The Marque

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

The Marque – November 2025

What now, brown cow?

…and the weather was great!

November Events

- **1 - Guy Fawkes Fete**
- **5 - MVT Meeting**
- **15 - Tech Session**

In This Marque

- **Can somebody please tell Bruce to slow down?**
- **Not exactly a rubber baby's buggy bumper**
- **Can you cook Swedish Meatballs with an acetylene torch?**
- **When do we start at Tim's?**
- **A lot of wining went on.**

WARNING:

If you have a TR7, go to Page 29-ish and read about aftermarket mechanical Fuel Pumps – this just might not pump you up…

Disclaimer

"The Marque" is the official publication of the Miami Valley Triumphs Car Club, P. O. Box

292046, Kettering, OH 45429. 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 Miami Valley Triumphs Officers and Members assume no liability for suitability, applicability, reliability, or safety.

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. This is 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 contact the MVT Webmaster.

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).

Club Officers

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: Adrianne Meade meadeashay@hotmail.com

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

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

Club Address – Miami Valley Triumphs Car Club, P.O. Box 292046, Kettering, OH 45429

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, usually the Sunday before the meeting…

MVT Monthly Meeting

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

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

http://archerstavern.com/archerstavern/

National Affiliations:

Vintage Triumph Register

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

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

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

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

https://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

Officer's Reports

President's Report

Chill in the Air

Jeff Barth

The weather is finally turning cooler and the days shorter. Moving into November our thoughts change to preparing for time spent with our families and reminiscing the memories created throughout the year. It has sure gone fast.

Spend some time trying to enjoy our LBC for just a few more days, tops down if possible, and making your list of items you want to fix or improve in preparations for Spring.

Looking forward, remember our Christmas Soiree coming Saturday Dec 6th, discussed later in the Marque. Gather your hidden treasures for the Brown Bag Auction

I hope to see everyone at our November Meeting on Wednesday Nov 5th, dinner at 6:30 and meeting at 7:30 pm, at Archer's in Kettering.

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

MVT October Meeting Minutes

Stan Seto

MVT Meeting Minutes – 1 October, 2025, Archer's Tavern, 2030 E. Dorothy Lane, Kettering, Ohio

Call to Meeting - 1930 Hours

Members Present – 26

Opening comments – Glad you are all here, Thanks for coming, Avoided the coup last meeting.

Changes or additions to agenda – None

Introduction of Guests and/or New Members – None

Officer Reports

President – Let's move to the comments from the Vice President.

Vice President – No comments offered.

Treasurer – As of 1 October we have $5364.95 in the bank, most we've ever had.

Secretary – Minutes were in the Marque, Motion by President to accept as written, second by Charles White, unanimous Voice vote to accept, no dissention.

Membership Secretary –Current Membership – 52. Still working on some of last year's members to re-up.

Events Chair

September events completed:

- 14th – John Coutant gave a brief report on Cincinnati's BCD in Fairfield, he noted the number of food trucks there.
- 21st – Chuck White gave a brief report on the British Invasion car show in Stowe, VT. Noting that attendance was down significantly from past years (700 some 4 years ago, 392 this year, mostly absent, the Canadians).
- 28th – Farm store tour, Great day, good roads, helps to have a larger than 8.8 gallon gas tank, but no one left behind. We visited 5 stores and drove by or through 4 Covered bridges.

Events to come - October:

- 11th – John Clifford Tour north of I-70. Start early home by 5.
- 18th – Caesar's Creek BCD, Gotta sign up for this one, starts in PM.
- 25th – BTM Chili cookoff, at Museum, Another Afternoon start.

November:

- 1st – Guy Fawkes Tour: Start at about 3 pm, drive places, end at C/O-C homestead for the burning.
- 15th - Put-It-Away Tech Session More TBA.

December:

- 6th – Holiday Soiree and Brown Bag Auction, sign-up lists to come (Hors d'oeuvre's, ancillary dishes and desserts), also, suggestions for Officer Candidates (President, Treasurer and Secretary).
- TBD – Ugly Sweater Competition

Standing Committee Reports

Technical – Two Subjects, long articles in the Marque about Bruce's work to re-brake their yellow TR7 and Charles White's upcoming battle to replace the rubber supports on his TR6's rear axial, featuring a steel bolt into an aluminum coupling that probably requires more heating than the aluminum can stand. Stand by for the screams.

Marque – Editor requests more articles of a technical nature, with picture/photos.

Spare Parts – Chris Yanity still has TR3 parts. Some discussion of how shipping costs of Rimmer bought parts have skyrocketed (Tariff driven, we think). Also, the long wait for parts bought outside USA to clear customs.

Web Site – Nothing new, upgrades will be done in the Winter hiatus.

Memorabilia – Yes, we have it, call Harry if you need it.

Old Business

Noted that our club needs to meet with MG Club of Southwest Ohio and begin planning division of labors for BCD 2026.

Chuck White made a plea to the club for more orders to Alphabet Embroidery, whom he feels

the club is leaving in a lurch since he placed our designs there.

New Business

Chris White brought up the Holiday Soiree, to be held 06 Dec. at the FOP Hall in Xenia. Sign-up lists are coming. Same time schedule as last year: 6 PM to 6:30, setup, 6:30 to 7:00 Social time, 7:00 PM, eat. Brief club meeting sometime after to start nominating candidates for officer (Vice President, Events Coordinator, Membership Secretary) slots and for club awards (Marque of Distinction, Keep It On The Road, Most Improved and Press on Regardless), then the Brown bag auction.

50/50 Drawing - Amount - $23, winner: Mike Meade.

Adjournment - Time – 8:20PM, motion – Charles White, second – Stan Seto

Full house! Great meeting! We love it when the restaurant complains about too many people… Just kidding, I think.

Vice President's Report

The TR6 is my Dopamine…

Jackson Galloway

This month I decided to let Chat GPT write the VP article for the newsletter. It was amazing, and really said nothing. Parts of me reflect on this as a commentary on most modern cars. They are amazing, but lack the soul that develops after love and time are applied to a car.

This love and time culminated in my first win at a car show! I took Best of Show at the Caesars Creek Vineyard British Classic Cruise-in. As usual, I was just happy to get out and enjoy a drive while it was nice out. The backroad drive home was quite spirited and it has put a nice smile on my face this week.

Sadly, I just saw the salt spray truck cruising down the local roads, so that means our days of cruising are coming to a close. I'll probably take mine out a few times after a good rain, but it seems that I'm one weekend closer to sticking the TR6 back on jack stands and beginning surgery to remove the engine and trans for major work. With the end of the driving season I am usually sad, but with the beginning of wrenching season I am happy!

Get out in your shop and get some work done!

Treasurer's Report

As of 1 October 2025, the club account had a balance of $5364.95. For the month of October, the club's income came from 50/50 for $23.00 and 1 membership renewal for $30.00. Total income was $53.00. For the month of October, the club had no expenses. As of 1 November 2025, the club's account balance is $5417.95.

Respectfully submitted,

Harry Mague

…just for Harry…

Membership Chair Report

And the number is:

53

Official membership increased by one due to Pete Strobel rejoining (yaaa!), this brings the total count to 53.

Adrianne Meade– MVT Membership Chair

Meanwhile, Clyde vacations in Obviousland…

~~Editor's Report~~ Bruce's Corner

Boo

Bruce Clough

Survived another October – didn't make it to the drive on the 11th due to being in St. Louis doing bourbonite thingies, but I see that others certainly did and it looks like it was a good time.

Inca is back on the road – details within – for the time being. Brakes are complete, have not started into a few other things I want done before heading to Oregon:

- Chasing the oil leaks.
- Fitting a new soft top.
- Adding Bluetooth to that old Aiwa CD deck.
- Getting the heater/vent controls working right.
- Getting the speedo to read right.

Until the weather gets cold, I'm not taking it off the road. Instead, I'll be focusing on a few experiments on The Mule:

- Executing a "proper" electric fuel pump system installation.
- Fitting a Min-Denso alternator.
- Adding daytime running lights (DRLs).

The Min-Denso update will be interesting – minimal weight and size and should be able to handle the load on the car – we shall see.

Marque

Got another long one this month – 53 pages when I am writing this. Due to the Legislative shenanigans on little things, oh say, the Federal Budget, I had a few days/weeks off to think about life, ponder existence…wait, let's face it, I was playing with cars, okay, I did some house and yard stuff also, but none of the philosophical stuff. I had a few days to work on stuff, so that got written up – a lot of written up. I went nuts. If I did it, you get to read it. Thanks to Chuck for sharing his bump stop saga, thanks to John for the wrap-up on the Volvo P1800 suspension fix, and thanks for all the events reports.

Another reminder for this - please keep the size of graphics you send me for The Marque to under 300K each. For some reason (that I am a bit too lazy to research) with this computer/app/OS combo if I put a graphic into the Marque that is much larger than 300K it will bog this machine down and actually cause pictures to disappear. I can have seemingly unlimited pics/graphics in the newsletter if they are under 300K, but over 300K, not so much. Yeah, it's old computer blues. Thanks for understanding. I could try to fix it, but I'd much rather be raking leaves this time of year.

This will probably go away when I buy a new machine to do this on since this old HP can only run Windows 10 and support for that (at least free support) is going away in a few weeks.

Events

November is a wind-down month. Weather getting colder, leaves off the trees, and folks thinking more about Thanksgiving food comas and will the Bengals ever get a QB. Therefore, not so much on the MVT club action front. We have two events scheduled.

The first is our annual roasting of Guy Fawkes, our favorite traitor from times gone by. This gives us yet another chance to eat, drink, and burn things, the life of perfection. The good news is that the Black Walnut trees over our fire pit will have dropped all their nuts by then, so no hard hats are required. The bad news is I need to clean all that up since our resident squirrels are getting lazy or eaten by hawks. We'll start out the festivities by closing down The Secret Garden that Saturday, giving all a chance to show up with Big American Iron to buy lots of holiday decorations and yard yukkies. Then it's back to our place for some food, conversation on TR7 mods, some fine bourbon, and roasting the traitor!

The second is a tech session tentatively at our place again. I'm open to moving it to other places based on needs. What 'cha got? If it stays here, it might be about brakes and brake fluids as well as electrics, or maybe even the cheap British plastic in the TR7s made even so much fine due to time, rhyme intentional…

Gearing up for December, I hope we are (in my best Yoda voice). I have been collecting lots of brown bag goodies, so many, I might have to

bring brown boxes to the Soiree. I might also have to get a new ugly sweater. My llama has done yeoman's work over the last few years, but it's hard to compete with the likes of the Rutledges. I don't have a date for the Ugly Sweater Contest yet – my guess would be December 21st – we will have to see.

We knew it - AI generated graphics never lie! And, and, it's Inca Yellow!

Before we head into events though, we have a couple of articles.

- Patti Clifford wrote up how to plan a club drive for the newsletter. By doing this we hope we'll get some more volunteers to plan them! It's not that hard, and it's fun.
- I'm recycling something I wrote years ago about MVT Caravaning – how best to keep together and have a fun, and safe drive.

Planning Club Drives

Patti Clifford

We always need more club drives and only a few members volunteer to set these up, which limits the number we can do. Setting up a club run is relatively easy and fun to do. Follow these steps to set up a drive:

- The hardest part is deciding where to take the members! Everyone knows of special places they enjoy and can share with the rest of the club. One or 2 stops plus lunch (or just a nice drive and lunch!) is usually more than enough by the time you build in fun roads to take.
- Plan the roads by using Google Maps or another map app that shows all the "off the beaten path" roads. I usually plan the roads to the stops, then look for a nice place to eat along the way. Or you can focus on a restaurant first, then look for things to do nearby, either way is easy to do.
- Set up a meeting place
- In the days before the trip, run the route to make sure all the roads are good and not under construction.
- If the restaurant has limited space, ask for RSVP to get an idea of how many plan to attend so you can let the restaurant know.
- Have fun!

It's always nice when everything goes as planned, but sometimes roads are missed, or cars break down! It's all good and nobody minds! They are just along for the ride and follow wherever you take them! So just improvise and take another route or turn around and get back on track.

So, the next time Bruce asks for someone to set up a drive, volunteer and have fun setting it up!

