



The Marque

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

The Marque – April 2025



So long Skip

Skip Peterson passed on last month. His health had been declining in the last several years, but he still forged forward as the face and voice of the

Dayton British Car Day and the Dayton Concours d'Elegance. He was born to be with sports cars, to hear the whine of the engines, he was born to be the guy behind the camera capturing motor sports for Dayton and the world.

The outpouring of feelings and condolences online has been magnificent – he truly was loved here and around the world.

<https://www.daytondailynews.com/local/former-ddn-chief-photographer-and-editor-skip-peterson-dies/4HQWCTJ6BNGN7O3D7NHAQVQLHU/>

<https://www.westbrockfuneralhome.com/obituaries/skip-peterson>

His memorial/life celebration was at the Packard Museum in March 23rd. Friends and family filled up the events space surrounded by memories and some of Skip's award-winning photographs. Thanks to the MVT'ers in attendance.

RIP Skip, now it's up to us to carry the legacy.

April Events:

- 2 – MVT Monthly Meeting
- 6 – WineFlashMob
- 11-13 – The Gathering
- ? – Drive/Tour (need a person to step up and run this)

In This Marque

- Prez's State of the Club Message
- John loves Amazon
- New VP Corner
- MVT Embroidery Info/Update
- Donuts into wrenches

Obligatory Disclaimer

"The Marque" is the official publication of the Miami Valley Triumphs Car Club, P. O. Box 144, Bellbrook, OH 45305. Views stated in the "Marque" are not necessarily those of the officers or members of the club.

Technical data is provided for information only and no liability is assumed for suitability, applicability, reliability, or safety. We also don't vouch for spelling or grammar – the editor is an engineer...

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

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

MVT Club Info

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

contact the MVT Membership Chair (contact info below).

President: Jeff Barth,
jsbarth45383@yahoo.com

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

Secretary: Stan Seto,
stans@fuse.net

Treasurer: Harry Mague,
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meadeashay@hotmail.com

Webmaster: John Coutant,
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Events & Newsletter Editor: Bruce Clough
portabezi@hotmail.com

Club Address – MVT, P.O. Box 144, Bellbrook, OH 45305.

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

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

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

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

MVT Monthly Meeting

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



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

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

National Affiliations:

Vintage Triumph Register

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



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

industry news. In addition to the magazine, membership in VTR also includes:

- Access to VTR's staff of volunteer vehicle consultants
- Various VTR Triumph car club regalia
- Low-cost collector car liability insurance to members at costs far below regular insurance rates
- An annual convention, hosted each year by one of VTR's many local chapters.

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

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

Triumph Register of America



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

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

Other Clubs

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

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

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

Public Service Announcement



Officer's Reports

President's Report

Short and Sweet

Jeff Barth

March saw us start tech sessions, review of the year past, the celebration of Club Awards and looking toward a full slate of events in our future.

In April the periods of daylight are getting longer and the temperatures occasionally warmer, we find ourself on the cusp of great driving weather. Unfortunately, I find that an old friend has come to visit and he is called Procrastination.

Having spent most of winter enjoying the warm indoors, I find I have projects I want to do to my car before taking it out on desired excursions, to work or other weekend trips.

Quick, grab up your box of parts and wrenches. Head to the garage and get your LBC ready for adventures unknown.



See you on Wednesday April 2nd at Archer's for our April monthly meeting.

Cheers!

President's End of Year Report

As I pondered this evening and my responsibilities as President, I wasn't sure what I should say or how it should be said. As I reviewed the last year I decided I should just follow in the footsteps of those before me, well at least John Coutant.

Welcome to the Awards Banquet for Miami Valley Triumphs. This is a time to celebrate the success of the club in the previous year and all the people who contributed to and participated in that endeavor. That's where I leave John's lead.

As nervous as I was to take on the responsibilities of the President for this organization, tonight is truly a highlight to provide a review of our activities during the last year and to announce the winners of the annual club awards.

We started 2024 with 55 members and a little over \$6000 in the treasury and ended the year with 56 members and a little more than \$5700 in the treasury. While this might indicate our year was fairly static, I would say that would not be a good representation of our year at all. Unfortunately, we started and ended the year in the same manner, with the loss of respected members Greg Relue and Don Bigler. Both I am glad to say that I was able to meet and spend some time with.

