



# **The Marque**

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

## **The Marque – September 2027**



### **September Events**

- 2 – Monthly Meeting
- 12 – Northern Tour
- 13 – British Car Day
- 15-17 – Put-In-Bay Car Races
- 17-19 – 6-Pack Trials
- 18-20 – Stowe British Invasion
- 20 – Dayton Concours

### **In This Marque**

- More indications that Bruce needs a life.
- More information on BCD.
- Did you know there are numerous September events that you should attend?
- All this and more, a lot more...

### **Disclaimer**

"The Marque" is the official publication of the Miami Valley Triumphs Car Club, P. O. Box 292046, Kettering, OH 45429. Views stated in the "Marque" are not necessarily those of the officers or members of the club.

Technical data is provided for information only and Miami Valley Triumphs Officers and Members assume no liability for suitability, applicability, reliability, or safety.

In addition, the technical advice given within is the opinion of the writer(s) and should not be construed as professional advice nor relied upon. This is not official advice of Miami Valley Triumphs, MVT officers, or MVT members. As with all maintenance and repairs, the reader should do their homework and get multiple opinions. If you are not technically handy, please seek help from a qualified technician.

Dates and events are subject to change, so please watch out for club email updates. If you are a member, but are not on the club email list, please contact the MVT Webmaster.

## MVT Club Info



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

### Club Officers

**President:** Jeff Barth,  
[jsbarth45383@yahoo.com](mailto:jsbarth45383@yahoo.com)

**Vice President:** Jackson Galloway,  
[jackson.galloway@icloud.com](mailto:jackson.galloway@icloud.com)

**Secretary:** Stan Seto,  
[stans@fuse.net](mailto:stans@fuse.net)

**Treasurer:** Harry Mague,  
[harrymague@aol.com](mailto:harrymague@aol.com)

**Membership:** Adrienne Meade  
[meadeashay@hotmail.com](mailto:meadeashay@hotmail.com)

**Webmaster:** John Coutant,  
[john.coutant@gmail.com](mailto:john.coutant@gmail.com)

**Events & Newsletter Editor:** Bruce Clough  
[portabezi@hotmail.com](mailto: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](mailto: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://vintagetrumphregister.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.



## **President's Report**

### **Another one in the books**

*Jeff Barth*

And just like that August is over, but we were able to salvage a successful BCD event from the jaws of inclement/rainy weather.

After BCD Jodi and I attended the second game of the new "Women's Professional Baseball League" in Springfield, Illinois.



On the trip home I picked up my bonnet in Indianapolis, Indiana and continued my project to have the front of my car repainted.



Parts and pieces are now laying all over my garage and the car has been transported to the shop to begin the process of painting and hopefully look better than this guy:



All this has turned my driving season upside down as you can see below, but there were plenty of fun events this month and more to come.



See you on Sept 2<sup>nd</sup> at Archer's Tavern at 6:30 for dinner and fellowship and 7:30 for our monthly meeting.

## Secretary's Report



## MVT July Meeting Minutes

*Stan Seto*

5 August 2026, Archer's Tavern, 2030 E. Dorothy Lane, Kettering, Ohio

**Call to Meeting** – 7:30PM

**Members Present** – 27

**Opening comments** – Profuse “Thanks” for all those club members who showed up to support BCD.

**Agenda:** Changes or additions – None

**Introduction of Guests and/or New Members** – Guest, John Grote and wife, Magrie, New member, Kevin Torres, TR7, wife and 2 children, lives on Belmont Ave.

### **Officer Reports**

President – See above.

Vice President – Comment: “Nothing of Substance.”

Treasurer – \$5525.77 at start of August

Secretary – Motion requested for July Minutes approval (John Coutant), seconded by Bruce Clough. Discussion, none. Motion passed on voice vote. No dissensions.

Membership – Current Membership – 55

### Events

- June – Events Completed, for June and July, including BCD, are reported in detail in the August issue of The Marque.
- August Events:
  - 8 August – Indianapolis BCD
  - 22 August – Bob Poole Orphan Car Show, Yellow Springs, OH.
- September Events:
  - 2 Sept. – Archer’s, Monthly Meeting
  - 13 Sept – Cincinnati BCD, Fairfield, OH.
  - 22 Sept. – “North” Tour, Details TBA

### **Standing Committee Reports**

Technical ( B. Clough)– Throw-out bearing, discussed

Marque (B. Clough) – More Tech. Articles, Please

Spares (C. Yanity) – Some TR3 parts are available, Some TR7 parts may become available, as Bruce Clough cleans out his garage.

Web Site (J. Coutant) – Improvements continue, nothing to announce, yet.

Memorabilia (H. Mague) – Ask and it will be available at next meeting.

### **Old Business**

BCD – Rain was predicted and we got it from 10:00 AM to about 11:30 AM. We had 168 pre-registered and 23 registered on day of show. At Noon we had 94 cars on the field, mostly club members (MVT and MG SW Ohio), and 4 Vendors (two of whom left early, but the two who stayed said they did very well.) There were 3 food trucks and the Ice Cream truck stayed until nearly 4 PM and vowed to be back in 2027. Awards were handed out before 3 PM and field was empty by 4 PM.