MVT Caravan Etiquette

Bruce Clough

We have been doing a lot of tours over a lot of time, I have been noticing behaviors of tour participants, and it struck me that I have never provided a tutorial on how to be a good member of a tour. Obviously, we want it to be fun and we want it to be safe, but we also want to try to keep the group together without excessive waiting for folks to catch up. We can't do much about trains, stoplights, police chases, funeral processions, or the zombie apocalypse, but there are a few rules I would like folks to practice:

1. The first is ***keep up with the person in front of you***. To get through lights and keep from getting cut off by other traffic

you must stay with the person in front of you. No, not tailgate, I never said that, but stay within two seconds of the person in front of you. On some tours I've seen folks lagging 100 yards to ¼ mile behind the next car and this just slows the entire caravan down and can lead to a lot of non-caravan vehicles getting in the caravan that slows it down even further. Please, ***keep with the person in front of you.***

2. The second is ***bring a (good) 2-way radio with you***. We use the FRS/GMRS radio bands – that is what the "Channel 10, Code 0" is all about on our drives. That is how we communicate and it really helps handle normal driving instruction notifications, breakdown or other "gotta stop" situations, as well as warnings about road conditions and debris. Do not buy cheap small radios, get good ones. I use Motorola Talkabout series, the latest being the T400. They have good range, clearer, louder audio, and large displays that are visible in sunlight. Midland also makes good radios. They also cost more than the Audiovox hanging up at Walmart. There is a reason they cost more. If you can afford a Triumph, you can afford a good radio. Please, ***bring a (good) 2-way radio with you.***
3. The third is ***plan to leave on time and stay with the schedule***. I am ex-military, so are a few others. When we say we are leaving at 9am we are leaving at 9am. If you are running late contact the tour lead to discuss options. When we are at a stop and we say we will leave in 15 minutes we will leave in 15 minutes. If that is not enough time let us know – running late is being discourteous to the other people on the tour, so plan your time and wind your watch. Please***, plan to leave on time and stay with the schedule****.*
4. The fourth is ***turn on your headlights*** – it is good to be seen, so ***turn on your headlights***. If you have some other lights, such as the fog lights on our TR7s that some use as Daytime Running Lights (DRL) by all means use them!
5. The fifth is ***fill up your gas tank before you leave.*** It is rude (IMHO) to detour the tour to get gas because you didn't fill up before you left. It wastes time and potentially throws off that careful plan the tour organizer put together that Patti just wrote about. ***Oh, if you run out of gas you will have a date with destiny and a chicken.***
6. Next is ***get comfortable with using map and travel apps on your mobile devices***. I run Waze on drives since it does a good job highlighting road issues and always puts the display in a "display as you are driving" mode. I do not like Google Maps as much, but I do use it in cities due to the busy street display mode. Anyway, use these to track your route, in fact, you can plug the next stop into your app so even if you get lost, you are not.
7. Finally ***pay attention to what is going on around you***. I know it is fun to talk to folks you've not seen in a while, or even before, but when it is close to leaving time, or we have just arrived at a destination along the way, pay attention for instructions, such as driver's meetings. When the tour leader is having a driver's meeting, please quiet conversations. Remember, knowledge is power. We can move along quicker, with less drama if you ***pay attention to what is going on around you****.*

So, if we can just follow these seven rules we can have a better caravan experience, since getting there is half the fun of the drive, especially with the roads I find….

MVT Events

Past

October 2025

11 – Patti and John Tour – Article, Pictures and Testimonials

Stan Seto, John Clifford, and a cast of thousands

Articles & Pictures

Up two hours before the sun, shower, breakfast, step outdoors to check the weather (Cool, clear, low humidity). Got the car (TR3B) started with a minimum of grinding on the battery. Off to pick-up my passenger and head north to the rendezvous point, Tim Horton's on Rte. 48 in Englewood.

They met at Tim's

Sixty-five miles later, and about 10 minutes ahead of the hour, we got there, as did the Clifford's (TR8), who planned out this drive.

The line up

Coffee and Danish bought, we discussed the day as other Triumphs arrived (Chris and Chuck White (TR6), John Coutant and Frank Harrison (and camera) (TR3A), Rebecca and Mike Lorey (Spitfire 1500) (full gas tank and full 2.5-gallon container), Carol and Roger Rutledge (and that big Toyota SUV) and just at our leaving time, Jackson Galloway (TR6) cruised in. Actually, a pretty good turnout.

Driver's Meeting, or Dad Joke Telling Time – Take your Pick

Scott Rutledge and Missy were to meet us at D and D, if possible, as Scott had just arrived home at 5:30 AM from his job as an over-the-road truck driver.

Off we went to Covington, Ohio, north and west of where we were.

The day started cool…

Initially, John lead us a block north and right across the dam then down into the lower section of the Englewood metro park and we exited onto Meeker Road, turning north onto Fredrick Park Road.

Twisty, woods-covered roads

This part of Ohio has road systems that basically run east-west or north-south, and is rural farm country, a lot of “stop” signs. Never-the-less, John drove with aplomb and the rest of us followed as fast as we could.

Stan checking wheel attachment…

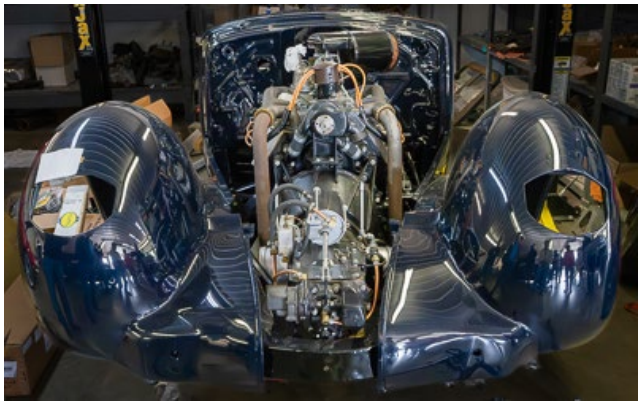
We finally arrived at D & D Restorations in Covington and were met by “Mike”, who became our building guide for the next hour. We got to see through three of their nine buildings and heard about how the various cars got there, and how their owners were asking to restore their vehicles.

D&D Classics – outside

Most, but not all were vehicles from before 1940, one forgets how big those cars were, like the 1930’s Cadillac that was some 30 feet long, 6 feet high and about 6 feet wide, no restored seats or control gear or engine in this vehicle, but beautifully painted body and fenders.

D&D Classics – inside.

Mike showed us the paint shop, the sheet metal shop and the showroom. He obsessed over the Clifford’s TR8, one of his “heart-desired” cars, since young. I think that if he’d been in the money, John and Patti would have gotten an instant dollar bid from him.



Restorer's Envy

Oh, Scott and Missy did meet us there, although not driving a Triumph, but I missed seeing what they drove.

Lunch time was coming so we took our leave of D&D Restorations and hit the road again going west in the direction of Greenville. John was going to stop for lunch at a small restaurant on the way, but since the group was fairly large now (about 15 people), he decided to take us to a larger restaurant in Greenville, by way of roads-less-traveled. So, we dined at La Carreta, a Mexican Grill and Cantina that we've visited before. Food service was quick and the lunch menu was full of choices. The pain in the wallet was small.

Off to lunch!

The last stop on the tour was on Rte. 35 and near West Alexandria, Tuken's Market, which had ample parking, live animals (Llama's down to rabbits and somewhat spread out), so no big jams of people if you wanted to get close. But there were lots of children and pumpkins.

More great roads after vittles!

Inside the store, were lots of food stuffs to buy and a wine bar doing quite a lot of tasting by the crowd.

A slightly older form of transportation is fueled

After we'd been there for about a half hour, cars started to drift away home.

I finally gathered up my companion (turns out she found they sold Ice Cream and was into it). The return home was anti-climactic, Rte 35 to I-75 to I-275 and about three miles of local roads. Got home about 5:30 having driven about 225 miles this the day.

Great weather and a fun tour, no one broke down and very little traffic on the whole route.

It was a great run – thanks for all who joined!

This Tour Was Llama approved!

Testimonials

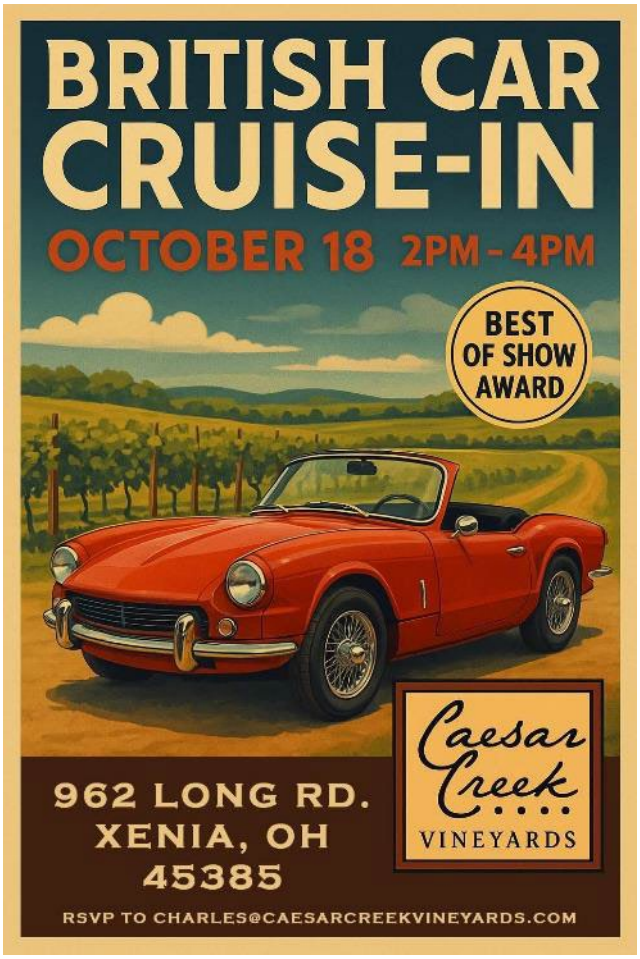
What a gorgeous day for driving! Great company also! We had 6 Triumphs and two other "regular" cars on the drive. 13 people in all. Starting in Englewood, spent an hour at D&D Classic car restoration in Covington OH, lunch in Greenville and the final stop was in West Alex at Tuken's market. With lots of driving in between. This time being the closest, we got home after 110miles total. I would bet that John Coutant and Stan had at least 200 total. – John Cl.

Thanks for a great outing! You chose some very nice twisties to travel on. D&D is an amazing place! – Chuck W.

Here's my photos from yesterday. As usual had a great time! – Frank H.

Nice tour but long for us Cincy folks. Frank and I had a nice chat with a Germantown officer. Seems we didn't see the change of speed from 55 to 35 as we were too busy checking out the latest score of the OSU game. Nice guy, just gave us a warning. – John Co.

18 - All-British Drive In



Bruce Clough

Fantastic day for a show. Sunny and in the low 80's – last time we will see that until 2026. Cliffords, Clough-Owen-Clough, Stan and Jackson met at the Narrows Park, drove to the Caesars Creek Vineyards and met the Rutledges, Clay Brown (all the way from Georgetown), Karl Ludolph, and Scott & Kathy for some fine food and wine.

Arrival @ CCV – making sure we knew what parts fell off…

Line-o-Triumphs – Karl, Scott and Kathy got there a bit later.

Last time we looked this way there was tall green corn. Despite the empty tables there were a lot of folks there under roof.

It's not like we had any food or anything…

At the end of the Drive-In CCV employees provided Jackson with the "Best of Show" prize – 6 bottles of wine. Look for those to make a reappearance sometime.

Winner, winner, send me the chicken dinner!

Once the award was handed out, we finished up the wine and the food and headed back to the places we will be from.

We did stop by "the mum farm" on the way home to get a mum. I mean, like you have too…

We were the last ones out from the MVT crew. Sun was going down through thickening clouds. Tomorrow comes a blustery day, but today was perfect. We took some twisty-turny roads home past the mum place so we could buy mums. I mean, it is fall…

Thanks guys – great event!

25 – BTM Chili Cook-Off

Pete Stroble

The event was a great success with 17 pots of Chili entered and 85 folks enjoying these gourmet creations. Most importantly, everyone was having a fun time with the conversations covering every possible subject.

Bring out 'da chili!

The Chili Cook-off winners were:

- People's Choice: Margie McCullough's "Bunko Chili"
- Best Veggie Chili: Jennifer Dean with her "Sweet without the Meat Chili"
- Judge's Choice: Erica Dean's "Bitchin Chili"

Running un-opposed in the Restaurant category was Archer's Tavern. They have an internal competition amongst the employees and the winner is that months Chili. Their chicken chili recipe was delicious. A trophy plaque will soon be in their dining room, look for it next time you are there.

Winners received a gift basket which included a gift card from one of our sponsors; Archers Tavern, Pub at the Greene, Socialite Café, and Central Perc. The biggest prize for winning is that they have bragging rights for a whole year.

Our thanks to all that entered their "crock-o-chili". You are what made it a success. Ben & Jerrys Ice cream is always a big hit, thanks Adam and Lorene.

Thanks also to Steven Solomon for taking on the Chili Judge's duties. Steven has a Facebook Page "Dayton Eats" which critiques local eateries. Having dined with him before I know he is a bit of a foodie.

Chief Judge hard at work

A special thanks to Amy Fent, as Chairperson, for doing all of the behind the scenes organizing. The

devil is always in the details and Amy managed to pull them together.

And literally the bottom line for the article and for the event, BTM made over $1000. Funds that help us maintain the building and our precious collection. Thanks everyone for making it possible.

Future

November 2025

1 – Guy Fawkes Fete

Food, adult beverages, and burning effigies – what could go wrong? You are right, nothing!

We are going to meet at The Secret Garden (4107 E OH-73, Waynesville, OH 45068) https://www.secretgardenwaynesville.com/ in Waynesville from some yard and interior décor shopping @3PM (their holiday line-up should be in place), and then drive back to Chateau C/O-C for some pizza, bourbon, and torching the traitor!

If you don't know about Guy, and his dastardly plan, please go to:

https://www.hrp.org.uk/tower-of-london/history-and-stories/guy-fawkes-and-the-gunpowder-plot/

Please RSVP to Bruce at portabezi@hotmail.com by All Hallows Eve (31 Oct) if you can make it.

