



The Marque

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

The Marque – December 2025



Ho, ho, ho you fools!

2025 MVT HOLIDAY SOIREE

Ho, ho ho – time to get some coal!

The 2025 MVT Holiday Soiree will be on Saturday, December 6, 2024 at 6PM at the **Greene County FOP Lodge 37 at 258 Dayton Avenue, Xenia, Ohio.**

Soiree Agenda:

- Social gathering 6:00.
- Dinner to follow: 6:30.
- Short Membership meeting after dinner

- THE HIGHLY anticipated BROWN BAG AUCTION!

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

Thanks to Chris, Alice and Patti for putting together the feast of the decade. – a sign-up list of dishes people are to bring as well as a head count for Chris White were closed out on November 29th.

A note on brown bags

The Brown Bag Auction started years ago as a way of having fun - we put old Triumph parts and other things we didn't want into a brown bag, stapled it shut, and actioned it off to the highest bidder as a way of both having some fun, and helping the club's treasury.

Years later we are still at it, although things have changed a little. The bags are fancier and have a lot of decorations, the stuff inside is less dirty old parts and more "junk lying around the house that we don't want, but felt guilty of throwing it out". Ask Harry what guilty things he's received in the past. It made him blush. A favorite is taking the stuff you got in the auction last year and re-bagging it (aka - playing it forward) to make others blush.

Are you a hoarder, or know one? Excellent time to break the chain and know that the items you are emotionally attached to are going to a good home.

So, what should you put in a bag? Essentially anything you want to get rid of that will cause others to laugh when someone gets it. We know you have these; we know – we all have that special family member that buys us bizarre things. Triumph parts? Sure, as long as they are not all greasy and grimy, but better would be a Tom Jones 8-Track tape, some Ex-Lax (or maybe Metamucil), or better yet - a one-size-fits-all adult onesie, or a snow-globe of a place you have been to, or maybe not. How about a set of cheap steak knives acquired at a time-share presentation? Use your imagination - there you go!



Life is like a box of brown bags, or turkeys, yes, there are those – and just like that , with one brown bag, Chuck became a mascot...

We know you have to have stuff around your place you got, but don't know why, and feel guilty throwing it out - these are the perfect brown-bag contents. Get rid of that guilt now. Let others share your luck, or lack of it.

Oh, please keep the weight down please so the bags won't break and nothing falls on the auctioneer's feet. That would hurt and he'd start

dancing, which is not a sight for any human to behold. If you want to bring heavier stuff, put it in a box and wrap up the box very nice.

Speaking of that, we encourage bag decoration. Nothing like putting all those used 1987 S10 fuel filters in a Victoria Secret bag adorned with ribbons and bows! Let your creative juices flow.

You will notice some "fish" (not to be confused with "Phish") stuff showing up. This is a tradition started by the late MVT member Jim Quillen who used to make a wood whale each year with plastic fibers stuck into its head to spot water just to put in a brown bag for the auction. Why? Why not! That fish-thing continues to this day, so do not be surprised by a lot of piscis stuff.

As far as the number of bags, please only bring one bag per the number in your party - so if two of you are coming, two bags. In the past folks have brought many, many bags – we appreciate that, but we also appreciate getting home before dawn.

Oh, the auction rules?

1. Bids are on dollar increments
2. What the auctioneer says, goes.
3. The auctioneer is always right
4. See Rule Three.

We also have a tradition of ensuring new club members get a bag, so if something gets sold really quick to a newbie, well, there you go.

Bags are opened by the winning bidder just after being sold. This is so we can all laugh at your misfortune of getting all the stuff in that bag.

You must take your bags home. Please do not leave them for the crack MVT clean-up crew to deal with. We know where you live.

Payment should be made that night for items won. Our excellent MVT treasurer is there to accept cash, checks, and sketchy crypto currency.

Finally, do not be disappointed that you didn't get the great bag the MVT member next to you won. Life is like a box of chocolates, and sometimes they are well past their shelf life.