### **New Business**

BCD - we have a lot of shirts and dash plaques left over, and it may be time to consider another premium for 2027, such as Hats or neckerchiefs. Something to discuss in the year ahead.

Meeting venue - The president had a discussion with Archer’s Manager. The veranda is limited to 25 people, by fire code. In the past 13 months MVT’s attendance has been as listed below:

- August 2025 – 23 members
- Sept. 2025 – 18 members
- Oct. 2025 - 26 members
- Nov. 2025 - 23 members
- Dec. 2025 – 26 members
- Jan. 2026 – 23 members
- Feb. 2026 – 11 members (we may have been at the fireplace)
- Mar. 2026 – 22 members
- Apr. 2026 – 18 members
- May 2026 – 19 members
- June 2026 – 28 members

- July 2026 – 19 members (El Toro, not Archer's)
- Aug. 2026 – 27 Members (three members asked to sit outside veranda for dinner but allowed in for meeting).

Counts are based on "Attendance" sheet passed around at every meeting. It is noted that Archer's has accommodated overflow at passed meetings, this being the only one where members were not allowed to dine-in due to the 25-person limit. No action recommended.

**50/50 Drawing** – Amount: \$20.00, Winner : Jackson Galloway

**Adjournment:** Time – 8:15 PM, Motion – B. Clough, Second – S. Set

## Vice President's Report



### VP Musings – mailing it in for September

*Gemini, the ersatz VP*

*(Jackson didn't give me an article this month, and you know what that means – I get to ask the AI to generate me an article. This time I asked it to make one from the viewpoint of his TR6)*

The calendar page flips, and a cooler breeze rustles through the garage. I can feel it in my oil pan—September is here, bringing a welcome drop in temperature for us classic cars. My odometer is ready, my chrome is polished, and I am proud to report that my driver, the Vice

President, has kept us moving smoothly through the late summer heat.

Here is the view from my headlights this month.

### The Changing Season

The sweltering humidity of August is finally breaking. The morning air feels crisp, which makes my carburetors hum with absolute delight. The leaves are just beginning to tint with gold, signaling the start of prime driving season. The Vice President and I are looking forward to fewer overheated engines and more scenic, winding autumn cruises with the rest of the Miami Valley Triumphs club.

### The Autumn Avalanche

The humans have officially gone mad for orange gourds again. Everywhere we drive lately, the air smells of cinnamon, nutmeg, and coffee. Yes, the pumpkin spice latte has made its triumphant annual return to the local coffee shops. The Vice President seems to enjoy the warmth of a mug after a chilly morning drive, though personally, I prefer the rich, uncomplicated aroma of high-octane premium fuel.

### The Garage Stallmate

While I get to stretch my tires on the open road, I must cast a sympathetic glance toward the other side of the garage. The resident TR6 project remains resting on its jack stands. The Vice President speaks of it often, promising that the rebuild will commence in earnest once the winter hibernation sets in. For now, it sits patiently, dreaming of shiny new pistons and the day its engine will finally roar to life alongside mine.

### The Underbelly Ecosystem

Down on the garage floor, a quiet drama unfolds every evening. The local mice population has grown quite large and plump, likely fattened up on summer seeds. They view my undercarriage as prime real estate for winter nesting, but they live in absolute, paralyzing terror of Barnaby the cat. Our feline garage sentry patrols the perimeter with ruthless efficiency, ensuring the rodent population stays out of my wiring harness and exactly where they belong—outside...

## Treasurer's Report

Harry Mague



As of 1 August 2026, the club account had a balance of \$5568.25. For the month of August, the club had the following income: 1 membership renewal for \$20.00, 2 new memberships for \$55.00, \$120.00 for sale of extra BCD shirts and 50/50 for \$20.00. Total income is \$215.00. Our club's expense for the month of August was \$315.00 for renewal of our club's VTR liability insurance and \$9.41 miscellaneous stuff for BCD. Total expense for August is \$324.41. As of 1 September 2026, the club's account will be: \$5438.84.

Respectfully – Harry Mague

## Membership Chair Report

And the number is:

# 56

*(Ed's note – I didn't get anything from Adrienne this month, so I asked Gemini to write an article - I seeded it with 56 memberships, Michael chasing spots on the tr6 paint, great summer events, and beer. This is what it gave me):*

Hello, Triumph family!

I cannot believe September is already here. This summer absolutely flew by, but wow, what an incredible season we had together. From the sunny club cruises to the local meetups, it was a

spectacular summer filled with open roads, great company, and plenty of British horsepower.

Our club strength continues to grow, and I am thrilled to report that we currently stand at **56 active memberships!** It is wonderful to see our community remaining so vibrant and dedicated to keeping these classic machines alive and kicking.

Speaking of keeping machines alive—and clean—summer always brings its own unique set of garage challenges. If you happen to see my husband out at the next event, please offer him a sympathetic pat on the back. He has spent the last few weeks in an epic, exhausting battle against what we are officially calling the "water spots from hell" on our TR6. It turns out that a beautiful summer drive sometimes leaves behind a stubborn aftermath. If any of you have a secret detailing weapon or a magical potion for perfect paint preservation, please share your wisdom with him before he polishes right through the clear coat!