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.

The real reason folks attend MVT Tech Sessions.

15 – Put-it-away Tech Session

Donuts anyone? We don't have a location yet, if not, it will be at Chateau C/O-C and we might be working on Inca. So, if you have something to work on, let me (the editor) know. Worst thing that could happen is we eat donuts!

December 2025

Just what he always wanted!

6 – An MVT Holiday Tradition - TSO at the Nutter Center, oh wait, no, it's not that, it's the MVT Holiday Soiree: Revenge of the Brown Bags – Xenia FOP Lodge and we are hoping the thermostat is fixed. Here's more detailed info from Chris White – the Soiree Guru:

Date: Saturday, December 6th

Location: Greene County FOP Lodge 37, 258 Dayton Avenue, Xenia, Ohio

Time Line:

- Social Gathering – FOP Doors open at 6pm
- Dinner to be served at 6:30pm
- A short Membership meeting after dinner followed by the highly anticipated Brown Bag Auction!

You may bring your favorite "Spirit" or wine to consume. Non-alcoholic beverages will be provided by MVT.

Patti Clifford and Alice Owen-Clough will have a sign-up sheet at the November MVT meeting. There will be a list of dishes that will be needed to accompany the Ham and Turkey that MVT will be providing.

Chris White will need a headcount for setting up the room as well as determine the correct amount of foods and table set up items. So, please RSVP no later than Monday, 1 December 2025 to Chris at midgen54@gmail.com.

Also, please limit your Brown Bags to be auctioned off to no more than one per attending member. We only have the FOP Lodge until 11pm.

More information will be available at the November meeting.

TBD – Ugly Sweater Contest/Last Day for CCW – Let's beat Roger & Carol this year! We will be closing down Caesars Creek Vineyards for 2025 and looking forward to 2026.

Carol Rutledge bringing the heat for the Ugly Sweater Contest winner last year – top this!

June 2026

https://www.triumphregister.com/national-meet

Bruce is working on the route there and back – on the way out we will be following the Oregon Trail. Get your boots and wagons ready.

We received this press release from Reid Trummel from PTOA:

Hi all,

I'm writing to you as the president of the Portland Triumph Owners Association, as well as the chairman of the 2026 All Triumph Drive In (ATDI), which is also the 2026 National Meet of the Triumph Register of America. Attached is the first of a planned series of press releases to help publicize the event.

You are receiving this because you either asked to be kept updated about the 2026 ATDI, you are connected to a Triumph club, or you are just someone that we thought would be interested.

Please help us spread the word! If you can send the press release to Triumph-owning friends or whole club email lists, that would be great. Likewise, if you can arrange to include it in the newsletter of your club, that will also be a big plus. You might also consider printing a copy or two to carry in your Triumph to club events and share it with others who might be interested.

The basic details about the event are included in the attachment. Lodging reservations are already open - and we highly recommend making your reservations soon - and event registration will open early next year.

Thanks for any help to spread the word that you can provide, and also let me know of the email addresses of others who might enjoy receiving these press releases directly.

We're looking forward to welcoming you to Madras, Oregon in mid-June next year. In the meantime, drive Triumphantly!

RT

Reid Trummel

Classic Car Activist

We've put the press release as the last page in this Marque. Make your reservations now and plan on joining us as we head to Oregon, or bust…

October 2026

14-18 – VTR National Convention

This year VTR National Convention moves to Kerrville, TX. It's not too early to plan your trip. Your events chair is already highlighting things along the way.

https://stta.wildapricot.org/VTR2026

More PSA

Technical Talk

Edited by Bruce Clough

Damn – I was busy this month. Then again, I was on unpaid vacation via politics, and I'll leave it there, so you might figure out that I will be the Energizer Bunny getting stuff done. Got the Big Brake Kit sorted out, so I am happy about that.

Thanks to John Coutant and Chuck White for contributions

On with the articles….

Technical Tip for the Month

…and dropped the 10mm…

Over hill, over dale, over deer… Looking up the Rabbit Hole

John Coutant

In August I wrote an update about the incident on the April Spring Tour where I ran over a deer in the Volvo 1800E (aka the Swedish Triumph). Some bumper and sheet metal damage plus probable suspension damage. I left off with detailing the suspension damage and rust in the frame rails exposed when the cross member, engine, and suspension were removed.

Picture of front rail rust damage.

As a reminder of where we were, the picture above is the rust damage found in the front frame rails. Evidently this is a common issue that many have found. In fact, there is a pre-made repair piece, complete with suspension attachments, available to weld in. I find it amazing that so much is available today versus 40 years ago when I did the first restoration. The shop sub-contracted with a friend of mine who did the welding and repair. Super job as it involved making a jig to maintain the suspension geometry.

Picture of repair unpainted.

Picture of painted repair.

We had the crossmember chemically dipped to be able to check for damage under the dirt and undercoating. Sure enough, the right rear bushing holder for the lower arm was bent to the point it pulled out the metal where attached. So, the same person aligned and welded the A-arm bushing holders on that side. In addition, he fixed the top of the shock towers.

Picture of torn A-arm bushing.

A-Arm repair unpainted.

While the car was at the welders, all the suspension pieces were cleaned, painted, and new ball joints attached to be ready for assembly.

After welding the car and cross member came back to the shop for painting. Yes, the cross member is meant to be gray.

Picture of painted frame and painted cross member.

After painting the cross member, steering box, idler arm, and suspension were reinstalled and the brake lines reinstalled and attached.

Picture of finished suspension.

After some time and lots of $$$$ I am almost at the point to climb out of the rabbit hole. The clutch needs to be installed and the engine put back in the car. Then I have to finish the cooling system, connect the FI, and the electrical in the engine compartment. The front-end lights and trim are still off the car as the bumper is the last item which needs to be fitted and repaired first.

The car should be ready for next spring as there is nothing major left in the way. Stay tune for hopefully the last chapter.

Inca Upgrade Continues

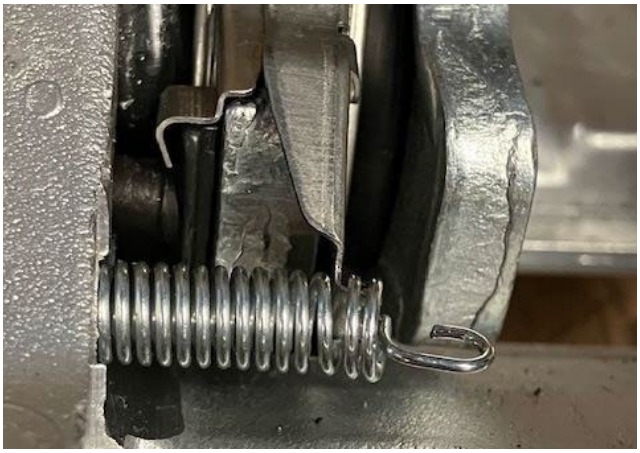
Bruce Clough

Where were we? Oh yeah, having issues with the parking brake. On the driver's side it doesn't push enough to actuate at all, and on the passenger's side it just barely actuates - any pad wear and it won't work. After a flurry of emails and call to TWS Motors I decided that the calipers were just wrong – the actuating pin just isn't long enough to do the trick. I also found out these are from mid-90's Camaros, so that means they should be available locally.

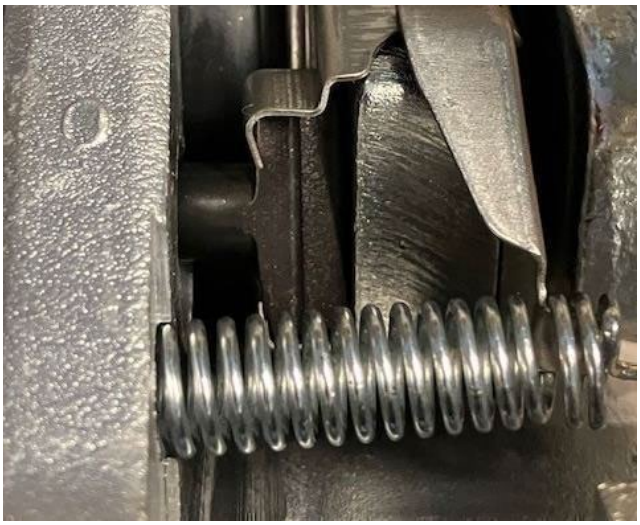
So, what does a boy do? He whips out the Master Card and looks for another. On the hunch that these calipers I have are new ones made in some foreign country that starts with "C", I decided to see if I could find either NOS, or rebuilt original calipers.

O'Reily had remanufactured calipers available, so I ordered the driver's side one to see how it compared to the one TWS had included in the kit. It took two days to arrive, and I immediately compared them. There was a significant difference.

TWS Caliper on the left, O'Reily one on right – they are the same, but different.



TWS Motors parking brake actuation pin attachment to actuating plate.



O'Reily parking brake actuation pin attachment to actuating plate.

There is actually a big difference – notice the O'Reily's pin base showing is a lot thicker, which means the pin is closer to the actuating lever and should work much better. I'm thinking positive at this point.

One other thing I noticed on the TWS Motors caliper was a rough surface on the fluid supply port – no wonder it kept weeping a bit – the copper washer couldn't deform enough to close the gaps!

Rough surface on the fluid supply port.

Bench "testing" the parking brake (putting the caliper in a bench vise, sticking in the pads, and pulling the lever – yes, you can do it by hand, it hurts a bit, but you can do it – talking in a deep Austrian accent while you are doing it helps) showed increased travel of the pin and significantly larger movement of the pad – this might work.. Putting it on the car confirmed that – the lever only moved half-way before the brakes engaged. Great, one side done.

Can I find another?

Went on O'Reily's website – hey, the website says that the store in Xenia has one. Wunderbar – ordered it, then called about noontime to say I'd be over to pick it up, then found out that they do not have one, but will have to ship it in. Nice.

Meanwhile I wondered "maybe I can find a rebuilt one at AutoZone and then cancel the O'Reily one. Airway AutoZone showed one available, so I ordered it and headed on over. Arrived, and then the sales rep spent 5 minutes looking for it until another rep told him it was damaged and another one would show up in three hours. Great, drove back home for lunch and then headed back out…

…to find the same caliper TWS supplied with the same depressed pin. I took it home anyways to try it. You guessed it, the parking brake didn't work. Return time.

Okay, in the meantime let me go look at the TWS caliper – what do I have to do to get it to work? Is there something here I am missing? Can the Bengals rescue their season? Back to the caliper – I already bought it, so can't really lose anything playing with it.

Taking it apart, I took the ring the pin presses down off the caliper. Examination showed the pin is actually the same as in the O'Reily caliper, except there is a trench made in the ring to hold the pin. On the O'Reily caliper there wasn't a trench that I could see. On first thought, that trench distance seems to be making the difference. Let's test that assumption.

Pin in the ring after removing.

Pin removed showing trench it rides in.

Hmm, if I fill that trench a bit it will raise the height of the pin, and if I raise the height of the pin I increase the actuation distance, but what do I have that I can fill it with? It needs to be incompressible, but workable by a shade-tree mechanic. I was reaching towards some of my bench stock aluminum when I remembered my steel epoxy stick – perfect.

Filled in the trench with the steel epoxy – this stuff is very hard when set and should withstand the pressure of the pin when actuated, okay, my guess is it will withstand actuation pressure without deforming, we'll see. I did push down on it a bit before it set to make a slight deformation to hold the pin.

Trench filled in with steel epoxy.

Reinstalled the pin in the ring and bench testing was very positive – pads are actuating now - and reinstalled the caliper in the car. Confirmed that we now have parking brake action on both sides – now to attach all the cables again and adjust.

Pin reinstalled in the ring.

Last month we had discussed that the bracket attaching to the body above drive shaft that holds the other end of the parking brake cables was being bent by the force of parking brake actuation. Can you say "I needed to spread the force of actuation across a wider footprint to reduce bending moment." Several solutions here, but rather than cutting down an aluminum block, or stacking up a bunch of washers (lol – already tried that), I decided to glue some large nuts to the bottom of the bracket to counter bending. I like easy. Attached it to the body without drama.

Those large nuts epoxied to the parking brake cable bracket. Follow me for more intuition-based solutions.

Okay – with the bracket now in place, I reattached the parking brake cables and adjusted the play. Whoa, I now have parking brakes, it was a journey, but we have brakes.

…and just when I thought I was ready to give it a drive, I noticed fluid leaking from the banjo fitting to the passenger rear caliper, again.

<sigh>

It must be that caliper surface; it must not be flat and smooth. Closer inspection and actually laying there and watching it leak showed the leak was not at the inner washer-caliper interface, but at the outer washer flex hose fitting interface. So, the fitting on the flex hose isn't sealing. I removed the line and carefully sanded (you might call it manual decking) that face flat. Reattaching the fitting with new copper washers and the leak is gone. Hooray.

Caliper Post Mortem – it turned out that the next O'Reily caliper I ordered looked, and actuated, just like the TWS and AutoZone calipers – that pin is just not long enough. Was the one I got from O'Reily's that works a correct one, or actually a defective one? Yikes!

What's wrong with cheap tools nowadays?

