



The Marque

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

The Marque – September 2025



"The M8 bolt makes a great fuse because it'll never blow, and it lets you know there's a problem with the circuit by glowing red and smoking a bit." – some sound technical advice found on the interwebs – follow us here in the Marque for more great technical tips...

September Events:

- 3 – MVT Monthly Meeting
- 14 – Cincinnati British Car Day
- 19-21 – Stowe British Invasion
- 27 – Farm Stand Tour



"I said his car wasn't dripping any fluids, and he fainted dead-straight away..."

In This Marque

- It begins
- How many MVT'ers does it take to find a date code?
- Indy BCD better than Dayton BCD – you be the judge...

Obligatory 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 no liability is assumed for suitability, applicability, reliability, or safety. We also don't vouch for spelling or grammar – the editor is an engineer...

In addition, the technical advice given within is the opinion of the writer(s) and should not be construed as professional advice nor relied upon. 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 let the MVT Webmaster know.

MVT Club Info



Miami Valley Triumphs is a non-profit club founded to preserve and enjoy Triumph and Standard automobiles. You do not have to own a Triumph or Standard to be in the club, just be interested in the preservation of the marque. For more info on joining the club and dues please contact the MVT Membership Chair (contact info below).

President: Jeff Barth,
jsbarth45383@yahoo.com

Vice President: Jackson Galloway,
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Secretary: Stan Seto,
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meadeashay@hotmail.com

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

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

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

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

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

MVT Monthly Meeting



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

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

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

National Affiliations:

Vintage Triumph Register

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



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

- Access to VTR's staff of volunteer vehicle consultants
- Various VTR Triumph car club regalia

- Low-cost collector car liability insurance to members at costs far below regular insurance rates
- An annual convention, hosted each year by one of VTR's many local chapters.

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

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

Triumph Register of America



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

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

Other Clubs

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

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

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

Officer's Reports

President's Report



It was showtime!

Jeff Barth

August was the month of car shows, with the Dayton BCD starting it out on a beautiful weekend. This was followed by the Indy BCD, conflicting with Save-A-Warrior (SAW) car show and the month ending with a car show for Orphans at Young's Dairy. See details for all of these later in the Maque.

Regardless if you were able to participate in some or all of these events, the month sure was fun and went fast.

Let me take a quick moment to send out a big thank you to all who were able to attend and help with the Dayton BCD. What a great way to start out the month.

Looking forward we see the British Invasion at Stow, VT and fall drives to pick Mums and Pumpkins galore.

September membership meeting will be on the 3rd with dinner at 6:30 and the meeting at 7:30.

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



MVT August Meeting Minutes

Stan Seto

Call to Meeting

7:31pm

Members Present

22

Opening comments

See Below.

Agenda

Changes or additions – No changes or Additions

Introduction of Guests and/or New Members

No Guests or new members attended.

Officer Reports

President – Thanks to all those who turned out and helped with BCD. I think it went well.

Vice President – No opening comments.

Treasurer – We have \$5455.00 in the bank.

Secretary – Made a motion to accept the July Minutes as published in the Marque. Second came from Jim Dean. Voice vote was unanimous.

Membership Secretary –Current Membership
- 51 with 6 who have not yet paid dues for 2025-26. Secretary is working on them.

Events Chair – July was a busy month with VTR and a bunch of other shows, and BCD was great!

Past

July - 15–18 – VTR in La Crosse, WI.

26 – Good Shepard Lutheran Church
Cruise-in, West Milton, Ohio.

August – 01 - BCD Set-up, 6:30 PM, Eastwood
Metro Park.

02 – Dayton BCD at EMP. 7:00 AM to
about 3:00 PM

Future

August

9 – Indianapolis BCD at Zionsville, IN.

23 – Bob Poole Orphan Auto Show at
Young's Dairy just north of Yellow Springs, OH on
Route 68.

September

3 Sept. – Monthly Meeting at Archer's

14 – Cincinnati BCD in Fairfield, Ohio, 10
AM to about 4:00 PM (A Sunday).

18-21 – Stowe British Invasion, Stowe, VT

27 – Farm Stand Tour

Standing Committee Reports

Technical

Nothing to Report

Marque

Recognized in 2024 by VTR, but not in 2025.
Need more Tech. Articles!

Spare Parts

Chris Yanity did not make this meeting, no report

Web Site

John Coutant, Webmaster, commented on cost to
send mass mailings and continues to study
programs that are being offered to see if we can
discover one that is cost free and serves our
purposes.

Memorabilia

We have it and if you need it just ask.

Old Business

BCD

See article in the Marque.

New Business

Post Office address moved from Bell Brook (to be
closed). See Marque for New PO address.

50/50 Drawing

Amount_\$21.00, **Winner:** Clyde Collins

Adjournment

Time – 20:46 Hours, Motion – Just about
everyone in the room, **Second –** those who did
not vote to adjourn.

Vice President's Report



Does ChatGPT know Jack?

Jackson Galloway

*(Editor's Note: Jackson didn't send me anything,
so I asked Chat GPT to tell me about Jackson
Galloway and MVT...)*

There isn't enough publicly accessible
information to definitively identify who Jackson
Galloway might be in this context. A few
possibilities emerged in searches, but none
directly relate to Miami Valley Triumphs or
indicate any involvement:

- A student-athlete named Jackson Galloway received a Spirit of Service honor from Conference USA for community involvement.
- Chat Sports - this seems unrelated to car clubs.
- Some historical figures named Galloway are mentioned in musical or governmental contexts (like Tod Galloway), but there's no connection to "Jackson Galloway" or MVT

Other references include architectural firms or social media profiles with the name, but none appear tied to MVT or the Triumph car community.

Bottom Line

- Miami Valley Triumphs is a vibrant, community-oriented classic car club focused on Triumph automobiles in Ohio.
- Jackson Galloway remains unidentified in relation to this group based on current public information.

...and there you have it; Jackson needs to work on his public MVT profile – The Editor.

*I am Crazy Jack
Do you want to know cars dude?
Look in my garage!*

Treasurer's Report



As of 1 August 2025, the club account had a balance of \$5465.93. For the month of August, the club's income was from for 50/50 for \$21.00,

\$100.02 for Membership renewals and \$245.99 from BCD shirts. Total income was \$366.02. For the month of August, the club had the following expenses: Renewal of the club's PO Box for \$210.00 and \$315.00 for renewal of the club's insurance. Total expense for August was \$525.00. For 1 September 2025, the club's account balance is \$5306.95. ...

Respectfully submitted, Harry Mague

Membership Chair Report

55

Just a reminder that there are several ways to pay your dues:

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

If you have any questions or concerns, please do not hesitate to contact Michael or me at meademg@yahoo.com. Thank you and "Stay on the Back Roads" in your Triumphs!!

Adrianne Meade– MVT Membership Chair

Editor's Bruce's Corner

Upgrade Season has begun!

Bruce Clough

Alright, TRA, VTR, BCD, and probably a few more three-letter events are now in the rear-view mirror – now is the time to enjoy local fall drives.

Okay, so we are planning on going to Stowe, there is that.



Yes, fall drives. Pumpkin spice, mums, and sunlight without a lot of sweat. Cool mornings and mist-draped roads with a background of changing colors.