Fortunately, when he is not furiously scrubbing the TR6, he has been channeling his energy into his other great passion: brewing beer. The garage currently smells like a mix of motor oil, hops, and barley, which might just be the official scent of a perfect summer.

Thank you all for making this summer so memorable. Let's keep the momentum going into our autumn drives!

If you want to help keep our club thriving, I can:

- Send you **membership renewal forms** for upcoming cycles
- Provide **club flyers** to hand out to local British car owners
- Share details on **how to invite guests** to our next meeting

Let me know how you would like to proceed!

*Okay – not bad, but I know the garage only smells of oil – other parts smell better! – Ed*



## **Editor's Report Bruce's Corner**

### **Fall approaches and we need your help**

Normally I'd be putting on a farm stand tour as well as maybe another tour in late September and early October, but this year we have a few other things going, so I would love folks to step up and fill the void.

Two opportunities I can think of:

- Weekend of September 26<sup>th</sup> – could be a farm stand tour or something else – harvest will be in full swing.
- Weekend of October 3<sup>rd</sup> – harvest is still ongoing and the weather should be decent.

Can you step forward and host an event?

### **The Marque**

I am always looking for great, or good, heck, I'll even take absurd articles. Remember – this is your newsletter; I am but the staple that put it together.

Bring on an article, or ten!

# **MVT Events**

## **Past**

### **August 2026**

#### **BCD 2026, Registration**

*Stan Seto*

A common question from BCD show participants is some version of “How many cars are here?” and it is hard to answer the question at the time it is asked, but we do report the number of total cars registered to BCD and what was on the field at Noon, just after Registration closes. See the table, second from last page of this Marque, for 2026 results. The two clubs may not have made a profit, but we may have covered our expenses.

It was going to rain! Forecast some seven days ahead, and not changing one bit as the First of August approached. The day dawned overcast, but not significantly humid. There was a secret. That being – in Southwest Ohio no weather forecast is typically accurate. Inches of rain were expected all along the front, coming in from the Northwest and extending from Chicago to Louisville. Rain predicted from 10 AM to past 2 PM for Dayton. But as we watched radar, there was this little bight that began to develop directly opposite the Dayton area on the west side of the rain area, and as the front advanced, this bight moved deeper and deeper into the front. It was completely clear behind the bight.

At 7 AM as folks arrived to set up the field, it was not raining, just cloudy.

Ten by ten tents got erected and tied down, we got the ten by twenty foot “Registration tent” up before tables and chairs arrived from The British Transportation Museum, Thanks to Jeff Barth and, eventually, Jimmy Dean.

The first non-registered car showed up at 8 AM, and there were about 20 or so cars on the field, brought by either MVT or MG club members working the event.

Cars kept arriving as the morning wore-on. Although John Coutant and crew staked out Handicapped parking, Miata parking and

Spectator parking, the only people who helped were spectators, as no handicapped people showed up nor did the Miata's ever arrive (all due to the impending rain).

The rain started at 10 AM. No wind and just a steady rainstorm, which finally tapered off around 11:30 AM.

Ed Hill, MG club, got a count of the field after 12 PM. We had 94 cars on the field of 186 cars pre-registered and registered on the morning.

Alice Owen-Clough organized the ballot count crew and ballot counting started just after Noon. She had class winners and the runner-up's identified by about 2:30 and the awards were being handed out by 3 PM.

The end of day was about 4 PM and as my Honda was loaded and being moved onto the parking lot hard top, a scrapping noise announced the fact that the rear engine shield had fallen down. Luckily Bruce Clough was able to come to the rescue with bailing wire and cutters and temporarily tied it up. Cost me a "chicken" award as an embarrassment. What was also interesting was the lady park ranger (Carla) and her 13-year-old daughter standing by, and the daughter, who immediately saw my problem, and said that the exact same thing had happened to her Honda Civic, days earlier, but her Dad had fixed it. So, Honda quality now comes into question. Got home with no further problems.

It turned out to be a good day, we got another BCD done, but may not have made any profit, but covered expenses.

## 22 – Bob Pool Orphan Auto Show

*Bruce Clough*

Another Bob Pool Orphan Auto Show is in the rear-view mirror. Another day of fun with ice cream, old cars, and wine.

We met at Warehouse 4 Coffee in Beavercreek. I've not been there before, so I'm always in for a good surprise. Food was good, coffee was good, and soon we were joined by Stan, John & Patti Clifford, and Harry. After finishing our food and

sucking on our coffees we bundled into our cars, TR6, TR7, TR8, and a Honda, and headed towards Young's...



**Latte for the masses!**

The drive to Young's took us on some roads less travelled, and some well-travelled. Pulling into the parking we paid our \$5, got our picture headed to high ground to avoid mud, parked our cars, and lifted our hoods.