I did go back and retrofit the other TWS caliper with the steel epoxy and it is in the spares bin. Let's drive.

First Test Drive

Time for a "taxi test" - took it up and down the driveway a few times and wow – it has brakes. It also has some movement and noise in the front suspension that has me thinking about those front lower bushes I bought from BPNW – probably should replace those…ugh! Ordered different ploy bushes from Rimmers. Big bucks…

Second Test Drive

Took it down to a friend's house about a mile away. Three issues:

- Brake lights were constantly on.
- Gas gauge was inoperative.
- Rubbing sound heard on right turns.

Brake lights on were due to the brake light switch not being "recalibrated" after the new servo was installed. Doh! I had bent it, and the bracket it is on, out of the way a bit when installing the new servo. Moved it back into position and problem solved.

The gas gauge was a loose ground wire, so I reconnected all the push-on connectors at the tank after putting some conductive grease on the spade. Works fine now.

The rubbing noise is a bit more "problematic". Okay, a lot more. After a thorough inspection of the front lines, suspension, and brakes, I determined the rubbing noise is due to the modified dust shield on the driver's side. During right-hand turns the driver's hub gets push in just a teeny bit due to the bearing load presetting. It's not much at all, but enough that the rotor rubs.

I remember worrying about it at the time I was "flattening" the dust shields to clear the rotor. Working the metal put a little wave in it at the worst place – by the ball joint where there is no room to bend anything away. I flattened and filed the best I could. Rotating the tire on the car showed no rubs, so I thought I had dodged the bullet. Um, no – no rubs on passenger side, but the clearance on the driver's side wasn't enough under sideways load - just a couple thousandths, if that…ugh.

My choices are to take the dust shield off (which means pulling the brakes and hub off), or live with it for the time being – I'm going to live with that one until spring. I probably got lucky on the

passenger side. If it really get's annoying I'm pulling the sucker.

Okay, but how did it brake? Glad you asked, it braked fine, just fine. Solid pedal, and much more braking with same pedal pressure as with the stock system. That is working well, at least for now...

Third Test Drive

Took it into Xenia and back. These brakes are impressive – I have the braking power of a car double the weight of this car. No ABS, so you need to learn how to pump and we'll see how it drives in the wet – I will need to trial this in a parking lot without light poles.

I did notice some very slight vibration around 50mph – much less than before. I'm planning on compressing the sway bar bushes a bit more and I have better bushes to put in the lower arm body mount. Stay tuned over this winter.

Drive to CCV

Heading to the British Car Drive In @ CCV the car performed fairly well, the driver's rear was running a bit warmer than the passenger side, nothing uber hot, just enough to have me going "hmmmm". The parking brake isn't as good as I might like also, so I think I'm going to be re-re-re-looking at the driver's rear caliper. I'm a veteran, so no big whoop anymore.

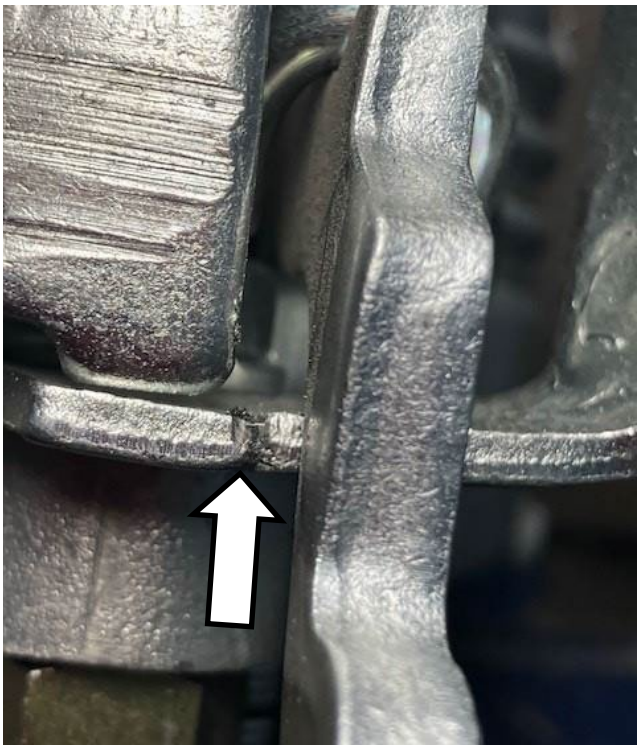
Probably will also replace the 5.1 with 5. Thinking about it…

Proof Inca made it to CCV…

Patti informed me that the brake lights can be seen from orbit. Nice. I did note that the temp gauge never made it to the first mark. I thought this was weird, and wondered how I messed with that since I never came anywhere near the wiring for that – checked the fan switch to see if I inadvertently left the fan on, nope. Then it hit me – I put that deflector piece on to force all the air to flow through the radiator. Got it – now I am wondering about the thermostat, but first I need to get a real temp gauge in place to see what it's really running.

Test Drives Post Mortem

After getting home I examined the left rear caliper – the O'Reily caliper. The first thing I noticed was the parking brake lever had not fully retracted, but was hung-up on the bracket, more specifically hung-up due to a lip on one of the pieces that make up the parking brake cable bracket. That was just enough to put a little drag on the pads which gave me the increased heat. I also noticed the parking brake actuation pin had rotated 90 degrees, which it theoretically shouldn't be able to do, but it had.



Just enough of a lip to keep the lever (to the right) from returning to rest, causing a slight rub.

I swapped out the caliper with the spare - the one that came with the kit that originally gave me fits until I worked on it a bit, confirmed that it was bled and the parking brake worked, and examined the O'Reily caliper. The lip in the bracket is not big, but just enough that the lever will not retract completely after being pulled.

Solution to this was easy. I filed the side of the lip to make it sloped, no square, then I filed the corner of the lever that would hit this. Now the lever returns nicely even if rubbing on the bracket when returning.

I took the caliper apart to look at the parking brake actuation pin and its mount. I became immediately apparent that there was not a trench underneath the pin. I could have sworn that I saw a trench in there when I first looked at it, but I was mistaken.

Well, that's weird – no trench for the pin to ride in.

I wanted to get this caliper back as a functional spare, so I decided to take the cover off this ring and file a trench. When I took the cover off and flipped the ring over, well, well, well – the trench was there. This part was assembled upside down. Quality is important, or maybe not…

Hey, look what I found!

Okay – put the ring assembly back together the right way and put the caliper back together, then put it in the spares pile.

Experience With the Big Brake Kit so far…

Overall, still positive, I think. The caliper issues have to do with the manufacturer not TWS Motors. The fix added a little time to assembly, but not a lot. I was more annoyed with leaking lines, one case of which was a less than stellar flare on a supplied new steel line, and the other was a manufacturing defect on a flex hose.

There have been a few "wiffs" on the part of the designers/machinists, such as wrong bolts/holes as well as minimal instructions and photos/descriptions that don't match hardware sent, but, in general, I was able to work through these and fit the parts. I am concerned about the parking brake body cable bracket handling the application forces and obviously the parking brakes at the calipers which I had to jury-rig to work.

It would have been nice for them to supply copper-nickel lines, rather than steel, to ease bending and since they make much nicer flare fits and less leaks. I do realize that they are more expensive, but what's a few more bucks when spending well over $2K? From Google's AI:

Copper nickel is superior to steel for most applications because it is rust-proof, significantly more flexible, and easier to work with, while steel is cheaper but prone to rust, less flexible, and harder to flare. Copper-nickel's corrosion resistance, ease of flaring, and flexibility lead to a longer lifespan and simpler installation, making it the preferred choice for modern vehicles despite its higher upfront cost.

There you go, the 'trons like Cu-Ni. I still might remake one of the lines provided with Cu-Ni if it gives me any more issues…

Conversation on DOT Numbers

I put Mogul DOT5.1 in the system to start off with. DOT 3 or 4 is recommended by the master cylinder manufacturer, but DOT 5.1 is a higher-temperature glycol-based fluid and is compatible

with 3 or 4. I did not put in DOT 5 to begin with since I want to see how the system works with glycol before going to silicone. DOT 5 isn't for everything since it's a little bit more compressible and it can bubble, which is why it is not recommended for anything with ABS in it, nor is it recommended for racing applications. It is recommended for classic cars that spend most of their time in storage since it will not eat paint. You still have to periodically bleed the system to eliminate any condensed water.

Despite rumors, modern brake components can handle DOT 3, 4, 5, and 5.1 without turning to goo. You do (it seems via Internet claims, which in a court of law would be referred to as hearsay) have to clean out all the glycol-based fluid in a system when adding DOT 5 or nasty goo can occur due to chemical reactions. I am trying to find citations for the primary references on this since my experience working with both fluids is that this has not happened to me – I even have a vial of mixed fluid in the garage that I agitate to see if I can get a reaction – none noticed over the last five years of shaking. Does it take heat for the reactions to occur? John Coutant – professional opinion?

We're gonna pump you up!

Bruce Clough

While I was home for a little bit of unpaid vacation, I started to think about the future of fuel pumps for TR7's. Yeah, rather than thinking of the stock market, or will the Bengals bring Troy Aikman out of retirement, I'm thinking about pumps. It's a sad life. More and more of the vendors are not selling the late-style TR7 pump. They are just selling the early style.

Early style? Late Style?

Yeah, up to about 1978 TR7 pumps attached to the block used just a gasket. Then after 1977 a style was introduced that has a longer actuation arm and added a spacer between the block and the pump. The assumption was that was done to eliminate heat soak issues, but I've never seen the engineering bulletin on it.

So anyway, as of this writing very few late pumps are to be had on line. Moss has a limited number, you can get a few on ebay, and that's it. Plenty of earlier ones are to be had, though. "Oh, but don't worry" you say, "you can always buy an earlier one" you say. Okay, British Leyland being cheap British Leyland, they would not have made the engineering change to go to a longer actuator arm if there wasn't a damn good reason. Going backward doesn't seem smart in this case. As I will show, it's probably even a worse choice nowadays.

What'd ya mean Bruce?

Has to do with, you guessed it, pump quality. Yes, plenty of early style pumps around, both with the usual parts suppliers as well as ebay. Issue is the quality, and we are not talking about staked actuator arm pivots, although they are staked, we are talking about actuator arm finish.

Hey, you've never discussed actuator arm finish before.

You are correct, I never have. The finish on all the TR3 pump arms have always been good. Smooth lever arms against a smooth camshaft lobe. Why would it be different, who could screw that up?

Humans, that's who.

Evidently, on some of the newer replacement pumps polishing the forged lever has not been a top priority.

Please continue.

Scanning articles on The Triumph Experience website (you are a subscriber, right?), I found a thread discussing bad fuel pumps (I was drawn to it like flies to a light bulb), and one posting showed the damage a "new" fuel pump caused. From the thread:

Picture showing the roughness of the side of the lever arm of a new pump that contacts the camshaft lobe on, I believe, a Spitfire – this is not nice and smooth. Source: The Triumph Experience

…and since the lever arm is a hardened surface it can dig into other metal – here is the damage that pump did to the camshaft lobe that drive the pump - yikes. Source: The Triumph Experience

Curious, I went out to look at my spare TR7 fuel pumps. The ones I carry in the cars are late-style and have pressed lever arms in a "U-shape", the spare in the parts bin is also a late-style pump, but has a forged lever arm. It was supplied by Quinton-Hazell, part number QFP33. It was brand-new in box when I got it.

Late TR7 pumps - forged arm on top, pressed arm on bottom – you are correct, the top one has peened arm pivots, the bottom one has an axle that goes through. You are also correct that the one on top is significantly newer than the one on the bottom – I think my diatribe about new pumps declining in quality just might be applicable here.

The lever on the pressed pump arm is smooth on the lobe-facing side but the forged pump arm is anything but smooth.

Yep, great quality control folks – very rough cam-facing side on the pump lever arm – I'm

sure this wouldn't be an issue. Note the peened lever/actuation arm pivot points.

I wonder how many folks are riding around with these on their cars? Seems like a good time to enter the camshaft/jackshaft market. Heck, maybe I should check ours? Hold that thought.

Okay, now that I knew the pump was unusable, I had to make it usable. Rough file, fine file, and 120/320/400/1000 and 2000 grit sandpaper later, it now is a part I'd put on a car.

That's better, but the end user should not have to do this.

Since I am a creature of curiosity, I went snooping around the interwebs and found a video of a guy in the UK replacing his fuel pump, from a much earlier AC unit with a new Quinton-Hazell.

I managed to do a screen shot of the pumps that showed the surfaces that ride on the lobe. It's not the best screen grab, but it clearly shows how rough the new pump is, and how smooth the old one was. I noted the smoothness was the entire surface of the lever, not just the area that would be contacting the lobe, so the smoothness was original, not a result of wear.

If you want to watch the video, it's "Triumph TR7 1980 Fuel Pump OEM Diaphragm" by ChrisFE "Crisso" Jackson dated Mar 21, 2025:

https://www.youtube.com/watch?v=PEDS9diD_Bo&t=544s

It does not look like he smoothed the lever face before installing it. I wish him well.

Moral of the story is when you buy a new mechanical pump check to make sure that surface is smooth, if not, smooth it.

