



The Marque

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

The Marque – April 2026

A Sad Note – Paul Corcoran



Paul's TR4A

For those who might remember him (he had the yellow TR4A with white stripes), former MVT member Paul Corcoran passed. He had been living in Arizona near his daughter for the last 16 years. He will be cremated and his ashes brought back to Ohio this summer to be buried next to his wife.

April Events

- 1 – Membership Meeting
- 11 – First Drive
- 19 – CCV Wineflashmob
- 25 – Tech Session

In This Marque

- So, what happened at the banquet?
- For us who missed it, what did our whacky Prez have to say?
- What did Bruce do to that poor TR7 this month?
- Question, we have questions...

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



Evidence that even after he moved to Arizona, he still showed up for the car shows with his girlfriend...

"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,
jsbarth45383@yahoo.com

Vice President: Jackson Galloway,
jackson.galloway@icloud.com

Secretary: Stan Seto,
stans@fuse.net

Treasurer: Harry Mague,
harrymague@aol.com

Membership: Adrienne Meade
meadeashay@hotmail.com

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

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

Club Address – 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



Not a Raybert Production...

Here we come, driving down the street. We get longing looks from others that we meet.

Hey, hey, we're MVT and people say we just drive around, but we're busy fixing so we can't ever break down.

We go wherever we want to, doing what we like to do. We don't have time to get rest, cause we're always installing parts new.

Hey, hey, we're MVT and people say we just drive around, but we're busy fixing so we can't ever break down.

Any time, or anywhere. Just look over your shoulder, guess who you'll see there.

Hey, hey, we're MVT and people say we just drive around, but we're busy fixing so we can't ever break down.

We just try to be active, come and join us for a drive. We're the motor car generation and we just try to keep our cars alive.



Hey, hey, we're MVT

Hey, hey, we're MVT...

See you Wednesday April 1st at Archer's, 6:30 for dinner; 7:30 for our monthly meeting.

President's 2025 End of Year Report

It is my pleasure to welcome everyone who made it out tonight to attend the Miami Valley Triumph's Awards banquet. We take this time to review the activities and celebrate the successes of not only the club, but of our members, over the last year.

As president of MVT it is my responsibility and pleasure to present the state of the club, review

our activities and accomplishments during 2025 as well as announce and present the winners of the annual club awards.

As a quick overview we started the year with 53 members and \$7365.20 in the treasury and ended the year with 53 members and \$7440.95 in the treasury, but this does not really give us any indication of what the club or we as members did or accomplished during 2025.

In review of the Marque, I found that throughout the year we were performing all types of improvements, maintenance and providing helpful advice to improve our adventures, near and far, in our cars. Improvements such as sound systems, suspension, necessary updates to safety belts and running lights, as well as helping others understand the importance of being prepared for any longer trips we might take beyond the drives we do together on any given Saturday on the back roads.

We also explored tools to help us make our cars run better and to more easily perform necessary operational maintenance. We shared our thoughts and results, such as a review of a color tune adjustment tool. Finding options to make the near impossible oil additions to transmissions or differentials easier to perform by using a Thorstone Automotive Fluid Extractor Pump for \$11.97 from Amazon.



He tried to pump us up...

To be honest I needed this last bit of information myself when I encountered a low transmission oil level situation, but I had to remove my

transmission tunnel and borrow a transmission plug wrench in order to remove the fill plug and add oil.

Numerous technical articles written and shared concerning repairs that needed to be made when a deer tried to join John Coutant on a drive.



To be clear, there is no bag limit if using a P1800

Another series of articles has been, and still are being shared, of improvements being made to Bruce's car to make it ready for a 4000+ mile trip towing a trailer this year. Articles like these show us that an unexpected issue can be overcome and well-planned events can be accomplished with confidence. Thank you to both John and Bruce for your inspiration and encouragement.

In addition to helpful reviews, or technical articles, we also had endless gatherings to share, laugh and enjoy each other's company. There was the Valentines dinner, Wine Flash mobs at Caesar's Creek Winery, a Kentucky Derby party, breakfast at Clifton Mill, Caesar Creek Winery flash mob, Guy Fawkes Fete, Holiday Soiree, an Ugly sweater contest, and did I mention Caesar Creek Winery Flash Mobs.



Did he mention this?

Tech sessions, with donuts and coffee aplenty, to disassemble and assemble and hopefully improve our little British cars. We even participated in tech sessions with long distance friends at national gatherings, such as TRA in Michigan and VTR in Wisconsin. All of this to safely enjoy our Triumph cars and enjoy the experience, keeping them on the road longer than anyone originally thought we might.

During 2025 we also attended and/or planned several car shows. To mention a few, there was the Carlisle Import and Performance show and swap meet in Carlisle, PA., a new car show this year on a very hot, storm threatening day at our church in West Milton, Ohio, the Indiana British Car Day in Zionsville, Indiana and the Orphan Car Show at Young's Jersey Dairy near Yellow Springs, Ohio.



It's a family affair!

I saved the Dayton British Car Day for last as I wanted to acknowledge the passing of a friend and leader Skip Peterson who had help guide and organize Dayton BCD for numerous years. It was up to all of us to pick up the mantle and ensure the Dayton BCD remained one of the region's leading car show and boy did we deliver. Faced with needing to move the location to an open, previously used soccer field, from our well shaded area at the Metropark, we adapted and overcame any possible issues to ensure that it was carried out almost flawlessly. Somehow, we even had the perfect weather day, as the weekend before and after were scorching hot. I am sure that some improvements may be made this year but want to take this time to thank the whole club for your help to make that car show continued success and look forward to the same this year. Thank you.

The club organized and supported numerous drives down back roads in and around our neighborhoods exploring the back roads, investigating prehistoric footprints, supporting farmer's markets, visiting covered bridges, doing a TSD rallye and visiting businesses who spend their careers restoring all types of vintage automobiles. Our travels even took some of us to multiple neighboring states of Pennsylvania, Michigan, Indiana and Wisconsin sharing our adventures, supporting each other and making new friends. I am really excited this year to watch, support, encourage (pick a term) Bruce and Alice as they will be traveling across the country to Oregon and back. In October they and a few others also plan to travel south to Texas and back as well.

All of this shared knowledge, activities and experiences make me realize what a healthy, helpful and active club we belong to and I am truly pleased to be a part of it. If you agree, I encourage you to share your excitement with others who share an interest in Triumphs and encourage them to join us. As our web page states, ownership of a Triumph is not a prerequisite to membership. But if they do maybe we can help them as well.

I would be remiss if I didn't take time to thank all the club officers for their help and participation throughout the year:



Bruce Clough – Events Chairperson,



Adrienne Meade – Membership Chair



Jackson Galloway – Vice-President.

I also would like to announce the re-election of:



Harry Mague – Treasurer



Stan Seto – Secretary.

Thank you for all your support!

At this time, I would like to announce the winners of this year's annual club awards.

Keep It on the Road

Keep It on the Road is awarded by a vote of the membership to the club member or members who have the highest degree of success at bringing their car to the events we have and driving it on the tours and trips the club takes, which might also mean having the car out and running most of the year and not being dissuaded by inclement weather.

This year's award goes to Michael Lorey - Ran out of gas in his near spotless Spitfire, while on the John Clifford June Tour. Unabashed, Mike drove to a nearby gas station, returned with a lighter wallet but sufficient spirits to get to our final destination and a real fill up.

Most Improved

Normal improvements are car performance or car appearance; work they have invested in the vehicle to obtain the better performance or has put time and money into the necessary area to materially improve the car's appearance.