See you there!

December Events

- **Note** – no membership meeting this month – a short membership meeting will be held at the Holiday Soiree
- **6** – Holiday Soiree
- **21** – Ugly Sweater Contest

In This Marque

- **Officer reports** – see what they are thinking, or maybe not...
- **Events List** – now short enough to read quickly
- **More Wedge stuff from Bruce**

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,
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Treasurer: Harry Mague,
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Webmaster: John Coutant,
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Events & Newsletter Editor: Bruce Clough
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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

"Don't drink yellow snow. The Eskimos know where the Huskies go" – F. Zappa

Officer's Reports

President's Report



Are there no poorhouses?

Jeff Barth

November went by in the blink of the eye, starting with the burning of the traitor and ending with opportunities for us to reflect on what we are thankful for.



Spotting some English cars in Minnesota

Jodi and I were able to spend the end of the month in Minnesota with Noah exploring the area and experiencing our first Minnesota snow storm and thankful that it passed quickly, allowing us to safely drive home the day after.



Staying warm with Glühwein

It's likely that December will pass just as quickly with numerous activities and other holiday gatherings with MVT, friends, family, both spiritual and secular. Enjoy!

I am looking forward to spending time this Saturday, Dec 6th, with everyone who plans to attend our Christmas Soiree. Don't forget your brown bags of goodies.

May December be a very joyous month for everyone and hopefully Santa will be able to visit you and yours.



Merry Christmas!

...

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



MVT October Meeting Minutes

Stan Seto

MVT Meeting Minutes – 5 November 2025, Archer's Tavern, 2030 E. Dorothy Lane, Kettering, Ohio

Call to Meeting – 7:30PM

Members Present – 23

Opening comments – Glad to see you all here tonight

Agenda: Changes or additions – Report on BCD added to Old Business.

Introduction of Guests and/or New Members – Ted Tracy, a guest of Joe Nelson, new member (TR3, in need of work). Ted is well known to the group through TRA.

Officer Reports

President – No further comments

Vice President – "I'm here!"

Treasurer – BCD Finances were settled. Each club got \$2100.00, (most we've ever made on this event). Club treasury sits at \$7517.95.

Secretary – October minutes were published in the Marque, any correction or additions? Asked for a motion to accept, got a second and a

unanimous voice vote and no dissensions. Motion passed.

Membership Secretary –Current Membership – 53 Paid members

Events Chair

October – A fabulous month to drive

- 11th – John Clifford Tour north of I-70. Great drive, 5-6 TR's, two "Other" Vehicles, the stop at D & D Restorations was best part of tour. Article in the (Nov.) Marque.
- 18th – Caesar's Creek BCD, went very well, 6-7 MVT cars, about twelve total, J. Galloway (TR6), took top honors (and won 6 bottles of wine). Article in Marque.
- 25th – BTM Chili cook-off, at Museum, Another Afternoon start. 17 Chili candidates, and the 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".

November:

- 1st – Guy Fawkes Tour: Good turnout at "Secret Garden", They were ready for Christmas and all Halloween stuff was 50% off. Guy got his just deserts at a fire pit in the C/O-C back yard.
- 15th - Put-It-Away Tech Session More TBA.

December:

- 6th – Holiday Soiree, business meeting and Brown Bag Auction, sign-up lists were passed around, (Hors d'oeuvre's, Ancillary dishes and Desserts), also, nominations for Officer Candidates (President, Treasurer and Secretary) at a short business meeting, and the Brown Bag (White Elephant) Auction.

Standing Committee Reports

Technical – Bruce reminded us, who have mechanical fuel pumps to check that the pump cam follower is smooth, so it does not damage the cam lobe it rides on.

Marque – Lots of Technical articles with photos (in the 3k bit range would be appreciated).

Spare Parts – Mystery tonneau covers, (W. Terrill has them). Austin Healy maybe, Do a catalog search.

Web Site – Still awaiting time to do updates, been working on the Volvo.