Screen grab from YouTube video comparing the lobe contacting side from new (left) and old (right) pumps

So, right now I have three spare late style pumps which got me to thinking – if the long term for fuel pump quality looks like a ski slope, and TR7 pumps are not rebuildable like early TR pumps, then maybe I ought to look at electric pumps for TR7s?

I mean, I got The Mule, right?

Hold that thought, but first, studs…

Studs, yes studs – a simple modification to reduce frustration by the side of the road…

For those who have had to replace fuel pumps on the side of the road know nothing is more annoying than getting the pump in place but not being able to attach it.

The TR7 is one of those critters. In stock configuration the fuel pump is damn hard to get to - you have to take off the air cleaner box just to have a chance to see the pump. Replacing it means you have to have access to the bolts, which means you have to push aside heater hoses and wiring harnesses even after you have managed to get a tool in there to disconnected the fuel lines to access to the bolt heads. I need

to take a picture of a stock Fed-Spec 1980 TR7 to show you how dense the stuff is in that area.

So, taking it off is a religious experience. Putting it back on, especially the later pumps with spacers, is pure hell. You can't see, you have to use feel, holding the pump against the block moving it slightly trying to get one bolt in enough to hold it while having hands in impossible positions probably covered by oil that leaked out from the pump gasket. All while trying to keep one spacer and two gaskets from slipping off. Did I say that the pump lever will be pushing back a bit when you are trying to tighten it? Not fun, not fun at all. Think about doing this on the side of the road. Really no fun, it's some level in Dante's Hell….

Even if you modify the situation by using HS6 carbs and K&N filters (who would do that?) you will have a hard time seeing the pump. Access to bolts is easier, but it is still a struggle to get the pump back in while you are in a garage with a cold engine. Imagine hot on the side of the road.

So how can we ease this a bit?

Simple. Don't use bolts.

Seems to me that if you put in a set of studs, then the pump self-locates as the nuts are tightened. Throw the bolts away – you just line up the pump on the studs and push home. No having to hold the gasket/space/pump "club sandwich" in place while trying to put in bolts. Much easier to replace in the garage and on the side of a back country road.

Drop the mic.

Since I just happen to have the old FrankenStag TR7 engine on a stand in the garage I have a perfect victim to use for mock-up. I rummaged around the garage for a minute to find a fuel pump, spacer, gaskets and a couple of bolts and attached the pump to the block.

The bolts make perfect sense from a manufacturing frame – since the pump is put on the block before the engine is mounted access is not an issue. Why spend money on studs? Why worry about maintainability? Geeezzz, why?

Stock mounting position of late-style fuel pump - using the old FrankenStag TR7 engine as an example. Note the bolt and the spacer.

Side-on view of the fuel pump and the two bolts that hold the pump on in the stock configuration. The pipe end covered with plastic to the lower right of the pump is the dipstick pipe, showing the kinda stuff in the way of getting the pump in and out.

So, studs, where do I get these? Simple, I dug out my TR3 engine parts. The TR3 engine has many studs of different lengths, and a lot of those use 5/16 NF threads on both ends. Measuring the depth, I needed to have for the spacer and the pump, I found a couple that will work.

TR3 studs in TR7 engine – talk about reuse across the years…

Put the studs in, stuck the spacer on, and bolted in the fuel pump. I noticed that the pump does not need to be held on the studs, it will sit on the studs with enough distance to put on a split-washer and finagle a nut on it.

Pump in place using studs and nuts rather than bolts.

Now, you can make your own studs rather than trying to chase down TR3 ones. IMHO you can even use threaded rods – cut to length, clean and Loctite (242) the stud into the block before use.

I pulled the studs and put them, and the nuts and fresh lock washers, in a Baggie (yes, a real Baggie) for installation into Inca later this year. I'm sure this will end up in a Marque article also…

Another Pump Failure from VTR & TRA Facebook Group

The Bruce

Speaking of pumps, Dave Siracuse posted pics of his disabled car and late (TR4) AC fuel pump that had a failure of the staked ends holding in the pin wedges.

David's TR4 awaiting the rollback.

The wedge block that holds the lever pin in had the staked metal that holds it in fail.

I've been beating this horse for a while – if you have a fuel pump that relies on small areas of staked metal holding in wedges that hold in pins you need to have a plan for when that pump fails. It will fail, sooner or later. Original AC pumps seem to last a long time – like 60 years in this

instance – while the new Chinese pumps are probably nowhere near that.

This is what happens when Bruce is idled by a furlough…

The Bruce

Speaking of fuel pumps, I've not dealt with an electrical fuel pump on a Triumph since the trunk-mounted one in the FrankenStag. We did talk about them at TRA tech sessions, and you can ask John Coutant about them as part of the TRA 2019 festivities, but I've really not dealt with TR electric fuel pumps since my old 1981 EFI TR7… …so, time to have some fun.

I went down this squirrel trail due to folks always touting electric pumps as "the solution" for mechanical pump issues. For the early TR's I think this is nonsense – those pumps are so rebuildable, but for TR7's, given the state of new pump quality, and the fact the old ones are not generally rebuildable, this is a viable option.

If done right.

And by doing it right means doing it similar to a production system of the same time. Having had several EFI TR7s I kinda know about what that system looks like. So, thinking about a pump system "done right", what I am looking for is:

- Mounting away from the engine compartment near the fuel tank
- Mounting it in an accessible place for maintenance and repair.
- Putting fuel filter near the fuel tank
- Incorporating a shut-off valve so we can work on the fuel system without rivers of flowing petrol.
- Incorporating an inertia switch to shut down pump in case of an accident.

So, what does a boy do? Head to Amazon.com, that's what. MasterCard out, parts inbound, Amazon Prime to the rescue.

So, let's talk about pumps and location

There are a lot of electric pumps on the market that generate under 4psi, anywhere from $15 to over $100, but what is "the best". Holley and Edelbrock stand out due to their names. Carter also makes pumps and are heavily used on farm and industrial machinery. In the end I decided to go with a Facet pump based on reviews from multiple sources. Turns out these have much better reviews that the others. The Carters have good reviews also, but they are also supposedly very loud. One might think the Holley and Edelbrock pumps might be on top due to name recognition, but they're not. Their reviews are better than no-name pumps that flood Amazon and ebay, but not as good as Facet. So, I did not use the Edelbrock I have on hand, but kept that as a spare.

Location is important. Most folks (at least from what I see) locate their pumps in the engine compartment for ease of access – easiest place to mount and repair if needed. This is not recommended by most manufacturers due to the under-hood heat – yes, it's in the instructions that us guys never read. Most manufacturers point you towards something lower and near the fuel tank, where things are cool and the fuel pump – that is designed to push rather than pull, doesn't have to lift fuel to it. So, where might this be in the TR7?

Crawling under the car, and after I took care of the spiders' webs (those little suckers are industrious…), I took a peek at the area opposite the fuel tank attachments for fuel line and gas gauge. Bingo - opposite the front of the gas tank under the car is the vertical flat part of the body that forms the back side of the interior. There is plenty of flat space to mount components, in fact, this is the location of the Bosch electric pump used on the EFI TR7s. Location identified, not the easiest to get at to fix, but cool and below the tank.

Big flat space just prime territory for a fuel pump…

As with the Bosch pump, I've decided to mount all the filter/pump components on a separate plate, and attach to the body via rubber isolation mounts. Yes, complicate things, that's what I do, because this means I have to remove some of the interior to get at the inside of that flat section. This will allow me to fix some busted British plastic, and provide me the opportunity to break even more.

Parts is parts

Here is what I bought on Amazon to make the system:

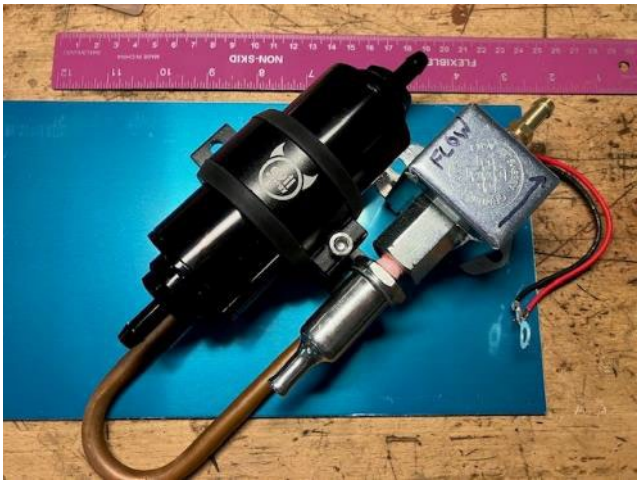
- Facet fuel pump
- 10ft 5/16" flexible fuel line
- Bunch of 5/16" fuel line band clamps
- Waterproof electrical connector
- 1/8"x12"x6" Aluminum sheet
- Isolation mounts
- Fuel cutoff switch
- 100-micron fuel filter

I also grabbed some 3/8" copper line and a bunch of nylon ties, because I had to.

Amazon parts haul

Did you know "construction" and "constriction" only differ by a vowel?

On to building this contraption. The first step is to lay out the components on the baseplate to size the baseplate. I bought some 1/8" by 6" by 12" aluminum plates to use which I figured was large enough. Bought two in case I screwed the first up, a non-zero chance. The parts had to fit in the space, and Facet wants the pump to be mounted at a 45-degree angle. I decided to mount them as close as possible, driven both by physical size as well as 3/8 copper pipe bend diameter.



Initial mockup

I traced out the mounting points, determined plate size and mounting points, then drilled and cut the plate.

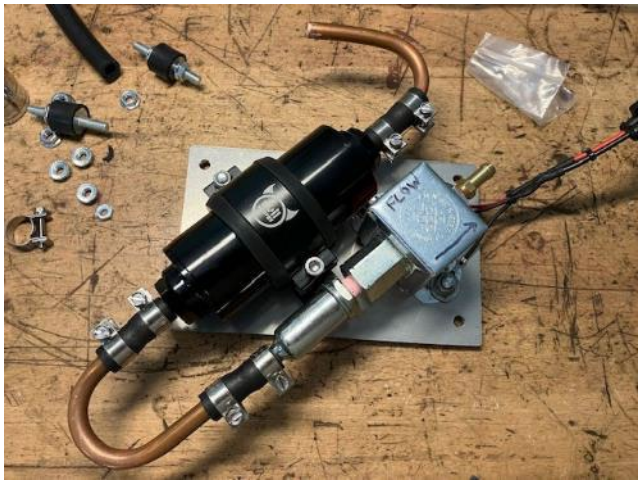
Now, I know what you are saying – where is that 5/16" copper fuel line? Turns out that the flex line

can easily go over a 3/8” line, especially if you chamfer the ends of the copper.

Also note that I use banded clamps rather than the usual screw-type clamps. They work better and last longer.

Plate cut and drilled to size

I then used the plate to determine hole locations in the body, and drilled four ¼” holes for the mounts. Mounted two mounts to the body to trial mount the plate later for line sizing and attachments, then went back and mounted the parts to the plate ensuring the directions for filter and pump lined up.



Parts mounted to plate – note the dual-filtration

Okay – now to put this on the car. Had to do a few things:

- Disconnected solid line heading forward at the junction in the passenger rear wheel hell, cut about 6” from it. Put 10” of flex line on it, and put it back on (okay, I cleaned it up and shot it with clear paint, there is that).
- Remade the line heading into the filter so I could flex the pipe to fit the angle of the shut-off valve.
- Did I mention I put a shut-off valve on the end of the tank supply pipe?

With all these modifications I remounted the pump, made the connections, secured lines, and sealed holes.

System in place and ready to roll – I hope…

Now to supply power to the pump…

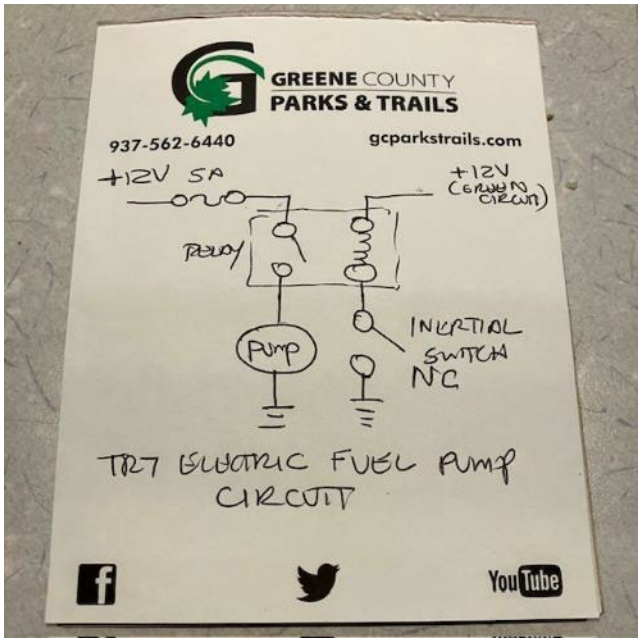
Power to the ~~people~~ pump

Okay, I need to supply power. There is not a source of power in the back of the car to tap, so I’ll have to be adding a dedicated circuit for the pump.

As far as circuits go, this one is pretty simple. I need to provide power:

- At a current level appropriate for the pump.
- Comes on with the ignition.
- Incorporates an inertial cut-off switch in case of accidents.

Here is the circuit – spent about 5 minutes on this.