This year's award goes to Jackson Galloway - He now has an impressive TR6, due to the fact that he has made multiple improvements to the TR6 prior to and since the trip to VTR in Wisconsin

Press On Regardless

A driving award given to a person who perseveres through times of trouble during the club driving events or trips to faraway while representing the club, such as going to attend a National Meet, and always manages to complete the trip.

This year's award goes to Jackson Galloway - Had events with his TR6 at VTR last year (2025). Failed work he had done gave him an instant sauna while driving the TR6. He patched it with heat resistant material, drove all the events, then drove home himself without a chase vehicle.

Marque of Distinction

Most prestigious in the club and should go to a member who most personifies the character of the club in the past year. Most nominees have served as club officers and have promoted and served the club at both internal and external events.

This year's award goes to Jeff Barth - promotes the club to everyone we see, drives his Spitfire year-round, is there to help at most events, has served as President for the past 2 years and is willing to continue in that position for another two years

Secretary's Report



MVT February Meeting Minutes

Stan Seto

MVT Meeting Minutes – 4 March 2026, Archer's Tavern, 2030 E. Dorothy Lane, Kettering, Ohio

Call to Meeting – 7:30PM.

Members Present – 23.

Opening comments - Welcome, Glad to see so many here (Weather was somewhat inclement, but the heat was on.)

Agenda: Changes or additions – None

Introduction of Guests and/or New Members – None at this time, but later a potential member came in.

Officer Reports

President – No further comments, deferred to VP)

Vice President – (Who also) Had nothing to say.

Treasurer – Club has \$6770.91, and he has turned in all the Insurance and renewal forms he is responsible for and reminded us that club dues are coming up.

Secretary – January meeting Minutes were corrected and re-published in the Marque. Asked for and got a motion to approve January Minutes. Got that and a second. Discussion was requested; there was none. Called for a voice vote, all affirmative and no dissention.

Requested a motion to approve February Minutes. John Coutant gave the motion, seconded by Chuck White. Discussion was requested; there was none. Called for a voice vote, got an affirmative and no dissention, so both motions passed.

Membership Secretary –Current Membership – Club is up to 58, she reported. One new member is Tom Brunswick (wife is Crystal), and his car is a TR6, they live in Troy.

A man walked into the meeting at this point and wanted to join the club. We got his life story: Name is Carl Reardon. He has a GT6, which he

has owned for a while and has just purchased a TR250 restoration project. Clearly more tech sessions are coming up.

Events Chair –Bruce Clough, Events Chairman and his wife were at the meeting early, but left for another engagement at about 7:30 PM. The club president took over:

February – Events completed:

- Tipp City Chocolate and Bourbon Party. Rumors that it went well for those who bought tickets. I heard just two members and their partners attended.
- Drive Your Triumph on 10th, some in club did take pictures, but snow on ground was a hindrance.
- St. Valentine's Day Dinner on 21st at El Meson, a Mexican Restaurant just off I-75, southwest of Dayton proper. We had a private room and two tables for 20 people. Food and service were wonderful, it was a little costly, but the party favors were outstanding.
- Late in the month was a tech session on the Galloway TR6, that went well.
- Very late in Feb. was a tech session as the club ladies taught Jackson how to sew using a sewing machine.

March – Events to come:

- Awards banquet at Jimmy's in Dayton on the 7th.
- Tech session at Clough's (Trannie remove from Yellow '7) on the 8th
- St. Patrick's Day at the Meads (RSVP required by 7th). Starts at 6 PM on the 14th.
- Tech session at Cloughs (10AM) put Trannie back in to Yellow '7, 21st.
- Tech session at Jackson's if parts come in as planned, 28th.

April – Events to come: 11 April, First Spring Drive.

Standing Committee Reports

Technical – None

Marque – None

Spare Parts – Seat cover kit for TR3 seats (never been opened) currently available.

Web Site – Some work to be done, pending completion of TRA stuff.

Memorabilia – Yes, we have it.

Old Business

Secretary casts one vote for Officer positions to elect them. Votes for club awards are counted. Winner's names passed on to President and Treasurer.

Chuck White reminder about Alphabet Sewing in Xenia and the club should be thinking about apparel with MVT logos for driving in 2026.

New Business

None Brought up.

50/50 Drawing - Amount \$23.00, Winner : Clyde Collins

Adjournment: Time – 8:02PM. Motion – John Coutant Second – Most of the room.

Club Award Winners – 2025

The club voted in March 2026 for club members nominated for each of the club's annual awards, based on their performance in 2025.

Marque of Distinction had two candidates, Jeffery Barth and Scott Stout. The winner was Jeff Barth. Award presented by Jackson Galloway.

Keep It On the Road had two candidates, Bruce Clough and Mike Lorey. Mike Lorey won a close contest; Award was presented by Jeff Barth.

Most Improved, Candidates were Bruce Clough and Jackson Galloway. Jackson Galloway won this category in a close vote. Award was presented by Jeff Barth, Club President.

Press On Regardless had Jackson Galloway and Stan Seto, with Jackson Galloway winning by a single vote. Award was presented by Jeff Barth.

BCD Committee Meeting, 18 March 2026

**@ Poelking Lanes Bowling Alley,
Knightsbridge Road, Dayton at 1900
hours.**

Representing the Southwest Ohio MG Club: John Scocozzo, David Gribler and Edward Hill.

Representing Miami Valley Triumphs: Bruce and Alice Clough-Owen Clough, John Coutant, Jackson Galloway, Harry Mague and Stan Seto.

Topics Discussed:

Shirts. Color to be a light green, Honored car Marques for 2026 will be TR3 and early Austin-Healy (100-4 or 100-6).

Vendors – will be controlled and located by Chris Yanity (MVT).

Ballots for voters – 300 each will be provided; we will also need 300 dash plaques for the bags. Alice Clough and John Scocozzo will discuss how car classes are listed on ballots so as to facilitate vote counting.

Food Vendors – So far, two under contract, Hamburgers from one, Smoke house stuff from other, negotiations for an ice cream truck still on-going.

Sound Man – Location of Speakers discussed. Our team got his view and discussed the problem of announcements to the field. The sound man explained some of the things he could do to improve that situation and these will be tried at the 2026 meet.

Best of Show- Discussion centered on "How is Best of show selected"? Right now, it is car that receives most votes. But is that "Fair" or "Equitable"? Some think "not".

So, we'd like to hear from each of the clubs members, what would be their idea of how to select "Best of Show". Send email replies to either John Scocozzo (MG Center of Southwest Ohio) (jscocozzo@gmail.com), or Jackson Galloway (Miami Valley Triumphs) (jg496598@Ohio.edu) for evaluation.

Topic to be discussed in detail at next committee meeting.

Web Site - Is open for Registering for 2026 BCD.

Next committee meeting will be on 20th of May at Poelking Lanes, South, Knightsbridge Road, but starting at 6:00 PM, to avoid bowling noise.

Vice President's Report



VP Musings

Jackson Galloway

I ordered the TR6 transmission parts finally! Too bad I have been ill for two weeks. At this rate, I will make VTR in 2029! Either way, the weather is starting to turn nicer, and the outside projects are now starting to look good. Maybe that will encourage me to get working on the rebuild. Cause the Flintstone TR6 goes pretty slow!

Treasurer's Report



As of 1 March 2026, the club account had a balance of \$6770.91. Correction to the March report includes \$252.85 gift cards for the Club Awards. Actual account amount as 1 March \$6770.91. For the month of March the club had the following income: one new membership of \$25.00 and 50/50 results of \$23.00. Our club's expenses were the Awards Banquet to Jimmy's Restaurant for \$1161.08 and the cost the Awards of \$105.00. As of 1 April 2026 the club's account will be: \$5552.83.

Respectfully submitted: Harry Mague

Please note, The club's memberships renewals begin 1 May 2026. Pay early and often.