Memorabilia – Tell me what you need! I will bring it, next meeting.

Old Business

Minutes of the BCD 2026 Committee Meeting were read. They will be published in the Dec. Marque along with BCD Financial Review. The clubs split \$4200, as we saved about \$1200 by being on the soccer field as opposed to the area with pavilions. Also noted, playground improvements are said to be completed.

New Business

Charles White made a motion for a charitable contribution of \$100 to Inspiritus (Refuge Support Atlanta), 731 Peachtree St NE, Suite B, Atlanta GA 30308, in memoriam of the child lost after birth recently, by Jeff and Jody Barth's daughter, Whitney and her husband. Charles got a second, Patti Clifford, there was little or no discussion, so a voice vote was called. It sounded unanimous and there was no dissension. Motion passed.

50/50 Drawing

Amount : \$23,00, Winner : Jody Barth

Adjournment

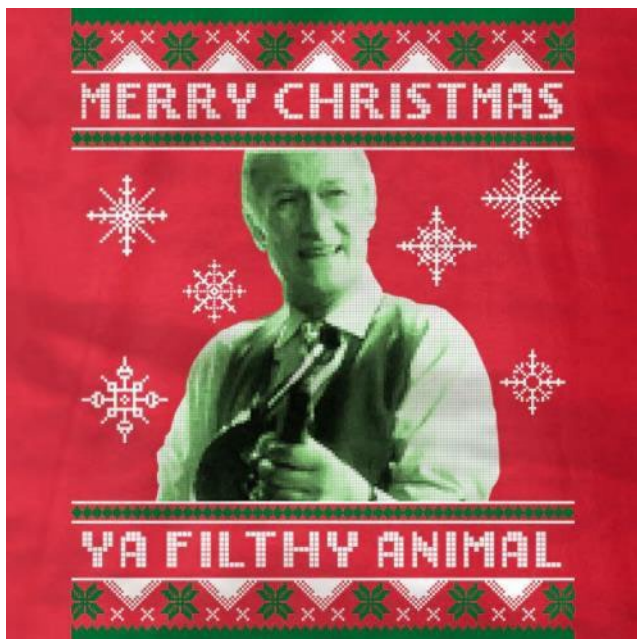
Time – 9:10PM, Motion – Stan Seto, Second – Jeff Barth

Vice President's Report



Drop the mic...

Jackson Galloway



Treasurer's Report

As of 1 November 2025, the club account had a balance of \$7517.95. This includes the final payout from BCD. For the month of November, the club's income came only from 50/50 for \$23.00. For the month of the club had one expense, a donation to Inspiritus Refugee Support for \$100.00. As of 1 December 2025, the club's account balance is \$7440.95.

Respectfully submitted,

Harry Mague



Membership Chair Report

And the number is:

53

Adrianne Meade— MVT Membership Chair

Editor's Report Bruce's Corner

And that's a wrap!

Bruce Clough



December already? What are all these colored lights? What's with all the good will to strangers?

Why do I have to suffer through 27,000 Elf reruns, Wham, and Mariah Carey?

Black Friday deals have come and gone and I survived. I might have bought something. It might be car related. I might have eaten turkey.

I certainly have been working on cars.

Thanks to the club Inca is running and in the midst of getting the electrons worked on to hook up modern gizmos to it along the line of what was done to The Mule. Then I need to find a semi-okay day, probably late Dec or Jan, to get the car in the air to pull the tranny. Probably will be a polar vortex day – stay tuned since I will need some bodies to help.

Events

Back to December – two events this month:

- 6 Dec – Holiday Soiree @ the FOP Lodge in Xenia
- 21 Dec – Ugly Sweater Contest @ Caesars Creek Winery

Details on both of these are in this Marque separately. Will be a good time by all.

I've also laid in the planning meeting for drafting the 2026 MVT Events Calendar for Saturday, 3 Jan 2026 at the Bellbrook Brewing Company – we'll figure out a strawman calendar of events, or at least that's my story and I am sticking to it.