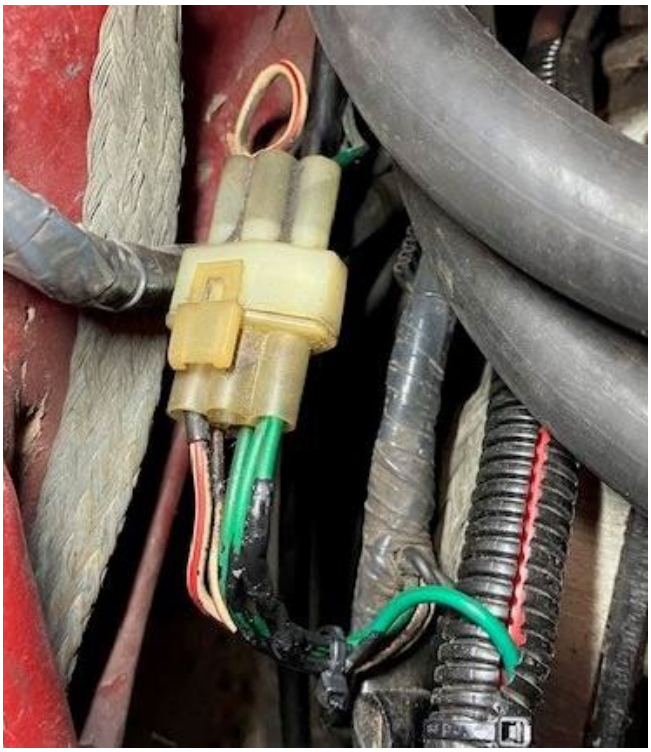
Don't tell Greene County Parks & Trails I mis-use their note pads…Like them on Facebook…

I'm going to mount the SPDT relay (standard-old relay folks at the car parts store will sell you) alongside the firewall relays I have there already for audio system and radiator fan. There is a fuse block there with a spare fuse to use and power running to it to supply pump power, but where do I source the ignition-switched (green circuit) +12V power to tell the pump to go?

Simple – I let my eyes wander. My intuition tells me there has to be accessible green circuit wires near the passenger side of the power wall without having to run a line from the interior. Found it. A green line runs in the transmission harness for the reverse lights. I found the connector, and the green wires leading into the connector are exposed in a long-enough run to splice in a wire. Great.

Transmission harness connector – note the green wires going into it.

Now, being careful, you can use a razor knife to remove about a half inch of insulation from the wire and solder on another wire. Then I used a liquid rubber insulator product to cover the bare metal – shorts are not your friend here– and nylon tied the wires.



Wire soldered on and then reinsulated.

Now we're cooking with heat! For the inertial switch I remembered having one from an injected TR7, but did I keep that? I was correct and I did – actually found it on top my pile of electrical

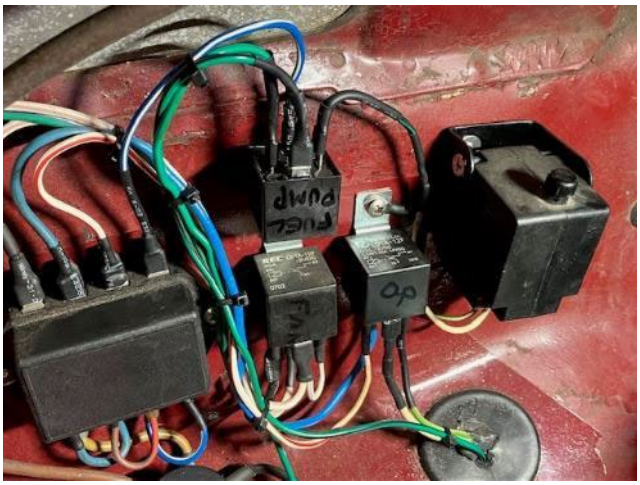
parts. This switch has an internal ball that moves under impact to disconnect a switch. It can also be used as a manual pump disconnect switch which is an added bonus.

TR7 Inertia Switch and slightly bent bracket

On fuel injected TR7s it is located on the driver's side firewall, and if an accident occurred it would disconnect the electric fuel pump. A quick set of tests – basically slapping it into your hand – showed it was still working well, all I needed to do was to clean it up, straighten the bracket (maybe a little paint also?) and attach….

…which I have completed three hours later (okay, lunch and getting a haircut were in there also). I put the switch and relay next to the existing ones on The Mule's passenger firewall. I also ran the pump power wire back to the rear along the passenger right side and out a hole I had to drill in the back behind the seat. Since the interior was already partially removed for the pump mounting access was easy.

Note at this time I checked the circuit to make sure it was working well. The analog-metered volt-ohmmeter works great for seeing this. You mean one of them thingies with the real meter? Yep, one of those. I was raised on Simpson 812 units, but my Hioki 3030-10 will do…



Relay and inertial switch in place and ready to go.

Black silicone sealant is your friend – instagrommet – the electrical connections at the pump.

Hey look – an analog VOM!

The relay, cut-off, and wiring all checked out fine. All the connections under the car need to be made with waterproof connectors which is why I bought them – I love stating the obvious.

Now we need to go under the hood and change a few things.

Underhood Mods

Now we need to take off the mechanical pump and connect the line from the electric pump to the carbs. Yes, there is probably a bit more to it than that. A gander at the existing engine compartment shows that once the fresh air plenum is removed the pump is kinda accessible, underneath the rear carb, I mean, at least you can kinda see it, unlike a stock car.

The ”was” configuration of The Mule’s engine left side. The fuel pump is there, trust me.

I first removed air filters. Next up was the existing flexible fuel line to and from the pump, threw the old rubber away, but kept the fittings, clamps, and filter. Now I grabbed a ½” socket and took off the fuel pump. My conversation with myself:

Wouldn’t you know it, it was a later late pump with a forged lever arm.

Looks like a Quinton-Hazell.

With a rough cam-facing surface.

That had scarred the lobe on the camshaft.

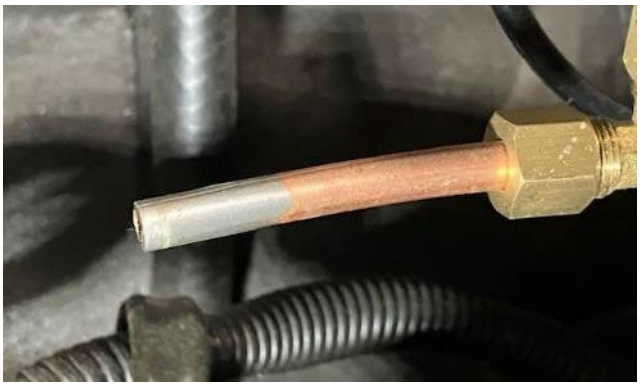
Well, crap.

What are the odds? Evidently greater than zero since it’s here. Looking at the cam, it’s not as badly scarred as the one a few pages ago, but one can clearly see, and feel, the marks (I would have a picture here, but my borescope camera malfunctioned <unhappy face>). Since I am going to an electric pump this is really not an issue, but still… I need to go back and see if I was the one who put that pump on, I probably was.

Very not smooth cam face of the fuel pump lever – it has since been smoothed. C’mon guys…arrrrgh!

I went ahead, got my grinder and sander out, made the face silky-smooth, and put it in the parts bin. What’s another part in the bin?

Had another little surprise, and this was on something I know I did. When I took the rubber flex line off the carb feed lines instead of seeing copper, I saw silver – a silver that reminded me of steel.



Hey, what’s that silver doing here?

Just a magnet later I confirmed it was steel line simply copper plated (and crappy copper plating at that). I dug up the remaining line I had spare and put it in the recycling – somebody's going to think they have a great find – doh!

Repeat after me – we love Chineseium.

Repeat after me – don't trust an Amazon listing.

I then got out the real copper 1/4" line I have and set it aside for later use.

Who knew this was a turd in sheep's clothing?

Since the old pump is out, now would be a great time to blank off the fuel pump mounting hole. TWS Motors makes a blanking plate that sets you back about $10, a lot cheaper than the time it would take me to make it, so, I ordered one that got to me in two days. All that was in the kit was the plate and a new gasket.

TWS Motors Blanking Plate Kit (stainless bolts are not in the kit)

I lightly coated the gasket with black (oil resistant) silicone and let it just set before attaching to the engine. I used new, shorter stainless bolts to hold it on. Yes, I cleaned off the block in that area of all dirt and oil, yes, I did.

Blanking plate in place.

Since the pump was no longer there, there was no reason the fuel supply line had to cross straight to the carbs, instead I ran it along the firewall, and then parallel to the motor mount to ease access to the rear carb and heater hoses that run underneath it. I had to bend the steel pipe coming forward with the fuel from the back about 70 degrees, make up a new copper line going into the "T" in the carb supply lines, and then made a bracket to provide vibration relief for the new copper line (also holds the alternator wiring harness). Put the air filters back on, reattached the fresh air plenum, and we are ready to go for a start.

Fuel pump and associated lines removed, significantly easier to get at the back carb for mixture adjustment.

Firing it all up

Now came the time to look for leaks. Turning on the pump showed two leaks, both from the T-junction. One wrench and two tightenings later the leaks stopped.

The engine fired right up and the pump was on, operating as it should. No leaks. Now to take it for a drive.

Next day the drive never left the garage as the front carb stopped working – debris from the upgrade. Took the carb off, blew out the float valve and the jet orifices, and it fired right up. Will go for a drive tomorrow.

Tomorrow came and I drove it around. No drama. Keeping an eye on it for wayward particles, but for right now, let's drive!

Let's grade the report card

So how did I do based-on what I wanted to do?

- Mounting away from the engine compartment near the fuel tank – **done.**
- Mounting it in an accessible place for maintenance and repair – **probable fail** – have to jack-up the car to replace, but not to reach the shut-off valve.
- Putting fuel filter near the fuel tank – **done**.
- Incorporating a shut-off valve so we can work on the fuel system without rivers of flowing petrol - **done**.
- Incorporating an inertia switch to shut down pump in case of an accident - **done**.

As Meatloaf said "four out of five ain't bad", or something like that.

By the way…

I made a spare. Put that Edelbrock I carry to good use and found a home for the gas filter I took off while eliminating the need for storage of that spare aluminum plate (this is how I justify things). Reuse is good use, and it got me out of the house so I am not driving Alice bonkers.

Back-up fuel pump assembly

I made it to bolt-on the rubber mounts. Hope I never need it.

Because I can – you don't want to leave this guy home alone

Bruce Clough

Since I'm still furloughed at the time of writing this, since I've done the chores around the house, and since I don't want to drive Alice nuts, I decided to look at something I was thinking of all summer.

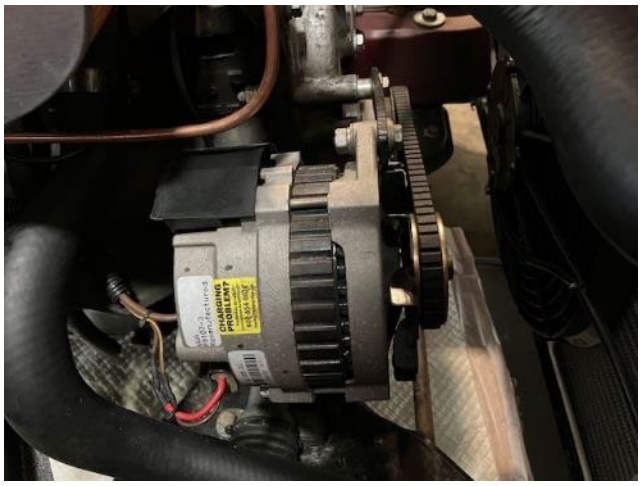
Converting the Bosch alternator to a Mini-Denso on the TR7's.

A Mini-Denso alternator is less than half the weight and a third the size of the Bosch alternators. They are relatively cheap and very available, being the choice for street rod builders and farm and larger lawn machinery. I've been using on the TR7's. I have a spare Mini-Denso (The Grey Ghost uses a Mini-Denso) lying around, and a spare engine to attempt to mount it to courtesy of the FrankenStag. If the mock-up works, I plan on moving it to The Mule for road testing.

Downside? 40 amps versus 100. Then again, no AC, all LED lights, and I am a fan of Rain-Ex, so 40 amps should work fine for The Mule (if I don't thump the sub-woofers hard) – not quite sure for Inca.

Right.

Anyway – the first step is to look at the Bosch unit and mounting. The nice thing about the Bosch alternator (from a mid-90's Saturn and probably a few others) is that it's pretty much a bolt-on job. Bolt in the bottom of the alternator to the existing bracket, make a new upper bracket (that can be straight due to the geometry, do some minimal shimming, and make the electrical connections. Pretty easy.



Bosch alternator in situ in The Mule

Comparing the Bosch to the Mini-Denso the mountings are significantly different – the lower mount is much thicker, and the top mount is clocked counter-clockwise from the Bosch unit.

Mini-Denso on the left, Bosch on the right

This means that I either need to shave off the lower mount on the Mini-Denos to fit, machine the alternator mount, or a little off each. Oh, did I mention, the Mini-Denso also take a larger lower mounting bolt?