Naw, not quite. We have to get a TR to Oregon (TRA) and San Antonio (VTR) next year (maybe two to San Antonio, and okay, it's Kerrville), oh, and we need to make it back – there is that. I get to enjoy wrenching on a car in my pockets of time.

That means Inca is being taken off the road for mods. You will get to follow me on this journey (and probably laugh along as I blunder). Parts are on order and are arriving. It starts this month – gruesome details in the Technical Reports.

Marque

As usual, I am begging for articles. Tech articles the most, but beggars will take anything, and I am begging. I would try to shame you, to ghost you, into writing articles, but you know I am not like that. I write Haikus...

*The Marque needs you now
Articles, articles please
I am on my knees*

Events

Yes, we have events. August was local show month. Dayton BCD was early enough to make August's Marque, but we have a few more in here.

As I alluded to in my pithy up-front comments, September the drive gates open. So, get out and have some fun, drive your car. Whether your car is a concours beauty, or a survivor that could use a little love, get it out and enjoy it this fall.

For next year, I've just made my reservations and registration for VTR 2026. Hotel registrations have been made for TRA 2026, awaiting the on-line registration. If you're going now's the time to register.

So, without any more black characters on white space, on with events!

MVT Events

Past

August 2025

2 - Dayton BCD Wrap-up – Stan's Comments

Stan Seto

Initial Comments

Cars on the field? See table at end of this marque. I thought we did pretty well. The good weather may actually have prevented us from reaching 300 cars. So, how did all this break down?

Pre-registration we started with 156, but then it was discovered that 5 or so had pre-registered twice (Actually Harry, preparing the bag labels spotted three of them and we filled some of the now empty registration numbers with early Saturday morning registers. So we ended up with 153 pre-registered.

On Saturday morning, we registered 86 cars (88 if you count the early Saturday morning registrations). But we ended the show with 11 bags, not picked up, actually it was more like 13 -

15 bags, as several people grabbed bags of friends, that they would deliver them to.

I went with the bags we had left and the count on the field became 228. Total registrations were 238. Then as I listed out the vendors, we had eight, I noted that two of them had bought cars to enter into the show, a Lotus Elan and a TR250. I remembered seeing the Lotus driving around the Registration area in the early afternoon, but neither car showed up (to the best of my knowledge) in the list of registered cars, but they might have been on the show field.

I had asked one in our club to do a count of the field at about 11:30 AM. Ed Hill (MG Club) also did a count at about the same time. The MVT Guy got 202 and Ed got 204. But as they were doing the count, the British Sports Car Club of Cincinnati arrived with about 12 cars and several other Just-in-time cars also arrived. This was about 11:45 or so.

You can see from the earlier years, it has not been uncommon for 150 cars to drive into the show on Saturday morning, so to only get about 90 cars was a real "downer". I hope we have better luck next year.

It was a good show, and much to discuss for 2026.

Stan's Final Comments: BCD, 2025

A Summary

Weather was great, and in spite of an altered location inside the park, we got it organized and it went rather well.

We had not only over 200 cars, ran out of space in some classes, but also a good crowd of spectators. Eight vendors arrived, from all accounts; they did well and were very happy with where we located them.

We had only one food truck, it arrived fairly late in the event and had a line out to here most of the day. Something to be fixed.

John Coutant, at the monthly meeting, commented that now that we've lost Skip Peterson and the details he always took care of, it would help if we began to think about the event

as a business and worked with the MG club to publish a guidelines book, that spelled things out (which things each club was responsible to do and expected actions to get things done.) Liaison with the points of contact in the MG club needs to be established.

The Planning

Months ago, the Park authorities informed us that work on the playground in the area we normally stage our BCD show in, was going to displace us further east in the park, to the area we normally use for Spectator parking. This "Soccer/Lacrosse" field was completely open ground, with a small parking area on its east end and a surround of trees and walking paths to the south and the entry road as the northern boundary. I think both clubs cringed at the idea of parking all our cars in the open like that, and we all wondered if there was enough room for the show cars and the spectator cars.

The MG club measured the area and felt we had enough space for both sets of vehicles and they produced a draft copy of the parking. MVT felt that the two areas should be swapped to prevent stacking cars on the entry road. In the end we did it the way the MG club drafted it.

Both clubs met in mid-July to inspect the area. It was noted that the grass was as "high as an elephant's eye" and a note was made to ask the Park to cut it soon and keep it cut until the event. The Park did that.

On August 1st we all met again, to stuff the "goodie bags" and lay out the show field. That all went well but we missed having bags from about entry 250 to 300. We were short on voting guides, but Harry Mague was able fix that and we had 300 bags the next morning.

The Weather

Predicted to be low humidity and relatively low temperature, and only a small chance of rain, two weeks prior. It was exactly that on show day.

The Show

Most of us got there between 7 and 7:30 AM, and got our tents set-up and Jim Dean brought in a pick-up truck with folding chairs and tables, for

both Registration and for the British Transportation Museum tent.

Our first pre-registered car showed up before 8 AM and the show cars started to trickle-in.

Jackson Galloway set himself up as the Road Traffic director, motioning show cars off the road to the Registration tent and directing other traffic down the road to the Spectator parking or beyond to the recreational area adjacent the area we normally use. He worked at that until Registration closed at Noon, helped by both John Coutant and Mike Meade, until Mike was re-posted down where the Spectator parking was occurring.

Meanwhile the show field was filling up. The first place we ran out of room to park cars was "Premier", East end of Row one. Some of that was due to poorly parked cars within the row but it was mostly that not enough room was allocated for Premier. This also happened in some other classes, but nothing slowed down and as things filled up, we just placed cars as close to their class parking areas as possible.

One question we always have to field is: How many cars do we have on the field. It is difficult to answer, because of the numbers of pre-registered who don't show up, cars that show up, but then leave for whatever reason. Cars registered but parked elsewhere, because Joe wants to be near Charlie, over there and not over here.

Through the last couple of BCD gatherings the two clubs have had, we ask someone in each club to walk around and count the cars on the field near the time Registration closes. At this meet, the MVT guy counted 202 on the field and then included 5 cars he saw lined up at Registration for 207, The MG club representative counted 204 on the field. At this point, near Noon, we had no count of pre-registered who did not show-up and the Cincinnati British car club showed up with about 10 or 12 cars to enter the show along with several other cars, which were also coming in near Noon. There is a table at the end of this article that shows the final count of cars, deduced from the number of bags not picked up by pre-registered (about 11 total) and the number of cars

registered on the day of the show, about 84, well under the normal 140 to 160 cars we typically get (I guess the great weather may have also caused this down fall.) Initially uncounted were two cars entered by two of the eight vendors who showed up (a Lotus Elan and a TR250.) I did see the Lotus running around during the meet, but am not sure either car got on the show field.

We did exceed 200 cars for which we are thankful.

Food

A food truck was ordered. Unfortunately, it did not show up until after 11 AM, and while its menu was mostly hot dogs, if you were patient, you could get a steak burger, or something else. Next year we have to get two food trucks, with only one there, the wait to order and get the order filled was about a half an hour. There was a line of hungry people there even at 3 PM, although not as long as the ones earlier. We probably have a flow of about 600 to about 800 people from about 10:30 AM to about 3 PM between show car drivers and spectators.

Ballot Counting

It started at Noon and was completed a little early under the watchful eye of Alice Owen-Clough and family, and Chris White. The counting teams were gathered at a picnic table about 100 feet into the woods

I think MVT had three Class Winners, Bruce Clough, TR3, Scott Huey, TR6 and Jeff Barth, Spitfire 1500.