I found it very difficult to summarize all that this club does, where it goes, participates in, and endless help and support of fellow members in numerous ways.

There were several articles/notices shared concerning parts and/or pieces that did not meet the expected quality, but supported the historical reference to the manufacturer of electrical parts for Triumphs and earned the moniker of "Lucas, Prince of Darkness". Thank you to those who had to endure these issues and shared them with the club to make us mindful and aware of what might happen when purchasing replacement parts.

Numerous tech sessions were also conducted to work on electrical issues, fuel pumps, exhaust systems, transmissions, oil leaks, steering linkages and grommets, etc. Some planned and others, thankfully not many, conducted alongside the road.

We had the usual good times at social event, usually without our LBC, such as the Valentines Day Dinner, Awards Banquet, flash wine mobs, pooless pool party and the Christmas Soiree. Thank you to Bruce Clough, our events coordinator, as well as Chris White, Carol and Roger Rutledge, Alice Clough and Patti Clifford as well as everyone else for your help in organizing these events that we truly enjoy.

I also want to give a big thank you to everyone who helped stuff registration bags, handout registration bags, register cars, collect and count ballots to make the annual Dayton British Car Day, that MVT hosts with the MG club, a success again in 2024. I also want to thank Al Smith for stepping up to help line up and coordinate Sponsors and to Curtis Hayes for organizing the acquisition and printing of T-shirts for this event as well.

Other car shows that were attended as well were the British Transportation Museum car show, Indiana British Car Day and the Bob Poole Orphan car show where we had numerous MVT members show up. There was also the British Tea and Biscuits cruise-in that was held in the parking lot near Archer's on Saturday mornings where various topics concerning British cars can

be discussed as well as investigating other owners projects and sharing of ideas and experiences.



You're MVT folks are on the ball

In review of the last year though I also realized how many drives, trips and opportunities this club had as well. With the help of John and Patti Clifford we experienced the latest in TSD, time speed distance, rally technology. This also helped me confirm what I knew for a long time, deep down Jodi really does know to navigate, even if we get almost hopelessly lost. Sorry Jodi, no more naps.



Purrrrrfect Triumph weather

Numerous drives on local roads, to plain places like Plain Folks café, farm markets, searching for Mums, even drives after storms that blocked some of the back roads that we typically stay on. Excellent adventures on roads of numerous

turns, elevation changes, colorful trees and many interesting sights and stops along the way.

MVT also attended the Blessing of the cars and bikes and raised over \$500 for Play4Payne foundation that supports victims, and families of victims of Traumatic Brain Injury. Thank you MVT.

Numerous miles were also traveled to places a little farther from home as well. The TRA gathering held in Mohican State Park, Ohio. The SCVTR, South Central Vintage Triumph Register, gathering in St Louis, Mo., a weekend trip to the Gilmore Museum in Michigan and the National VTR in Brown County Indiana. In addition, what better way is there to celebrate one's 50th Wedding anniversary than to revisit your honeymoon trip, again in a Triumph, to Stowe, Vermont. Congratulations Chuck and Chris! For a safe trip and for 50 years.

As I reviewed this last year I realized two things. There were a lot of events that I was not able to attend for various reasons and this club is very active in multiple events.



He's so modest...

I also realized that our MARQUE editor is a very active in many aspects of this club as well. From planning drives, coordinating tech sessions, and writing numerous articles for the MARQUE as well. I think this is why I was really excited when the MARQUE received recognition by the

National VTR editor Shawn Franks at the VTR gathering held in Indiana. Thank you Bruce.



Not John

We also saw ladies of MVT participate in competitive events such as LeMans Start and Autocross. Keep the good work, I can't wait to see more this year as well.



Sometimes slapping the car works best

At this time, I will challenge everyone to provide an article, technical or informational, for inclusion in the Marque. Last April, in my first President's report, I challenged everyone to write an article about what Triumphs they have or have had or why they own or their interest in the Triumph marque. This is to allow other members in the club an opportunity to learn more about you and your triumph experience. Fire up your computer and type a little, send it to Bruce and allow him to use his editorial skills.

As President I would also like to thank Chuck White for serving as the Vice-President and look

forward to your continued support of MVT. Hopefully I met all your expectations by being present at most, if not all, club meetings. Thanks also to the other club officers for their help and participation as well. Harry Mague-Treasurer, Stan Seto-Secretary, Bruce Clough – Events Chairperson (who agreed to remain), Adrienne Meade – Membership Chair (who also agreed to remain) and Jackson Galloway – newly elected Vice-President (Chuck thanks you as well).