Since used alternator brackets are cheaper on ebay that Mini-Denso's on line I decided to look at modifying the bracket. I figured that if I took 10mm off near the front of the lower mount that would align the pulleys. That's a significant amount of beef that I am taking off the mount, it is a much lighter alternator, but I decided that I need to add a secondary support bracket taking advantage of an unused hole in the bracket under the alternator mount. The top adjusting bracket would be a problem for later – that cannot be straight anymore.

10mm off the alternator bracket where the Min-Denso will mount.

Next, I filled the Mini-Denso lower mounting hole with steel epoxy, then drilled the correct (5/16th) hole in the center.

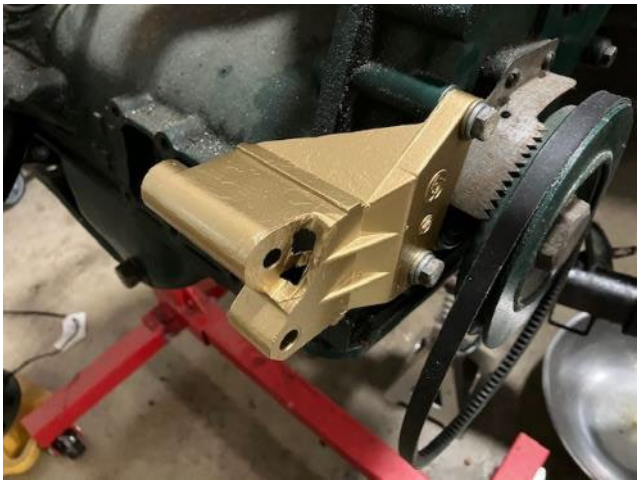
Remade hole in the alternator lower mount

Surprisingly, the initial bolt-up went well, just a little finish grinding to get the pulleys to align better.

Mini-Denso on the bracket – looks fairly good – time to put on a v-belt…

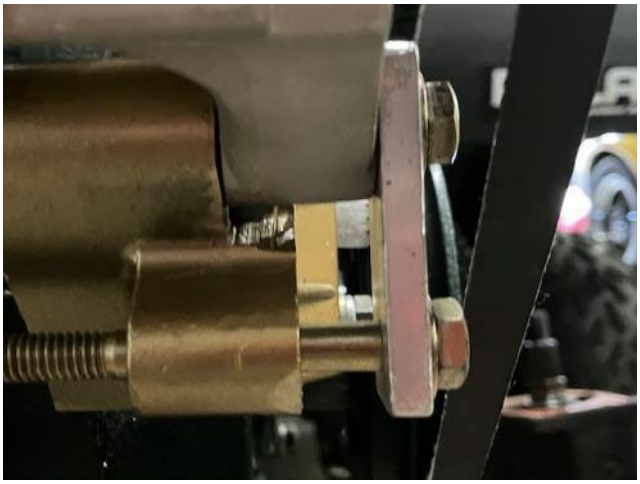
V-belt attachment went well – time to clean-up the bracket and develop the rest of the attachment hardware.

Painted the bracket gold since, well, since that happened to be the paint color on hand that I liked the best – plus, it was wheel paint, so it is somewhat durable.



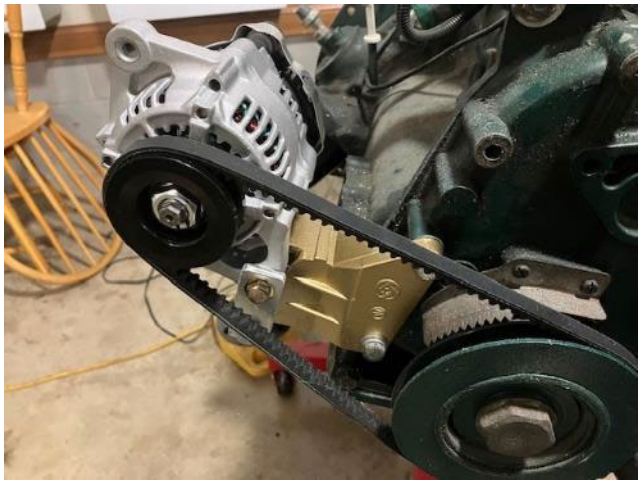
Well, ain't that purdy…

The first bit was to develop the lower mount support. Out can the aluminum bar stock. Killed my hacksaw blade, so out came the reciprocal saw. Overkill, yes, but it worked in a very brutal sort of way, and made loud noise at the same time. Bonus.



Lower support bracket in place to judge shim depth required.

I had to shim the lower bolt on the support 12.5mm using a bunch of skinny Grade 6 washers. They work fine, but I will replace them with a shim made from an old Polaris Ranger suspension piece when I go to put it on a running car for long-term use.



Lower mount for the alternator figured out

With the lower bracket figured out I now needed to attend to the adjuster. The straight one I used on the Bosch will not work due to the top mount being in a different location on the Mini-Denso. I need a long-ish bracket with a curve in it.

I got back out my trusty aluminum bar stock and decided to piece together one rather than seeing in a Cal Custom or some other bracket would work.

Laid out the bar, eyeballed the cut on the bar before it got to the alternator top mounting hole at an angle that would allow access by a socket to the adjusting bolt at what I wanted to be the nearest location, drilled a 5/16th hole on one end, then attached the bar to the timing cover bolt at the OEM location.

Now I need to make the rest of the bar that will contain the slot to allow tension adjustments. Grabbed the rest of the bar stock and a Vise Grip, yes, an actual Vise Grip, to attach the rest of the bar at an angle. The process is to attach the bar remainder to the one mounted, and assess the angle and length needed to allow reasonable adjustment/tensioning. Yes, this was done by eyeballing it.

Never a better use of a Vise Grip was ever seen – eyeballing the adjustment part of the top bracket.

I cut it to length eyeballing it for the 15315 belt I was using. To make the bracket I had to use mechanical attachment technology since I do not have the ability to weld aluminum, yet. This is very Frankensteinish and totally appropriate for a prototype.

- Attached the two pieces using a combination of small bolts and good epoxy glue. The glue I used in this application takes about 6 hours to cure, but it's strong.
- Cut a slot using a combination 5/16" drill, metal file, and elbow grease – space out the drill holes with 30% overlap, then use a combo of files to smooth the sides. Or have a friend with a milling machine…
- Trimmed off the excess metal.
- Cut a shim for the adjusting bracket – shim is needed between the bracket and the alternator. (I could have used the washer technique, but decided to be less lazy.)

Putting it all together, it works and give that industrial feel I like to have to my creations – Steam Punk meets Rube Goldberg - who's that?

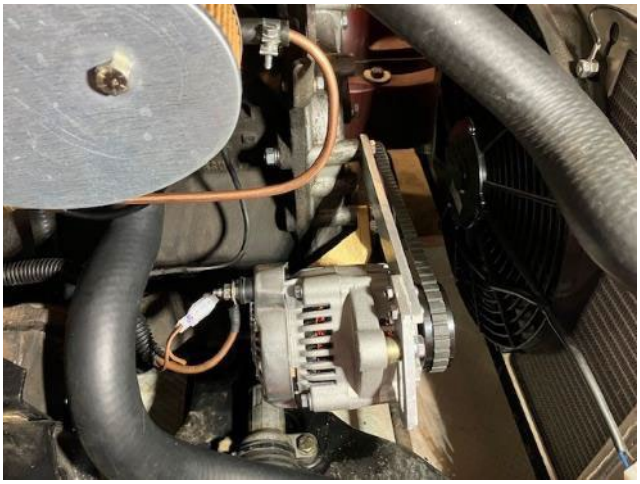
Mechanical connections in place – looks workable if not industrial.

Okay, the physical mock-up is complete. Time to transfer to The Mule to see how this works:

- Took the Bosch unit, bolts, and the alternator mounting bracket off The Mule, cleaned them up, and put them aside to put back on later if needed, or as a back-up for Inca which still has the Bosch on it (and I have no plans to replace).
- Mounted the modified bracket to The Mule using the attachment hardware from mocking-up.
- Added an in-line connector between the car harness and the wires heading into the alternator. This is to enable quick-swapping between mini-Denso and Bosch alternators, providing a common electrical interface between the two to eliminate soldering drama.
- Installed the Mini-Denso alternator (over the last couple of days I've had a lot of practice doing this, so I think it was about 5 minutes getting it in) using the same hardware as I used to mock it up.
- Retained the existing fan belt on The Mule that is 5mm less in circumference than the one I used for mock-up (153410 versus 15315 - wanted to see if it would work. Spoiler alert - it does).
- Adjusted the belt tension.

The Mini-Denso is now in place and looks mighty fine IMHO. Time to fire it up.

Added an intermediate connector to the alternator connections to make swapping easier.



Mini-Denso in position on The Mule – now to start it up and see if any smoke leaks.

You are correct – it is another process:

- Connected the battery in The Mule – voltmeter read 12.6V, about right for that gel cell battery.
- Fired up The Mule, initial system voltage was 14.8V, about right. This reduced to about 14.2V in a minute or two, what I would expect. No belt noises whatsoever.
- Set RPM to 2K, turned on everything, voltage was now 13.8V – nice – the alternator kept up with the load. If it

couldn't I would have seen the voltage drop to the battery voltage as the battery picked up the load.

- Shut down car, felt alternator – warm but not hot, again about what I would expect.

The Mini-Denso works. Now I need to drive the car a bit to see how well it keeps up. In the meantime, I grabbed another used alternator bracket from ebay since the old FrankenStag bracket had already been modified way back when for the custom motor mounts. There is a little part missing that attaches to the block, and I want that bracket-to-block mount back. I'm going to take that bracket down to the machine shop to have it machined to my specs – much nicer than the brute-force techniques I use since I don't have a milling machine…

…but that is for the future – this is good enough to drive around now and see how it works.

Well, the bracket got here sooner than I figured, so I had Zajbel Machining mill the bracket and it's on the car – alignment looks perfect.

One Last Hurrah…

Bruce Clough

Since I'm the newsletter editor and lightly supervised, I decided, what's one more silly modification to write about, so let's talk about daytime driving lights (DRL).

I think DRLs are a damn good idea – they certainly make the car easier to see, and when you are smaller than the wheel on that Denali you want to be seen. Many countries around the world, including Canada, but not the USA, mandate them. Car manufacturers nowadays have them normally. Speaking of normally, I normally run with headlights on in the TR3B and turn on the fogs for the TR7s – poor man's DRLs. What I would really like is to have actual DRLs, lights that come on with the ignition rather than requiring me to remember to throw a switch.

Clue: I normally do not remember.

I did remember I still had the old DRL LED lights from The Grey Ghost kicking around in a box on top of a workbench. Hmm, I remember saying I was going to use those as DRLs for one of the TR7s. Nice cast and chrome plated ones from Superbright LEDs. Found them right where I thought they were, turned around, and told The Mule:

Baby, this is your lucky day.

.

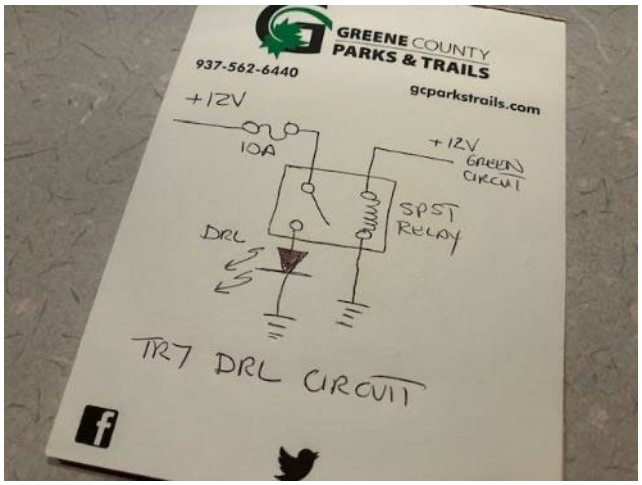
Never know what you'll find on the workbench…

All I needed was to mount these up and design a circuit.

But I already designed a circuit.

Yep, just did - the DRL circuit would be essentially the same as the fuel pump circuit, sans the inertial switch – see the circuit diagram above somewhere. What? You don't want to look

back? You want me to draw out the circuit? Okay, I do always default to consumer demand.



Obligatory Schematic…

I just needed to mount another relay next to the pump replay, use the same connections (and power fuse), run a wire down to lights, oh, mount the lights also, and then just ground the other side of the relay engagement coil. Should be easy.

So, I did just that.

Using an existing screw on the audio system relay I mounted, and grounded, the DRL relay. Added a power line from the auxiliary fuse block (I did measure the current draw from the DRLs – a little over an amp), tapped into the green circuit, ran a line to the front (after I covered it with shrink wrap tubing for extra protection). Circuit complete.

DRL relay is the uppermost right one.

I decided to mount the lights a bit outboard of the fogs so they wouldn't be blocking any air flow in front of the radiator. I'd mount them to the back lower lip of the bumper. A quick check showed there was 5-7 ohms of resistance between the bumper and the frame (I was expecting a lot more). If these were halogen/incandescent lights it would be mandatory to run a separate ground or you wouldn't see anything due to voltage drop (I can do the math if you are interested), LEDs maybe a bit less sensitive, but light output will be diminished, so I decided to run a separate ground wire between them to ensure a good ground.