**Harry and the original non-original TR6**



**Hey wait – isn't that an Aran Beige car?**



**The Mule has entered the building!**



**John Neiswinger and his TR3A**



**Wedges in the show**

Soon John Neiswinger joined us in his TR3A and four cars of MVT represented the club.



**Two wedges and a side-screen car...**

The sun was out and it was getting warm, but it felt good. Humidity was high, but it wasn't raining. The sweat bees were out in full force, but we had ice cream!



**Harry taking advantage of his TR6 Sun Shield**

After several hours we decided our fun meters had pegged out and we headed towards Brandeberry Winery. Okay, we headed there after getting some cheese curds, spread, and some crackers. You have to have priorities.

Brandeberry was active with several groups, including a bachelorette party, and the wine was fine. We lingered there as a thunderstorm headed south of Xenia, then headed home full of cheese and wine.



### Cheesy time at the winery

So that's it – another Bob Pool show's in the books. Good time, avoided rain, had cheese. Perfect.

## Future

### September 2026

#### 2 - MVT Monthly Meeting



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

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

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



## 12 – MVT Northern Tour

*John Clifford*

Heading north-a-ways to Grimes Municipal Airport in Urbana, Ohio. Thought this would make a nice destination for our drive. We have not been to the Grimes airport in a while. Target would be to leave Vandalia "Warehouse 4" at 9:15am (if you plan to eat something there, arrive earlier). That should get us to Grimes in a bit over an hour. As usual, we will be taking some back roads and some curvy state highways.

I do not plan to be a part of the Car Show, but to check out the aircraft, maybe the museum and other cars. There will be food trucks, and the airport Cafe, but those may be a might busy.

We plan to leave there not later than Noon to head for a restaurant on the way south. From there we will cruise some roads south and west to finish off at the Olde Mason Winery near West Milton. Come join us!!

### What to Expect at Grimes:

The Mid-Eastern Regional Fly-In (MERFI) & Car Show is officially scheduled for Saturday, September 12, 2026,

Wings & Wheels: Get up close with an incredible display of regional aircraft and classic, custom, and muscle cars.

Timeline:

- 8am: Fly-In & Car Show Starts, Pancake Breakfast Start (Located in the North Grimes Hangar)
- 9am: Fly-In & Car Show judging begins

- 10am: Food trucks arrive
- 1pm: MERFI & Car Show awards
- 2pm: Event concludes



### 13 – Cincinnati British Car Day

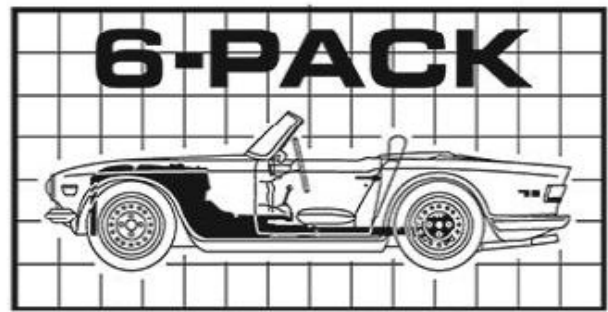
Fairfield, OH – details will be available at:

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



### 15-17 – Put-In-Bay Sports Car Races

Coming back to a Lake Erie island near you – more info at <https://www.pibroadrace.com/> - flier at the last page of this Marque.



TRIUMPH TR6/TR250 CAR CLUB

### 17-19 - 6-Pack Trials 2026

Nashville, IN

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



### 18-20 – Stowe British Invasion

Details at the link below:

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



at Carillon Park

### 20 – Dayton Concours d'Elegance

more information at:

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

**October 2026**

## 7 - MVT Monthly Meeting



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### 17 – Breakfast & Fall Foliage Tour

Back on this year due to the cancellation of VTR 2026. We will meet for breakfast at The Clifton Mill and drive the leaf-draped roads of the Little Miami River Valley to exciting destinations and a winery or three.



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

**November 2026**

## 4 - MVT Monthly Meeting



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



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

**December 2026**



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



**TBD – Ugly Sweater Contest** – Details TBD

## June 2027

**2027 TRA National Meet**  
Seven Springs Mountain Resort

June 21–24, 2027  
Champion, Pennsylvania



*Featured tour to include Fallingwater, a UNESCO World Heritage Site*  
Hosted by the Western Pennsylvania Triumph Association  
*Save the date...details to follow*

## Technical Talk

*Edited by Bruce Clough*



## TR7 August Fun: Follow-up on Last Month's Discussion

*Bruce Clough*

### Throwout Bearing Noise

Last month I was musing about the bearing noise disappearing on Inca – what started the last day of our drive back from TRA 2026, and continued on the Barth Tour, ended by BCD.

Gone. Disappeared. That's weird, what's up?

Solution? I did what I normally do - crowd-sourced an answer. Many said rejoice and be glad, Google (via Mark Senter) suggested it was because the bearing might have seized up totally. Need to check that last one.

I kept the car on the lift in case I heard something. I drove the car back and forth in the garage listening to all the noises made during engagement and disengagement. It, quite frankly, sounded absolutely normal, like a normal

clutch operation. If the bearing was seized there would be a big complaint when the stuck bearing surface touched the rotating clutch fingers, but nothing of the kind - nice and quiet except for a little tranny input bearing turning noise. It sounded "normal".