The Awards Parade was ended by about 3:30 and all the dust was settling by 4. Another great event was in the books.

Comments from Different Areas:

The Shirt Booth (Patti Clifford) - We had 29 shirts left over plus the ones for No Shows that did not want the shirts mailed, which is still being explored. Sales seemed slower, a lot of lookers and lots of comments on color too similar to a couple of years ago. We will have a lot of \$5.00 shirts for next year. Interestingly all the left over 2023 and 2024 shirts sold quickly.

We liked being near Registration and it seemed easier for attendees to find us. We had very few of the pre-ordered shirts left for attendees and only had to make a couple of announcements to remind participants to pick-up shirts.

BTM (Jimmy Dean - who brought the necessary tables and chairs we needed) – The British Transportation Museum (BTM) supplied 7 tables and ten chairs, 5 of the tables were used in the Registration tent, with 5 or so chairs and 2 tables were used in the BTM tent. Jim also noted that while the MG club handled the awards ceremony, due to a lack of communication, Pete Stroble missed getting a presentation picture with the “Best of Show” winning car.

Jimmy commented that overall, it was a long day, but a great day, the Healey turnout good (a brand of cars we always seem to get a lot of, 3000's and Sprites). He also heard a lot of positive comments on how the cars were staged this day. He personally felt the DJ and his PA's while noisy close-in, needed to have his speakers up in the air to cover the field. Something else to work on,,,

John Clifford (roaming the field for most of the day commented) – We should give credit to Jeff Barth, who made two trips to and from the show in his truck to assure we got his tent(s), T- shirts supplies and that they got returned, home. John also noted that Bruce Clough got a Birthday cake for his 60+ birthday. Jackson got a sunburned nose and that someone (currently being identified) brought in a really good looking blue TR7 hardtop.

Bill Myers, a participant, had the following observation: “I was there, didn't register just parked where pointed and took it all in for my first time. Beautiful venue, friendly everybody. Never had a reason (to come) until I revived my XKE and your show seemed the proper place to take it. I was not wrong.”

So, I think we were a success this year. Skip would have loved it.



Indy BCD – we have winners!

9 – Indy British Motor Day

Observations

John Clifford

- Interstate 70 is worse than last year. We again took the backroads.
- There are now 21 round-abouts between Englewood and the show via US36, IN38, 32 and 421.
- It took 150 minutes to get there
- They had about 160 cars on the field, about 20 no-shows
- It was hot. Very hot.
- In contrast to our lone food truck with 20 people in line:
 - One Lion's Club food booth, always busy, rarely more than 3 people in line. Root Beer Floats \$2!!
 - Zionsville has inside restaurants were only 10-minute walk away.
- The MVT president and secretary were also there.
- Maybe some of you could join us next year? It is a nice medium length drive and a nice show!

It's HOT

Jeff Barth

While Dayton BCD pulled the card for the best weather day of the summer, Indy BCD was very

hot, sunny and HOT! Thank goodness for the umbrella from 2024 VTR.



Life is better under the Umbrell!

The drive over was a very nice drive and as usual we passed other Muscle Cars attending a car show at a location between Greenville and Indianapolis and we wave and continue on our trip.



Spits enjoying the weather while owners play in the playground behind – how were those monkey bars?



Can we just ban red? What's up with the green interloper?



Patti guarding the 8's



A view of the show grounds

I am always impressed with the variety of British cars that attend. The typical Triumph and MG models, but also the unique models as well.



This car looks sad – was Jeff telling dada jokes again?



Cute kid!



I have heard rumors of this car...



...there you go

Overall, the day was well spent and John and Patti Clifford were able to bring home some hardware as well.



Find the MVT Car



Find the MVT Car

...and now for Stan - Indianapolis British Motor Day 37th Car Show, 09 August

Stan Seto

A week after the Dayton British Car Show at Eastwood Park, was the Indianapolis British Motor Day, held for the 37th time and sponsored by Motor Vault and Bokeyno Motor Sports at Lion Park, off Elm Street in Zionsville, IN.

I (TR3B) drove up using I-74 and the circle freeway, I-465, to Rte. 421 north. John Clifford and Pattie (TR7) and Jeff Barth (Spitfire 1500) drove parallel to I-70, using local roads and came in from West Milton, Ohio. For me it's a 150-mile drive and takes about 2.5 hours, and maybe one stop at a Rest area, if I can find one. There used to be two going north on I-74, but one of them has disappeared and there use to be two going south, but both have disappeared. Luckily, I have to stop for gas going south, not always, but this time.

Unlike the Dayton BCD, the emphasis of the Indy show seems to be MG-Jaguar centric, as these classes are the up-front- for-viewing models. The park is laid -out with a broad expanse of green grass along the parking lot and with the ball

diamonds set further away from the road. The command center for the event is a large gazebo that sits on the east side of the expanse next to the Kiddy playground and the permanent restrooms. The expanse from the Gazebo and going west is all open ground and the cars are parked parallel to the sidewalk from the parking lot to the Gazebo and are facing the parking lot. The first row of cars on the west side of the walkway is the event selected Marque. Lotus, this year.

They had a single line of these cars.

On the east side of the walkway were the Jaguar's, which models ranged from XK's from the Fifties to the current sedans and sports models.

The next row west of the Loti was the "Master" class, winners from last year. Our clubs call them Premier class, followed by row upon row of MG's, then Mini's and "Other's". Others being single cars like a Morgan, some modified cars, utility vehicles like Jeep and Land Rover, the oddments that the organizers did not have enough of to classify. But some really nice single models in those rows.

Triumphs, where were they? If you were a Triumph or Austin Healey owner, you came into the Parking lot, registered and were sent out to find where you were to park. Down the Parking lot, west, to the very end, turn left onto the field, drive about 100 yards to a guy who directed you to go around the baseball fields (another left turn) and eventually you turned up approaching the gazebo from the rear. The TR3's were parked in front of the Aston Martins (about 5 cars, all newer than DB7's) and over there were the Bentley's and Rolls Royce's (about 8 – 10 cars). TR7-8's (3 or 4) were just in front of the '3's and the AH's (about a dozen), AH3000 and Sprites, were to the right and also in front of the 3's. Spitfires (5 or 6) were to the right and lined up just in front of the playground. So, a not too bad turn-out. I heard later in the show, they had about 180 – 185 cars registered, but, also about 15 or so no-shows.

I had two red TR3's from the Indy Club parked on my right and a green TR3 with California plates

parked on my left. The green car took the class, as it looked cleaner than all the red cars. The green car was newly bought by the family, hence the CA license plate. Interestingly, I was told that it came with a hard top, but the cockpit surround was not configured for a hard top, and the car had no discernable Sticks to support a soft top. It was also missing about 7 studs on both the cockpit surround along the trunk lid, and along the top of the windshield. How can you get along without those?? The car's paint job was very good and its wire wheels were clean. It took first place.

Lunch! The Clifford's, Jeff and I walked a block into town and had a very nice lunch at The Friendly Tavern, joining us were a couple the Clifford's knew, Carol and Dave Brost, members of the event sponsoring club and local residents.

After lunch we came back onto the field and found that John and I had been called for Door Prizes. It was a pretty depleted table by then, but if you needed surface cleaner, there were plenty of bottles of that. I remember selecting a baseball cap which had a British flag in the expansion band. Well, the sun was shining.....

