



The Marque

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

The Marque – Aug 2027



One of our favorite views

August Events

- 1 – Dayton BCD
- 5 - MVT Meeting
- 8 – Indy BCD
- 22 – Bob Pool Orphan Auto Show

In This Marque

- 50+ pages of pure Triumph fun
- Some history on Carlisle

- A lot of history on TRA 2026
- Tours galore!
- More fun with carbs
- Donuts – we have donuts
- And to cap it all off – BCD for the masses!

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 from 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,
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Vice President: Jackson Galloway,
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Secretary: Stan Seto,
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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 making 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 car liability insurance to members at costs far below regular insurance rates
- An annual convention hosted each year by one of VTR's many local chapters.

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

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

Triumph Register of America



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

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



Other Clubs

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

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

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

Officer's Reports

President's Report



Life In The Hood

Jeff Barth

This month saw some changes in direction for me. One way to put the kibosh on the driving season of your LBC is to follow comments from

others to have the bonnet of the Spitfire painted on the inside.



Looks good to me...

It did really need to be done and I appreciate the push. Unfortunately, after removing it at the shop it was determined the best approach would be to have it chemically stripped. So into the back of my truck it went and off to Pro-Strip in Indy it went.



Perfect fit – off to the strippers, and no pole required!



A bit low for the spoiler on the truck – will have to work on that...

As of this writing I just received word that the stripping process was done. Now to find the time to return to Indy to pick it up.

Keep it on the Backroads!

Secretary's Report



MVT July Meeting Minutes

Stan Seto

1 July 2026, EL Toro Restaurant, The Greene, Beavercreek, Ohio

Call to Meeting - 1930 hours

Members Present – 19

Opening comments

Thanks for being flexible (Note: Electricity was out at Archers Restaurant and they closed. Several members, familiar with the area quickly found El Torro had spare room for us, Off we went East on Dorothy Lane to that restaurant on the edge of Greene Mall.

Agenda: Changes or additions – None

Introduction of Guests and/or New Members – None

Officer Reports

President – Motion requested for June Minutes in July issue of the Marque, Jimmie Dean made motion, Secretary seconded it, there was no discussion and motion passed by voice vote.

Vice President – Talked about going to car parts auction in Columbus, nothing of substance bought.

Treasurer – Club starts July with \$5679.77 in the bank.

Secretary – No report.

Membership Secretary –Current Membership – 56, new member, Kevin Torres has a black TR7.

Events Chair

June

- Ft. Meigs Show. No report of anyone going.
- (9 – 24) TRA at Madras, OR. Three MVT members going (Clough, Seto, White). A report to be published in the August Marque.
- 13 – Clifford Rally was reduced to a “Drive” as John could not get necessary Computer Support. John lead a drive to Elk Farm Trading Post in New Paris, Ohio. The start Point was at 0930, Old Brookville. By all reports it was a huge success.
- 14 – Cincinnati Concours, Ault Park.

- 29 – “Play for Payne”, Fun Rally – cancelled, will be rescheduled

July

- 19 - Jackson Galloway to host a Doughnut Trail Drive.
- 25 - Lutheran Church Car Show, West Milton, OH. cancelled, replacement TBA.
- 31 – BCD Set-up at Eastwood Metro Park, Pack the bags, Lay-out the field.
- August
- 1 - Dayton British Car Day.

Standing Committee Reports

Technical – TR7 running lean at idle and rich at full choke, some work to be done.

Marque – More articles, Please.

Spare Parts – Got’em for TR3’s.

Web Site – Improvements on-going, mostly Software updates.

Memorabilia – Bring money !

Old Business

BCD Update & Sign-up. Our next BCD meeting will be July 15th at Poelking Lanes South. Cut-off for free T-shirts is 18 July. Plan to move that to 24 July (Contact MG club).

31 July Meet at Eastwood Metropark to stuff bags and layout parking.

Currently we have over 100 cars pre-registered. We are seeing more out of state (Georgia and other southern states) Sunbeam Alpines on the list.

New Business

Jimmie Dean is now the new President of the BTM.

50/50 Drawing

Amount: \$17.00, **Winner:** Jeff Barth

Adjournment:

Time - 2007 Hours; **Motion** – John Coutant;

Second – Stan Seto

Vice President’s Report



VP Musings – mailing it in for August

Gemini, the ersatz VP

(Jackson didn’t give me an article this month, and you know what that means – I get to ask the AI to generate me an article)

I hope everyone is enjoying late-summer cruising and keeping the shiny side up. It’s been a busy and incredibly fun few weeks for the club, so let’s dive right into what’s been happening—and what’s keeping me busy in the garage (and keeping Barnaby busy in general).

British Car Day: A Resounding Success!

What a turnout! British Car Day was an absolute triumph—pun fully intended. We couldn’t have asked for better weather, and the lineup of classic British steel on display was nothing short of spectacular. *(Ask for better weather - you know Gemini is hallucinating!)*

A huge thank you to everyone who brought out their cars, helped with setup, registration, and cleanup, and spent the day chatting with visitors. MVT was well-represented, and the passion and enthusiasm from our members really made the event shine. If you missed it this year, you truly missed a treat!

Sweet Times at Tour d’Donut 🍩

Next up on our summer highlights: Tour d'Donut!

Whether you were there to drive, support, or simply indulge in a few (or a dozen) sugary treats, it was a fantastic outing. There's really nothing quite like rolling through scenic roads with a line of classic Triumphs and a box of donuts waiting at the end. Thanks to everyone who came out to make it another smooth and memorable event.

Garage Update: The TR6 Transmission Saga 🛠️

On a personal note, the TR6 transmission project continues!

I've had the gearbox on the workbench for a bit now, working through a rebuild and making sure everything from the synchros to the overdrive is dialed in just right. Progress is steady—two steps forward, one step back, as garage projects usually go—but I'm getting closer to having her back on the road. There's light at the end of the tunnel, and I can already hear that inline-six purring with smooth gear shifts in my future. (*I think Gemini is hallucinating again...*)

Barnaby's Corner 🐾

Of course, garage work never happens in solitude around my house. Barnaby, my cat, has officially assumed the role of "Chief Quality Assurance Inspector"—though his qualifications are dubious at best.

Among his recent antics:

1. Tool Confiscation: Deciding that my 7/16" socket makes the ultimate hockey puck across the concrete floor.
2. Parts Inspection: Attempting to nap inside the empty transmission bellhousing while I was turning around to grab a rag.
3. Supervisor Nap-Time: Perching high on top of the workbench tool chest to judge my mechanical skills from above.

If you find a stray cat hair stuck to any part of my TR6 next season, you'll know who to blame.

Looking Ahead

Thank you all for making our recent events so lively and successful. Keep working on those winter project lists, keep driving while the weather holds, and I look forward to seeing everyone at our next meeting!

Drive safe,

Evidently he has been busy working on table decorations for the next MVT Banquet - Ed



Treasurer's Report

Harry Mague



As of 1 July 2026, the club account had a balance of \$5679.77. For the month of July, the club had the following income: 2 membership renewals for \$45.00 and 50/50 for \$17.00. Total income is \$62.00. Our club's expense for the month of July was \$216.00 for the renewal of the club's PO Box. As of 1 August 2026, the club's account will be: \$5525.77.

Respectfully – Harry Mague

Membership Chair Report

And the number is:

56

Adrianne Meade— MVT Membership Chair



Editor's Report Bruce's Corner

History, and Length in this Marque

Have a couple of retro-articles this month – John Clifford's report on Spring Carlisle from May and my observations on TRA 2026/ATDI from June. We also have a couple of reports in the Tour d'Donut. Oh, and at least one report from Dayton BCD. This is going to make this month's Marque a long one, like 50+ pages long. Sorry, but not sorry.

One bit of late-breaking news – VTR 2026 has been cancelled due to the floods in Kerrville, TX. The hotel sustained structural damage that cannot be repaired quickly – more info in the calendar.

British Car Day

The following is the Gemini-generated article from last month that I have corrected and updated.

The MVT premier event of the season is just around the corner on Saturday August 1st. We need the entire Miami Valley Triumphs family to make this day a massive success:

- **Bring Your Cars:** Show the community the beauty of British engineering by filling the show field with our club's finest vehicles. Remember, art hangs on a wall, cars you drive.
- **Volunteer Your Time:** We need dedicated club members to work the show, help with registration, manage parking, and keep things running smoothly. Even if you have not signed up for anything yet, show up at Eastwood Metro Part on the 31st to pack bags and set up parking, and show up at the show on the 1st.

July Meeting Recap

A warm thank you to **El Toro Restaurant** for hosting our July club meeting. The food was fantastic, the margaritas were cold, and the company was unmatched. Thank you for accommodating our group and supporting MVT!

Other August Events

We have a few more things happening in August that I'd like to point out:

- Indy BCD is August 8th – Clifford's and Barth's usually organize the drive to Indianapolis – head below to see the details.
- Bob Pool Orphan Car Show – August 22nd at Young's Dairy. The Marque

On with the events in detail!

MVT Events

Past

May 2026

June is in here since I promised I would publish John Clifford's Carlisle article! Doh

May – Carlisle Show

John Clifford

Jeff and I attended the Carlisle (PA) Import and Performance Car Show in the middle of May. A mere 800-mile round trip, in two days!

We left at O-dark-thirty on Friday morning which was a bit of a chore but it did allow us to miss a LOT of traffic. It felt worth it when we were driving by scores of trucks still parked at the rest stops and not on the road!