So, I put the center console back in and turned my attention to getting better brakes on The Mule. I'm going to monitor to see if anything comes back. If it starts acting up again, I'm on it, and I have several new bearings...

## Braking The Mule

I took The Mule to BCD, the first time that car had been driven in a couple months, and I was appalled how pathetic the braking was after driving Inca. Now, The Mule's system had already been upgraded a little - Front brakes were cross-drilled discs with green-stuff pads, rear brakes have larger cylinders in them, and the proportioning valve has been deleted. It has better stopping than a stock TR7, a little better, but nothing like four-wheel discs.

Actually, it was pathetic compared to the big brake kit.

However, I really don't want to drop another \$5K by upgrading the brakes like we did Inca (largest expense was the new wheels and tires to clear the brakes rather than the brake kit itself). No use spending that on rode-hard-and-put-away-wet The Mule, but I want to try something, anything.



**Original, stock master cylinder and servo.**

What I could do was put in a bit beefier master cylinder and servo, like the ones on Inca, on The Mule. This would decrease pedal pressure as well as hopefully increase braking a bit - maybe even I might be able to lock-up the front brakes, something right now is impossible to do on the car.

Last fall I was thinking about a similar thought when I was putting the new cylinder and servo on Inca. I mentioned to The Wedge Shop (where I got Inca's brake upgrade kit) that I'd like the parts numbers on the master and servo, they didn't provide that but were willing to sell me the pair for about \$500. At that time, I thought that was a bit much for what I was looking at - short searches on the Interwebs showed each should be about \$100 each - I filed that away.



**New master cylinder and servo**

Death scrolling through Facebook one night I saw that Classic Restorations was selling the TR7 they had been driving over the last year, and I noted the same brake master/servo mod that Inca has in the pictures. I messaged them and they provided listing for these parts:

- GM Master Cylinder (mid-90's Camaro) - found it at O'Reilly's for \$125 out the door. Part number NMC11379. This gives the ability to move more fluid per stroke.
- 8" universal dual diaphragm servo from Jegs, \$119 shipped to me. Part number PB 1083B. This provides more force amplification for my pressing on the pedal.

So, for about \$250 I had the major parts needed. The fittings and tubing to make the mod I already have.

I had put in a new master brake cylinder and rebuilt servo several years ago as part of the first brake upgrade, now that was coming back out. Removal was easy since everything was fresh, hardest part was keeping the DOT 5 from dripping out all over everything when being removed (hint, it didn't).

What I was staring at were the holes in the firewall for the servo mounting and actuation rod. I knew from Inca that those holes need to be moved in a bit. That was easy enough, redrill the holes using a 3/8" bit and then a little filing to the inside part of that hole.



**Servo holes in firewall – holes on the left have already been redrilled, holes on the right are stock.**

Next I needed to develop a yoke connection from the brake pedal to the input shaft of the servo. Measuring the stock unit, it is roughly 4" from the base of the servo and the hole in the yoke for the pin that attached it to the brake pedal shaft.

But first I had to find a yoke to fit the 3/8 NF thread of the servo input shaft. I could have gone to Summit Racing, or Speedway Motors, or even back to Jegs, but why do that when the Rural King is around the corner?

Yep, found a yoke at Rural King along with a new pin to connect to the pedal shaft. Also got some popcorn and pork rinds, hey, when in Rome...

Back at home I started to mod. The yoke I bought was for a 3/8" pin and threaded section too long to fit and keep the brake pedal in the same relative location while allowing the jam nut. To make this work I had to:

- Cut off yoke ends and redrill for 5/16" pin in the same relative location as the original
- Reduce input shaft length about 3/4"
- Reduce threaded section of yoke by 1/2"

Doing this resulted in a brake pedal that is in roughly the same position as stock, but I do have some room to adjust if I need to. Bolted the servo down and attached to the pedal shaft.



**New yoke affixed to shortened servo input shaft**



**Mounted servo**

Next I attached the vacuum line to the servo and fitted the master cylinder so I could build the hydraulic lines to the TWS proportioning valve replacement block.



**Master cylinder in place to make the lines to the TWS block**

Making the lines was pretty easy actually. Two reasons:

- Copper-Nickel brake lines
- Titan 51784 4.75mm ISO/DIN Double Flaring Tool

Copper Nickel lines are easy to bend (and re-bend) and are safe for pressures seen in car hydraulics. The Titan tool makes it uber easy to make the flare ends needed for TR7 lines. Fittings were already on hand from prior brake work, so all I had to do was make up the lines. (Now you know why I buy up all those partial hydraulic line kits at TRA actions...)

An hour, it took an hour which included checking out the Titan tool versus older tools to look at the precision of the flares. It was pretty easy peasy.



**New lines from right side**



**New lines viewed from the top**

Yeah, I suppose I could have used my bending tools a bit more to make the lines perfect, but hey, it's The Mule...

Now to bench bleed the master cylinder. You bench bleed a master cylinder to get the air out of it prior to putting it on the vehicle, making it much easier to bleed the rest of the brake system.