Marque

Happy to be here and the editor!

MVT Events

November 2025



1 – Guy Fawkes Fete

Bruce Clough

Well, he's now a charred and smoking pile of ashes.

Serves him well.

Not that we hate him, how could you hate a bad effigy made of hot glue, old T-shirts, and old socks? Kinda cute in a brutal way if you ask me.



Brutally Cute

Thanks to all who participated in this glorious deed. Your contributions have not been forgotten good citizens.

We started the day meeting at The Secret Garden to preview the new Christmas decorations (as well as the sales on all things Fall and Halloween). They were glad to have us there and we were glad for the goodies.

From there we drove back to Chateau Clough-OwenClough for vittles, drinks, and torching Guy.



It's curtains for the Guy!



The End – any questions?

Thanks to all who came out for this and shared stories and appetizers. It was a fitting end for the zealot.

15 – Put-it-away Tech Session

Bruce Clough



Stock photo from Editor's Computer to get your attention

We didn't take any photos, so you're going to have to trust my words.

Thanks to the veritable plethora of MVT members who came over to get the engine on Inca back together We spent the afternoon:

- Putting in the cooling system
- Putting the hood back on
- Starting the engine
- Fixing any leaks
- Timing the engine
- Eating food and drinking coffee

All good things for sure. Next tech session could be in cold weather to drop the trannie – stay tuned!

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.

Please RSVP to Patti Clifford NLT December 1, 2025 at Booklvr45@gmail.com.

Patti will need your name, how many are attending and if you will be bringing an appetizer, salad, veggie, potato dish and/or a dessert. Patti will provide me with how many are coming so the room will be set up appropriately.

Turkey and Ham will be provided by MVT.

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.

Looking forward to seeing everyone at the Soiree!

Chris White



21 – 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!

January 2026

3 – MVT 2026 Calendar Planning Meeting,
Bellbrook Brewing Company, lovely downtown
Bellbrook, OH. 3PM.

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.



The following is the December press release from Reid Trummel (PTOA – edited to fit):

PRESS RELEASE

December 2025

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

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

Our two host hotels share a common parking lot. The Inn at Cross Keys Station is the headquarters hotel and location of meetings and the awards banquet. Rooms are filling fast – please make your reservations today to avoid disappointment.

EVENT SPECIAL GUEST

We are thrilled to announce that John Nikas, author, speaker, moderator and race driver will be our guest speaker. Described as "one of the best and brightest academic minds in the automotive space," John Nikas is an automotive writer who specializes in weaving social, cultural and economic themes into his compelling narratives about automotive history.



Recipient of many, many motoring writing and other publishing awards, John is frequently asked to speak or make special appearances at various automotive events around the world, which have included numerous stops at the Pebble Beach Concours as well as other prestigious automotive shows.

Known for his authoritative knowledge, quick wit and entertaining delivery, he has also been featured on television and news programs, including on ABC, CBS, NBC, Fox News, EXTRA!, L'Equipe, MotorTrend TV, Speedvision and formerly served as Executive Director of the Madison Avenue Sports Car Driving and Chowder Society in New York City.

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>

Technical Talk

Edited by Bruce Clough

Really dropped off on the tech writing this month. Got busy at work, got busy doing other things, got busy heading into the holidays. Busy, busy, busy.

Not that I didn't do a lot of work. Took apart and put back together the front of the engine and cleaned up the engine compartment for better maintenance, so did a lot, but just didn't document it.

So that gets me to a point – what I am doing to the car is more for maintenance, drivability, and reliability rather than performance. We drive our TRs all over the place, so not having to work on it on the side of a road, or minimizing the length of time it spends on the side of the road while fixing, is kinda a thing. It also guarantees that if the car is in any track competition it's in the Modified Prepared class and we will lose/lose/lose. All these mods are done thinking about how I can get at a bolt to replace a part rather than how can I get 3 more HP from a 110 HP engine.