Membership Chair Report

And the number is:

55

Hello, As of the end of February, membership total is 55, adding two to our community. New members added: Tom & Crystal Brunswick II; Carl Readon.

Adrienne Meade– MVT Membership Chair



Editor's Report Bruce's Corner

Word Processor on Overdrive

Bruce Clough

Go get yourself a cup of coffee, or a bourbon, got a little to say this month. Probably all fluff, but stuff to say...

27

27 MVT'ers showed up to the MVT Awards Banquet.

Only 27.

This is not to shame those of you who didn't come, oh no, that is sooo beneath me I would never do that.

Never.

This is just to point out that you missed a FREE meal, and we all know how cheap Triumph owners are. Wait, I don't think I said that right.

Hang on.



MVT Banquet Menu ~ 7 March 2026
Jimmy's Italian Cuisine & Bar

Entrée

Please select one of the following Entrées

Classic Spaghetti – Pasta Choice: Fettuccine, Spaghetti, Ziti or Gnocchi
Served with your choice of: Marinara or Olive Oil & Garlic

Spaghetti Works – Spaghetti in Meat Sauce, Mushroom, Meatball and Sausage link

Meat Lasagna served with Marinara Sauce

Parmesan – Your choice of: Chicken, Eggplant or Veal topped with Mozzarella
Each dish is served with a side of spaghetti in Marinara Sauce

Piccata – A white wine, lemon butter and caper sauce served with your choice of: Chicken, Veal or Shrimp. Entrée is served with a side of Linguine

Trio Delight – Chicken Parmesan, Lasagna and a Stuffed Cheese Shell

~ All Entrées ~

Includes: Your choice of Beverage (see below), Garlic Rolls and a Tossed Salad with your choice of salad dressings.

Salad Dressing Choices: House Italian, Ranch, Bleu Cheese and French

Beverage Choices: Coffee, Hot Tea, Iced Tea, Lemonade, Soda (Pepsi Products) or Water.

Ending our evening with your choice of a **Dessert** – a Cannoli or Tiramisu

Enjoy!

The food you missed since you wanted to stay on your couch and watch cat videos

Opportunity, yes, that's the line I'll take – you missed a great opportunity for food, fun, and friends.

The food was great, the conversations very interesting, and we got to watch the Jeff Barth/Jackson Galloway show when it came to the awards.

Kidding aside – great to see you all. There is a chance for venue change next year, so if you have ideas where we might have this in 2027 let us know.



Jimmy's Old Fashioned. Okay, so this wasn't very good – stick to wine...

Playing With AI

My virtual workspace is littered with AI tools. I usually don't use them, relying on my natural superior intellect, cutting edge sarcasm, and deft handling of the QWERTY space. However, for fun I asked Gemini (Chrome was an open window on top my display at the time) "What are the benefits of being an MVT member Gemini?" Here is the reply:

*The **Miami Valley Triumphs (MVT)** car club offers a variety of benefits focused on camaraderie, technical support, and the enjoyment of British sports cars. Notably, **ownership of a Triumph is not a prerequisite to join**; the club welcomes anyone 16 or older who is interested in the marque.*

Key Membership Benefits

- **Monthly Newsletter ("The Marque"):** Members receive this official publication, which includes club news, upcoming events, Triumph car histories, maintenance "how-tos," and classified ads for items for sale.
- **Technical Sessions:** The club hosts hands-on technical sessions (e.g., "Another Try at Crazy Jack's Car" for transmission repairs) where members can learn maintenance skills and get help with their projects.
- **Exclusive Web Access:** While some site information is public, members gain access to [reserved "Members Only" pages](#) containing internal club materials.
- **Social & Driving Events:** Activities include day tours, overnight tours, rally events, and participation in both local and national meets (like the TRA National Meet).
- **Club Regalia & Apparel:** Members can purchase [MVT-branded items](#) such as enameled grill badges, cloth patches, magnetic emblems, and custom-embroidered apparel (shirts, hats, etc.) featuring Triumph logos or silhouettes.
- **Annual Member Awards:** The club holds an [Annual Awards Banquet](#) to recognize members who have made significant contributions to the club or shown excellence in restoring and driving their Triumphs.

Club Involvement

MVT is a co-host of **Dayton British Car Days**, held annually on the first Saturday of August. This event is widely regarded as one of the premier British car shows in the Midwest.

Monthly membership meetings are typically held on the **first Wednesday of each month at 7:30 p.m.**, often at various locations around the Dayton and Cincinnati areas.

Not bad. I find it interesting that the algorithm didn't list Archer's as the current meeting location

as well as point out the MVT website itself in totality as a benefit.

I like it that The Marque was bene #1....

A note on philosophy

MVT was congratulated by a Triumph aficionado I know from another club for keeping a vibrant newsletter going. Evidently, we are the only Ohio Triumph club that publishes a monthly newsletter – and a significant length one to boot. Wow – didn't know that. I know the MVT Officers believe that a vibrant newsletter means a vibrant club – so keep the articles coming! We have another long one this month.

April Events

But wait – before we talk about April events, I asked Gemini to “Can you write me a short intro for the monthly events list for Miami Valley Triumphs?” Gemini gave me three options – tell me which one you like best! <smile>:

Option 1: The Enthusiast's Welcome

"Welcome to another month of staying on the back roads! From technical sessions in the garage to scenic tours through the Ohio Valley, our calendar is packed with opportunities to celebrate the British motoring spirit. Whether your Triumph is show-ready or currently a 'work in progress,' join us for the camaraderie and the drive."

Option 2: Social & Lighthearted (A nod to club culture)

"They say Triumphs are best enjoyed in good company (and with a spare set of tools). This month, we've got plenty of both. Join us for our monthly meeting at Archer's Tavern for dinner and socializing or gear up for our upcoming driving tours and tech sessions. Check out the full list of events below and help us keep these British classics on the road!"

Option 3: Short & Direct

"Gear up for a busy month with [Miami Valley Triumphs](#)! Our upcoming schedule features everything from our monthly membership meetings to hands-on technical sessions and

regional rallies. Mark your calendars and come see why we've been the premier club for Triumph enthusiasts in the Dayton and Cincinnati area since 1978."

So, pick one!

Anyway, back to April events. We have several, ranging from drives to visiting vineyards and even another tech session – you never can have enough! Hope to see your smiling faces and LBCs!

Marque

Happy to be here and be the editor! As I said above – send in your articles!

Just one more thing...

A Spirited Surprise

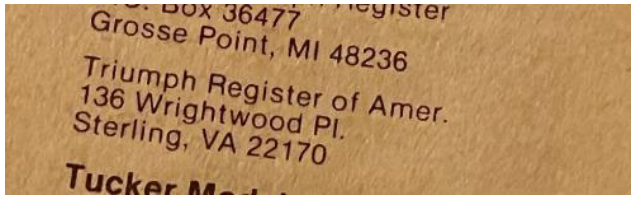
(I put this together for the TRA Newsletter. But thought I'd share it here also)

Besides being a lover of Triumphs, as some of you know I'm also a bourbon aficionado, in fact, I'm an accredited Executive Bourbon Steward so I supposedly know what I am talking about when it comes to bourbon - that and \$5 will get you a cup of coffee. Anyway, as part of my other hobby I run with a crowd that likes to find old bourbon to taste and compare to newer products. For a tasting I secured an old, never opened, Jim Beam Duesenberg decanter. This was a box that had never been opened and still had all the promo materials inside.



New in box...

One of those promo materials was a salutation to old car clubs, and of course, I had to opened it and look for TRA – and I found it!



There it is!