We had perfect weather for the drive over and arrived at Carlisle about 12:30. Jeff and I split up to join others with Wedges or Spits.



Carlisle Display Field

There were a "few" cars to see (about 600) of every imported variety you can imagine. My favorite was the Opel GT club which had 13 excellent to perfect cars to check out. How about a LLoyd Motoren Werke from 1960?



What about a Lloyd?

Besides the static displays of cars, there were things to buy both new and used at the flea market, and activities to check out like the rolling exhaust contest, autocross, drifting (if you have rubber to spare on your tires).



Wear, what drifting wear? We don't have no stinking wear...

The Wedge club had a 45-minute drive through the country that started about 5 and ended up at a nice local establishment for an enjoyable dinner.



Opel GTs Galore!

On Saturday morning, we were a bit lazy and did not get back to the fairgrounds from the hotel until 11:00. The rest of the day flew by talking with old and new friends. We ended up leaving there at 3:30pm. With three stops for gas or dinner, we ended up home a bit after 11:00pm. And no car issues.

June 2026



TRA 2026 Report in Pictures

Bruce Clough

This is a (mostly) pictorial record of what we experienced heading to TRA 2026 and back in Madras, Oregon – driven in a getting-on-50-year-old car. Maybe not the pictures you might expect from such a sojourn, but I pride myself ant not being totally expectable... did I say that right? Anyway, on we go!

Drive There



Trunk open and ready for the suitcases and other stuff - Alice is a Boss-level packer, so soon this will be efficiently packed to the gills. Due to Chuck taking the GMC rather than TR6 we didn't have to use the TRailer.



Our first stop heading west for anywhere - in this case it was the meeting place for the Dayton and Cincinnati crew headed to TRA 2026. If you've not been to a Uranus Fudge Factory, well – just go look up their ads on YouTube. It is a place that fulfills my soul, and T-shirt drawer.



There are a few rules you have to follow around Uranus. (Photo courtesy of Chuck White)



One long-standing joke is Dairy Queens and TRA trips – ask Chuck White about this.

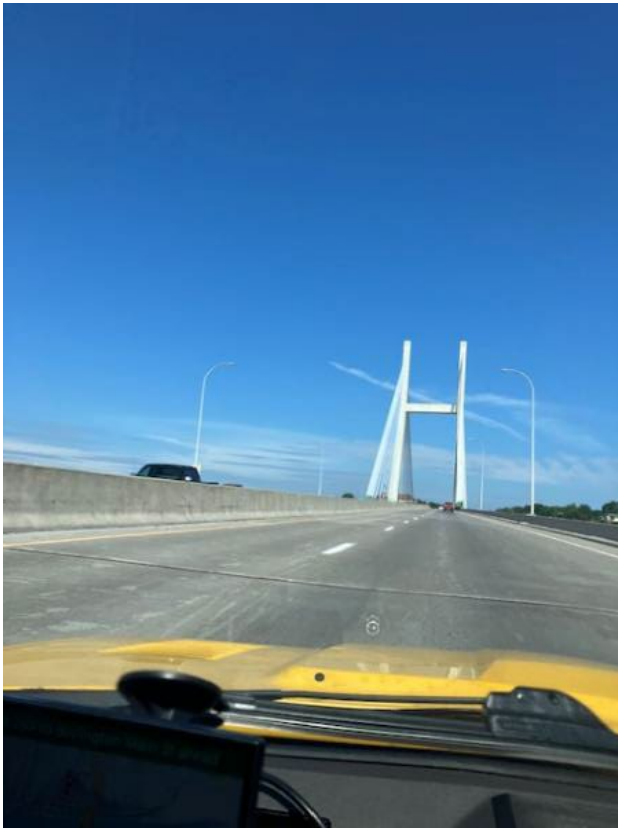
Over the decades, if we are on a road trip and we see an open DQ, well, all I can say is that this DQ is open for business and others are also!



On the way to VTR 2025 we met the East Coast folks at this vineyard in the middle of Illinois. Back then it was rainy day and they had an event going on so we couldn't taste all their offerings that day. We decided to rectify that – a vineyard that offered a bottle with a dachshund couldn't be that bad. Yeah, didn't by a single bottle...



First night - parked next to Ron Chernecky's Slightly modified TR2. Dinner at the Cracker Barrel next door.



Crossing the Mississippi – don't let the blue skies fool you. Yes, it was a great day for driving, okay up to 10AM that morning, until we made it a ways into Iowa – note the high clouds in the distance. It started to rain, seriously rain...



...and Ron's car spun off into the ditch during that nasty rainstorm. Fortunately, the ditch was wide, and no obstacles were in the way, so the car was undamaged, but a bit in the weeds.



And then, out of nowhere, a guy with a Ram 1500, a thick rope, and a great attitude came along and pulled Ron out free of charge – and folks say there are no angels. He indicated he was making up for events of his past. No chickens awarded – this could have gone very bad, but it only delayed us about 1.5hr.



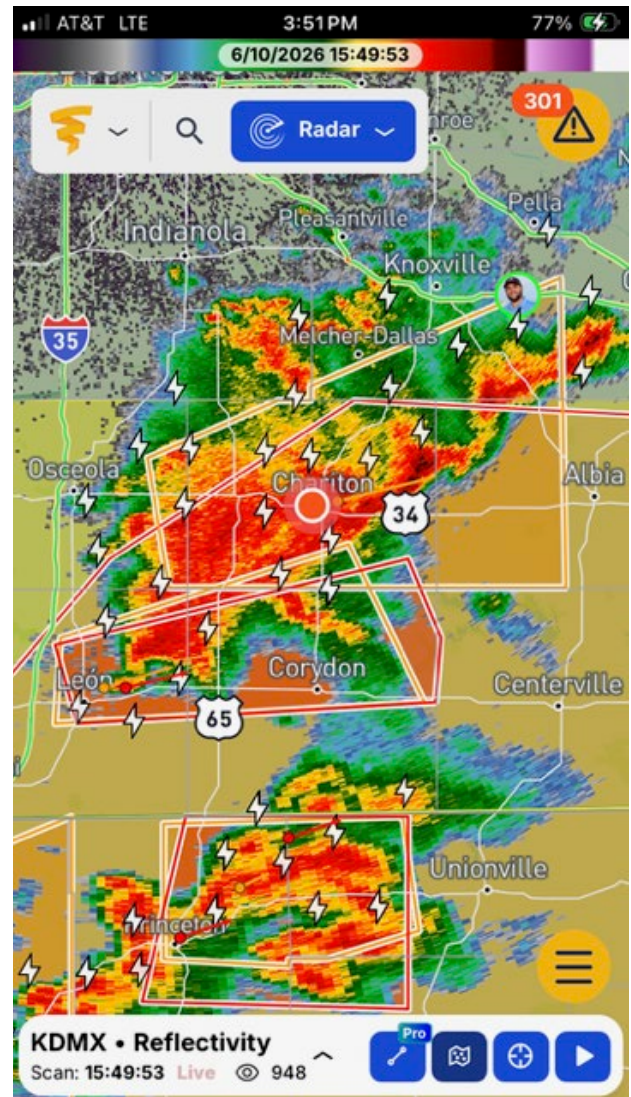
Ron's car out of the ditch and ready to go – dodged that bullet. The rain stopped and we check the TR2 out a bit more in a town down the road – no damage as far as we can see, just some grass stuck to the frame and fender beading. The sun came out and we made a few more stops, but then another line of storms formed.



Another view of the Ram Angel that pulled Ron from the ditch. (Photo courtesy of Chuck White)



I made the call to hunker down in the middle of Iowa (Chariton, IA) at a gas station waiting for a particularly nasty storm to pass. Folks there were very nice, we got a few things to eat, and the rain came down in a tropical deluge.



Yeah – nasty. That storm was a fun time. Radar shot - we are at the red dot – the hail core went north, and tornado went south, but as I said, the rain nailed us. Glad I made the call to stop and hunker down. Car washed again for the second time that day – it would not be the last.



Chuck and Ron debating quantum physics while the tropical deluge continued outside. They had donuts.



After getting back on the road we decided to get on the interstate through Des Moines to make up time. Weather was nice most of the time, most. We ran into the third line of heavy weather west of Des Moine – very heavy rain, some drips in the car, at least no hail and minimal lightning and wind.



After we went through the rain our bladders called – must have been the sound of all that rain - at the rest stop we looked back at the third line of storms – nice and dark.



Beddy-bye time at Blair, NE. The cover I got for the TR7 actually worked fairly well keeping off dust and rain. What I haven't posted was the failure of the TR7's oil pressure switch that caused my heart to skip a beat until we realized the switch failed "on" – nothing like an oil light coming on while driving to get your attention. I replaced it in the parking lot at the hotel (I do carry spares) in 10 minutes. Good to go. Didn't give a chicken to myself, but did go next door to the Walmart for some salads for dinner. What a day!



This is the only picture of Day 3 that I kept. A decent brewery in Kerney, NE where we had lunch.

We spent Day 3 driving across Nebraska on US 30, visiting antique shops and gift shops along the way – it was a Nebraska day. Mostly flat, mostly farms - found a decent Beam decanter I'll use later. Later in the day we jumped onto US 26, away from irrigated farmland onto rolling range land and we saw the signs that we were indeed heading west – we saw our first sagebrush. We stopped that night in Bridgeport, NE along the North Platte River at a two-story hotel without an elevator, grumble, grumble.