Except I didn't use a bench.

In a past life I would have actually put it on the bench to do this, but anymore it's much easier to do it on the car itself. In the nearer past I would make a pipe from the output of the cylinder back to the reservoir fill port (actually two for the TR7) and use the brake pedal to "bench bleed" the cylinder.

I didn't have to make any pipes this time since bench bleeding tubes and attachments came with the master cylinder. I attached the tubes, filled out the reservoir with DOT5 fluid, and bled the master.

Then I attached the lines between the master and the TWS proportioning block replacement, bled the rest of the system, and tried the brakes – well, they feel nice and solid when the car is in the garage, will see what it can do on the road.



**Bled and ready to drive a bit more...**

Test drive showed that I have more brakes than before. Stiffer pedal, less pressing distance needed to get braking power. That's good, but...

...but I still can't lock them up. I can stop faster, but not to the point where I can lock them up.

<sigh> Still working on this.

I need to do more research...

## More fun with Early TR Fuel Pumps

*Bruce Clough*

In an email last month from The Roadster Factory, they were advertising an early TR fuel pump rebuild kit on sale. A kit with an oil seal.

I had to buy it to see if this kit was any better than their pre-fire kits: Fuel Pump Rebuild Kit, TR2-TR3-TR3A-TR4-TR4A \$59.00, TRF Part Number: RFK1400

But I needed a pump to put them in, and all mine are already rebuilt. So, I did what I always did.

I went to ebay.

Ebay had a few used AC pumps, but to be fully rebuildable the pump has to be an early version with the cast pump arm and screw-retained valves. There were a few actually available, so for \$35 I bought two pumps worth of parts.

The TRF rebuild kit came first, and it looks to be decent quality. It comes with a pump diaphragm that seems to have the slots and screw holes aligned, separate valve gaskets, and two separate oil seals, one of which is what I needed, valves of seemingly better quality than the Powertune kit (IMHO and in the past sold by Moss and Rimmers) ones, and new block and filter bowl gaskets. This kit is better than the pre-fire kits since it comes with the oil seal.



**TRF Pump Rebuild Kit**

The pump to rebuild showed up as a pile of parts. Top and bottom halves of an original AC pump, a complete (but very used) Canadian aftermarket pump, and a separate external fuel filter that had seen better decades.



**My ebay haul**

The external filter was put aside immediately – it was in bad shape, and I have no use for it. The aftermarket pump was also “junk”, but had 6 good screws holding the halves together, so I grabbed those and put the pump remains in the recycle box.

The priming pump handle (yes, the old fuel pumps had these) was bent a bit, so I had to bend it back using a bench vise and Channel Locks, a somewhat draconian method, but works. Note that this priming pump lever isn't easily removable, so if it bent one will have to figure out how to bend it back while on the pump.

Now to clean the old AC pump halves. I didn't need to get them TRA Concours shiny clean, but clean enough that it didn't look grungy for the photographs in this article – I'm a practical guy. Into a bucket of mineral spirits with you parts! Okay, just the pump halves and filter bowl – the filter bowl securing clamp was a little rusty, so that went into the rust remover instead.

After sitting overnight in solvent/remover I then threw all the parts into an ultrasonic cleaner. By the time the parts came out they were clean of grease and the grunge of parts sitting on an engine for 60 years.



**Clean enough for Marque work...**

Now the first thing is to remove the old oil seal. This is underneath a steel retainer peened/staked into the top of the bottom half of the pump. It comes out by putting the bottom half in a bench vise, bending back the peens using a smaller screwdriver and hammer, prying out the retainer with the screwdriver, and removing the seal.

Installation of the new seal is the reverse. Remember when re-peening/staking the retainer in to use a different place in the lower half cast metal rim to deform the metal to hold it in to reduce chance of cracking the cast metal.



**New seal installed in pump housing – below the pump is the old seal (left) and an example of the retainer (right).**

Next thing is to install the new pump diaphragm. The diaphragm is actuated by a slotted rod attached to it that goes into the slotted end of the actuation lever underneath the seal in the pump body. You push the rod into the lever, then rotate 90 degrees to secure the rod slots into the sides of the lever slot.

Before installing you also have to ensure that the diaphragm spring is in place that ensures pump action. That was not on the lower pump half when it came, and the spring that came with the used aftermarket pump was rusty. Never fear, I had a NOS spring in my bag of tricks, so I grabbed that, put it over the rod, and pushed the rod end into the seal after lubing it with some rubber grease.



**Diaphragm, spring, and rod pushed into the oil seal.**

The next thing is to locate the rod slots into the actuator level, but how far to rotate? This is where the diaphragm itself gives a clue. There is a small tab on the diaphragm as a sight reference. I locate the tab toward the actuation lever initially, wiggle the diaphragm until I know the slots are engaging in the lever, and then rotate 90 degrees CCW from the original position. The tab is now perpendicular to the lever and fully engaged in the lever slot.