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

Jeff Barth (Driving his Spits year-round and everywhere)

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 Harry Mague (Work done recovering Greg Relue's TR6, which is now owned by Jackson G.)

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 Roger Rutledge (all the pain and suffering on the trip to, at and return from TRA).

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 Harry Mague (All the work done to incorporate the club and to keep Club up to date for National and State IRS requirements. Included in the nomination was all the time and money donated to restoring the Relue TR6)

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

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

Call to Meeting

7:30 PM

Members Present

19

Opening comments

On a cold and windy night, Glad to see you all here.

Agenda

Changes or additions – Anything to add? Seto had one item of Old Business.

Introduction of Guests and/or New Members

None present

Officer Reports

President – No further comments.

Vice President – I'm retiring (at the awards banquet) and would like to thank several people for their support during my term of office (and did so), and thanked Jackson Galloway, coming in as the new Vice President, elect.

Treasurer – Club has \$6222.73 in the bank, and announced that all our Federal and State taxes have been paid.

Secretary – Requested a motion to approve the February Minutes as published in the Marque. Motion was made by Charles White and

seconded by Bruce Clough, discussion was asked, but no comments, vote was asked and motion passed with no dissenters.

Secretary offered to lend to any club member who asked, a book detailing the 1934 Super Dolomite history. No takers.

Membership – Current Membership – 56, same as last month.

Events – Drive your TR Day, February, was a worldwide success, and a moderate club success, over 600 photos were sent in. Our VP posted a website where they can be seen. Also, the Valentine's Day dinner went well and was well attended by the club.

Upcoming Events

- 8 March - 9 AM to put the Jim Sipos tranny back into the car, at 223 Curtis Ave. up in Delaware, Ohio.
- 15 March – Awards Banquet at Jimmie's in Dayton
- 22 March – Tech session at the Rutledge's, 2200 N. Hampton Rd., New Carlisle, Oh. at 9 AM.
- April – Caesars Creek Winery opens this month, Meeting there TBA.
- Bruce would like to do a "tour" in the last two weeks and is looking for a sponsor. More to come, at next month's meeting.
- May – 03 May (Saturday) - Maybe a tour starting with breakfast at Clifton Mill.
- June – TRA in Michigan, Jeff Kelly steps down as President, after 10 years. Who will step up??

Standing Committee Reports

Technical – Nothing to report.

Marque – Editor continues to seek technical articles.

Spare Parts – Nothing to report. Jeff Barth Offered a set of seat cushions (Spitfire size) to the club. There were no takers at this time. Bruce handed a Dancing Hula Chicken to Jackson Galloway for his truck dashboard.

Web Site – Nothing to report.

Memorabilia – Yes, it is available.

Old Business

Ballets were collected and counted. The Club Secretary cast a single affirmative vote single candidates electing Jackson Galloway to the club Vice Presidency, effective at the awards Banquet; Bruce Clough as Events Coordinator and Adrienne Meade as Membership Secretary, both actions effective at the Awards Banquet. The Club Secretary also cast a single affirmative vote for the Award Candidates in the categories of Keep it on the Road (Jeff Barth) and Press on Regardless (Roger Rutledge).

Stan Seto requested a motion to seek \$165.00 from the club to complete embroidering the seven car silhouettes on a test cloth (To be checked for any flaws that may have crept into the digital software, based on the fact that this software has been handled by more than four embroidery companies since it was developed and these different machines have different codes in their software, depending on when, in time, they were manufactured.) and funds to repair the three flaws that were discovered in the silhouettes already on the cloth.

Chuck White made the motion and Chris White seconded it. Call for discussion yielded no comments.

A voice vote was called which yielded a lot of affirmatives and one nay. The motion passed.

After, there was a short discussion with the Nay voter to more completely explain the ballot requested. His Negative was based on the fact that about \$150 had already been spent, and brought out the fact that we, as a club, really do not buy that much monogrammed wearing apparel. While this is true, most of the voters thought it was a good idea to assure that the embroidery was accurate.