Chimney Rock – and old early settler (Oregon Trail) landmark we passed early in the morning Day 4 – we also got some good vistas looking at the bluffs outside of Scottsbluff and then it was time for Wyoming – first time we've been on the ground in Wyoming.



Eastern Wyoming was a lot like Western Nebraska until we came to I-25 which heads north to Casper along what can be construed as the northern extent of the Front Range. To go west we needed to head a bit north so we got back on the Interstate system and headed to Casper – actually a very nice city.



Of course, I found lunch at a brewpub in Casper with the usual sweeping western vistas along the way. Forget the vistas, here's the pub.

After lunch we headed over a high plateau, range land with a lot of cattle and antelope – the antelope just stared at the TRs as we passed by – and then headed south at Shoshoni, WY to the town of Riverton on the Wind River where we had the "Great Quilt Store Rally" - from there we headed up the Wind River to our stop that night.



I think that night was my favorite hotel of the trip – the Rocky Mountain Lodge. Quilts on the bed, instructions on how to clean boots, great views of the Wind River Mountains, and an owner in the office who was great to talk to.



I've not seen this in 20 years, but here it was at the Rocky Mountain Lodge, and I appreciated it – yes, I saved it – you never know when you might have the chance to use it for a chuckle...



Seating at one of the restaurants along the way was tight, but Chuck and Ron made do.



10K foot pass in the Rockies just east of Duboise – Inca was running fine - I had only leaned out the carbs a little, I was also enjoying the cool temps – there was still snow by the side of the road.



What a great-looking crew! We're on the other side of that pass with the Tetons in the background. Yes, it was cool that day.



One of my favorite photos – Inca with the Tetons in the background. Stan went

wandering into the woods looking for snakes...



Added Ron's car to the shot. After this we took Wyoming 22 west through the Teton Pass, a steep up and down through a 9000ft pass. Very glad we upgraded the brakes, although we were only going about 15mph due to a lot of RVs on the road.

We then broke out into the Snake River plain in Idaho, but rather than following the Interstates along the Snake River across lower Idaho we decided to follow US20 and cut across middle Idaho, skirting the mountains to the north and Craters of the Moon National Park to the south. That park, with its not-that-old lava flows and cinder cone volcanoes is truly impressive – landscape like that in the continental US is somewhat rare.

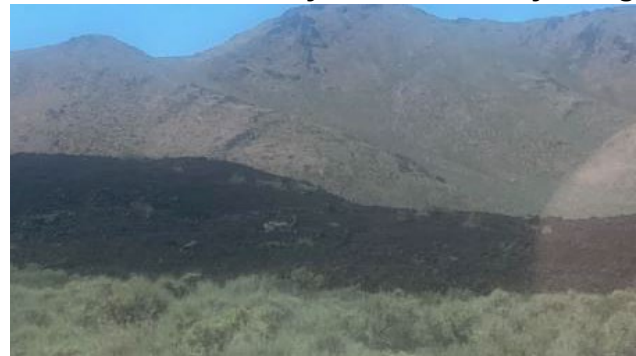


Along the way we stopped for lunch at this restaurant in Arco, ID. You just have to stop

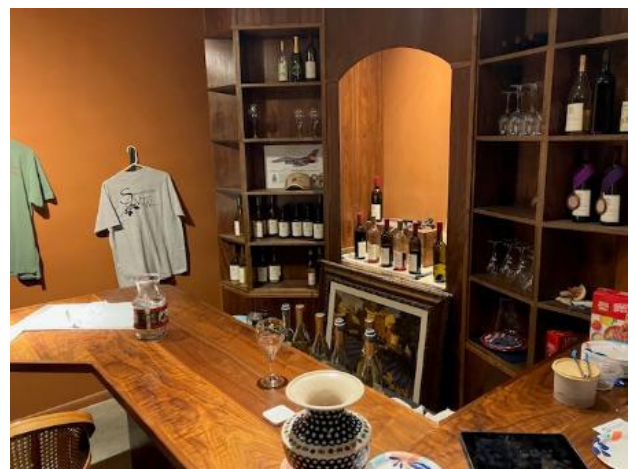
at Pickle's Place - yes, they had pickles, lots of them.



Some of the very volcanic rocks in central Idaho – quite frankly all the rocks, at least all the surface rocks we saw are volcanic – we left the sedimentary rocks in Wyoming.



2000-year-old lava flow – black desolation stretching for miles - still very few plants growing on it. Very different scenery from SW Ohio.



Just before we showed up to the hotel at Mountain Home that evening we stopped by the Sweetbriar Winery just outside of town – I think we woke the winemaker up, but he led

us through a great tasting and we bought a few bottles. We actually had to taste everything he had – twist my arm.



The vines were literally surrounding the house and driveway – makes it easy to water for sure.

There is not a lot of pictures from our drive from Mountain Home to Madras, not that it was a boring drive – just that we don't have a lot of pictures for some reason.

After going through Boise, we headed through the mountains in the Oregon interior along US 26 that has a lot of picturesque scenery as well as nice twisty-turny roads. One place I wish we took more pictures was a place actually called Picture Gorge where a tributary meets a river and those have carved a deep, three-way canyon through lava flows. I consider what we drove that day one of the great drives if you are a sports car nut. Oh, the town of John Day, OR, has a DQ where the staff of maybe 3 was slammed with Sunday lunch traffic – they performed herculean feats getting us our food, so hat's off to those guys. We never found the antique stores that were supposed to be open in that town.



Some of the tilted-pancake hills around Picture Gorge made from layers of lava flows, a great drive and I wish we had snapped more pictures as we headed through the gorge.



Of course, I found a brewery along the way that last day – it is just what I do. Tiger Town Brewing in Mitchell, OR. To be fair, not all the beer was to my liking, but a few were. I never mentioned the ones I didn't like since I do value my face.

From there was another hour and a half to Madras, and our excitement was building, along with our desire to get out of the car and relax, have a drink, and look around. Oh, bathrooms, there was that too.

ATDI/TRA 2026 was being held between two hotels, both owned by the same group and next to each other on the side of a hill going north from Madras, separated by parking lots. When I booked the room I went with the Bunkhouse farther up the hill rather than The Inn. It was

supposed to be more upscale than the Inn and was only \$10 more a night. I think what sold me on it was the common area/lounge was on the third floor with good vistas.



This was our abode for the next few days – the Bunk House in the side of a hill a bit north of Madras, OR.

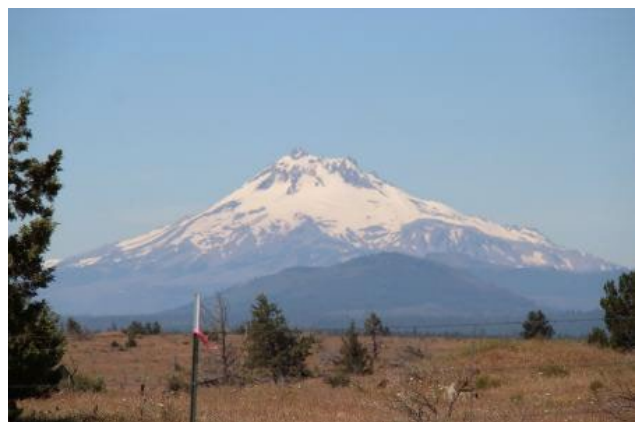


Here's a view of the Bunk House from on top the hill looking Southeast (photo courtesy of Stan Seto)

Madras is just east of the Cascade Range, a series of north-south stratovolcanoes know best to folks as the home of Mt. St. Helens as well as Mt. Rainier. It stretches from British Columbia to Northern California. This is still a very active eruption zone. From the hotel location one can see many of these.



To the north-northwest of Madras is Mt. Hood, one of the Cascade stratovolcanoes – dormant, not extinct.



To the direct west is Mt. Jefferson, another volcano - plate tectonics on full display.



After that long trip it felt good to park the cars in the shade, there were a few other ATDI/TRA folks coming in at that time – nice cars too!

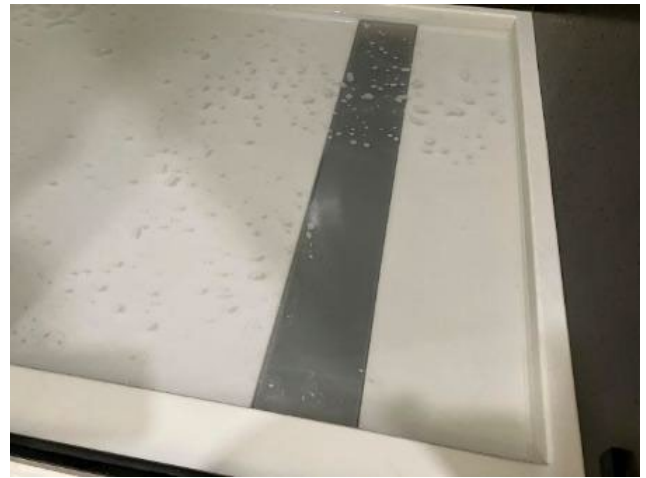


Not sure if you can see all the bug splats on Ron's car – but each one is a badge of honor – driving a TR2 2500 miles!

I mentioned earlier that we picked the Bunkhouse due to it being more "upscale". Well, okay, maybe it looked a bit more upscale, but looks can be deceiving...



Quick quiz – how many dresser drawers did the Bunk House have in the room for weary travelers to put away their clothes in? If you guessed "1", you are correct. Of the possible 6 drawers in the room, 5 were fake. C'mon man, this is an "upscale" hotel!!