Anyway, long-winded response to explain that what I was doing over the last month was making access easier for things like the fuel pump as well as replacing the timing chain.

I did confirm that Inca has a "good" fuel pump on it if you followed my prior posts on this.

Anyway, on with tech discussion...

Parts Fitment Observation

Moss had a sale. Steering wheels at least 25% off. With the bigger tires/wheels on Inca a larger steering wheel would be good, especially since as an Anniversary Edition car it already has a smaller (13") wheel on it.

- Ordered the wheel.
- Looked at the wheel.
- Slid into despair

Sorry Moss. TR7s (and 8s) use a steering wheel where the center is offset back from the rim. This

is so your hands don't hit the turn signal and wiper stalks.

The wheel they advertised for the TR7, that I bought, is flat. It doesn't fit. Your hands hit the stalks. The space between the wheel and stalks with the OEM wheel is 40mm, 10mm with the Moss wheel

I let Moss know that the wheel they advertise as fitting a TR7 won't. We'll see if they remove the association.



TR7 (and 8) steering wheel – note the offset of the center to allow hands to clear stalks.



Wheel Moss sent for the TR7 – the center is on the same plane as the rim- it's flat and will not work right.

In the meantime, I'm going to talk to Zajbel about making me a 30mm spacer.

Inca Upgrade Continues

Bruce Clough

This month I decided to replace the timing chain and ease access to components for maintenance. Yes, I didn't take as many pictures this time since I was, and I'll admit it, hell-bent on getting the car back together to ensure it would run before cold weather hits.

TR7 Timing Chain Replacement

I've never played with the front part of Inca's engine. In fact, all I've ever done with the engine internals was to pull the head to replace a head gasket well over a decade ago.

So now that the drive train has about 90K miles on it and we need to make it to and back from Oregon and Texas next year I want to reduce oil leaks as well as check the timing chain and timing chain tensioner. The timing chain cover crankshaft pulley seal is not working well, so I know that needs replacement.

Although the seal can be replaced without popping the cover, to get to the chain and tensioner you have to get the timing chain cover off. To get the timing chain cover off you need to remove the crank pulley. To easily remove the crank pulley, you use the big Milwaukee Fuel impact, to use the Milwaukee impact you have to remove the radiator, and to easily remove the radiator you need to remove the hood. Ankle bone's connected to the leg bone...

There is a little bit of removal required, but the ease of access pays for itself. So off came the hood, out came the radiator and all the hoses (gave me a chance to look at them anyway), out came the crank pulley (I love that big Milwaukee's 1200 ft-lb...), and off came the cover.



Cover off – looks okay? Note rag at bottom to keep things from falling into the oil pan.

Nope. Initial inspection showed significant chain wear. How can you tell? By the distance the hydraulic tensioner has deployed - how far it's out. Original setting is 0.1" between the back of the tensioner shoe and body of the tensioner. What I measured was about 0.35", significant wear, and, quite frankly, what I expected.



Hydraulic tensioner showing a bit of wear...

So that's one part needed – timing chain tensioner. Looking at the other parts here I needed to get gaskets, the front seal, and what the heck, let's order a tensioner and look at that since it was inexpensive enough – more on that later. The timing chain guides looked to be in good condition with minimal wear.

Timing chains – there is one brand to get – IWIS - auf Deutschland. Drop the mic. On backorder

from Moss but Rimmers has it in stock. IWIS chains are simply made better and are more rugged than others available.

Inspection of the tensioner and guides showed a little wear, but still within Bruce's tolerance especially given the fact this engine has 90K on it and it will be rebuilt next winter – actually, I was surprised at the lack of wear.

The parts from Rimmers arrived in about three days. Chin looked good, gaskets looked good, but a comparison of the new versus original tensioner showed the impact of engineering changes made to reduce cost, but maybe not increase reliability. Three things:

- Lack of oil hole in shoe
- Lack of guide on backing plate
- Lack of casting to locate the tensioner in the block

The tensioner is hydraulic – oil is provided to the cylinder built on the back of the shoe to press the tensioner against the chain. The original shoe has a small hole in the side that presses against the chain to provide oil to the chain during operation. The new tensioner doesn't have the hole, making me assume they think splash is good enough for lubrication – is it?