We hung around until ballots were counted and awards were handed out. I think John got an award, but Jeff and I struck out.

The trip home was anti-climactic. I left at about 3:30 PM and was home a little after 5. I don't mind driving the Interstate system. I stay at the speed limit, the TR3 is very comfortable at 65 mph on a high temperature day, and if needed I can go up to 80-85 for about 20 minutes, but the water temperature level starts to creep up if the ambient temperature is at or above 85 F. 18 Wheeler's? By comparison to I-75, there are no 18 wheelers on I-74. Indiana has just enough hills that you can catch and pass the big trucks, and get far enough ahead that they can't catch you once you are back on flat ground.

The Indy show is fun to go to. The people who own cars that are 10 times the cost of your car are friendly and have some of the same car problems you have, especially getting quality replacement parts and sweating cost.

The show field is close to restaurants, so food is not a problem, and you are not overwhelmed by the competition. It can be dusty, especially 3 years ago when we parked on the baseball infield.

There is shade, but you have to go to it, or have an umbrella.

The show field is easy to find and to get to and registering is fairly straight forward. What's not to like??

16 – Save a Warrior Car Show

Jackson Galloway



Bribing the voters

A quick note to the group, MVT swept the British division at this year's SAW Car Show! Jon Higgins took 1st in the Spitfire class (I have your trophy Jon), Jimmy Dean took 1st in the Bugeye class, and I took 1st in the TR6 class! It was a great show, and a great day to be out in it! Unless you have sandals on - then they are cooked. Ask me how I know.



It Worked!

23 – Bob Pool Orphan Auto Show

Bruce Clough

What a great day. Temp resonable, partly cloudy skies, no rain anywhere. Thanks to all who came out.

Six MVT cars showed up for breakfast at Tim Horton's - pumpkin spice donuts are back in vogue. We fueled up and headed north to Young's Dairy. Six little orphan cars in a row...

Six little orphan cars pulled into the show, and this year it was a great show – over 150 cars from manufacturers no longer in business (no snarky remarks about GM Jackson) in a field with ice cream and Hoverflies. Doesn't get any better than this.



The show in one direction – my favorite car of the show is the Rambler parked next to our TR7. My Grandma Duncan had a red version of this. Wonderful presentation and push button trannie.

The entry fee for the show is only \$5, so it's uber affordable. Young's had ice cream and sandwiches available at the show – no daredevil crossings of US 42.



Hat's off to Jackson for bringing the pop-up tent. Shade came in handy. Ben's dog Chip dedicated his visit to eating hoverflies. All were happy.

We had a great turn out – there were about 10 MVT cars there, with several more from Buckeye Triumphs as well as a few independents.



Some of the Triumphs, Austin-Healey, and Sunbeams at the show.

We normally cut out of the show about noon, but stayed to 1PM due to MVT Prez and VP wandering the show field.



Our Trunk Jim decided to sun himself on the tonneau.



How many guys does it take to find a date code on a tire?

It's TRaditional for us to head over to Brandeberry Winery after we leave the show. This year, instead of getting pizza delivered, we bought cheese at Young's, brought crackers, and just added wine.



Lunch

About 3PM we all headed our separate ways – another great show day is on the books!

30 – British Tea & Biscuits

Michael Meade sent us these pics from the gathering on Saturday morning. Three Triumphs showed up on a very sunny day.



Not sure if Michael checked their licenses or not before they took off?



Morgan Plus 3 – a very common sight in the Miami Valley...

Future

September 2025



3 – MVT Monthly Meeting:

Come for food by 6:30PM (it might take some time to get it depending on how busy they are and

wait staff available), meeting starts at 7:30PM. The meeting will be held at Archers Tavern Kettering, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015.



14 – Cincinnati BCD

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

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

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

Check it out on their website:

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

We look forward to seeing you there again this year!



Dayton Concoors d'Elegance at Carillon Park

14 – Dayton Concoors

The 2025 Dayton Concoors d'Elegance at Carillon Park will honor the 100th anniversary of Chrysler. The original Chrysler Corporation was founded in 1925 by Walter Chrysler from the remains of the Maxwell Motor Company. The Maxwell company had plants in Dayton. The Concoors will also feature the cars of Porsche, honoring the 150th birthday of founder Ferdinand Porsche.

The Dayton Concoors d'Elegance at Carillon Park presented by AAA is the Midwest's premier classic & antique automobile and motorcycle show. The invitational event brings 200 of the finest historical cars and motorcycles together inside the grounds of the 65-acre historical park.

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

19-21 - Stowe British Invasion

The British Invasion is a British lifestyle event that started "over a pint of ale" in Stowe, Vermont, in 1990. It is a three-day event that includes "all things British", with primary focus on classic British motorcars.



Beautiful Stowe, Vermont, hosts this dazzling collection of classic British Motorcars every year in September. The British Invasion is the largest all British motorcar show in the United States

annually attracting over 600 British motorcars from the US and Canada.

27 – Farm Stand Tour:

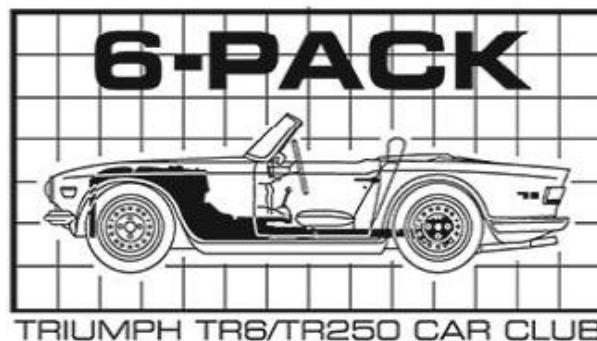
Get your mums! Several stops are mandatory, and hopefully without a tropical storm. We will be stopping by Caesars Creek Winery.

We're going to start this one a bit different. We are going to meet at Peifer Orchards (4590 US-68, Yellow Springs, OH 45387) when they open – 9AM – and take it from there

October 2025



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



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



11 – Photo Op Tour – Details TBD



18 - All-British Drive In – Caesar Creek Vineyards. Plans are still building, but CCV envisions this as a small show they can host with awards and maybe a food truck. Should be interesting – we have not had the WineFlashMobs as we've had last year. Tune in for updates through September...



25 – BTM Chili Cook-Off - The British Transportation Museum is having its 9th annual Chili Cook-off Saturday October 25 from 4pm to 7pm. The event is at the Museum, 321 Hopeland St. Dayton. Trophies, gift baskets, and bragging rights for Best Overall Chili and People's Choice

Chili. Enter your favorite chili or come enjoy the talents of others. Salad, beverages, and Ben & Jerrys Ice Cream are included. All of this while surrounded by beautiful British cars.

Tickets are \$10. For tickets, more info, or to enter the cook-off contact Amy Fent at BTMchilicookoff@gmail.com or 937.546.0039. Proceeds to benefit the British Transportation Museum Building Fund.

November 2025



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

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



The real reasons for tech sessions

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

December 2025



Just what he always wanted!

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



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

June 2026



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

October 2026

14-18 – VTR National Convention



<https://stta.wildapricot.org/VTR2026>

Technical Talk

Edited by Bruce Clough

There might be a few pages <smile> here written by your fantastic Marque editor as I get Inca ready for about 10,000+ miles next year.