One other thing since I am on a hotel-rant tear – we had a lake in the shower until Alice cleaned the trap...

Quick poll – how many (by show of hands) would like more than one hook on the hotel bathroom wall to hang things, like the clothes you are putting on after a shower? Is it just me that thinks this is an abomination against mankind? Should "upscale" include hooks? Just asking.

TRA 2026 (All-Triumph Drive-In)

Rather than split these into days, we put them in chronological order - this covers the time between Monday through Thursday.



Good morning! The Breakfast Café is on the third floor of the Bunkhouse. Great views to the East and Southeast from the balcony and go great with morning coffee. The trailer in the foreground carries TS1LO – Tom and Matt Mahoney (from Columbus, OH) flew to Salt

Lake to help the current owner get it there along with a couple other TRs.



From that balcony we could also see the cars that arrived Sunday – groups from California and Oregon mostly. Washington folks would arrive later in the day. All Triumphs except for Stan's Honda.



Free cookies at registration Monday evening! My comment to this was "If somebody lost their cookies here they are!" Folks swore the frosted were the best, but I swear by the peanut butter ones.



In what goes as downtown Madras there is a place called the Black Bear Diner, actually a chain, that we ended up at several times for food – a hang-out for the east-coasters. It was good, big portions, and huge desserts!

Monday night was interesting. Total power failure at 10:15 PM. We looked outside – Madras was dark. However, it was evening, it was dark, and

we went to bed. Evidently power came on in a few hours, but we slept through it. It will be most memorable for one PTOA member who was in the elevator at the time – he won the hard-luck award for the meet!



Tuesday morning was a drive to the Cascade Palisades Park - a man-made lake using a deep canyon carved into the lava landscape by time. Here we are in the parking lot getting ready to leave.



Here we are lined up by the side of the lake at the park – yes, this is a photo op taking a picture of the photo op.



And we can continue that theme into the next picture – here we are at the rim of the canyon with Mt Jefferson to the west...



...lining up to take pictures such as this. A lot of people were taking a lot of pictures.



Great shot of the tour heading out of the canyon (Photo by John Hatén)



Looking southwest across the canyon, the Three Sisters and Mt Batchelor are the stratovolcanoes in the distance



Steve Cappello running a Concours Judge Workshop on Tuesday afternoon.



The Judging Workshop was actually a huge success – we had over 20 people show up and volunteer for judging at the Concours on Wednesday.



The PTOA crew set up “The Pub” each night in the conference room, offering food and

drinks. Two of those nights had interesting speakers on their life with Triumphs.



Wednesday morning in line to get to the car show/Concours. This was held at the local airfield in front of the Erickson hanger – Erickson is an air services company and the owner has the world's largest private collection of operating military aircraft – quite unique...



Since we were the first Wedge on the field we parked at a predetermined spot so the rest of the Wedges could align their parking on it. I took the opportunity to take a shot of it with Mt. Jefferson in the background.



TS1LO was parked in a strategic position in front of a B-17F - very nice!



The Wedges lining up for the show – a “parts” DC-9 and a DC-3 in much better condition in the background.



Another Wedge shot - bonnet's up!



5 6's in a row in front of a B-25



A row of sidescreen cars enjoying the Oregon sunlight



A Douglas Banshee – the Army Air Corps version of the SBD Dauntless – never seen one of these before...



**A B-25 decided to grace the show field
(Picture from Stan Seto)**



I judged chassis along with my trusted assistant/trainee Andy. Andy was good! We had our rugs, we had our flashlights – chassis judging for the masses! (Picture from Stan Seto)



Shot just showing how far apart the rows were on the tarmac in front of the Erickson Hanger (Photo from Stan Seto)



Albert Runyan was in attendance and seemed to be having a good time – he is listening intently here, not looking bored... (Photo from Stan Seto)



One of the planes flying that day was one of Erickson's P-51's here it is taxiing by... (Photo from Stan Seto)



My favorite shot of the day – Inca with Mt. Jefferson and the P-51 taking off in the background (Photo by Tom Mahoney using Matt Mahony's phone)



After the car show we (Alice and I) took off to Bend, OR to take in a quilt shop, distillery, and a winery on the way back. The quilt shop was a nice place as most quilt shops are, but they had a nice seating area for "the guys" when they are waiting – comfy upholstered chairs. After Alice completed her reconnoitering and harvesting we headed off to the Oregon Spirits Distillery. Nice place, decent food, was

not impressed by their spirits – not bad, but not anything unique.



They did have a nice patio though...



On the way back we stopped at the Maragas Winery. The service was so-so (had to wait awhile for service), the outside seating very nice, the wine decent to good, and the bottle prices significantly higher than we thought appropriate for the product, truth be known.

That night was another big dinner at the Black Bear Diner, another great presentation at "The Pub".

Thursday was a "prep to head home day" – packing and cleaning in the morning, not taking advantage of a "High Desert Drive" – quite frankly, in the drive to Madras we saw plenty of high desert, so we skipped that.



At "The Pub" the team from the New Basin Distillery had been running the bar, pouring their products and engaging in great conversation. Thursday we decided to return the favor and stopped by the New Basin Distilling Company up the road from the Bunk House - this is run by a father and son team that is hitting it out of the ballpark – if you are ever near there, stop by!



Walking into "The Pub" that night the theater seating was converted to a Western BBQ gala – yee ha!



We had one more tech session about things you can do to make your cars more reliable and drivable. Most of these I've done already on Inca but still learned a few tricks.



The table centerpieces were "Old British West – Union Jacks and Cowboy Hats", oh, real horseshoes also.



TRA'er John Long (of SC) showing how debonair he could be with the Old British West look.



Our TRA National Meeting Coordinator didn't want a congratulatory kiss for another great National Meeting, neither did his wife – I did bathe that day, weird...



Cowgirl Carol and Ranger Jack showed up for the festivities – they had flown all the way from Maryland to show us how to wear our hats.

Drive home

All good things have to come to an end, and Friday morning showed the Midwest Caravan pointed east into the rising sun. Retracing along a similar corridor – not exactly the same roads, but similar ones – geography does that. Same states, different roads.



Decided to cross Oregon heading east a bit more southern in our route – took US 20 – land was a bit flatter, a bit more arid, and the road straighter. Still had decent vistas all-around.



Outside of Boise we (of course) found another winery (the quilt shop was closed though).

Stayed the evening at a hotel in Boise – caught the tail-end of free dinner but ended up having some great conversations at the bar late into the evening with folks from all over the country.



Yes, rain, rain heading out of Boise. If you've every smelled a wet desert that scent sticks with you lifelong – it was that smell.



Of all the things being grown in that irrigated arid land – hops! Nice.



Somewhere around Twin Falls we ran into this roadside BBQ in the other lanes. Looked like an SUV decided it wanted to be

charcoal, but with the barriers and traffic, and quite frankly with it being a cinder, it was hard to tell. Was not an LBC though!



Heading to Fossil Butte National Monument in Wyoming we had to cross open rangeland – Bessie was in the road and didn't move until we honked at her – she looked up startled (as if you couldn't hear us coming) and high-tailed it across the road. Yo little doggie – git along!



View of the buttes at Fossil Butte that contain lots of well-preserved fossils from about 50 million years ago. Interesting exhibit if you find yourself in southwest Wyoming.



Not quite sure why a stuffed Emperor Penguin, a modern Antarctic animal would be at Fossil Butte, but hey, here it is. Sure there is a story, I was too lazy to read it.



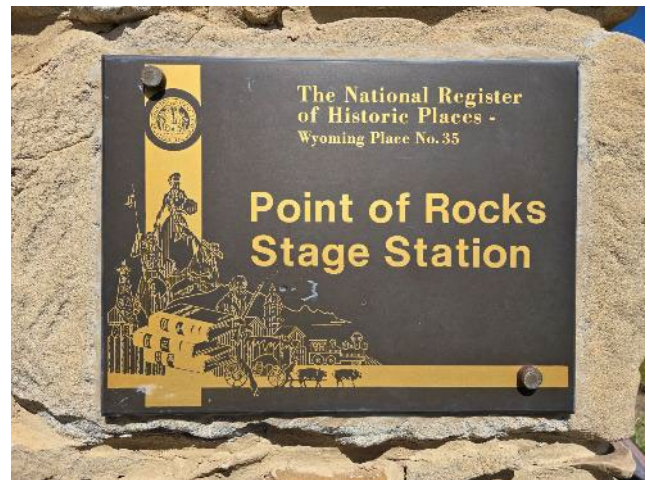
Morning shot at Kemmerer, Wyoming. At a bit over 7000 ft in altitude one could sense this as one carried luggage up and down the stairs. Gorgeous sunny day in the Rockies...



Stagecoach stop just off the more travelled Interstate path – you could park there and crawl over the sagebrush to get up to it, listening to the highway and railroad line that carried the modern passengers and cargo.



Alice and I had a photo op on the remains of what we think might have been the stable part of the stop – nothing like a little high desert fun for sure (the fun was driving the gravel road to get to the stop)



If you want to visit the stagecoach stop yourself – you're welcome. (Photo courtesy of Chuck White)



Lunch was at a Laramie, Wyoming brewpub that day – not sure what “pink death sauce” is, didn't want to find out...



That evening we stayed at a golf resort in Cheyenne – the rates were pretty decent and you got to take a picture of yourself in fancy clothing – here I am trying on a possible TRA Crown...