The address listed was in Sterling, VA, my guess was this was Skip/Kathy Marsh's old address given the late 70's/early '80's time period of the decanter. Double checking with our excellent TRA newsletter online archive (thank you John Coutant) confirmed it.

I don't know what ever happened to Skip and Kathy – I heard they went through a divorce in the early 80's and that pretty much sundered them from TRA. I do seem to remember Kathy's TR2 from TRA 1985 in Gettysburg – light beige later TR2? Anyway, it was cool to find a bit of TRA past in an old whiskey decanter box. Too bad Beam never did one for Triumphs – closest I could find for a European sports car is an SL 450. Oh well, there are always Avon bottles...



It's a Duesey!

MVT Events

Past

March 2026

4 - 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/>



7 – MVT Awards Banquet

It was a great time at Jimmy's Italian Cuisine & Bar in downtown Dayton. 27 MVT members got together, ate large amounts of food, drank copious amounts of liquids, and saw the Jackson Galloway show.

Kidding aside, thanks to all who showed up, thanks to Chris White for coordinating this, and thanks to Jeff Barth for keeping the President's State-of-the-Club message short.



Polite table conversations fueled by wine



Jackson Galloway winning Press On Regardless



Jackson being congratulated for winning Most Improved



Jeff Barth winning Marque of Distinction

We are taking feedback on this event since we pay a non-refundable deposit. How good was it? Are there other venues we might want to think about?



Mike Lowrey winning Keep It On The Road



Afterwards, the carnage...



Looking good...

Thanks to all who came out to help me drop the tranny on Inca – we got it out and had some great conversations along the way. No donuts, but we all need more protein and less carbs anyway. More info back in the technical stuff...

(Disclaimer: Bruce is not a dietician and is not being paid by the anti-donut league of Montgomery County)



Lunch tomorrow!

8 – Pop-up Keto Tech Session

Bruce Clough



14 – St Patrick’s Day Party

Bruce Clough

Thanks to Adrienne and Michael Meade for inviting us to their place for St. Paddy’s Day - what a great time for all.

- Food was great
- Drinks were great – more on that later.
- Games of skill and chance were rotten, didn’t win a thing!

So, it was great. There were a boatload of MVT'ers as well as the Meade's family and friends in attendance.



Michael Lowery at the bar waiting for the shenanigans to begin

We did have drinking games, or more correctly, just drinking.



Ingredients for an "Irish Car Bomb" – politically incorrect, but it is what it is. Guinness in the pint glass, Irish Whiskey and Bailey's Cream in the shot glass. What could go wrong? You drop the shot glass in the pint glass...



MVT'ers having conversations and doing shots



...and slam it down. Tasty actually.



Clyde gives Michael Meade lessons in dressing for success

I'll have to remember that Irish Car Bomb – best way to get rid of Guinness that folks have left lying around. Michael also had out an Oatmeal Stout and Irish Red Ale, he made that were pretty tasty.

Finally, there was the Limerick Competition. The winners of the "write your own Limerick" were MG

owner friends of Meades and here is the winning limerick:

*My feet pressed the pedal to quicken,
But my Triumph took a rough lickin'
I said "What the f\$*k?
I've run out of luck,
Hell, I just earned a rubber chicken!*

Yes, very poetic!

Go raibh maith agat (Thank you in Irish Gaelic).

The view from Micael Meade's perspective:

On March 14th, the Meades held a St. Patrick's Day party at their residence. It was a combination party, also celebrating Meade's 47th wedding anniversary. Everything had an Irish theme, and nobody got pinched for not wearing green.

Food and drink were among the highlights of the evening. The food included:

- Irish Stew with Guinness
- Shepards pie
- Shredded Chicken spread
- Potato dishes
- Cabbage dishes
- Potato and cabbage dishes
- Several pies in honor of National Pi Day
- Several different kinds of cookies
- A pot of gold cake that commemorated the anniversary

Drinks included:

- Irish coffee
- Irish car bombs (for the not-so-faint of heart)
- Irish red and Oatmeal Stout homebrews
- Wines
- Soft drinks and coffee

A Limerick contest was held with 13 entries. All were worthy of Irish legend. The winning Limerick was by Beth Williams (*and covered above - Ed*).

She and her husband Joel are MG owners but have a good concept of earning rubber chickens. Thanks to Joel for the music list.

Other highlights included Luck of the Irish scratch-offs, a Happy Anniversary song and pictures and facts about Ireland.

A Special shout-out goes to Clyde Collins, the largest leprechaun this side of Dublin, with the best shoes ever!

Thanks to everyone that attended. Maybe we can get the bagpipe player next time!

(And Slàinte mhath! – Ed)



Tech Session – work in motion, not!

21 - Another Tech Session

Well, we tried. Donuts were there, coffee was there, weather was there, but there were not enough of us to lift and mount the trannie. Rather than schedule another tech session I'll probably buy a pizza for Duncan's friends. We'll report back on how this goes.

28 – Another Try at Crazy Jack's Car

Cancelled due to Jackson not wanting to get the rest of us sick. Stand by for the redo.

Future

April 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/>

We will not vouch that April Fools Jokes will not be played, so stay vigilant!



11 – First Spring Drive

Plain Folk Café visit – always a great day to head towards Pleasant Plain! We will also cruise by Valley Vineyards and probably Secret Garden since we can.

Visit their website at: <https://plainfolklive.com/>.



19 – Caesars Creek Vineyards Opening Day

We are guessing a bit on this one. CCV said they would be opening mid-April, so we're guessing this is mid-April enough.

Plan to meet at CCV by 2:30PM on the 19th. Bring some munchies/charcuterie to share. Time to star driving them little cars!

CCV is off Long Road east of Xenia – their street address is 962 Long Rd, Xenia, OH 45385.

See you there!



25 – One More Tech Session

Why not?

Jackson could be looking for more TR6 fun, Bruce will be looking at Inca's trannie, and others will be awakening their cars, so could be anywhere!

May 2026



2 – Crashing Dayton Cars and Coffee – Plan is to meet and drive en-masse to the event – more details as we invent them.

6 - MVT Monthly Meeting



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15/16 – Spring Carlisle – join some of us for fun at the huge swap meet and show – Carlisle. PA.

A note from the Triumph Wedge Owner's Association:



The TWOA will be returning to the Carlisle Import and Performance Nationals in Carlisle, PA this May 15-16! Our aim is to make this an annual Eastern regional gathering where we can celebrate Triumph's iconic Wedge Car in all its glory and diversity. If you can get it there, we want to see it! We will have an exclusive display area with a tent, tables and chairs where we can gather for socializing, tech sessions, etc. Our plan is to have a dinner drive one night and to participate in the on-field activities offered at the show.

The Import and Performance Nationals draw over 1000 cars from all foreign marques. You are guaranteed to see a wide variety of interesting and unusual vehicles. Register by March 23rd for "Gate and Go" entry and receive a 10% discount on the two-day show field registration fee of \$45, and your credentials will be mailed to you. No waiting in long lines to get in!

Register at:

<https://store.carlisleevents.com/SearchResults.asp?Cat=23>

Don't forget to select "Triumph Wedge Owners Association" as your club. This is how the show organizers will know how much space to allot to us. Last year we had over 40 cars registered. Our goal this year is to have 25 or more wedges on the show field. Surely, we can reach that modest goal. Carlisle is located near I-76 and I-81 just west of Harrisburg, an easy day's drive from VA, WV, PA, MD, NY, OH, NJ, DE, MA & CT. Reserve your rooms early as the local hotels fill up fast! We hope to see you there.



16(?) – **Columbus British Car Day** – More info as it is available.

