
- Triumph TR7 - 50 Years

Secure Online Event Registration:

<https://britcar1.regfox.com/bcd-cmh>

Welcome to Central Ohio's Annual British Car Day - 40th Anniversary of BRITISH CAR DAY - Columbus, Ohio at the Quaker Steak & Lube – Polaris, 9:00 am to 3:00 pm, registration 9:00 am until Noon. Only pre-registered cars admitted on the field past noon. A portion of your registration

fee will be donated to local charities. The first 150 registrants will receive an event dash plaque and registration pack

SATURDAY

- Central Ohio Driving Tour (Free) Departing from the Cambria Suites at 11:00 am
- Hospitality Suite \$10.00/person at 7:00 pm at Cambria Suites

SUNDAY

- British Car Day at Quaker Steak & Lube from 9:00 am to 3:00 pm

Our Host Hotel is Cambria Suites Polaris - Columbus, OH, Call 614-841-9100 to make your reservation

Rooms have been blocked for Friday and Saturday night (5/16-17) under "BRITISH CAR CLUB 2025 -or- EH72X2" at \$125/night, plus tax.

Questions – BRITS@POLARIS@AOL.COM or 614-899-2394

24 – British Transportation Museum Car Show:

Brits at the Museum - 5/24/2025 - 9:00 AM to 3:00 PM at the museum

Details and registration are now available on the [British Transportation Museum website](#)

June 2025

1 – British Return to Ft. Meigs: hope to see you and your members on Sunday, June 1st in Perrysburg, Ohio for "The British Return to Fort Meigs".

We look forward to a great show that will include vendors, participant and spectator voting for awards, a silent auction, door prizes, and a beautiful outdoors setting.

Attached is the registration for this year's event - Please note that online registration is now available at:

<https://msreq.com/26LEBCCFtMeigs>

Also you can send us a check with your registration form.

Please share this information with others in your circle who might have an interest in attending. Excuse us if you receive more than one email, as those who are former participants in our show may be on more than one listing in our systems.

If you have any questions, please feel free to contact us. Hope to see you in June!

Carol Fingerhut, Secretary & Membership Director, Lake Erie British Car Club, 419-855-8567, www.lebcc.org

7? – Louisville British Bash: Details TBD but will be at <https://britishbash.com/>



4 – MVT Monthly Meeting: Come for food by 6:30PM (it might take some time to get it depending on how busy they are and wait staff available), meeting starts at 7:30PM. The meeting will be held at Archers Tavern Kettering, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015.

7 – Early Jun Rally: Tentative – setting up a TSD rally for us folks that need TSD Rally practice – fun will be had by all!



15-20 – TRA National Meet – Kalamazoo, MI.
Reservations for the 2025 TRA National Meet hotel can be made by calling the front desk to

make their reservations. 269-888-4800 option 0 and ask for the Triumph Register group block for 2025.

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

<https://www.holidayinn.com/redirect?path=hd&brandCode=HI&localeCode=en®ionCode=1&hotelCode=AZOSS&PMID=99801505&GPC=TR A&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

28 – Northern Ohio BCD: Joann Corporate Center, Hudson.

July 2025



2 – MVT Monthly Meeting: Come for food by 6:30PM (it might take some time to get it depending on how busy they are and wait staff available), meeting starts at 7:30PM. The meeting will be held at Archers Tavern Kettering, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015.



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.”*



19-20 – Schenley Park Vintage Races: Pittsburgh, PA – more info at <https://pvgp.org/events/schenley-park-race-weekend/>

19 – Arthritis Classic Car Show – Columbus: Details TBD but should be at <https://www.arthritis.org/events/autoshow/event-details>

August 2025

1 – Dayton BCD Set-up: 6PM at Eastwood Metropark – all hands-on deck for this one since we will be at a different location in the park



2 – Dayton BCD: Details at: <https://britishcardaydayton.com/>



6 – MVT Monthly Meeting: Come for food by 6:30PM (it might take some time to get it depending on how busy they are and wait staff available), meeting starts at 7:30PM. The meeting will be held at Archers Tavern Kettering, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015.