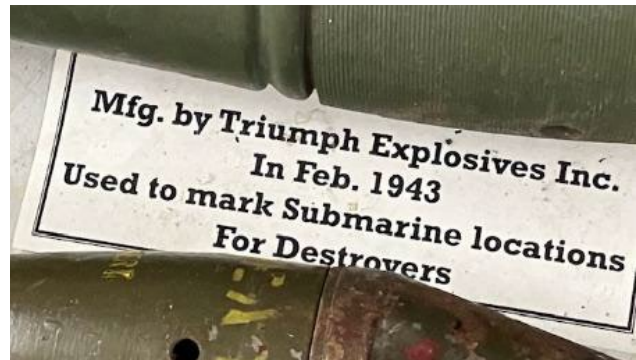
No, we are not nowhere, we are somewhere in Nebraska – we did make a side sojourn into northeast Colorado (Julesburg if I remember right) to a great shop that had a mix of old and new stuff – Chuck found a FARM shirt – Fathers Against Raising Morons – bought it, of course.



In Lexington, Nebraska there is a military vehicle museum that we stopped at and stretched our legs. They did have a lot of stuff!



They did have a small jeep you were allowed to sit in, if you were a 10-year-old that is. Bruce is not 10 years old anymore...



Now you know why our cars sometimes fall apart rapidly...



Bruce tries his luck at commanding a Bradley Fighting Vehicle – he was happy this was made for folks over 10-years-old.



This was parked outside – looked like an earlier cast body Sherman with a later Jumbo turret on it – probably a test vehicle – sure that most readers of this don't care...



Ron, Chuck, and Stan reminiscing of the good-old-days when armor would roam the battlefield without worrying about those pesky drones...



That night we stayed at a hotel in Broken Bow, Nebraska, a state-of-the-art facility with features such as the integrated laundry room and fitness center – the Fitdrymat! Nice!



They also used the toilet-paper-roll-comes-from-the-back method most of us guys are educated about not doing after being married for a while – such a walk down memory lane!



That hotel also had butter so well structured that it took out multiple plastic knives trying to spread it – Superbutter! The Fat of Steel!



The drive east that day took us through Shenandoah, Iowa, the childhood home of the Everly Brothers. We didn't enquire if Little Suzie was awake or not...



Meanwhile, somewhere in eastern Iowa, actually the same town we hunkered down while the tornado went by going the other direction, a quilt shop awaits! No kidding!



TRA Gothic – at Eldon, Iowa, a must visit for folk who want to get their inner Harry Stone on - they even have a disc golf course on site.



Home where it started – a bit over 5000 miles without any big issues. The plan was to turn the car and get it ready for VTR in Texas this October, but some high water got in the way of this plan.

So, there you have it - TRA 2026 in a few pictures and snide comments. Great time for those who went – next year it will be in the southern Pennsylvania Alleghenies – won't you join us?

July 2026

1 - 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/>

Old mindset



New mindset



18 – Tour d'Donut

Bruce Clough (with some photos from Frank Harrison) and Jackson Galloway

We have two views of the day – one from Jackson and one from the Editor

Tour Du Donut

Jackson Galloway

Back in January of this year, I signed up to host a driving Tour. I was thinking the TR6 would be back together, and it would serve as a good time to do a shake-down run before VTR 2026 (which is currently in limbo due to flooding). Boy was I wrong. Life happened and more projects happened. This however didn't stop the Tour. The MVT crew rallied up at Bills Donuts on 18 July for the first of five scheduled stops. I had planned on going to Taylor's Coffee & Creamery in Waynesville, The Donut Haus Bakery in Springboro, Martin's Donuts in Trenton, and The Creamery in Germantown with the final stop at The Florentine restaurant in Germantown.



The MVT Crew hangin' @ Bill's

With the MVT Crew assembled (The Meade's, The Cough's, The White's, The Seto's, The Clifford's, John Coutant with his friend Frank the Photographer, and me) the drive from Bills to Taylor's was mostly uneventful. It took us from Centerville over to Spring Valley, and then via backroads to Taylor's. Unfortunately, I missed a turn, and we ended up on 42 for a bit, but the drive was still enjoyable.



Taylor's Coffee and Creamery

If you haven't been to Taylor's it's a small coffee shop with a nice selection of donuts. The locals seem to love it, and that showed, as the donut selection was a shade limited. Nonetheless, they were EXCELLENT!



Taylor's Donut Selection – small, but powerful



Are those cinnamon rolls I see?

Afterwards we proceed to The Donut Haus with a short stop off at the UDF in Red Lion. Rumor had it that there was a two donuts for four dollars deal, and I couldn't resist! That and we all needed a quick pit stop as Taylor's did not have restrooms. While there, I sampled the "Reds Double Play Donut". It was good, but the apple fritters at The Donut Haus were legendary, so we headed over to them promptly!



Wonder what Marge Schott would think of these?



Off to the Donut Haus!



The Donut Haus Apple Fritters are on the lower right...

I lost count on how many from the MVT crew ordered them. I was starting to "Tap Out" on the sugar and could only eat part of mine.

From here the Meade's needed to depart, but that didn't stop the crew from following me down wrong turns and main roads. The Summer Food Festival & Vendor Market in Franklin had shut down main street which caused me to take another of a set of wrong turns. After a bit I was able to get us back on the backroads to Martin's Donuts in Trenton. Unfortunately, even though they had a closing time of 1PM, they had knocked off early and were gone when we showed up around noon. (Note: I was in the midst of a sugar overload and was slightly relieved to avoid more sugar). John and Photographer Frank had to leave from Martin's, so the rest of the crew proceed to the final destination of the Florentine as I think too much sugar overload had increased

desire for real food. If you have never been to the Florentine, I highly recommend it. The setting reminds me of an old English pub, and the food is quite good.



Settled in at The Florentine

That concluded the day's travels. With some luck, I will get the TR6 re-assembled, and we can attempt another Tour du Donut next year!

It's Really More Than Bill's

Bruce Clough

Ahh, what an excellent, albeit hot and humid, day for a run.

Fortunately for us, there was a good chance of rain as well as hot temps, so with Inca apart for carb work, The Grey Ghose for fair weather only, and The Mule up on the rack we had to drive the Z4. Oh darn.



“Look at the commoners in their TRs, you would think they don’t have AC or something...”

We met at Bill's Donuts, THE Bill's Donuts of worldwide fame in cheerful and friendly Centerville. Donuts were procured and made to “get in my belly!”



Gracing the parking lot of Bill's Donuts



It's easy to talk about Bill's donuts, but we need to do a shout-out to the milk – how about applause for the milk? I ordered an Old Fashioned (the donut, not the drink) that I was going to use to compare donut shops. The Bill's Old Fashioned is fantastic!



The next stop is over that-a-way a fur-piece...



Found squirrelled away in John Coutant's trunk/boot – could that be a Bill's bag?

From Bill's we took a course east, then south, then west, usually in that order, to Waynesville. We missed a few turns, added a few others, and made it to Waynesville after about 40 minutes of wandering Greene and Warren counties. We parked on the street around Taylor's Coffee and Creamery in Waynesville and headed in for, wait, donuts and coffee.



Somewhere east of Bellbrook...



I had ordered an Old Fashioned at Taylor's - good, but not as good as Bill's – am I jaded?

From Taylor's we headed to Springboro for the Donut Haus, but on the way nature was calling for a few folks, so we stopped into the Red Lion UDF.



Well, well, well – lookey what we found at UDF - they knew we were coming!

Leaving from the UDF, we discovered we could only turn in a direction opposite the one we

wanted to go, so we went on another sojourn to get back on the road we wanted. Heading to Franklin, we then headed East on OH 73 to The Donut Haus, known for its apple fritters and other delectable delights.

They were delectable.



Apple Fritter and Donut Croissant from The Donut Haus – no calories here, move along good citizen!



The MVT Crew taking over The Donut Haus – rowdy group here, pure miscreants!



Proof positive donuts have no real intrinsic calories to them

From Springboro we headed southwest to Trenton.

Wait – it wasn't quite that easy – we had several detours due to farmer's markets and road construction. At one construction site the directions were so obtuse that we punted and just turned right, finding that the road this put us on were nice and windy and hilly. We eventually ended up on the road we had to be on and pulled into Trenton.

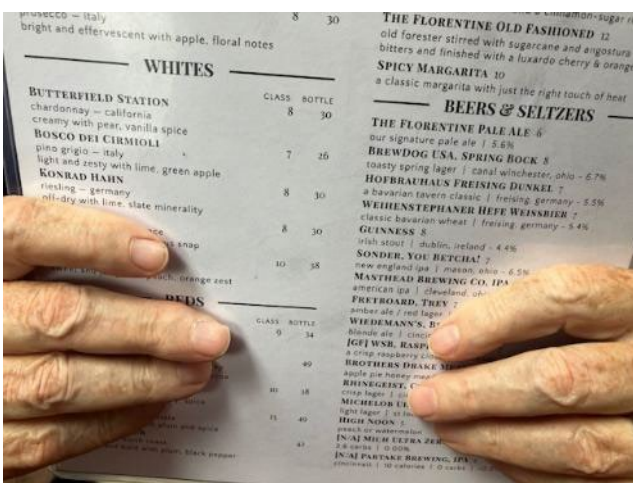


Only to find out Martin's Donuts were closed – their hours are supposed to be to 1PM and it was only noon!