<https://britcar1.regfox.com/bcd-cmh-2026>

TBD – **Spring Tour** – Stay tuned for date and locations

June 2026

3 - **MVT Monthly Meeting**



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7 – **British Return to Ft. Meigs** - We hope to see you and your club members on Sunday, June 7th in Perrysburg, Ohio for "The British Return to Fort Meigs".

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

Registration is now available at:

<https://msreg.com/26FtMeigsLEBCC>

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

Carol Fingerhut – www.lebcc.org



13 – **MVT Rally** – should be competitive, should be fun! More details as they are developed. Prepare to drive!



14 – **Cincinnati Concours d'Elegance** – Ault Park – more info can be found at:

<https://ohioconcours.com/>



2026 National Meeting



June 15-19 2026 Monday-Friday

Full information is available at:

<https://www.triumphregisteramerica.org/tra-2026-meet>

Registration info at:

<https://ptoa.wildapricot.org/event-6502251>

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



25 – Prez’s Car Show – Details TBD

July 2026

1 - MVT Monthly Meeting



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31 – Dayton BCD Set Up – Eastwood Metro Park – 6PM

August 2026



1 – Dayton British Car Day – Eastwood Metro Park

<https://britishcardaydayton.com/>

Saturday, August 1, 2026, 9am - 4pm

Eastwood MetroPark, 1385 Harshman Rd., Dayton, Oh.

Participants choice car show, vendors & swap meet, full-service concession stand, dash plaques to first 200 entrants and as always, spectators are admitted free.



18 – Tour d’Donut – Details TBD, but I bet batter is involved...

September 2026

2 - MVT Monthly Meeting



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<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>

Registration: \$25.00 in advance includes free BCD t-shirt if received before 7/18/2026: BCD Shirts are \$20.00 day of show, Vendors: \$25.00 . Registration open 9 am until Noon. Show runs rain or shine!

Special Awards: Longest Drive, Ranger's Choice & Best of Show.

Registration information:

<https://britishcardaydayton.com/bcdreg.aspx>

5 - MVT Monthly Meeting



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

8 – Indy British Car Day – Indianapolis, IN

<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

22 (or 29) – Bob Pool Orphan Auto Show – Young's Dairy

October 2026



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...



3 – Secret Garden Tour – get your fall decorations ready to go!

7 - MVT Monthly Meeting



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



14-18 – VTR National Convention

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

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



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

November 2026

4 - MVT Monthly Meeting



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



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

Technical Talk

Edited by Bruce Clough

Cooling Fable

<Sound of Bruce climbing on his soap box>

I feel like I must continually correct folks on the cooling myth that coolant moving too fast causes overheating, that you need to slow down the fluid to ensure effective heat transfer. Here is a typical quote I found on the Interwebs...

“Increasing coolant flow rate also won't have a lot of effect. A higher flow rate helps slightly but it means the residence time through the radiator is shorter so the coolest temperature drop across the radiator will be less.”

Um, no. No.

It is true that when you increase the flow rate the time any particular molecule spends in the radiator is less, but it is also true that you also increase the number of molecules flowing through the heat sink per unit time. If you look at the ideal heat transfer equations, you actually want an infinite flow rate to maximize heat transfer.

Think about this – when your thermostat sticks open you run cool, when it is stuck closed, you run hot. The thermostat's job is to regulate the flow rate to regulate the temperature. Yes, the thermostat's job is to block/restrict flow to make sure the engine warms up to operating temperature. Slow down the molecules, warm the engine. Drop the mic.

If your car is running hot check these:

- Thermostat the right temperature and working right?
- Inside of engine cooling chambers and radiator clean without scale/rust? Scale/rust act as insulators and reduce heat transfer between the fluid and the metal in both directions.
- Radiator fan effective enough? Early TR fans were marginal if you live in hotter climates so you might want to think about upgrades – See Mark Macy...
- Need a new radiator? Might be beat up enough that the ability to transfer heat to the atmosphere is compromised.
- Timing – is the timing retarded? Significant retard can increase cooling load on the system.

But wait Bruce, you modify the heck out of your cooling systems.

Yes, yes, I do – I modify the systems to both increase the cooling capacity and ease maintenance. Larger radiators, electric fans, higher capacity pumps, and using waterless coolant are making it easier for me in the future. However, a well-maintained stock system will do the trick. Don't blame the flow rate.

<Bruce climbs down off his soapbox.>

Saving the Survivor: The Fire Extinguisher Guide for Classic Cars

Story and Photos - Robert Pennington – prior reprinted in the Texas Triumph Register's "Bluebonnet" newsletter

While on a recent trip from Haifa to Eilat in Israel with the 5 Club – the Classic car group in Israel (<https://5club.org.il/>) - there was a horrible incident. One of the club members' car caught fire due to a problem with their rear tire. The fire spread quickly and, even with several members using their fire extinguishers, the fire overtook and burned the car completely. This was a 1950's

era American car lovingly restored to pristine shape. I also went to help, but realized that, because I now own a Miata with limited trunk space, I had accidentally left my fire extinguisher at home.

This made me start researching more about car fires and what fire extinguishers to carry, as I did not want to be a victim as well down the road. I am not a Fire Safety professional or Safety Person, but I do know how to do research, and I did stay in a Holiday Inn Express one night. I thought I would share the results of this research.

Here in Israel, as in Texas where I lived for forty years, there are long roads where you may not see another driver for a long time and any fire department help may be hours before it gets to you. As I've owned classic cars for many years, I have almost always carried with me a typical 2.5 lb. ABC style fire extinguisher for that reason.

In my research I found that while an engine fire or car fire in general is a tragedy, the wrong choice of fire extinguisher can sometimes be just as destructive as the flames themselves. A standard household extinguisher may save the car from being burned completely, but it can also ruin the engine, paint, and wiring irrevocably in the process.

The question then became: Was what I was carrying the best solution? Here is what I concluded in my re-search and from this decided to share the results between the three traditional "tank" options with the modern "fire stick" revolution to help you decide what belongs in your car.

Fire Type Classification

Before reviewing the extinguisher types, it will be informative to describe the different fire classes. The main classes of fire are:

CLASS A – ordinary combustibles. Materials include wood, paper, cloth, rubber, and some plastics. Class A fires are the most common and can occur in homes and offices.

CLASS B – flammable liquids and gasses. Materials include gasoline, oil, grease, paint, and solvents.

CLASS C – electrical fires. These fires involve electrical equipment or wiring.

CLASS D – combustible metals. These metals include magnesium, titanium, and sodium.

CLASS K – cooking oils and fats. These fires involve oils used in cooking such as vegetable oils and animal fats.

Extinguishers are marked by letter code for the types of fires they are rated for.

Fire Classes and Extinguisher Types

Before we talk about size and weight, it is crucial to understand what you are spraying into your beloved machine. Not all extinguishers are created equal.

Extinguisher Type	Extinguishing Agent	Fire Classes	Primary Extinguishing Method
ABC Dry Chemical	Monoammonium Phosphate Powder	A, B, C	Smothers by coating fuel; melts to form a barrier.
Carbon Dioxide CO ²	Compressed CO ² Gas	B, C	Displaces oxygen (smothers); provides a cooling effect.
Halon Alternative	Halotron 1, FE-36 (Clean Agents)	B, C (larger units are A)	Interrupts the chemical chain reaction of the fire.
Aerosol Stick (e.g., Element)	Potassium Nitrate Aerosol	A, B, C, K	Chemically interrupts the chain reaction on a molecular level.

Most enthusiasts are familiar with the red metal cylinder. However, the specific agent inside determines whether your car survives the cleanup.



Similar Appearance - Different Chemical Agents Inside

ABC Dry Chemical (The "Hardware Store Special")

This is the standard extinguisher found in homes and big-box stores.