And so, it starts...

Bruce Clough

We are driving Inca to TRA 2026, that's right, driving it to Oregon and back. A sojourn for the ages. Farthest I've driven a TR ever was Akron (OH) to San Antonio (TX) and back. This is a level-up on that. Are you nuts? Back then you were 23, now you are, well, older than dirt.

Yeah, I'm nuts.

To make sure Inca gets there, there're some mods that needs to be done. I will be documenting these over the next few, maybe quite a few, Marques. I have a lot of things to do.

You don't gotta go, but ya gotta stop – Wheels & Tires

Foremost of all is ensuring the car can stop while pulling a trailer in the Rockies. If you remember a couple of years back there was some drama when after a spirited drive via KY backroads the brakes decided they didn't want to be there – smoke and stink is what we got. We did get to

VTR 23 and back okay, but we drove the car a bit different and were very conservative on the hills.

As I wrote at the time: *After a spirited day of driving anything but straight and level KY backroads on the way to Buckhorn State Park, Inca experienced both hot brakes and brake fade. Nothing more annoying than having to respond to Chuck asking what the smoke from the front fender wells was, and what is that stinky smell?*

Which is to be expected for a TR7. It has MG Midget brakes on it (remember, BL used a lot of common parts on cars), brakes that were sized for a car a bit lighter than a TR7, but with the usual "it'll do" attitude of BL at that time, it would have to do.

What options do we have? I've already put on cross-drilled rotors and "Green-Stuff" pads as well as better rear brake shoes, but that didn't help much, a little, yes, but not a lot. I need something completely different.

Like the "Big Brake Kit" from TWS Motors (formerly the Wedge Shop). This puts Wildwood vented discs on front and GM vented discs on back – probably doubles (or more) stopping power. One issue – they can't fit behind 13" wheels.

Job one – replace wheels and tires.

You don't have a heck of a lot of choices in wheels. The major vendors will sell you Mini-Lites or Panasports, but I wanted something different. TWS Motors sells Revolution wheels for a few bucks more, so I ordered a set.



It's always dopamine day at Rancho Clough

The rims come with all hardware, including new nuts that take a 12mm Allen. Next, I needed tires – I got the skinniest set of rims (15" by 6") I could, and the smallest tires folks recommended were 205 widths, so I ordered a set of 205/55 R15 Yokohamas from Tire Rack – the tires were literally there next day, the wheels took a bit over a week to arrive.



New shoes anyone?

A short visit to Jamies Tire in Xenia and they were mounted. One wheel/tire combo needed one small weight. That's it – wow!

I then mounted the new wheels/tires to the car, and wow, those make it pop.



Pop

The old set of wheels and tires – stock alloys with 8-year-old Kuhmos went on Facebook Marketplace – asked \$100 for it since that's what I paid for all the wheels, and the tires supposedly "expired" at least 2 years ago. I threw in the spare for free. I had them on the market for 5 minutes when I was contacted by Larry, who lives north of Dayton and is putting together a kit car and needed smaller wheels. He was lucky – my ad set off a feeding frenzy with about 25 folks wanting the tires and rims. They left the next day with Larry much to the chagrin of gobs of people.



Old stock alloys – these have been trusty wheels for over 20 years, but it's time to go.

Okay – rims will now clear the new calipers when they arrive. Yes, I did order another tire and wheel for the spare.

I'm Stopping

At this time, I took advantage of Inca being down to replace the stop light below the bumper with two brighter lights below the bumper. I want folks to see us stopping!

The lights were inexpensive cast ones from, you guessed it, Amazon.

I took off the existing light and moved it over to The Mule, giving it two lights also below the bumper.



New light for The Mule



It looks so naked...



New Lights - \$15 – how bad can they be?

I just wired these lights into the existing wiring and attached them to the bumper cover securing bolts on the bottom of the bumper, with the left one displaced towards the middle one bolt so I can

add Pacesetter exhaust to the car and eliminate the Franken-exhaust it has on it now (cherry bomb muffler and a Falcon SS resonator).

To mount the lights was a little tricky, naw, he sits on a throne of lies, actually not tricky at all. I replaced the mounting bolts with the same size as bolts into the bottom of the bumper to hold the cover on, and screwed the lights into the holes in the bottom of the bumper.

Oh, wait – wiring. I had to solder longer wires to the lights, and I used old TR wires the right colors (green with purple trace and black), then put shrink tubing over the wires to protect, grounded the black wire to the tail light mounting studs, soldered the light power wires to the existing wire, and fired the lights up.



Brake lights on. This photo was shot during the day and doesn't do these lights justice – they get your attention! The left light is not farther out on the bumper since I plan on putting a Pacesetter exhaust on this car (don't tell Alice)

All the brake lights together draw 5 amps, and the lamps get your attention. I consider this a win.

Let's light the trailer!

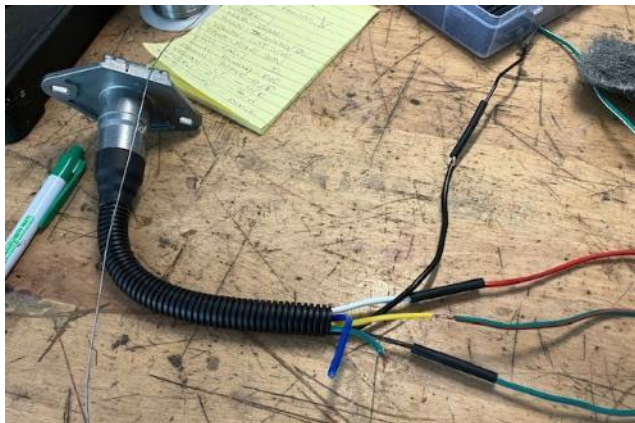
About the last thing I wanted to accomplish before I tore into the front suspension and brakes was to mount the trailer light connector. I had one on the car before so I still had the wires the connector attaches to snubbed-off in the trunk.

Wait, trailer? Yeah – we want to pull a motorcycle trailer (a trailer made to be pulled by

a motorcycle) when we head to Oregon to hold more clothes and stuff. We've done this before when we used to go camping at TRF Summer Party.

Anyway, back to the connector. For those of you who have done this, I decided to go with a seven-wire system rather than a flat four – I wanted to add separate brake lights and use black as a ground. Needed a covered connector outlet with a bracket Amazon obliged after sending them \$25.

Once out of the box I cut off the flat-four adaptor and soldered on longer wires using the correct Lucas color scheme (now you know why I like to keep old wiring harnesses around) to attach to the car wiring. Soldered and shrink-wrapped the wires.



Soldering longer wires on the trailer connector

Attaching to the car was simply drilling a ¼ hole in the center of the bracket and using an existing rear bumper cover bolt to hold it on, just like the brake lights.



Connector in place

I didn't connect the wires in the car yet – that will wait until we get a trailer – looking for a good used one if you know of any.

So, now the easy stuff is done – time to stiffen the compliance of front suspension pieces to eliminate vibrations, replace the bearings, and start the brake upgrade.



Hey wait, what are these boxes? Dang, they're heavy. Where did they come from – TWS Motors? Hmmmm

Yes, the Big Brake Kit from Woody & Co arrived, but before I do that, I need to replace bushings and ball joints.

Bushings and ball joints?

Yep, Inca has the hippy-hippy-shake.