My guess is Martin's closing was a combo of two things – they had sold out of most of the donuts they made, and they do not have AC in the building. Oh well.

From there The Coutantmobile carrying John and Frank headed back to Montgomery while we pressed on to lunch at Germantown at The Florentine. On the way we ran into rain and pulled to the side to allow John and Patti Clifford to put the top up on their TR8. The sky to the west was looking a bit dark.

Once in Germantown we all parked legally except for Chuck and Chris, who parked very close to a handicapped sign and then limped into the restaurant.



“Manos, Hands Of Menu” – the menu at The Florentine – a brunch menu with a lot of drinks...



Cliffords ordered a pretzel - this diminutive excuse for a pretzel then graced the table <chuckle>



I ordered another Old Fashioned – seemed a bit different this time...



Yep, food was terrible, couldn't eat a thing...

That was the last stop. An adventure of donuts, unknown construction, pop-up markets, and a lot of miles around Montgomery, Greene, Warren, and Butler counties. Hat's off to Jackson for leading us on a keto tour of a life time, or at least July...

Accolades Rolled In

Jackson,

Thanks for a good tour, wander, etc. and lots of donuts. Frank and I headed home after the closed shop as it was starting to look a little iffy. Did run into sprinkles on the way home but no rain. Frank was going to load up at the last stop which was closed so we stopped by Hurts Donuts

<https://www.wannahurts.com/locations/cincinnati-oh/>

to get more donuts! You can never have enough donuts.

John (Coutant)

It was a great trip! Thanks Jackson! We know how much it takes to plan tours!

Patti (Clifford)

Drat, you foiled our plans to derail your tour!

Butler County Engineering



25 – Prez's Great Tour

Jeff Barth, John Clifford & Bruce Clough

We have two articles for the tour – the first from the Jeff Barth/John Clifford duo, and the second from moi.

Tour d'Barth – Barth/Clifford

After a shaky start at the new and popular Toasted Brunch Bar and Café the tour started out by going through some safety checks. The first was a brake check of all cars going down a hill with a 15% grade at the end of Brown School Road to the stoplight at Little York Road.



This was followed by a possible horn and lights check going through the narrow train trestle on Little York Road as well.



After checking the cars and traveling a few curvy roads, we did a check of the drivers and passengers mental state by stopping at the nut house, otherwise known as Trophy Nut in Tipp City.

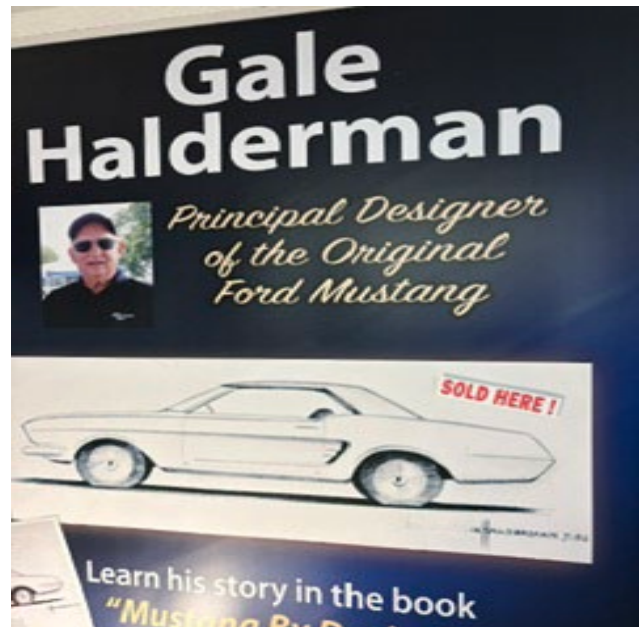


Numerous and varied treats were acquired for later consumption.

From there we made a stop at Fulton's farm market to purchase some healthy vittles. Then the route took us to Staley Road where a majority voted to make a stop at Indian Creek Distillery.



From there it was a short drive to a hidden gem in the area, the Gale Halderman Mustang Museum, the man credited with the original design of the Ford Mustang. He was also one of the lead new car designers at Ford for a number of years. There we got to see an unbelievable amount of Mustang and other Ford memorabilia as well as 7 or 8 pristine cars. This stop managed to take up a good hour.





Another 30-minute jaunt in the cars on more wonderful curvy road took us to Enon where we found out that the town basically was built around the Adena Mound which was built over 2000 years ago.



After a quick drive around the circle, we drove a few blocks to "The Last Queen", for lunch at an English style pub. After everyone was suitably stuffed, we called it a good finish and all dispersed for our homes.

Jeff's Most Excellent Tour - Clough

(Thanks to Carol Rutledge for some of the picture)

We (mostly) met at the "Toasted Brunch Bar and Cafe" in Vandalia. Alice got back from a trip late the night before, so we decided to join them later on in the run.



TWOA Prez caught gingerly closing the door at Fulton Farms – actually, it's probably "Aw s%\$@#! He got a picture of me".

We caught up to the MVT crew at Fulton Farms a bit northeast of Tipp City, missing the breakfast meeting and the stop at Trophy Nut Factory Store.

Fulton Farms has about everything, Alice found some pretzels and I had a fresh brew. I think Roger and Carol bought the place out. Jeff got some underwhelming cookies. About 30 minutes later we were back on the road.

We were running around 30 minutes ahead, so tour leader Jeff decided to stop by Indian Creek Distillery to chew up some time. I did not dissent, not at all.



Vive la revolution!

I was planning on a stop there sometime anyhow since I was out of a couple of their products. The

drive over there was fun, with some decent roads and views. If you've never been there they have the oldest operating stills in the Western Hemisphere and do everything the old-fashioned way.



Roger in the still room. The stills date from 1820 and were made in Dayton.

After buying some stuff, we jumped into our trusty iron steeds and headed to the "Gale Halderman Museum". This museum is by reservation only and houses interesting items from the engineer who designed the Ford Mustang. There is also a significant camera collection displayed by his daughter Karen.



The camera museum – Roger, Carol, and Adrienne were enthralled by all the cameras, in fact, they were shuttering! Oh stop me now.



Chuck examining a pristine '93 'Stang convertible



Modern T-Bird, later and early "Stangs as well as lots of wall displays.



Early GT, Mustang II, and a Model A.



Did I mention they had a Cushman?



They have some modern iron also.

If you have never been there – it is a great visit, and Karen is a great host. Tours have to be scheduled though.

From there it was time to head to Enon for a late lunch.



**Some great roads on the way to lunch –
TWOA First Couple looking good in the
TR8...**

But before we had lunch we stopped for a photo opp at the Enon Adena Mound – did you know there is a 2000 year-old Native American mound in the midst of Enon? I do, but I never visited it. Checked that off my list. We didn't get out since there isn't really any parking, but Jeff had us line up for a picture.



The view up-mound at Enon

Lunch was at The Last Queen, a pub in the midst of Enon. The food and drinks were good as well as the conversation.



They stuck us in the back at a long table – they know us well.

They have a selection of British Pub Fare as well as more American menu items. I had the Chicken Curry and the Rutledges across from me had fish and chips – Alice chose a fish sandwich, and I noticed that many folks had the Shepherd's Pie. Also noticed several folks had a strange soup appetizer sold in tall mugs – wonder what's up with that?



Mystery soup – what could this be?

After this we went our separate ways – thanks to Jeff for putting this together and the folks who turned out for this.



31 – Dayton BCD Set Up

We met at Eastwood Metro Park at 6PM to pack registration bags, map out parking, and work on other logistics.

We packed 305 bags.

It was glorious – thanks to all those who came out to help.

August 2026



1 – Dayton British Car Day: The Rain in Spain falls mainly on the Plain.

Bruce Clough

Hat's off to the crew putting on BCD this year – they persevered through Tropical Storm Dayton and pulled off a nice BCD.

Attendance was way down as one might expect on such a damp morning – maybe 100 cars came out for this, but it's good to be somewhere that you know the folks there are serious enthusiasts.

The food was much better this year – three food trucks selling three separate varieties of edible stuff. Tried some from each – I think my favorite was the sliders.

Many MVT'ers came out to support the event, helping before during and after the rain in many different way – truly appreciate y'all stepping up!

Anyway, on with the pictures and snide comments:



Registration set up – it took a while to agree on traffic patterns, but soon the team hammered it all out – and, of course, the folks bringing their cars would find a way of misreading, or ignoring them anyway



Last couple of BCDs were marred by limited morning coffee and donuts – not this time - VP Crazy jack brought forth the goodies!



The finely honed BCD Registration Team in the heat of the battle!



The MVT Tents containing MVT propaganda as well as the most-important, BCD T-shirts!



Just before the rain hit we had maybe 45 cars on the field with more coming in steadily...



...that all stopped when the deluge hit – no wind, no lightning, but constant rain for over two hours – put a little damper on thigs. This was the view from inside the dry registration tent.



And here is the view from outside the tent!



Yes, it looks a little sad in the middle of the deluge at Eastwood. Notice the places where the LBCs have marked their territory...



Wedge deployment after the rain abated. Three that turned into four a bit alter – all MVT cars – we were guaranteed to sweep the class!



Registration ,club, and museum tents along the side of the show field – you can see the McNasty's Food Truck behind – very nice Reubens!



For some reason the Lowerys had a private parking area on the show field – wonder how they arranged that? Seems very exclusive...



The only Sidescreen TR to show up that day – the TR of many colors and class winner!