New Business

It was brought up that our waitress (who has performed well these last two months, and may be an assistant Manager.) approached our president and was asking about help for having a

summer car show by Archer's to boost their business. The club did not commit (on the one hand), but there were a number of ideas about how we might go about this and what some of the Pro's and Con's were.

After the club dismissed, the Secretary spoke with the waitress, briefly, to give her a better idea of what the club thought based on our discussions, the "when to do this" being most important. Based on the discussion, she will be doing more research.

50/50 Drawing

Amount: \$15.00, Winner: J. Galloway

Adjournment

Time – 8:12 PM, Motion - J. Clifford; Second – S. Seto

Vice President's Report



I'm here!

Jackson Galloway

Spring has sprung, and the itch to drive the 73 TR6 has gotten to me. Work on the '89 F-150 has stopped (temporarily) and a mad dash to fix the idle issue on the TR6 has yielded some results. The front carb runs rich no matter how lean I get the idle mixture adjustment screw, and the rear carb is spot on. I'm thinking of just letting it be, and swapping plugs every few hundred miles from the front three cylinders to the rear three cylinders. This will obviously be a great idea during MVT road tours, and definitely not lead to

a chicken award. It's either that or buy a used (or new...I do go by "Crazy" Jack) 32/36 weber carb and rebuild it and swap it with the front carb (anyone know where I can score a good 32/36 weber?).

Once the carbs are sorted, I can focus on the F-150, and the possibility of buying a 1966 Honda CB77 Superhawk motorcycle! I have been smitten with the motorcycle since I read Zen and the Art of Motorcycle Maintenance, and think this would help add to my fleet of bad idea purchases.

Crazy Jack

Treasurer's Report

As of 1 March 2025, the club account had a balance of \$6222.73. For the month of March, the club's income was only from the 50/50 for \$15.00. For the month of March, the club had the following expenses: \$235.90 to John Coutant for Web services and \$1363.18 to Jimmy's Italian Restaurant for the MVT Awards Banquet. Total expenses for March 2025 were \$1599.08. As of 1 April 2025, the club's account balance is \$4638.65.



Respectfully submitted, *Harry Mague*

Membership Chair Report

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...and welcome to 2025, again! Dues are due in May, so get your wallets out!

Adrienne Meade

Bruce's Corner

Somewhere Southeast of Dayton – Spring is here

Bruce Clough

Time to get the cars out, time to get that Spring maintenance done. The flowers are poking out, the grass is getting greener and we are preparing for severe weather. Yep, Spring is here.

This year I am going to drive the TRs much more. The Mule is going to become a daily on good days, and The Grey Ghost will be driven on evenings and weekends – I ain't getting any younger, and sooner or later we'll have to pare down the collection – so drive them while you got them – something that was driven home by the passing of Skip.

See you at the meeting on the 2nd!



The Marque

Nothing much to report – send me articles! Really, send articles!

Events Chair Report

Well, we got the tech session behind us, or some of them behind us is probably more correct since we probably generated a few completing the ones we did.

Time to drive.

I'd like to bring up maybe a controversial topic. Last year I was approached by a member that essentially said "I'd be great to attend some of your events, but they are on the wrong side of town and we'd have to drive a bit – can you get some put together closer?". No, but I'll certainly assist you however I can if you would put an event together in your area.



See, if I have to put an event together, it's something I like to do, such as driving the roads of the Little Miami or Ohio River valleys, and hanging at Caesar's Creek Winery or Valley Vineyards. If I have to do the coordination and planning of an event it's something that I know will please me, and that means something that is between Dayton and a triangle with the other vertexes being the east side of Cincinnati and Portsmouth. Selfish? Maybe. Easier for me to do? Definitely. Good roads? For sure!

I am only one person. I know that comes as a shock to many of you, but only one. My time is limited. I used to plan stuff all over the place, but now I is limited by other things – I'm more into bourbon from a technical and taste standpoint, so I find myself more and more at those events which take weekends out of the year – weekends I might normally be planning an MVT tour/drive or event an out-of-town car show.

Bottom line: I, no, we, need others to step up, to put together club events rather than relying on me to do that.

Your opportunity is at hand.

The last weekend of April is available for someone to put an event together. I am holding it open on the club calendar. Now is the chance for an MVT member to step forward and develop an event.