9 – Indianapolis BCD: Details TBD, but they will be at <http://www.ibcu.org/indy-british-motor-day.html>

23 – Bob Poole Orphan Auto Show: Details TBD, but they will be at <https://youngsdairy.com/bob-pool-orphan-car-show/>

September 2025



3 – MVT Monthly Meeting: Come for food by 6:30PM (it might take some time to get it depending on how busy they are and wait staff available), meeting starts at 7:30PM. The meeting will be held at Archers Tavern Kettering, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015.



14 – Cincinnati BCD: Registration for the Sept. 14, 2025 Cincinnati Aubrey Rose Foundation British Car Day presented by the British Car Club of Greater Cincinnati is now open. The show will be in the Village Green Park at 301 Wessel Dr. Fairfield OH 45014 with live entertainment and much more.

Registration is just \$25 and all proceeds go to The Aubrey Rose Foundation. There are awards in 33 classes with winners determined by the votes of the participants. Our featured car this year is the Jaguar XJS.

Register before Sept. 1st and get a free T-shirt.

Check it out on their website:

<https://www.bccgc.org/british-car-day>

We look forward to seeing you there again this year!

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.

27 – Farm Stand Tour: Get your mums!

October 2025

2-5 - 6-Pack Trials: <https://6-pack.org/trials-2025/>



5 – MVT Monthly Meeting: Come for food by 6:30PM (it might take some time to get it depending on how busy they are and wait staff available), meeting starts at 7:30PM. The meeting will be held at Archers Tavern Kettering, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015.



11 – Photo Op Tour – Details TBD

18 - The Usual Fall Foliage Tour - heading a different direction than last week's tour.

November 2025



1 – **Guy Fawkes Fete:** Ale and burning effigies – what could go wrong?

5 – **MVT Monthly Meeting:** Come for food by 6:30PM (it might take some time to get it depending on how busy they are and wait staff available), meeting starts at 7:30PM. The meeting will be held at Archers Tavern Kettering, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015.

15 – **Put-it-away Tech Session** – Donuts anyone?

December 2025

6 – **Holiday Soiree:** Revenge of the Brown Bags – Xenia FOP Lodge and we are hoping the thermostat is fixed...

TBD – Ugly Sweater Contest/Last Day for CCW – Let's beat Roger & Carol this year!

Technical Talk

Edited by Bruce Clough

Yaaa – I got articles again this month!

Bruce Clough

ThankYouThankYouThankYou Jeff and Chuck – kept me from having to invent stuff for another month!

Keep your butt in place – it's the only one you got

Jeff Barth

Safety is paramount in our LBCs, so how do we know when we might need to replace our seat belts to keep our passengers and ourselves safe?

My realization came later than it should have, but not so late that we were in severe danger. My seat belt became increasingly harder to extend so I could latch it and the reason was caused by the fraying of the belts from use and age.



Frayed Driver Belt – just a little



Naw – tis but a bit of fraying!

In order to change the belts in my car I first had to remove the seat so that I could get to all the attachments holding the belts and guides in place. This is fairly simple in my Spitfire as the seat is held to the floor by 4 7/16" bolts. This opens the complete access to all retaining bolts/nuts.



Teeny wrench for a teeny car. Wait, that's not what Jeff wrote, never mind...



Hey – we found clean carpet! And now we can also get to the seat belt receiver (catch)

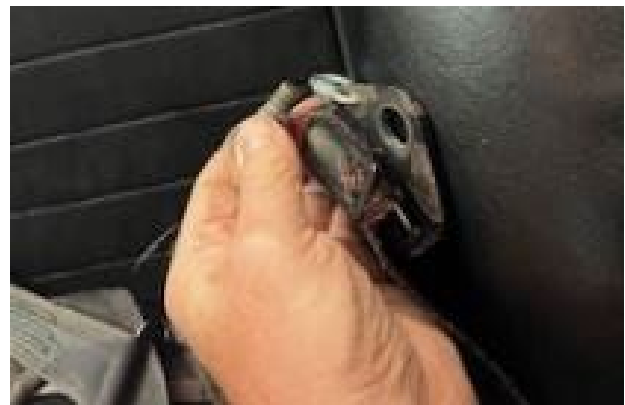
Once the seat was removed the bolts holding the current seat belt end to the floor, the belt reel and guide on the wheel well could be removed to loosen the belt from the car.