Head Judge Alice checking counts while Stan assists. A bit less hectic than in prior years due to less cars, but still things got out of kilter due to folks bringing different cars than the originally registered. It got sorted out in the end though.



It wouldn't be a Bruce article without pictures of feet – strange habit born from conservative attitudes about what gets posted on social media that has lingered to this day.



Yikes – what's this? After about everyone left we saw Stan trying to jack up his car. Turns out the engine shield had fallen partially off, making a racket and needing a bit of help to get back up. Fortunately, I always carry wire in the TR, so we wired it up and Stan is getting it in the shop next week...



...but not before he got a chicken!

Congrats to all the MVT Class Winners

- TR6 (Late) – Wendell Terrill
- TR7/8 - The Cliffords
- Spitfire (Late) – the Lowerys

...and to all those who won Awards of Excellence!

Best of Show – Sponsored by BTM

James Dean



Best of show winner was Gabe Buntzman from Bowling Green, KY who brought his 1962 Daimler SP-250. The car was driven by him as a daily driver when he was working the East Coast. So this is not only a car it is also a Cah!

Future

5 - 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/>



8 – Indy British Car Day

<http://www.ibcu.org/>

The 37th Annual Indy British Motor Day presented by MOTORVAULT&BOKEYNO MOTORSPORTS will be held at Lion's Park in Zionsville, just one block from Main St. on Sycamore St. Your family will enjoy browsing the galleries, antique shops, specialty stores and the farmer's market. Lunch may be available on-site, but there are also a variety of restaurants on Main Street offering breakfast and lunch. For more information on Zionsville, visit the Chamber of Commerce website at:

www.Zionsvillechamber.org

9 – 2026 Cruise-In to the Ice Cream Social

The Centerville-Washington Township community is invited to enjoy a fun-filled day at the Cruise-In to the Ice Cream Social from 11 am-3 pm on Sunday, August 9 at the Washington Township RecPlex, 895 Miamisburg-Centerville Road. The event is free and takes place rain or shine.

The family-friendly event highlights the services and departments that make Washington Township the best place to live, work, and play, plus features classic cars and hotrods of all makes and models, along with games, complimentary hot dogs and hamburgers, and free ice cream. The RecPlex also will be open so

families can enjoy free open swim, open gym, and rock climbing.

Although the Cruise-In is not a formal car show, People's Choice trophies will be awarded to three standout vehicles. The first 100 car registrants will receive a swag bag. Online registration is available at www.washingtontwp.org/events.

https://www.washingtontwp.org/recreation#/899091/read/news/f/2026_cruise_in_to_the_ice_cream_social

22 – Bob Pool Orphan Auto Show

Yes, it's that time of year again for the Bob Pool Orphan Auto Show @ Young's. If you want to drive over with us, we will be meeting at Warehouse 4 Coffee Beavercreek (3210 Seajay Dr, Beavercreek, OH 45430), leaving there about 9:30AM for a somewhat-back-road ride to Young's.

<https://www.warehouse4coffee.com/>

Here are some words from the organizers:

The Tri-State Chapter Studebaker Drivers Club and the Wright Brothers Region Packard Auto Classics will co-host the 30th Annual Bob Pool "Orphan" vehicle show August 22nd, 2026, 10 a.m. - 3 pm at the Young's Jersey Dairy, Yellow Springs, Ohio.

The show will feature cars, trucks, buses, motorcycles and specialty vehicles from Independent Manufacturers that are no longer in business and "Big Three Orphans" such as Edsel, DeSoto, Corvair, Oldsmobile, Pontiac, Plymouth, etc. Registration: 10 a.m. – Noon, donation per vehicle: \$ 5.00.

Young's Jersey Dairy is located at 6880 Springfield-Xenia Rd (State Rte 68), Yellow Springs, OH 45387.

Awards are presented around 2:30pm - Participant Judging Awards for 8 classes - 6 eras, All Modified, All Featured Class - Top 3 in each class

<https://youngsdairy.com/bob-pool-orphan-car-show/>

September 2026

2 - 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/>



12 – MVT Northern Tour – Details coming...



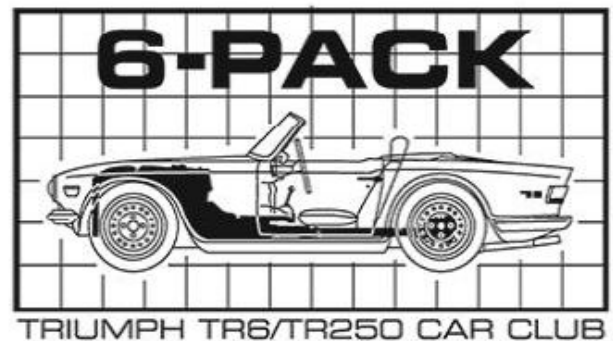
13 – Cincinnati British Car Day – Fairfield, OH – details will be available at:

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



15-17 – Put-In-Bay Sports Car Races

Coming back to a Lake Erie island near you – more info at <https://www.pibroadrace.com/>



17-19 - 6-Pack Trials 2026 – Nashville, IN

More info at: <https://6-pack.org/trials-2025/>



18-20 – Stowe British Invasion – Details at the link below when they come available:

<https://www.britishinvasion.com/>



Dayton Concours d'Elegance at Carillon Park

20 – Dayton Concours d'Elegance – more information at:

<https://daytonhistory.org/events/special-events/dayton-concours-delegance/>



26 – Farm Stand Tour – Details TBD, but mum's the word, literally...

October 2026



3 – Secret Garden Tour – get your fall decorations ready to go! I'm sure ice cream might be involved.

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14-18 – VTR National Convention - NOTE!

CANCELLED – the following press release was issued by VTR

It is with great sadness that I must announce the 2026 VTR National Convention has been cancelled. Despite the tremendous effort of the South Texas Triumph Association (STTA) to overcome the natural disaster in Kerrville, and the heroic efforts of Drew Holliday and others to find an alternate location, we were unable to put together a viable convention.

Here's what happened over the last two weeks: Kerrville experienced horrendous rains, as much as 25 inches, over a very short period. Even

though the host hotel was not near the river, four of its seven buildings sustained significant damage from rainwater incursion. This greatly reduced the hotel's capacity to host an event like ours. Given the damage, and the remote location that makes Kerrville so quaint in the first place, there were no viable alternatives nearby.

The STTA informed your VTR Board last Thursday of the situation and recommended the event be cancelled. Drew Holliday, of the Central Oklahoma Vintage Triumph Register (COVTR), asked me and a few others in the South Central Region who've helped run past Regional and National events in Texas for a few days to see if we could put together a coalition to "rescue" the event. Over the past few days, we explored several locations and dates, but facility availability and room costs made it impossible to work out. The Board met Wednesday evening and voted to close the matter.

The host hotel (YO Ranch) has already begun contacting those who registered to let them know their reservations have been cancelled. If you haven't heard from them yet, you can reach them at (830) 327-4558.

The STTA has also begun reaching out to registrants to refund their money. If you haven't heard from them by August 7, please contact David Cochran at (210) 414-9570.

Dave Pilcher, VTR President



TBD – Trunk or Treat for Triumphs – details TBD, but it sounds interesting

November 2026

4 - MVT Monthly Meeting



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7 – Guy Fawkes Fete – roast the villain! Details TBD.



15 – Last Tech Session – okay, maybe, or maybe not...

December 2026



5 – Holiday Soiree: never too early to get your brown bags together – at the Xenia FOP as last year.



TBD – Ugly Sweater Contest – Details TBD

June 2027

2027 TRA National Meet

Seven Springs Mountain Resort

June 21–24, 2027

Champion, Pennsylvania



Featured tour to include Fallingwater, a UNESCO World Heritage Site

Hosted by the Western Pennsylvania Triumph Association

Save the date...details to follow

Technical Talk

Edited by Bruce Clough

Be kind to others. You just never know what someone is going through.



TR7 Reliability Run

Bruce Clough

A bit more on the failures and fixes we endured during our 5K drive to and from TRA 2026. If you don't want to read this, well good citizen, skip ahead!

Oil Pressure Switch



Duralast PS119

The TR7/8 Oil Pressure Switch is well known for leaking oil after some time – high cycle failure due to pressure cycles. That is why we carry a couple with us. Except this time the failure was the low pressure indicator light switch failing closed, a new failure mode. The switch in question was a

new Duralast switch not even a year old and put on the car this last winter, purchased in LaCrosse, WI last summer after we had replaced a few in other's cars I love infant mortality...

When we got to the Blair, Nebraska hotel, and after offloading bags, I and my trusty Channel Locks (real Channel Locks) replaced the switch with a new one I had with me. That instantly fixed the issue. Next day we stopped at an AutoZone in Columbus, NE to get another – they had the specialize socket for it (so you don't need the Channel Locks) but didn't have the switch – in the end I got a new switch from the AutoZone in Madras. I carry two...

Right Headlamp

The right headlamp decided it didn't want to raise – the light came on, but no motor action. After we got back I applied power directly to the motor. It went up and down, so the motor works fine. After reconnecting the wiring harnesses, I decided to see if it worked then. It did – rather than saying "well that's a wrap" I decided to just go through the headlamp motor assembly and just clean everything up.

Getting it out was "easy". First crank up the headlamp, then you take off the rubber headlamp surround and withdraw it down and out. Then you disconnect the wiring harnesses at the connectors in the engine compartment, push the connectors through the hole, loosen the four nuts, and withdraw the headlight assembly. Kinda easy-peasy.