Pros: High performance. It smothers fire quickly and works on fuel (Class B), electrical (Class C), and upholstery (Class A). It is very cheap.

Cons: The powder is highly corrosive. If discharged in an engine bay, the powder will chemically fuse to hot aluminum, corrode wiring harnesses within hours, and destroy paint.

The Verdict: Avoid for classics. Using this usually requires a total engine tear-down and specialized acid-bath cleaning. It saves the chassis but ruins the restoration.

Carbon Dioxide CO2 (The Clean Agent)

Recognizable by their large black "horn" nozzles, these use cold gas to displace oxygen.

Pros: It is a "clean agent." It leaves **zero residue**. You can spray it into an alternator or carburetor, and once the gas dissipates, there is nothing to clean up. It is **non-conductive**, therefore excellent for electrical fires.

Cons: To get the same fighting power as a small dry chemical unit, the CO² tank needs to be heavy and bulky (due to thick steel walls for high pressure), the gas is extremely cold, which can sometimes crack hot engine blocks or headers (thermal shock) and it is effective only at very close range; wind can blow the gas away.

Verdict: Better than the ABC for your car, not as good as the Halotron/Halo alternatives.

Halotron / Halon Alternatives (The Gold Standard)

This is the professional choice for Concours and high-level cars. It uses liquefied gas that chemically interrupts the fire's combustion chain.

Pros: Like CO² it leaves **no residue**. It is also non-conductive (safe for electrics) and does not cause thermal shock. It has excellent knockdown power.

Cons: Price. A 2.5lb Halotron unit can cost 4-5 times as much as a standard ABC extinguisher and twice as much as a CO² extinguisher.

The Verdict: If you have the budget and the space to mount it, this is the best traditional protection money can buy.

The New Contender: Condensed Aerosol "Fire Sticks"

(Brands like Element E50, Fire Safety Stick)

In recent years, a new form factor has taken the car community by storm. These look less like extinguishers and more like road flares.



Fire Stick

They contain a solid chemical compound (often potassium nitrate based) that, when activated, releases a thick, white aerosol smoke to extinguish the fire. Jay Leno, in a segment of Jay Leno's Garage did a segment on these extinguishers. You can see it by clicking [here](#).

The primary reason many classic car owners are switching to these is the form factor. In a small roadster (like an MG, Triumph, or Miata), it is often difficult to find the space to mount a tank without drilling holes in the footwell or taking up precious room. Here is a chart comparing the three main options.

Feature	Fire Stick (e.g., Element)	2.5lb HalGuard / Halotron / FE-36 / CO ²	2.5lb Dry Chemical (ABC)
Size	10.75" x 1.2" (Road Flare)	15" x 3.5" (Wine Bottle+)	15" x 3.5" (Wine Bottle+)
Weight	0.5 lbs	~5.5 lbs	~5.5 lbs
Discharge Time	50+ Seconds	9-10 Seconds	10-12 Seconds
Residue	None (Clean)	None (Clean)	Corrosive Powder
Pressure	Non-Pressurized	High Pressure	High Pressure
Fighting Style	Passive (Fill the space)	Active (Blast the flame)	Active (Blast the flame)

Fire Extinguisher Options

Comparison: "Flare vs. Traditional Scuba Tank"

The Performance Trade-Off

The fire stick offers a completely different firefighting experience—one that requires a shift in mindset.

Duration (The Stick Wins): The Element E50 stick discharges for 50+ seconds compared to the

9 to 12 seconds of a standard small tank. This provides crucial extra time to ensure the fire is truly out. Some sticks also discharge up to 100 seconds.

"Punch" (The Tank Wins): Traditional extinguishers blast the fire with physical force. Fire sticks are non-pressurized. The smoke flows out gently. If you are outdoors in high wind, or if there is a pressurized fuel leak spraying gasoline, the stick may lack the physical force to "blow out" the flame.

Technique: "Cloud Containment": With a stick, you must get closer and try to "feed" the smoke into the fire source. It works by chemically changing the air, not by smothering or cooling.

Installation: Secure and Accessible Mounting

For the classic car owner, the next dilemma is often: *where* do I put this without drilling holes into the floor or interior panels? You need a reliable bracket that is within **arm's reach** of the driver.

Seat Rail Mounts (The "No-Drill" Solution): These are widely considered the best non-invasive solution. They use the existing **seat mounting bolts** to attach a bracket. The extinguisher is then positioned either **under the front of the seat** or **next to the seat base**. In larger cars, it can also be behind the front passenger seat. This requires no drilling and is easily reversible.

Quick-Release Brackets: For any tank mount (whether on the seat rail, roll bar, or in the trunk), look for a **quick-release** mechanism. This is often a metal pin or a lever that allows you to release the extinguisher *instantly* in an emergency, rather than fumbling with straps or buckles.

Aerosol Stick Mounts: Due to their low weight, the sticks come with simple, lightweight brackets that can often be tucked into a door pocket, under a seat, or secured to a small area of the tunnel without major installation.

The Final Verdict: What should you carry?

For the classic car owner, the decision comes down to how you use the car and what your budget is. However, when considering your budget, also consider the amount of money, blood, sweat and tears you have already invested in your car. To me, the choices are:

The "Cruiser" (Simple): The Fire Stick

For many classic and regular car owners, a fire stick like the Element E50 or E100 is the simple choice. It fits in the glovebox or door pocket, meaning it is always within reach. It handles the most common car fires (electrical shorts under the dash, carburetor flare-ups, small under hood fires) without leaving a mess.

The "Cruiser" (Best Balance): The Fire Stick and CO2 Extinguisher

For even more protection, you can take this balanced approach:

- Keep a **Fire Stick** in the glovebox or cabin for immediate deployment on small fires or interior electrical smoke.
- Keep a **CO2 Extinguisher** tank in the trunk. If the fire stick can't handle the wind or the size of the blaze, you have this ready as backup.

The "Show Car" (Maximum Safety): Belt and Suspenders

If you own a high-value vehicle, this is the best option:

- Keep a **Fire Stick** in the glovebox or cabin for immediate deployment on small fires or interior electrical smoke.
- Mount a larger **Halotron/Halon** tank in the trunk or passenger compartment. If the fire stick can't handle the wind or the size of the blaze, you have the heavy artillery ready as backup.

Whatever you choose, in my opinion, do not rely on **ABC Chemical** unless you are pre-pared to restore your car all over again, no matter what size fire you just contained.



Belt and Suspenders - Fire Stick and small Halotron Extinguisher

What Did I Choose?

For me, I'm taking the Belt and Suspenders approach of (C) "The Show Car". I purchased and mounted a Fire Stick and Quick Release bracket to my Roll Bar to start. I then purchased an Under-Seat Bracket for the Passenger Seat in the cabin and then installed a Quick Release bracket and a 3 KG F-36 Halotron alternative. With a little bit of luck, I will never ever have to find out if this is really the best setup!

Editor's Comment

I believe this article villainizes dry chemical fire extinguishers a bit too much. Yes, they are a mess. Yes, they can be corrosive. Yes, they will put out a fire at an order of magnitude cost below a halon unit. You should not avoid an extinguisher just because it's a dry chemical. It's cheaper to clean up a car than repair significant fire damage or submit that claim due to total loss. It is not a shame to carry a dry chemical extinguisher. It is infinitely better than carrying none.

Fire in my TR4A – Mike Hado (Texas Triumph Register)

Mike Hado - TTR

Also, from the Texas Triumph Register newsletter. It was a follow up on the article above. A firsthand recounting....