Original shoe on left (showing some wear due to use), new one on right. New one does not have chain oiling hole.

The tensioner has a flat steel plate between it and the block. The original plate has an extension on

it with a bend at the end that is a safety catch keeping the chain from jumping after extreme wear. The new plate doesn't have one.



New tensioner backing plate top, original one below.

The original tensioner body has a casting extension which is part of the oil supply channel to the shoe. This both locates the tensioner in relation to the block, but also reduced oil loss around the tensioner due to gaps. The new tensioner dispenses with that, having a flat back and just having a small hole for the oil to get to the back of the shoe.



Original tensioner on the left, new on the right

So, it may seem that I am beating on the hydraulic tensioner, and I am. This is a kinda important gizmo in an interference engine.

From Google AI - An interference engine is an internal combustion engine where the pistons can collide with the valves if the engine's timing system fails. Unlike non-interference engines with a built-in safety gap, interference engines have a design that allows the valves to extend into the piston's travel area at different points in time. This design enables higher compression ratios and greater performance, but a broken timing belt or chain can cause catastrophic internal damage.

The tensioner keeps the chain from slipping that keeps the pistons from hitting. Anything that could increase chain wear is an issue. The old, original tensioner with the original plate went back in after cleaning and inspection.

I also replaced the crankshaft pulley. There is a rubber band between the inner and outer part of the pulley for vibration dampening. The original pulley's rubber shows significant cracking. Rather than ordering a new one I looked across the garage to the FrankenStag engine – the crank pulley, albeit green, is in good shape. Swap time!

One of the trickier things when you're doing this is ensuring the valve and distributor timing is correct. The camshaft does have a timing mark on it as well as the jackshaft gear, but once the crankshaft pulley and timing cover are pulled you don't really need to know about the crankshaft, so I made marks using touch-up paint to mark the location of #1 TDC.



TDC marked on the crank gear and desired distributor location marked on the jackshaft gear. You might note this jackshaft location

is rotated a bit clockwise from the ROM drawing – it's a "relative position" thing that isn't an issue. Let me know if you want a sidebar...

With everything marked I put in the new timing chain – which can be a bit tricky since you're actually putting in place the camshaft gear and timing chain at the same time when you are doing this. The chances for misaligning the camshaft and crank are non-zero which emphasized the need for markings as I had done.

Once the camshaft pulley was in place with fresh keeper tabs and Locktite, I rechecked the distributor position and then put the timing chain cover back on with a new seal and gaskets. As those who came over for the November 15th tech session will attest, the engine started right up.

Fuel Line Re-routing

Another thing I did while I was at it was to replace and re-route fuel and vapor lines from the carbs. This was done for two reasons – to ease access to the fuel pump and to ease access to carb jet adjustments.

Step back – Inca has European SU HS6 carbs on it – those replaced the stock Federal Strombergs when we bought the car twenty-five years ago. These carbs require float bowl overflow lines as well as supply lines. I had routed the fuel supply line in front of the K&N air cleaners and the overflow lines came down and joined together with a T, and then went down the inner body rail.

In addition, the supply and output lines to the fuel pump weren't in optimal locations to access carb adjustments and I needed to replace the old plastic fuel filter.

Oh, the crankcase vent line was degrading due to me using heater hose years ago for something that has oil vapors, there was that also.

Anyway, I decided to replace a lot of the rubber fuel line with copper line, and route it under the carbs to ease access to the air filters. Along with this came replacing all the fuel lines in the engine bay and a new steel fuel filter. Oh, I also installed the fuel pump studs I talked about last month.



New fuel lines routed



Okay – the line connections to the back carb do have a lot of clamps on them – a result of having to go from 5/16" to 1/4" lines and going copper as much as possible – I'll circle back to those later – it works now.