The motor rebuild just was an exercise of following the workshop manual directions with some interpretation needed since sometimes the instructions were vague, or left things out – such as on the motors the manual light raising knob is not pressed on but held in by a LH screw. That would have been good to know, but in the end I didn't damage anything getting the knob off. I cleaned up the commutator and brushes, re-lubed the gears, cleaned and lubed the run-limit switches, and reassembled the motor and on to the headlight assembly.

Fitting the headlight back in, I had to contend with weak threads on the studs and the need for the

unit to be located forward about an 8th of an inch or so. Dunno why that changed, but it did. Four washers fixed that, and soon it was back in and working fine.

Squeaking Brakes

The brakes, both front and back, started squealing about Wyoming. The squeaking brakes were a mystery – I put anti-squeal pads on front and rear. I took them off and applied anti-squeal lubricant to them. We shall see if it goes away – tradition says it won't <sad face>.

Fan Relay

The relay controlling the fan motor, the one carrying the fan current, failed during a drive to the Cove Palisades State park just outside of Madras. I replaced it at a stop because, of course, I carry more with me – this had been a cheap relay that has been on the car ever since we went electric fan ~25 years ago. Only issue was the clunky individual connectors I had on the relay made it a struggle to replace – I ordered relays and sockets that would make this easier to replace on line and when I got home I added relay sockets to the harness for this relay, and the other fan relay controlling the radiator sensor fan activation. I then marked the relays for what they are so future owners know.



Relay and sockets (from Amazon.com)



Updated sockets for the Radiator Fan Sensor Relay

Hot Brakes

We got hot brakes on the right rear - actually happened twice, both times were cleared by cycling the parking brake. I actually did a bit of parking lot repair work and took the wheel off at Madras and made sure the caliper was floating on the pins. It was, and from then on gave us no issues. My guess is the flex hose for this custom installation was too short and caused some binding on the pins that worked its way clear. I was going to try and find a longer hose, but then noticed both sides use the same length and the driver's side has no issues. Back to drawing board, but then again, didn't run into any issues on the 2500-mile homeward bound trip, so maybe it's okay??? Feel lucky punk?

Detonation

On the drive back to Ohio the car began to ping/knock. This was weird - spark plug checks showed the rear carb was running lean. However, using the "raise the carb piston a smidge and see how the idle changes" test showed the rear carb as running rich. Running rich at idle but running lean under higher throttle sessions. Hmm, strange.

The European SU HS6 TR7 carbs have temperature-compensated jets - they have a Waxstat capsule in them that as the temperature rises, the capsule expands and pushes the jet up against a spring relative to the needle and weakens the mixture. This has been problematic

in the past with capsule failures causing lean running. Could that be the cause?



TR7 HS6 Temp Compensated Jet



Beastie taken apart - the Waxstat capsule is on the lower left

My inspection really didn't prove to me it was bad after taking it apart, but then again, it wasn't at temperature. I then disassembled the rear carb more and confirmed what I already guessed - the throttle shaft was badly worn and needed to be replaced.



Visible wear on throttle shaft, about what you would expect for a carb that has maybe 80-90K miles on it...

Now to get parts, easier written than done.

What I needed was a comprehensive rebuild kit that gave me everything I needed to swap the jets. It doesn't exist.

- I ordered a basic rebuild kit from Rimmers. It doesn't come with everything needed. Found out that it was actually not in stock, but actually parts of it were on backorder – liar, liar, pants on fire... Cancelled that order and spent more on a Moss kit. Grrrrr.
- Ordered a jet-swap kit for TR7s that came with the required hardware – the bent metal rods – to connect non-compensated jets to the choke linkage from Engle Imports.
- Ordered another jet-swap kit I found on ebay after Engles let me know they are trying to get the metal rods for their kit; it was reasonable enough priced, and I can always resell it if needed.
- Ordered stock throttle shafts through a Volvo parts dealer since none of the LBC vendors had them in stock diameter separately.
- Ordered oversized throttle shafts and a reamer tool from Moss since putting stock shafts in would be a temporary fix and I

will have to fix them right sometime, preferably a few years from now – playing the long game.

- Finally, I ordered a set of TR4A stock air cleaners – I'm tired of dealing with the claptrap of the K&N filter housings I have - they look good but are a pain to take off and install due to the internal distance tubes not being secured to anything. Showing up at a Classifieds near you, or the TRA 2027 Auction...



0.01" Oversize ream on top. 0.01" oversized shaft in the middle, working original on the bottom.

While the Rimmers rebuild kit order I had to cancel, the Moss rebuild kit came right away. An actual SU brand rebuild kit, expensive, but it's what we have. This comes with original size throttle shafts, so I am using these for the reassembly rather than the Volvo ones - I'll put those in back-up stock.

It took a couple of weeks for all the parts to arrive.

Dis and Re Assembly

Didn't take any photos of the carbs coming apart and going back together, just got into a groove cleaning and reassembling. The process was fairly simple – take the carbs apart noting the relative positions of levers and springs. Load everything into an ultrasonic cleaner. Clean and then inspect, replace any worn parts – throttle shafts were the only thing I had to replace. Then reassemble following the instructions in the TR7 ROM.

The only big difference was the replacement of the temperature-compensated jets with plain-old uncompensated ones. The only trick there is that you need to keep the jet disconnected from the

float bowl so it can be rotated so the rod connecting it to the choke lever can be attached. BTW – you attach the rod to the lever first, then the jet. Both checks on the bench and on the car showed the linkages working fine.



Carbs mounted ready to be checked out.

Mounting the carbs on the car and then setting flow/richness levels showed the carbs to be working much better than they were prior. I also worked on the gas supply lines to reduce the number of clamps needed as well as rerouting the overflow lines. A drive around the block confirmed operation, so it's now good-to-go again.



Back in the saddle again...

Drove the car in Jeff's tour on July 25th and it seems to be better. I think I can still hear some pinging at open throttle and lower RPMs in higher gears, but that also could be paranoia. The engine RPM hunting at idle is gone though. What

I need to do to sooth my soul is check the timing, but in order to do that I need to solve the jumping tachometer.

Jumping Tachometer

I noticed this prior to leaving for Oregon, the tach jumps a bit at all RPMs. In general, it's at the correct RPM, but it "ticks" a bit, enough to annoy me, but not enough for me to rip the dash apart prior to heading to Madras.

Well, Madras is in the rearview mirror, so I decided to trouble-shoot the tach. I first tried the "parts cannon" since I could. Swapped tachs by plugging in a spare instrument cluster. Jump was still there. Swapped in a different, known good, coil/ignition unit. Jump is still there. Made sure the tach signal wire was not near the coil output lead. Check, and jump is still there.

I know this was not jumping prior to taking the dash out last winter, and I know there are no in-line noise suppressors in the wiring. What did I do to disturb the karma? The instrument cluster was out since I recalibrated the temp and fuel gauges, but I didn't touch the tach, and besides, testing with a separate, known good tach showed the bounce also.

Okay, rather than beating my head against a table I did the modern thing, asked the wisdom of the Internet. The interwebs pointed to two things:

1. Bad instrument ground
2. Ignition noise.

Add 10K ohm filter resistor in the signal line to kill the noise, add a separate ground to kill the noise.

Did both, tach still jumped. Joy.

Oh well, such is life.

I did note that there had been some more delamination on the flexible printed circuit board over the last year, one of those delaminations where the car's wiring harness attached was a problem, and I wasn't sure I could glue it back down.

Good thing I have several instrument panels squirreled away.

I took apart those panels and took the best parts from each, cleaned them up, and used them to rebuild Inca's panel. The rest were used to make a good spare. The rest of the parts were either put in storage or recycled.

Tests showed that this panel is a bit better now – tach now starts cleaner and jiggles much less (but it's still there a little).

And I can now swap an instrument panel in less than 30 minutes.

Touch-up Paint

I've been searching on and off for some Inca yellow touch-up paint. I've found it in the UK only to be told due to regulations it can't be sent to the US. Last month I decided to search again and found a company in the States, PaintScratch (<https://www.paintscratch.com/?country=US>) that said they were making touch-up for Inca yellow, so I ordered it. It came; it matches, okay, let me correct that. It matches as much as one might expect matching new lacquer touch-up to 45-year-old TPA paint.

Close enough for government work...



Touch-up paint that matches!

Wrap-up

In general, the drive to Madras and back was good. Some issues from an almost 47-year-old car, but it got us there and back.

VTR 2026 has been cancelled due to flooding damage to the host hotel, so no need to pull the front wheel hubs to check bearings until next year – but local driving since we've returned from Oregon confirms that the throw-out bearing, the new throw-out bearing replaced just before going to Madras, needs replacement. Ugh. Well, on the bright side this will allow me to design custom

locator rods for the TR7 and not reuse the TR3 ones. Yeah, that'll improve morale.

BTW

Only used about a pint of oil to Madras and back, so there is another bright spot!

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

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!



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



For Sale: K&N Air Filters for SU HS6 Carbs with air filter cleaner and oil. These are off Inca – have gone to disposable filters. They are in good condition and come with the cleaning/re-oiling kit that has a few cycles left to it. \$25. Bruce – portabezi@hotmail.com



For Sale: Transmission parts for a TR3A 3-synchro transmission in good condition. Can deliver in the area. \$250 OBO. Glenn Hamilton, 937-477-3298, glennchamilton46@gmail.com - Thanks. Let me know what else you need, Glenn



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.

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.

One last Word



Questions?