It was about a year ago that I was driving home from a TTR Saturday breakfast in my TR4A. I stopped for gas at a Shell station near my home and decided to use the restroom before filling up. I turned off the ignition and walked inside. About 3-4 minutes later I walked outside and noticed a man standing near the door frantically pointing at

my car. At first, I thought he was just pointing in admiration, getting ready to say, "Cool Car!" but instead he was shouting, "Your car is on fire!"



TR4A hood – a bit blistered...

I ran to the car which, as luck would have it, was sitting right next to the gas pump, and flames were billowing out between the bonnet and the wing on the passenger side. Should I open the bonnet? Will that feed the flames with fresh oxygen and make it worse? Will the car explode like in the movies?



Not the best way to strip paint

I decided to run to the boot, grabbed my halon fire extinguisher, slowly opened the bonnet (had to use a screwdriver to pry it up because the rear bonnet seal had already melted), and proceeded to empty the halon cannister, successfully extinguishing the fire. It took about 9 seconds, which was the expected discharge time estimate written on the canister.

In only a few minutes' time, the underside and top side of the bonnet were blistered as well as most of the painted area around the carburetors and firewall. Hmmm "Firewall" - I wondered if that is a prophetic name for that part of the car.

All 8 wires were melted together going to the voltage regulator, and all the way down to the starter. The carbs looked ok except for a melted plastic damper cap on the rear carb and a burned-through rubber hose at the inlet of the rear SU bowl. The plastic carrying strap at the top of the battery also melted.



Melted Inner Fender Wiring

I had enough presence of mind to disconnect the battery ground switch, especially since the red ignition warning light was still on, even with the key off. I wondered how that could be but then thought about the bundle of wires that were fused together at the regulator. No telling which wires had power at that moment, and my electric fuel pump was probably on all this time as well, thus feeding the flames.



Voltage regulator is a bit more worse for wear

The heat source of the ignition is unknown but could have been a stuck voltage regulator contact or a loose wire in the vicinity. The hose on the float bowl could have ruptured first and squirted petrol towards the regulator like a blow torch, as the flame path suggests. It was also directly above the hot exhaust manifold which didn't help. It only took a few minutes for all this damage but could have been a lot worse if I had not had my halon fire extinguisher handy.



Melted seal strip that hindered hood opening

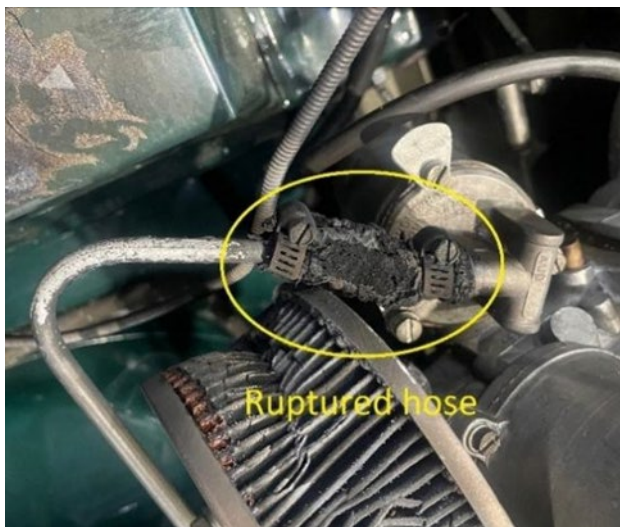
So.... lesson learned. I have purchased a 1.4 lb. halon (or Halotron) extinguisher for each car, and the prices start at about \$200 for the small bottle. Not cheap, but worth every penny when you need it. The best prices are online, and I was able to recharge the spent bottle for \$50.00 at Wilson

Fire Equipment & Services Co. 7303 Empire Central Dr, Houston, TX 77040.

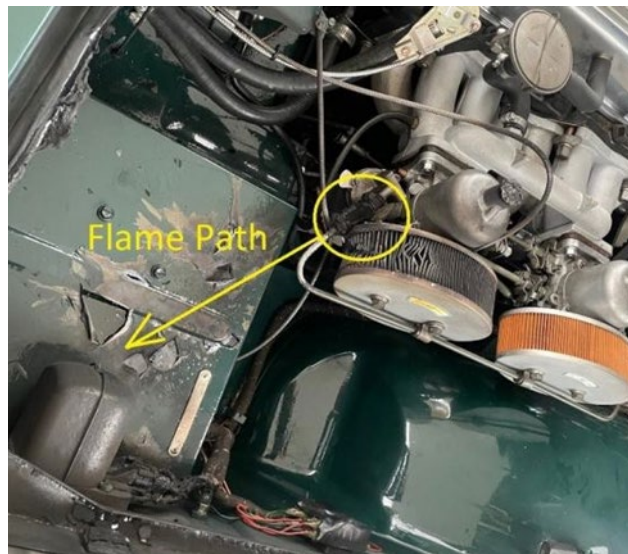


SU damper top looking a bit melty...

I would recommend one for every Triumph. You won't regret it, even if it's for your own peace of mind. I should point out that I bought my original chrome halon extinguisher from Moss, but they no longer carry this product. No one could tell me why it was discontinued. They only sell the dry chemical type which can be very messy because of the residual powder after use.



Ruptured fuel hose



Assumed flame path

Note - Automotive 1.4-pound Halotron extinguishers are available on Amazon in red, black, or chrome finishes.



Available on line

TRA 2026 Prep – the saga continues

Bruce Clough

On the 8th we (okay, I) hosted a tech session to take the trannie out of Inca. The trannie/clutch has not been looked at since 2006, twenty years ago. It had been operating fine, no issues.

However, it is time.

I had the trannie ready to come out – I just needed muscle since the trannie is overhead. We dropped the trannie in about ten minutes, took off the clutch in another ten, and started to drain the old fluid.

Clutch



View of flywheel with clutch off – some light checking on the contact surface.

The flywheel looked okay. No deep wear but some checking on the surface. A bit of polishing with 1500 grit sandpaper got rid of that. The pressure plate assembly was a different critter.

The fingers on the diaphragm clutch showed severe wear, well past where I would be comfortable with.



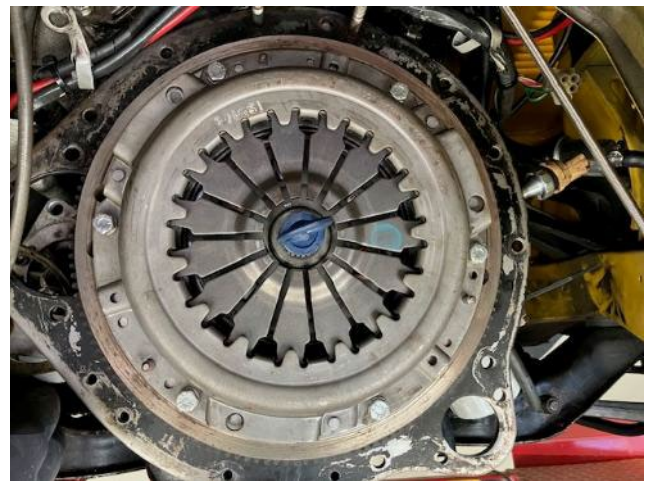
Severe wear on the tips of the fingers due to contact with the release bearing

Fortunately, I purchased a very lightly used pressure plate assembly sometime in the past and actually found it in my pile of parts.



Used pressure plate assembly with very light wear evident

I had a new clutch disk on hand, so I put the clutch back together and back on, bolts coated with Locktite 242 and torqued to spec. Make sure you use a clutch disc locator tool to center the disc.



Clutch replaced – note the clutch disc locator in place

Trannie – Front End

Okay, on to the trannie. On the input (clutch) side we know that we need to replace the input shaft seal as the clutch release bearing, what else?

I cleaned up the inside of the bellhousing and took off the release bearing, sleeve, and actuating lever.