**Tab in diaphragm – note holes do not line up.**



**Tab rotated 90 degrees, properly engaged in actuation lever slot – note the holes line up.**

The next step is to replace the valves in the top part of the pump, the valves that let gas in and out of the pump chamber in the right order. These valves are held in by a piece of spring steel and two screws.



**Pump valves, gaskets, and retainer**

Instead of the original figure-8 gasket, the kit comes with a gasket for each – works just as well.

Of course, I put the pump halves together before I took a picture of the new pump valves installed in the top half of the pump, so you're going to have to use your imagination on that. Just ensure the valves are installed so fluid comes from the filter/sediment bowl and to the carbs during pump operation.

Next step is to install the fuel filter/sediment bowl. At the top of the bowl under the seal is supposed to be a brass gauze filter. Again, the used AC pump didn't have one, but the aftermarket pump did, so swapped that out. Installation is easy, just remember the gauze filter goes into the pump body first, then the new seal – reverse those and it will leak.



**Pump housing, old gauze filter, new seal.**



**All in place ready for the glass bowl.**

Final step is to install the glass bowl using our nicely cleaned-up fuel bowl clamp, and we are done!



**Rebuilt original AC pump, with new gasket, ready to go on a car.**

So, there you go – the TRF kit looks and installs like a winner, much better than the Powertune kit since it comes with the oil seal, the valve seals do not have to be trimmed, and the diaphragm slots align properly (ref my TRA 2023 Tech Session presentation when I talked about the Powertune kit). So, if you are rebuilding a pump look to this kit first IMHO

## The Greying of the Mule

*Bruce Clough*

I think I've told the story before – we bought The Mule off Bring a Trailer (BaT) from a lady in

Memphis, TN. It looked good in the pictures; it looked good in person. I knew it was on a salvage title, but it had been fixed pretty good. However, when I took things apart to update/fix/modify I discovered that the dash was from a '75 TR7 and the instrument cluster from a '77 TR7. Well, this is not exactly correct for a '80 TR7. Doing a bit more snooping, I determined that although an early '80 might, might have a black dash, this car built in in late Nov '79 should have been a grey dash, like Inca, which is also a Nov '79 car.



**The Mule's interior sporting the older black dash**

The plan was to go ahead and drive the car anyway since it drove fine and worry about the dash later.

Well, now it's later, and I have a grey dash from the car I got from Bruce Miller to put in it. I waited until after the Bob Pool Orphan Auto Show, a day after actually, to start the transfer. Taking the black dash off was fairly easy – it's been off before, and before an hour was over the plastic was off.



**Yes, this proves the TR7 is built around the heater matrix...**

Now to start putting back the grey dash. The first piece to go back is the main upper dash piece that spans the car and holds the glove box. It fit in okay, but I noticed the mounting points under the glove box don't reach the lower support so I'm going to have to engineer something there.

Next I swapped over the center top console switches into the new switch panel, confirmed the switches worked. Installed the instrument panel and confirmed those work. Installed the top panels. Installed the choke cable bracket. Now for the center lower console, but first I need a new radio.

The old radio was a dual-DIN (double height) radio/media player that I modified the old center console for. I don't want to modify the new console, so I need a single DIN radio. The old one was a JVC, so I needed another JVC, so I don't have to change connectors. Easy enough, Amazon is great. New JVC was delivered in two days. Tried the new radio with the old wiring, works great!

The old center radio section didn't fit the old dash top piece well; I had to do a lot of trimming to get it to fit right. With the new dash the new center piece fits fine. Nice, something worked well.

After the trial fit of the center radio section, I tried out all the wiring and switches. Everything worked. I then installed the new 12V socket, and the old switches for audio system power and radiator fan into the center section, connected the

contacts, and secured the section. The radiator fan switch then decided it didn't want to work.

Nice.

Removed the switch – the contact plate at the back which sports the connection spades had broken in half.



**Yep, broke**

Of course you can buy new switches, but, of course, they are not the same – what they sell you are the same switches a TR2 would use – instead of spade connectors they have screwed pressure contacts – stick bare wires in a block and screw down a set screw to hold the wires in.

Nice.

Ordered one (what else could I do?\*) and went back and installed as much of the dash and interior as I could and now the waiting game starts.



**Grey dash appears!**

\* - turns out that Spitfires and GT6's have similar switches, but they aren't available either, oh well...

## 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](mailto: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:** 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](mailto: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](mailto: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](mailto: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](mailto:j51.banet@twc.com) - call text or email for  
pertinent info.