Guide removed



Removing the reel



Out comes the bolt

One issue I did find when ordering the replacement belts were that the same belt and connectors were not available. This meant that I

would need to modify the replacement in a way to simulate the current connector. As you can see in the picture below the catches are different, enough so that the stem of the new catch had to be cut down about an inch and a new hole drilled into the stem approximately $\frac{3}{4}$ " below the catch.



Old and new catch mechanisms



New catch installed

Once the old belt is removed the new reel can be mounted back into the same location. The belt guide is mounted to the inside of the wheel well where the old guide was mounted.



New reel – how purdy...



New guide in position using the same mounting point as the original

The end of the belt can also be fastened to the floor using the existing hole and bolt. Make sure that the belt will lie flat correctly across your lap when fastened before making this connection to the floor. Once all this is completed the seat can then be re-installed reversing the process used to originally remove it from the car.

One additional item I included were new seat belt guides mounted to the stem of the headrest. I originally had plastic ones from Moss mounted here but after trying two sets found that they did not stand up well to the cold and they broke easily.



Original seat belt guides – looking all of the almost 50 years old they are

I found similar guides on Amazon made from aluminum and while I cannot vouch for them yet, I doubt that they will break as easily as the plastic one did. They are a bit shorter in length, but hope that they will properly hold the belt over our shoulder.



Seat belt guide in position on the seat

Once the new seat belt is installed and the seat is returned to the car, with the new belt guide on the stem of the headrest the proper connections and mountings are checked prior to heading out on the road.



In place and ready for the summer, and ready, actually, to hopefully never be put to the test...

Check your belts and keep your passenger and yourself safe.

Voltage Stabilizer Repair

Chuck & Bruce

Chuck asked me to check out his voltage stabilizer. This is used to drop and filter the voltage to a couple gauges, like fuel level and I believe temperature. He believed it failed.

The unit he has on the TR6 is an aftermarket solid-state regulator that, theoretically, shouldn't fail with just a load of a couple gauges. Theoretically...



Getting this puppy out is a bit of a pain – the unit is attached to the back of the speedometer, and to get the speedo off is a royal pain due to no room for normal hands.



But since Chuck has abnormal hands, or he is a master of telekinesis, he got the speedo out and the voltage stabilizer removed.

Chuck brought the unit over for test, and yes Virginia, it was dead. Rather than ordering another one from the bigger suppliers, he ordered one from a contact John Coutant recommended.



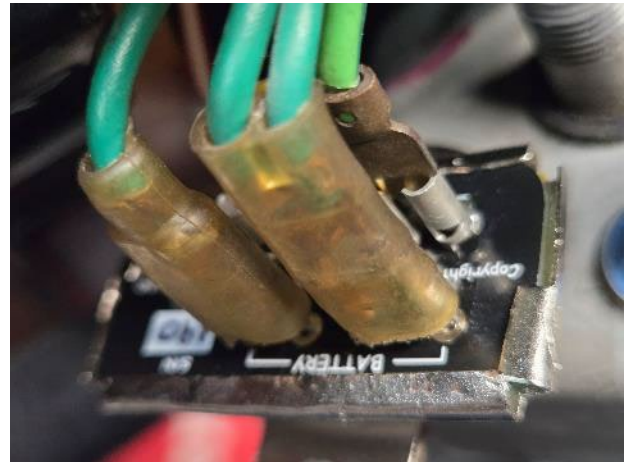
Comparison of the one purchased to the old model (upper right)



Modification was required to fit – this screw on the top (believe this is the heat sink) has to be ground down to fit on the speedo correctly



That's better.



Back in place on the back of the speedo – life is good.

So what happened? Why did it fail?

Good question. My (Bruce) guess is that the original regulator manufacturer was being cheap and Chuck was unlucky.

These solid-state voltage regulators (this is an LM7810) have been around forever and are relatively cheap. Good Texas Instruments (TI) chips retail for about \$2 each, less reputable manufacturers cheaper, maybe 50 cents. They are also fairly rugged, assuming you follow manufacturer installation and wiring guidance.