The Shimmy, aka, Stiffening Suspension

Inca has always had the infamous 55mph shimmy. All TR7/8 have this to some extent. Some it's hardly noticeable, but on most TR7/8s it's noticeable, and on some it's obnoxious. The Mule has a little, Inca's is more the obnoxious side. The symptoms are vibrations centered around 55mph. doesn't happen below 45mph or above 65mph, mostly felt through the steering wheel.

Many folks have tried many fixes, mostly centered around tire and wheel balancing. There are many threads on The Triumph Experience discussing this. Sometimes the fixes worked, most times not. Lots of give and take on

solutions, but the bottom line - I've tried them all on Inca. None of them have worked well. Replacing steel wheels with factory alloys worked a little, but it was still there, still shimmying.

Anyway, over this summer the vibration has gotten steadily worse, and it's really bad when braking hard through that speed range, say coming off a highway. It was time to attack this, and what better time to attack it than during the brake upgrade when it's all apart anyway.

I remember several threads/references quote British Leyland ex-workers, or friends of ex-workers, stating that it's actually a design issue, that the specific configuration of the suspension leads it to be prone to vibrations, and with my limited mechanical engineering background I thought that might explain the widespread issue.

So, over the last few weeks I've been re-reading all the posts and articles across the internet, and I've come to the conclusion that it's actually a translational vibration rather than a rotational one, and it's due to the design and implementation.

Hear me out here. You can look at the suspension as a mass on the end of a pendulum, the pendulum being the lower suspension arm, with one end of the pendulum secured by the bolt through the K-member with a compliant bushing between the arm and the bolt with the other end being the mass – tire, rim, hub brake caliper. Between the mass and the mounting point is where the sway-bar attached via a pair of rubber bushings. There is some movement in the bushings, and it's designed that way to take out some road harshness. But if it can move, it can vibrate.

In a mechanical system the resonant frequency is proportional to the stiffness of the system and inversely proportional to mass. Stiffness is provided here by the compliance of the rubber bushings; the mass is all the heavy stuff at the end of the suspension arm.

My supposition/hypothesis is the wheel/hub rotation constantly puts a translational horizontal motion into the arm due to its rotation and not being perfectly balanced, and since the mounting points have rubber, it can move. At 55mph we

reach what is called the “natural frequency” [Note 1] of the arm mass/rubber mounts, significantly accentuating the translational vibration. This is what you feel and the amplitude is also dependent on how stiff the mounts are, any wear, and probably a bunch of other factors. This is a possible explanation of the vibration and why some cars have it worse than others.

It also tells me that the rubber bushes are degrading on Inca which will explain why it is getting worse – the damping is decreasing.

So, if this is right, how do you fix that?

You stiffen it up and take out play.

Increasing stiffness – that's what I need to shoot for. Replace all the rubber with urethane and increasing the pressure on the sway bar bushings. Increasing the stiffness will raise the natural frequency of the vibration (ask John Clifford to derive the equations) and hopefully high enough that it will move the vibration to a frequency that is less responding. Several folks have reported in posts that adding a washer or two to the Sway-bar ends and retightening the bolts have increased the stiffness enough to eliminate their vibrations. Worth a try!

Okay, ordered a polyurethane bushing kit from Moss, and since the hub has to come off, time to replace the bearings – ordered two sets from Engle Imports since I don't trust the Moss bearings.

I've not had this apart for years, but the front suspensions came apart easy enough, showering the garage floor with parts galore as the electrical impact driver worked its magic...



All the tools required to take off the TR7 front suspension minus the impact driver and 19mm socket

Inspection showed all the rubber except strut mounts needed replacement as well as the ball joints – and the ball joints were really worn – I will bring one to the next meeting.



Parts is parts

I had to drag out the 20-ton press to get the bushings out of the lower arm ends and while I was at it, I pressed out the ball joints. Put in the new ball joints with the same press. New bushings don't need a press since they are in three parts, just coated them with a urethane friendly grease and started the reassembly.

This is always fun. Things come apart, but going back together again, especially with stiffer parts, is fun. I'm trying to not use big hammers and cargo straps. Driver's side went back together without (a lot of) drama. Passenger side, not so much. As usual, it's the sway bar that is adding all the fun. I dropped the sway bar back off and completed the lower arm attachment on the passenger side.

Sidebar: Bearings

As a part of this whole mess, I decided that we needed to replace front bearings. The bearings on the car are originals and do show some wear, good enough for driving around the Little Miami River Vally, but maybe not for a few thousand-mile jaunt. I've not heard great things about the bearings Moss/Rimmers sells – Korean bearings that have had failures in the recent past, so I went a little off the books and looked at Engle Imports. Engle has been bought out by a German company – it's still in operations in MI, but some

of their parts come from Germany. The bearings they sell are German, more expensive than Moss by about twice, but I think I'll trust them a bit more. Yes, I know that somewhere in my stash I have OEM Timkens, but that would involve me finding them...

The bearings arrived from Germany about three days after I ordered, I took them and the front hubs to Zabjel in Xenia and he replaced the races in about 2 hours. When I went to pick them up, we had a discussion about bearing grease and bearing size.

- On the grease – I asked him what he would recommend. He said there are a lot of good greases out there, but would use Kendall Super Blue. I said I was using Timken and he said that's a great grease also. Okay, so at least I am doing that right.
- On bearing size there has been a lot of discussion by wedge owners that the front outer bearing is really too small for the job. That failures of it are due to it being too small and that BL should have used a larger bearing. He disagreed, saying the TR7 front outer bearing size is in line with other cars, and is very comparable in size with larger GM automobiles. He speculated the failures were probably due to maintenance or pre-load issues, not the size itself. Interesting...

Back to the Sway Bar

If you read the TR7 Repair Operations Manual, sway bar replacement is easy-peasy. It is, if the car is on the ground. You see, if the car is on the ground the weight of the car rotates the lower suspension arm up, increasing the effective distance between the ends of the sway bar and relaxing the compression on it so it can be removed.

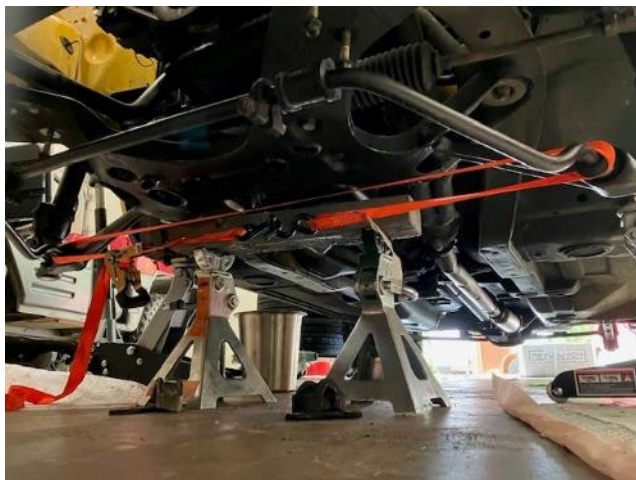
So how many times do you think we replace the sway bar with wheels on the ground. I'm waiting...

Right. Anyway, with the front in the air the sway bar is compressed by the lower arms. Getting the

sway bar off wasn't an issue since all the rubber was shot and I was taking the whole thing off.