### Attendance in Past Years – High Water Mark in 2009

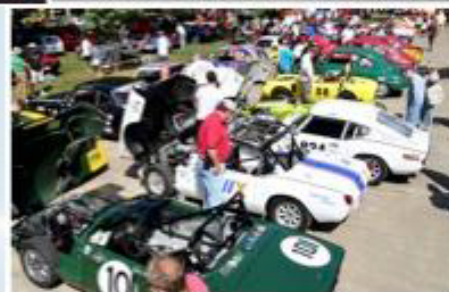
| <u>Year</u>                    | <u>Pre-Registered</u> | <u>Total Registered</u>                   | <u>Vendors</u>               | <u>Cars on The Field</u>                             | <u>Weather</u>                                             |
|--------------------------------|-----------------------|-------------------------------------------|------------------------------|------------------------------------------------------|------------------------------------------------------------|
| <u>2006</u>                    | 195                   | 353                                       | 6                            | 341                                                  | Sunny & Hot                                                |
| <u>2007</u>                    | 178                   | 310                                       | 6                            | 300                                                  | Sunny & Hot                                                |
| <u>2008 (Recess-</u>           | 143                   | 295                                       | 6                            | 266 - 288                                            | Sunny & Hot                                                |
| <u>2009 -ion)</u>              | 174                   | 355                                       | 8                            | 349                                                  | Sunny & Hot                                                |
| <u>2010</u>                    | 149                   | 309                                       | 5                            | 302                                                  | 7 <sup>th</sup> Straight Year<br>Sunny & Hot               |
| <u>2011</u>                    | 182                   | 304                                       | 3                            | 300 - 306                                            | Rain Threat –<br>Sunny, later                              |
| <u>2012</u>                    | 143                   | 255                                       | 5                            | 246                                                  | Rain Threat –<br>Sunny, later                              |
| <u>2013</u><br>(Sequestration) | 134                   | 205                                       | 4                            | 184                                                  | Rain Threat –<br>Sunny, later                              |
| <u>2014</u>                    | 143                   | 259                                       | 5                            | 245                                                  | Partly cloudy and warm                                     |
| <u>2015</u>                    | 128                   | 266 Plus 89(Sb's)                         | ~ 6                          | 346                                                  | Cloudy and warm                                            |
| <u>2016</u>                    | 159                   | 260                                       | ~ 5                          | 252                                                  | Sunny, warm, Lo Hum.                                       |
| <u>2017</u>                    | 156                   | 275 + 3 Not Reg'd                         | 6                            | 270                                                  | Sunny, warm, Lo Hum.                                       |
| <u>2018</u>                    | 162                   | 258                                       | 8                            | 241 (17 no-shows)                                    | Sunny, Hot, Hi Hum.*                                       |
| <u>2019</u>                    | 150                   | 275                                       | 8                            | 268                                                  | Sunny, warm, Lo Hum.                                       |
| <u>2020</u>                    | 0                     | 0                                         | 0                            | 0                                                    | Not Recorded, Covid-19                                     |
| <u>2021</u>                    | 182                   | 293                                       | 8                            | 268 (~ 25 No-Shows)                                  | Sunny, Hot, Hi Hum.**                                      |
| <u>2022</u>                    | 173                   | 232                                       | ~12                          | ~210 (~30 No Shows)                                  | Rain at about 8 - 9 AM, then<br>Cleared off, Sunny & Warm. |
| <u>2023</u>                    | 158                   | 253                                       | ~6                           | ~235 (17 No Shows)                                   | Cloudy and cool, AM, Cleared<br>off, Sunny & very Warm, PM |
| <u>2024</u>                    | 181                   | 245                                       | 6                            | 218 (27 No shows)                                    | Cloudy early, hot and Humid<br>Later, no Rain. MGC meet.   |
| <u>2025</u>                    | 153                   | 239, (Field count @<br>11:30 , 202 & 204) | 8 (two cars<br>not on field) | 228 (11 No shows).(14<br>cars arrvd in last 20 Min). | Lo Hum & Temp. Just Cloudy<br>Great Day for the event      |
| <u>2026</u>                    | 163                   | 186 (5 – 6 arrived<br>after Rain)         | 4                            | 94 (mostly MVT &<br>MG Club of SW Ohio)              | Predicted Cloudy & rain all day<br>Rained 10 AM to Noon.   |
|                                |                       |                                           |                              |                                                      |                                                            |
|                                |                       |                                           |                              |                                                      |                                                            |
|                                |                       |                                           |                              |                                                      |                                                            |
|                                |                       |                                           |                              |                                                      |                                                            |

\* Showers at about 3 PM closed the day.

\*\* Showers at about 4 PM, but no cool-off. Car count at Noon – 236 (MVT), 263(MG Club)

2017 - Best Year since 2011.

# Put-In-Bay Sports Car Races 2026 Celebrating: The Cars of Great Britain



## Put-In-Bay Sports Car Races Offers:

- ~**Two Days of Racing:** 9-16/17 for pre-91 production sports cars and sedans up to 3.0L, sports racers up to 2.0L, Vintage FV & Open Wheel & others (by application).
  - ~**Low Key Event:** at Put-In-Bay on Ohio's South Bass Island, where sports cars raced in the 50's & 60's, and revived in 2012 as a **unique vintage racing experience.**
  - ~ **2026 Featured Marque Race:** British sports cars.
  - ~ **Entry Options Include:** Racing, Exhibition, and Street Vintage Sports Cars.
  - ~ **Plus:** Original course tour, participants reception, social events, car show, rocker cover races, vintage attire, and ~
- More guaranteed enjoyment than any vintage race event, our entrants say!**



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**Registration opens**

**1/1/26.** For info see  
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"Put-in-Bay Road Races"  
Facebook page or call:

734 -502 -2435

412 -400 -9156