I went off and looked at the manufacturing details of the failed unit Chuck had. From on-line pics the Triumph Vendors had it looked like the units by themselves were used, simply bent over and soldered to the printed circuit board, then stuffed in the "can".

This piques my curiosity in several way – the TI spec sheet shows filter capacitors on the input and output of the regulator with the Reader's Digest of the verbiage in the spec sheet saying

those are kinda important for stability and life. Also, I have always ensured good heat sinking when using these in other projects since these do generate heat - those PN junctions in the 'tronic's generate heat and you have to wick that away. Did not see any sinking in the vendor pics except for whatever ambient convection it gets when put in the "can". Great – stuffed it in a sauna.



Vendor picture of the guts inside Chuck's failed regulator – note no capacitors and no real heat sinking, the regulator is just bent over so it fits in the "can"

So, assuming the part used is similar to the TI unit (and I have to think it's a cheaper knock-off coming from a country currently under 125% tariffs) my guess is that eliminating the filtering capacitors and no provision for heat sinking caused the failure.

Why would the filter manufacturer do this? Dunno, my supposition, and it is that, is they assumed that under the low electrical loads the gauges have it would survive without any additional parts or sinking. They were being "frugal", yes, that is the word I will use. Maybe that works most of the time, but if the manufacturing tolerances are off, and it is a cheap part, maybe it fails early.

Yeah, I think Chuck got a bad chip to begin with exasperated with a cheap design philosophy.

Anyway, it's dead Jim, but Chuck got it fixed, and thanks to John Coutant for the supplier suggestion!

Next month we rebuild the old one so Chuck has a spare.

MVT Merch

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



MVT Enamel Car Badge – well, it was \$30.00, but they are gone. If you want us to order more you need to make the case to the officers!



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

MVT Embroidery

Chuck White

As most of you are aware, our apparel vendor, Lori Andrews of Boomerang Embroidery, retired last year and closed her business.

We are now working with Ryan Murphy of Alphabet Embroidery in Xenia to take over providing embroidered apparel for us. While we are not there yet, he hopes to be able to provide this service by the beginning of May. At that time, there will be an order form available on the MVT website for your use.

You will be able to fill it out online and email it to Alphabet Embroidery, print it and mail to Alphabet Embroidery, or print it and give it to me at one of the monthly meetings and I will deliver it to them. There will be images of all the designs that can be embroidered on the website along with costs.

You may provide your own garment (lightly used and clean) to be embroidered or choose something from the Sanmar catalog (a link will be on the order form). Turn-around time will be about 2 weeks or less. The garment can be mailed back to you, held for you to pick up, or marked for me to pick-up and I will deliver it to you at the next monthly meeting.



Glenn Hamilton, glennchamilton46@gmail.com, 937-477-3298.



Classifieds

Classified ads are free to MVT members and run month to month. We do not endorse anything in here, nor do we get any compensation in fees or royalties. As with the rest of life "buyer beware". In addition, we run these until someone tells us not to, so things might be already sold, but then again, life is an adventure!



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: 1976 Spitfire - The engine turns over, but the carb needed rebuilt. If anyone wants or is looking for a Spitfire that is decent shape please contact me. Asking \$4500. Let me know. Thanks, Jeff Cross 937-408-4571

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



For Sale: TR3A engine TS32387E complete with carbs, generator, distributor, fuel pump and transmission parts. \$1800 OBO. Bought as extra 5 years ago, never touched. Stored indoors.



Cars for sale: 2 TR7s: 1980 TR7 convertible, 5-speed; Russet brown & tan Tartan interior. Formerly A/C. Weber carbs (pair). New top (black vinyl; professionally installed). Interior dyed/painted black by prev. owner; correction in process. Driver's door damage. This car purchased new in Dayton: per documents with car.



1976 TR7 coupe;(faded) Carmine red & beige/tan interior. Believed to be a Victory Ed.: former vinyl top, remainder of stripes (under-hood), A/C. Poor condition, but potential. I cannot justify much more time/ \$ on these 2 TR7s; make offer please. Bruce Miller: millerbruce279@gmail.com; 765-

9601724 (txt); 765-935-2992 (H); 4227 Martin Rd., Richmond IN, 47374

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