Getting it back on is a different matter. But before I did that, I replaced the rubber bushes between the sway bar and the sway bar mounts on the K-member. These slide on and off, getting the old rubber ones off was a bit easier than getting the new urethane ones on, but I made it. Next, you have to compress the bar width a bit to get it into the lower arm holes. To do this I just use a ratcheting cargo strap. I put the inner cup washers and inner bush on the bar on each side, then I used the strap hooks to attach to the bar on the outside of the cupped washer. Ratchet it in until it fits in the holes. Release. Now it is in the holes, but not seated.

Step two you put a couple of Vise Grips (real ones), one on each side just inboard of the cup washer, then loop the ratcheting cargo strap around the bar between the cup washer and the Vise Grips. Now tighten the strap, pulling in the sway bar so you can get the outer bush, cup washer, and nyloc nut on it. Tighten the nyloc nuts and release the strap.



Locating the sway bar in the lower suspension arm holes

Now you use a jack to push the sway bar up and secure the mounting brackets and check the sideways movement limiting clamps are in place and tight. Done. A bit harder than the manual, but doable.

Get to the kit!

Okay, now was the time to unbox the TWS packages. Two heavy boxes. Am I looking for all the parts I need for the front. Yeah, but I'm also looking for instructions, not that I don't know how to put brake systems together, I just want to know the mods I need to make.

I didn't find any instructions in the boxes, so I contacted TWS. Turns out that for the front there aren't any instructions, but there are for the rear, so I downloaded those and headed to YouTube.

So, let's back up. The Big Brake Kit comprises of three large upgrades.

- Front brakes: Wilwood calipers, rotors, and piping.
- Rear brakes: GM calipers, rotors, piping, cables, and brackets.
- New master cylinder and brake booster

I added the TWS replacement for the proportioning valve to take better advantage of the new back brakes.

Okay – back to the kit and instructions.

Yes, back to YouTube. There are no instructions, but as Clint Cooper mentioned, it's pretty simple. Looking at the parts, it really is bolt on, however, that doesn't mean everything is obvious.

One of my first questions was "will the existing dust cover work with the new front brake parts? From YouTube, the answer is "no, you will have to beat down the lip and make a few cuts". I wanted to know that before I put on the hub. BTW – here is the link to that video:

<https://www.youtube.com/watch?v=mc-brm3bA7Q>

So, I took the dust shields and on each I flattened the outside lip, and cut off several sections to make sure it would fit. After cutting I gave it a coat of paint, then attached it to the car.



Front Brake Dust Covers – modified on the left, stock on the right. Yes, that’s a Ford gray metallic paint, so sue me...

At this point it was time to mount the hubs and discs, but the discs were not bolted on yet. I took the discs out, marveled on how much better these seem than the slotted stock ones that were on the car, and mounted them to the hubs using the existing mounting bolts and Locktite 242.



New front rotors on the hubs – vented, cross-drilled and slotted.

Using my wonderful Timken grease, I packed up the bearings, races, and packed the inside of the hub. Spend some time working the grease into the bearings. It’s therapeutic time for your arthritic hands. Now, to mount on the axle studs.

The hubs slid on w/o drama (they are for all intents and purposes, new, so they should) and I torqued them to spec – 60 in-lbs and then back off a flat. Some folks seem to think this leaves them too loose, but I also questioned my machinist about that and his reply was: *Are they #@^&\$@*&\$@\$ nuts – do they want to burn the bearings??*

One step forward, two steps back

Okay, the next day was to put on the calipers and make the tubing connections to them, but first I had a disaster.

On the passenger side the dust cover was rubbing a bit, so I decided to take it back off and bend it a bit. I took the nut off the stub axle but the hub would not come off, something was holding it back. Since I’m not shy and I ascribe to the kinetic school of maintenance, I yanked on it and it came off. Okay, most of it – the inner bearing and inner seal were still on the stub axle. Nice.



Well, isn’t this a dream...Inner bearing stuck on the stub axle.

I’ve never, never had this before. Never had an inner bearing stuck on the stub axle. It took some serious whacks with a hammer and screwdriver to get it off. And, as you might expect, that trashed the bearing.



Trashed

For kicks and giggles, I tried out a few other bearings, new and used, that I had, and they all

slid on and off without drama. I contacted Engle and they are sending another. The one on the driver's side seems to be doing fine.

Meanwhile, back at the brakes...

I grabbed another inner bearing to hold the hub on while I wait for another bearing so I could get the front brakes done. I needed to fit the new Wilwood calipers and hard line to the calipers bent up.

This was anti-climactic. The calipers bolted right on, and I just had to make two bends in the provided brake lines. The Driver's side is ready to be bled with the pads in place (pads are held in by one cotter pin without any springs or spacers – why can't other manufactures do that?). The passenger side? Get me that bearing!



One side done...

The Solid Block

Okay, I can't finish the front calipers yet, but I can start on the brake master cylinder/servo replacement. I had the old master cylinder and brake proportioning valve off in about 15 minutes.



I'll teach you to proportion...

Since we are going with a full replacement, I'm not going to use the proportioning valve, so I bought another TWS 1-1 by-pass block to replace it. This was a pain to put on The Mule, here it went on a bit easier.

Now to get the old servo off...

Sidebar – looked under the rear passenger wheel and I saw brake fluid. Nice, the cylinder failed, and it picked a perfect time to do it. No worries, the whole system is being replaced...

Brake Master Cylinder and Servo

The master needs to be replaced due to more fluid flow required by larger calipers. The new master is here, but that needs a different servo to fit. Time to swap that in.



Original servo, left, new servo, right.

The old master/servo combo came off real quick. Hardest part was getting the cotter pin out of the cross-pin that holds the brake pedal to the servo. Annoying.

Measuring the old and new servo mounts, the new servo is close, but not exact. The spacing between the studs is about 0.2" less than the original, the studs are also bigger than stock. This meant I needed to grind on the holes toward the inside. Done. Also needed to grind out the hole on the brace strut that goes between one of the servo mounting studs and dash lower support. Done.

Once the grinding was done, the servo was installed, brace installed, pedal connected to servo.



Booster in place

Now to put in the new master. The goal was to get the master attached to the servo, bend up the lines, and get it all in place. I'm not putting any fluid in this until I get the rear brakes upgraded, might be a while.

Getting the master on and in place was about an hour-long exercise.



New master in place on the new servo

The biggest pain was routing the new lines to the TWS block. The kit was designed to use the existing brake lines, with bend-them-yourself extensions used to connect the old lines to the new cylinder. The kit was also designed for a TR8, not a TR7 that has a Delco coil on that side. So, what are the odds that this easily works on Inca like the pics on the TWS website? Yep, zero – the lines are in the way of the coil big time. I had to bend pipes so the high-tension lead to the

distributor was out of the way and I could bolt down the coil. It's not hard work, just need to take your time with this.



Funky tube bends to clear the coil – the “Frankenlines” – you can see the line connectors just above the coil in this photo.

This got me thinking, why not just replace these Frankenlines with single-piece lines? Okay, let's backup – as I stated, these line kits have adaptors to attach to existing line connections, and in the master cylinder case, it uses existing lines with a whole new add-on line to make connections to the master cylinder. Between the new and old lines is a connector that adds two new joints that can leak. Single piece lines will eliminate that. Plus new lines can be run away from the coil. I have plenty of new copper-nickel hydraulic lines the right diameter I can cut to length, just need new fittings for the master cylinder and a DIN flare tool. While I am at it, I can replace the lines at the front brake calipers and eliminate that line connector also – bonus!