Distributor and getting it back together

One thing I didn't discuss yet was the distributor mod I did.

The 1980 Federal TR7 uses an AC Delco ignition system, and the 1980 emissions requirements drove the distributor to have a vacuum retard on it, working in conjunction with the other emissions control devices to reduce nitrogen oxides.

Those other emission control devices are long, long gone, so there is no reason to retard idle timing.

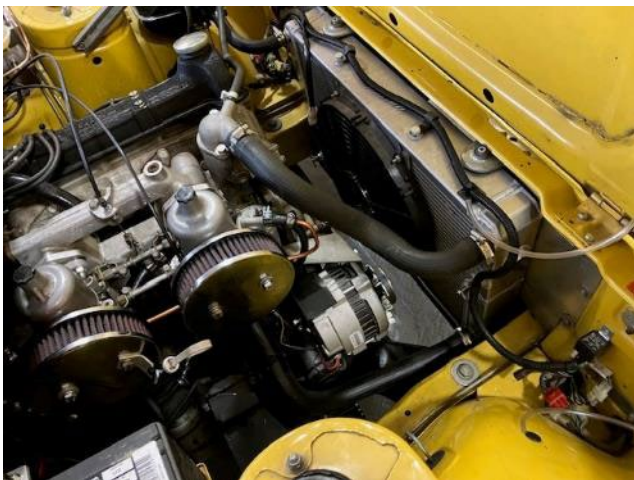
To replace the retard, I took it off and drilled a hole for a screw to fix the adjustable timing gizmo in the distributor, then I put a new rotor and cap on.

With everything replaced it was time to put everything back together and button it up. After I completed that I trial started the car to make sure the timings were correct, then shut it down and waited for the 15 November tech session.



Now we just need a bit of cooling system

The tech session came and went, with the MVT team getting the cooling system back together, then we started up Inca and set dynamic ignition timing – 10 degrees BTDC at 800 rpm.



Cooling system back in

Cooling system hoses

So, let's talk hoses for a minute. I know, the topic isn't sexy, neither are timing chain tensioners, but it's what we do as gearheads.

Normally after a few years hoses expand and become weaker due to the stress and strain of being part of an engine cooling system that has pressurization and heat cycles. It was time to look at these on Inca.

The hoses actually looked to be in serviceable shape. The only expansion could be explained by the shape of the parts the tubes went over to attach, no cracking or breaks evident on the inside or outside. This is good news since the new hoses in many cases have dispensed with the reinforcing internal cords. I have a new Moss lower hose that doesn't use any reinforcement at all, and that is a long hose.

Both the top and bottom hoses went back on with new clamps. Since I run Evans Coolant at ambient pressure this is low risk. While I was at it I shortened the intake manifold pre-heat hose and the hose runs to the heater, moving a T junction close to the block, and replacing the old, rusty steel T with a new brass one.

Additional Engine Bay Vents

One of the things I am insistent about in TR7s is the elimination of heat. My goal is to easily get rid of engine heat on hot days, keeping the head and the carbs happy, happy, happy.

I was wandering through posts on The Triumph Experience (<https://www.triumphexp.com/>) website and I ran into a person (Brian Tilton) making the inner fender vent hose adaptors for TR8s, part numbers YKC1432, and YKC1433. These vents are designed for the hoses that run from a hole in the inner fender to the stock TR8 air filters, but looked to me to be a great way to get more cool air in the engine compartment.

These inner fender holes are there on later TR7s, but have a plastic plug put in them to close them off. All I need to do is order a pair of these, which I did. Cost was \$55-ish with shipping.

Brian sent them quickly. Inspecting them, I found nicely made printed vents even with part numbers on them. Installation was simple – pop out the plugs, mark two holes each, drill holes, and install vents using some stainless screws.

More air for the masses!



Left side vent with existing plug



Vent in place on right side



Printed vents as delivered



Vent in place left side

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.