Good wiring practices were implemented. Wiring was either soldered and shrink-wrapped, or used waterproof connectors with insulators. All wires were tied down and where needed extra insulation was added to protect against rubbing. I ran the wire for the lights down the passenger side of the firewall, along the bottom inside of the right inner front fender, then made the connections with the lights. The light connections themselves were bullet connectors.

Passenger (right) side DRL under the front bumper.

Light power was supplied by the same fuse supplying the fuel pump. These lights together will require about an amp of current, so my 10A (British spec) fuse has enough headroom for the pump and the lights.

To attach the lights, I drilled ¼" holes and mounted the M6 bolts supplied with the lights. I grounded the lights to their local mounts then ran

a ground wire from the bumper to the frame. All wires were insulated and tied up where needed to eliminate rubbing chances.

Firing up, they fired right up. Will have to see what they look like on the road, but I have a feeling from remembering The Grey Ghost past they will work fine.

Let there be DRL.

TR6 Bump Stops Here – a journey…

Chuck White

(Ed note – these are from a couple emails Chuck sent to the club – I told him I was going to post in The Marque, and I am a man of my word…)

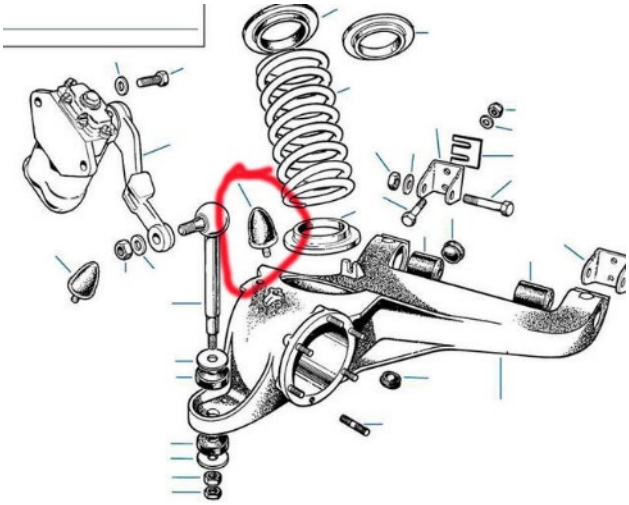
Email 1

I'm trying to replace the rubber bump stop that mounts to the top of the trailing arms on my TR6 because the rubber part was cracked. It won't budge! I've sprayed it liberally with PB Blaster several times and let it soak for hours. Still won't budge.

The stop – from BPNW website

I tried using Channel Locks to grip the metal base but the rubber was getting in the way so I cut it off. Now I can grasp it with the Channel Locks but it still won't budge. I cut a slot in the metal base and tried using a drift and hammer to pound it off. Still no go. And, yes, unless they are left-hand threads, I am trying to turn it in the right direction (counter clockwise). What else can I do?

I don't think I can use a torch because the trailing arms are cast alloy and the stud on the bump stop is steel. I need help coming up with a solution and possibly help in executing it. Anyone with any ideas and/or free time? We can talk at the meeting tomorrow evening. Thanks.



The location – from The Triumph Experience

Email 2

For those who have been following my exploits of trying to replace the bump stops on the trailing arms of my TR6, they have now been replaced!

To recap, I tried every method at my disposal except heat to remove the steel threads from the aluminum alloy trailing arms without success. I tried spraying the area liberally with PB-Blaster several times, letting it soak in for several minutes before trying to remove them with Channel-Locks. Didn't work. I didn't try Vise-grips because the teeth on the Channel-Locks bit into the steel plate and didn't slip when I used them. The stop just wouldn't budge! I tried cutting a slot into the steel plate just below the rubber buffer and then

used a drift and hammer to try to back them out. Didn't work.

Bruce sent me a link to a Triumph Forum where it became apparent this is a common problem. The two suggestions were to use heat on the steel plate of the bump stop (but being careful NOT to heat the aluminum alloy trailing arm!) or take it to a machine shop and let them take a crack at it. A hot rod friend of mine suggested using a pipe wrench with a length of pipe for more leverage but I was afraid to try that for fear I'd twist the shaft off.

Well, I talked to Zajbel's Welding & Machine Shop in Xenia who quickly said, "No thanks! I don't have a lift." When asked for suggestions of who might be able to help, they suggested a couple automotive shops in town; one of which was Bud's Automotive. I've used Bud's many, many times over the years for maintenance on our domestic cars and like their work. So, I asked Corey, the owner, if he'd take a crack at it and he agreed.

Today was the day! They put the car into one of their bays and took off the rear wheels. I then showed the mechanic exactly what needed to be done and told him what I had already tried and he said, "Sure!". Working only with a combination Channel-Lock/Vise-grip type wrench (one I've never seen before), they came right off! I kidded the mechanic, "I loosened it up for you!" and he grinned. No heat was needed. Go figure!

Ed note – if you want to see this tool, Harbor Freight sells it:

https://www.harborfreight.com/21-in-s-jaw-quick-adjust-pliers-wrench-59837.html?hftm_sc=3586&utm_source=google&utm_source=google&utm_medium=cpc&utm_campaign=21901739033&campaignid=21901739033&utm_content=173216759911&adsetid=173216759911&product=59837&gad_source=1&gad_campaignid=21901739033&gbraid=0AAAADAHb4fvtPv56j0qcrubZLRq5KH1I&gclid=Cj0KCQjwl5jHBhDHARIsAB0Yqjy_i3pYJDaquq6PqWgvqKI__KpB0Jvlkk4ABd2aTZP3i8irNKnZlvYaArCSEALw_wcB)

From Harbor Freight Tool's Website

From the interweb archives

Bruce Clough

As the VTR Wedge Consultant I try to keep up with all things wedge, but I also look back. There is a website that has some useful tidbits of wedge info:

http://www.team.net/TR8/tr8cca/wedgelab/wedgelab.htm

This has not been updated 2009, but is still operational. It gives the best explanation of the headlight motor function I've run across:

http://www.team.net/TR8/tr8cca/wedgelab/other/headlights/headlights.htm

It's not magical, just a few switches, diodes, and a relay. The author walks you through the operation and has some good diagrams. At the end of this Marque I tacked on the operational schematic from the site. Enjoy

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 Cloth Patch - $12.00

MVT Pin - $5.00

MVT Window Sticker - $1.00

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

They look very spiffy on a TR7…

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

Classifieds

Classified ads are free to MVT members and run month to month. We do not endorse anything in here, nor do we get any compensation in fees or royalties. As with the rest of life “buyer beware”. 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: TR3A: 1960 TR3 (built in 1959). There’s a fiberglass hardtop and some spare parts that go with this. Asking $15,000. This is Bud Graff’s old car, BTW. Located in Middletown, Ohio. (513) 435-1111 Craig Moon

For Sale - Original TR3 steel hardtop. No dents - good window -no headliner -could use new paint-black-$300 - Inquire tryanity@gmail.com.

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

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

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

For Sale – 1976 TR6. 1976 TR6, 42k miles original owner. Runs well, just needs a few minor maintenance items the owner will fix. Asking $20K. Car is near Georgetown Indiana (adjacent to Louisville KY).

Contact John Banet 812-725-3579, j51.banet@twc.com - call text or email for pertinent info.

2026 All Triumph Drive In & Triumph Register of America National Meet

PRESS RELEASE

October 2025

THE ESSENTIALS

June 15-19, 2026
Madras, Oregon
Lodging reservations now open:
The Inn at Cross Keys Station
541-475-5800
& Bunk House at Cross Keys
541-475-8668
Both hotels share a common parking lot. The Inn at Cross Keys Station is the headquarters hotel and location of meetings and the awards banquet. The Portland Triumph Owners Association is the event host.

THE BIG PICTURE

In 2026 the ATDI will include all of the traditional ATDI features plus some "premium content" to be announced later, plus a special feature due to the event also serving as the Triumph Register of America's National Meet. That special feature is concours judging and awards for TR2-TR4 models.

MADRAS CLIMATE

Our host city offers an ideal climate during our mid-June dates. The typical high temp there in June is 76 degrees, meaning the typical day's temps range from the mid-60s to the mid-70s. Rainfall in June is less than 1 inch with 26 days of no rainfall at all. Put the top down!

BRAKING NEWS

Get it? "Braking" news! This is the first of a series of monthly-or-so press releases with information about the 2026 All Triumph Drive In. For this first edition we want to highlight the essential information, much of which is conveniently spelled out in the column on the left.

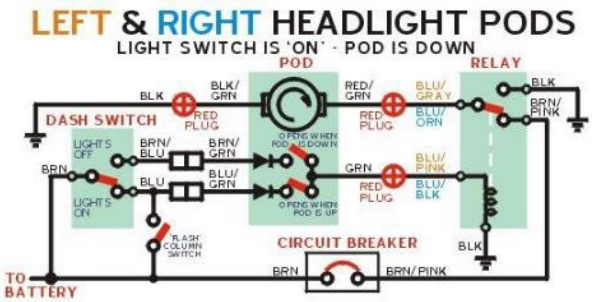
This ATDI will include all of the features you expect in an ATDI, and it is also going to be special in several ways. One way it is special is that it also serves as the "National Meet" of the Triumph Register of America, a national club for TR2-TR4 cars. Their national meet has never before been west of Branson, Missouri, so this is really thinking out the box and will help to highlight what a resource the TRA is for TR2-TR4 owners.

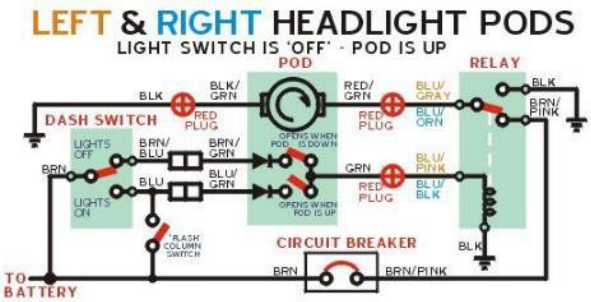
Perhaps the most visible special feature of this ATDI that is due to the event also being the TRA's National Meet will be concours judging and awards for TR2-TR4 cars. Judging is planned to take place concurrent with the car show, and the awards dinner will include the concours awards.

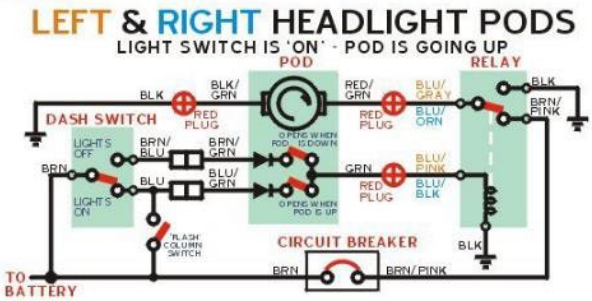
The other requirements to qualify as the TRA's National Meet are simple: There must be a meeting for TRA members, there must be a car show, which of course we would have anyway, and there must be an awards dinner, which again we would do anyway. Please join us in welcoming TRA members, especially those from out of the area. The TRA is an important resource for TR2-TR4 members. I'm a member myself and their newsletter is a work of art that I look forward to each quarter.

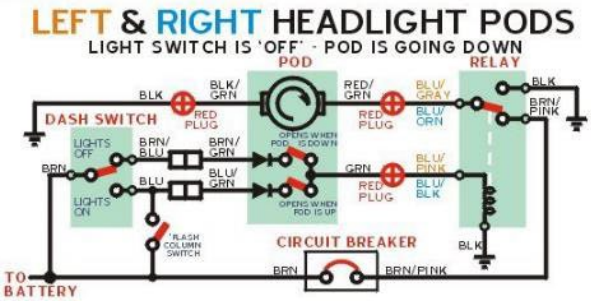
In the meantime we highly recommend getting your lodging reservations now. See the box headed THE ESSENTIALS in the upper left of this page.

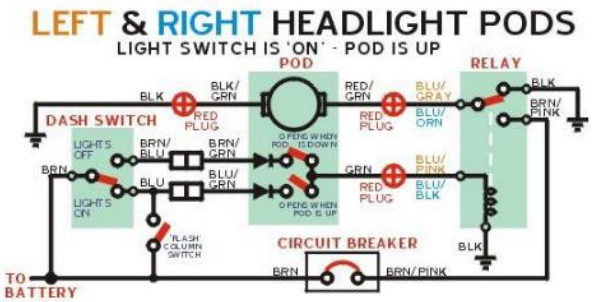
Reid Trummel, 2026 ATDI Chairman,
reid.trummel@gmail.com

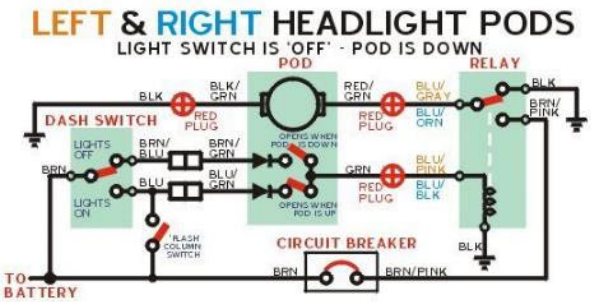












TR7/8 Headlight Operation

From http://www.team.net/TR8/tr8cca/wedgelab/other/headlights/headlights.htm