Fast forward two days and I actually have the lines at the brake calipers fixed, and I'm working on the master cylinder to TWS block lines (waiting for a DIN/ISO flare tool from Amazon). Maybe they will be done by the time you read this?

Now you know why I buy-up all those hydraulic line kits.

Fast-forward two more days and the DIN/ISO flare tool arrived along with M11 – 1.5 flare fittings. Time to make me some lines.

BTW - This Titan Flare Tool was the easiest flaring tool I ever used. Ever. Good flares every time. The link to it is:

https://www.amazon.com/dp/B0CKWL23NF?ref=ppx_yo2ov_dt_b_fed_asin_title&th=1

I think I'll also buy their SAE flare tool, by looks easier than the one I have.

Back to the lines, I made up a couple of solid lines to replace the multi-segment lines with the kit. I think I'll trust these much more.



New lines bent up to avoid using the Frankenlines – the coil can now feel free to operate!

Oh, meanwhile, the replacement bearing arrived and it fits much better. Thanks Engle! Current status 25 Aug 25 - front brakes are on (no fluid yet), wheels and tires back on, and time to look at that rear end...

Not Pictured

While I was at it, I decided to replace the front bumper mounts and eliminate the droop. TWS Motors had a new shipment in, so I ordered a pair.

I wrote up this process in a prior Marque when I replaced the ones on The Mule. This time it was the same:

- Disconnect lights in bumper
- Disconnect mount bolts
- Pull bumper off middle pin
- Take out lights

- Take off bumper cover
- Take off end of bumper weights and throw those in the recycling bin
- Wash bumper and cover
- Reassemble
- Put on new solid mounts
- Attached bumper to car
- Reattached electrical cables

Pretty easy even if I had to reconstruct one of the funky bumper cover attachment flanges.



Okay, I lied – bumper and cover drying after wash

Notes

[1] - *The natural frequency of a mechanical system is the frequency at which it will oscillate when disturbed from its equilibrium position without any external forces or damping. It's a fundamental property determined by the system's mass and stiffness. Understanding and controlling natural frequencies is crucial in mechanical design to avoid resonance, which can lead to excessive vibrations and potential failure* – Goggle definition.

Speaking of oscillations – update on The Shimmy in The Mule

Bruce Clough

Above I discussed The Shimmy, the 50-55MPH vibration that plagues TR7/8's. Comparing The Shimmy between Inca and The Mule, the dreaded shimmy in The Mule is much, much less than Inca, but still can be felt driving through 50-55MPH.

I also discussed above the hypothesis that the vibration is really a translational movement of the suspension in the horizontal plane excited by tire/wheel rotation, leading to an oscillation of the lower arm/sway bar with the resonant frequency of this mechanical system being at 50-55MPH.

The goal here is to mess up that oscillation and we're going to do this by a very simple technique; we are going to add thick washers to the end of the sway bars. Experiment on. Not an original idea though, I found old discussions of this on the Interwebs...

These washers will allow the sway bar bushes to be compressed more than stock configuration, increasing the stiffness of the sway bar connection, and hopefully moving the resonant frequency well away from 50-55MPH.

As far as I can tell this worked perfectly. On the way to the Orphan Auto Show I moved the car between 45 and 60 MPH in the drive there and I noticed zero, zero vibration. Since The Mule has stock rubber bushes on it the vibrations will return as they degrade, but now we know why the vibrations are occurring.

Local News

Pete Stroble sent this article on Roger Larson and his Herald:

Donation to BTM in Memory of Roger Larson

Philip Larson recently made a \$1000 Donation in memory of his Dad, Roger Larson, to the British Transportation Museum. Roger passed away in August of 2017. He had previously donated his 1962 Triumph Herald 1200 Convertible to the Museum after almost 30 years of ownership.



The Herald had originally been purchased new by Tom Blakney, a US Naval officer stationed in Naples, Italy. He brought the car to the USA and continued to enjoy it until he decided to sell it in 1984. Philip worked with Tom and bought it from him just before Christmas in Laurel, MD. Philip drove the Herald back to Ohio, in treacherous winter weather, as a surprise Christmas present for Roger. It was partial payback for wrecking his Dad's 1963 Karmann Gia convertible when Philip was sixteen. Philip and Roger enjoyed and maintained the Herald over the years.

Roger was a member of the Miami Valley Triumphs. I remember conversations with Roger at MVT Meetings when they were held behind the Dayton Mall (Red Robin?). Many years later, MVT helped fix some glitches with the Herald at a few Tech Sessions at BTM's temporary home on Broadway. Motor mounts were replaced and carb rebuilt.

Roger's Herald is in excellent condition and has represented the BTM at the prestigious Dayton Concours d'Elegance.

Our thanks go out to both Roger and Philip for helping to further the Museums goals of preservation and education. The Herald is a fitting legacy to Rogers's enthusiasm for interesting cars.

MVT Merch

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



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



MVT Window Sticker - \$1.00



MVT Cloth Patch - \$12.00



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



MVT Pin - \$5.00



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: TR3A engine TS32387E complete with carbs, generator, distributor, fuel pump and transmission parts. \$1800 OBO. Bought as extra

5 years ago, never touched. Stored indoors. Glenn Hamilton, glennchamilton46@gmail.com, 937-477-3298.



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

TR7 Brake Parts For Sale – Two (2) Master cylinders, both of which have been rebuilt in the last two years.



Two brake servo boosters, both in good working condition. Front disc calipers bought rebuilt from Rimmers two years ago. Slotted front disc rotors purchased from Moss two years ago, minimal wear. Proportioning valve thrown in for fun.

All were working great when removed, all were using DOT 5 fluid after system was fully flushed from DOT 4. No cracks in the reservoirs. \$100 – Bruce clough-owencough@outlook.com .

Dayton BCD Tracker

Year	Pre-Registered	Total Registered	Vendors	Cars on The Field	Weather
2006	195	353	6	341	Sunny & Hot
2007	178	310	6	300	Sunny & Hot
2008	143	295	6	266 - 288	Sunny & Hot
2009	174	355	8	349	Sunny & Hot
2010	149	309	5	302	7th Straight Year Sunny & Hot
2011	182	304	3	300 - 306	Rain Threat – Sunny, later
2012	143	255	5	246	Rain Threat – Sunny, later
2013	134	205	4	184	Rain Threat – Sunny, later
2014	143	259	5	245	Partly cloudy and warm
2015	128	266	~ 6	346	Cloudy and warm
2016	159	260	~ 5	252	Sunny, warm, Lo Hum.
2017	156	275	6	270	Sunny, warm, Lo Hum.
2018	162	258	8	241	Sunny, Hot, Hi Hum. *
2019	150	275	8	268	Sunny, warm, Lo Hum.
2020	0	0	0	0	Covid-19
2021	182	293	8	268	Sunny, Hot, Hi Hum. **
2022	173	232	~12	~210	Rain at about 8 - 9 AM, then Cleared off, Sunny & Warm.
2023	158	253	~6	~235	Cloudy and cool, AM, Cleared off, Sunny & very Warm, PM
2024	181	245	6	218	Cloudy early, hot and Humid Later, no Rain. MGC meet.
2025	153	239	8	228	Lo Hum & Temp. Just Cloudy Great Day for the event