The bearing was shot, so I replaced the old one with a new one I had on hand. I then inspected

the lever and noted that it was cracked on the side opposite where it contacts the pivot head.



Oh nice, cracking -what could go wrong?

Fortunately, I went out to the parts pile, found the FrankenStag trannie, and pulled off the lever from that trannie – and it was in good shape. Sweet. Cleaned it up and put it aside. Inspected the pivot, it was worn a bit funny, so I replaced that with (again) the spare from the FrankenStag trannie.

The input seal is on the inside of the same cast piece that holds the release bearing. Held on by six 13mm bolts, it came off with a bit of help from a small prybar to break the old gasket seal. Also remembered that the bearing races for the front lower and upper shaft bears are held in by this, so be ready to catch races!

Replacing the input shaft seal, fitting the new gasket, and mounting that cast piece was easy-peasy compared to the fun of attaching the release bearing assembly and the lever. Things have to be aligned just right for it to all attach, and what should have been a 5-minute job ended up taking 45. Was not a happy camper.

So, I have to ask – if any original designers read this, if any are still alive, why didn't you chamfer the release bearing holder and the little metal rectangles that attach to the lever but fit inside cut-outs on the holder? Why didn't you take the time to build something where those blocks self-locate? Was it a sadistic streak? Did you feel that luck should be a larger part of fixing cars? I would like to know. Yes, your ears should be ringing...

Anyway, I did end up getting it all back together – very annoying.

Trannie – Rear End

Okay – we have the front done, now to replace the seals in the back end of the trannie. There are two – the output shaft seal and the O-ring around the gear selector shaft. Oh, the oil pump gears, yes, that also – they probably need replaced. More on that later.

I've done this before, so it should be easy. Or so he says...

Out came the large Channel Locks (actual Channel Locks), out came the impact driver, off came the flange. Not as much fight as I might expect for a bolt that needs 150ft-lb of torque. Next, I withdrew the speedometer cable drive and used a 13mm wrench to take off the gear shift extension. Inspection of the isolation mounts/bushes showed the urethane to be in okay condition (these had been replaced before), but since I have new ones, I'll replace them where I need to.

Eight more 13mm bolts removed and the back case was ready to pull off, well ready if the gasket hadn't welded itself to the rear cover and the back plate of the main case over 45 years. I made a slight notch at the gasket using my trusty hacksaw – not a lot, but enough for me to get a gasket scraper in there as a wedge to pry them apart.

Now that the gasket was released (well, actually destroyed) it was time to pull off the back cover – and pull is the word since the speedo drive gear is a nylon gear press fitted to the output shaft – took a good yank, but it came off. I then cleaned the destroyed gasket off the gearbox side and mounted a new gasket.



New gasket in place for the rear cover.

Now, using a long drift the rear bearing came off and out fell the spacer and the speedo gear. I put that bearing aside since I had a better one in my spares pile.

I also took off the oil pump housing that is mounted on the inside of the rear cover and removed the fiber gears, now the very-worn fiber gears, that make up the oil pump. Yes, they are pretty beat up.

Oil pump, fiber gears?

Yeah, this oil pump feeds oil to the rear bearing to make sure it doesn't turn into toast. It uses two fiber gears to pump the oil, and those wear. They sell metal gears to solve this, and I just happened to have a set. Will this now cause wear issues with the oil pump case since it's aluminum and the new gears are steel? We'll see – this just has to last 10,000 miles...

Sidebar – the oil pump is the reason you do not dolly a 5-speed TR7 (or TR8 – they use the same Rover L77 trannie) without disconnecting the drive shaft. The pump is driven off the bottom shaft of the trannie, and if you are dollying a car the trannie is in neutral – output shaft spins, but bottom shaft doesn't, and if you go any distance at all you risk frying that bearing. Now you know.

Anyway, where was I? Ah yes – assembled the oil pump, added some oil into the pick-up, and spun it with a drill to seat the gears.

Now to reassemble...



Shaft drive for the oil pump – this was spun around to ensure the pump worked.

Oil pump working and gasket in place, time to put the rear cover back on. The trick of this is to ensure the square drive oil pump shaft seats on both sides. This is pretty much a blind operation and, in the past, has taken a few tries and some interesting words to get everything to line up right, but a weird thing happened. It went together first try without drama. I suppose it could happen...

Back out came the 8 13mm bolts that hold the rear cover to the gearbox (now cleaned BTW) and they were installed and tightened.



Rear cover in place, bolts tightened. Note the white paint splotch on it.

Sidebar - what does the white paint signify? I assume it has to do with mating the gearbox to

the correct rear end ratio for the speedo in the car – so the speedometer in the car, the drive gears in the tranny, and the rear end all conspire to give the drive the correct speed. Right? Is there any reference anywhere that lines all these up? BTW – if anyone has a chart of speedo type (85mph or 140mph), drive gear color, driven gear color, driven gear color, and rear end ratio pls let me know. I believe this is a non-CA rear end (3.45:1), but I couldn't find a paint splotch on the rear end when it was out for modifications last fall, so I am curious...

Time to now put back in the speedo drive gear, spacer, new rear bearing, oil seal, and output flange, then torque the flange bolt to 150ft-lb. Check.

Now to put the gear selector extension (you remember – that piece that holds the shifter – back on. I have new urethane bushes, so I thought I'd replace them all. Well, not so fast – the new ones are thicker than the old ones on the car, or for that matter, the stock rubber ones. This made it interesting getting the rear ones on and impossible to mate up the top bolts using these. I ended up using a pair of the old ones between the extension and rear cover to get the bolts to line up. Figures.

Reconnected the reverse light wiring harness and double checked all the bolts. Ready to go back in.



Trannie back together

Well, maybe.

When I was inspecting the output flange one more time it seemed to me that the oil seal might be in a bit far based on the sealing surface on the flange.



Seal is sealing? Don't worry – that is rubber grease on the seal...

Hmm, I installed it so the top of the seal aligned with the bottom edge of the chamfered section. Wouldn't that be right? Then checked out the seal location in The Mule and the FrankenStag's tranny and noted their seals were a bit taller and thicker than this seal. Huh?

Okay – detective time. Since I threw away the old seal (it was really bad/cracked/hardened) I didn't have that to compare. It might have been different; I know the height was a bit higher than this seal. Hmmm...

I compared the seals that Rimmers, Engle, and Moss sell, and they all looked like the one on the car. I also found out that the part number for the seal on that car should be UKC3949.

I then headed to that information trove of ebay and searched for TR7 5-speed gearbox flange seals. Doing this I learned that there are two parts numbers. The early TR7/8 flange seal is indeed UKC3949 and looks to be thicker and beefier than the new one I have, more like the old one that came off and like the ones on the other transmissions I have.



UKC3949

I then looked at the other, part number FRC6084 that is for the late TR7/8 5-speed gearbox, and noticed that was a dead-ringer for what I just put in. The new one is indeed different than the original.

Great, I need to order an actual UKC3949, which is only available from the UK. No matter what vendor you use the part is \$15, the shipping/customs is \$50, and shipping is two weeks. I ordered one, but it's not going to be here before the March 21st tech session to put the tranny back in. Fortunately, this can be replaced with the tranny in the car, so the tech session is staying "a go".



FRC6084

Can I beat on the parts suppliers? I suppose I could. The new seal looks like it is contacting the

flange surface, but you don't really know unless you drive the car and look for leaks and I don't want to take that chance on a long trip. Still, I believe this is another case where it should have been noted that the part was not original to what was on the car.

MVT Merch

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



MVT Cloth Patch - \$12.00



MVT Pin - \$5.00



MVT Window Sticker - \$1.00



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



They look very spiffy on a TR7...

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

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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.