Dayton British Car Day Update

With the passing of Skip Peterson there are a lot of questions in the air about organization and running of BCD. Stan Seto had some conversations with the MG Club team at Skip's Life Celebration and has this report:



At Skip's memorial service, talked briefly with Ed Hill (Parking) and Dave Gribler (Finance) about who will be replacing Skip for BCD. Turns out it will probably be Ed Hill.

So, in discussions with Ed about how we will work out BCD '25, we agreed to meet at Eastwood sometime in Mid-April, with the Park representative and work out some of the details concerning our Event Parking, Spectator Parking, Food truck locations, Dumpster and Port-o-Potty locations, Mostly where on the asphalt they will be, shirt tent, vendor locations, Registration and Trailer parking.

We will also find out what park restrictions we will have to adhere to.

Ed has been working on field layouts for event parking, but needs to run them by the Park Representative to get concurrence.

It is still early, but we need to prepare because this year is going to be a little different.

MVT Events

Past

March 2025

8 – Tech Session

Bruce Clough



The White's TR6 – all dressed up and almost ready to go

This Saturday found us again heading to Delaware (OH) to reinstall the things we took out last fall on Jim and Karen Sipos's TR3B at Jason Sipos's shop – Jason is their son and runs a auto repair/restoration shop. Before we got to work, we stopped by the White's TR6 that just got a fresh repaint – almost complete. Back in the TR3B, it was time to reassemble a few trannie details and get that back into the car. It struggled with us, but in the end, we got it in. Thanks to Jason for the muscle, Clyde for re-attaching the drive shaft, and Chuck for arranging hardware, providing a hand

or three when needed as well as not laughing at us as we worked.

The transmission is back in, but there are still a few things to do, so expect another tech session in the future methinks...



15 – MVT Annual Awards Banquet

Bruce Clough

The 2025 Miami Valley Triumphs Annual Awards Banquet is now history – another one for the record books. Thanks to Chris White who put it together, Pres Jeff for the fine speech, and to the MVT members who attended., now, on to the story...



Membership Chair enjoys a little wet stuff...not like she drinks or anything – Michael, can we get a word from you?

If you've not been to Jimmy's, the food was fantastic, not because the club picked up the bill, just that it was. The drinks were reasonable and

well-poured, as we managed to find a parking spot close to the building (it can get tight).



Drinks were terrible, couldn't swallow them <lol>

As usual, we mostly filled the back room at Jimmy's, and also as usual we enjoyed the camaraderie, and even Jeff's speech, okay, so maybe that's taking things a bit too far.



Food was terrible, couldn't take a bite <lol>

Prez Jeff introduced our new VP – Jackson Galloway, who was profusely thanked by Chuck White, our old VP. Jeff then thanked Chuck for his service and continued on into his "State of the Club" message. After that it was time for the MVT Awards

We had four MVT Awards Winners:

- Keep It On The Road – Jeff Barth
- Most Improved – Harry Mague
- Press On Regardless – Roger Rutledge
- Marque of Distinction – Harry Mague



Chuck oversees the traditional phone trading event – we used to share phone numbers, but now we find this much simpler...



Jeff accepts Keep It On The Road award for the dedication he shows in driving the Spitfire damn near everywhere...



Harry takes Most Improved for his work on Greg's car



Roger accepts the Press-On-Regardless award for TRA 2024 Shenanigans...



Harry accepts the Marque of Distinction award for his service in setting us up as a non-profit

It was kinda the Harry & Jeff Show with Roger being the interloper, but they all deserved the accolades!

Thanks to all who attended -we think we will be back there for next year's banquet...



Perfect way to end the day!

22 – Tech Session

Bruce Clough

Thanks to all who headed out to Rutledge's to help work on the TR3B on that cool morning. We had a pretty full house, with 9+ members showing up and working – this wasn't one guy working and 8 watching, but everyone pitching in. Yes, there were Schuler's Donuts, yes, there was coffee, and yes, there were enough tools to go round.



Priorities

We were working on two things, pulling a rear axle half-shaft and replacing the radiator fan.

Pulling the Axle

I was primed before I got there to tackle the half-shaft – I'm good at getting dirty on the floor, and it's really a one-man-band action due to not having any room under there for more than one set of hands.

I looked at our TR3B and I read my notes from when I replaced the rear bearings on the car. Roger said it was leaking past the seals, and that was an understatement. When we arrived, they already had the wheel and drum off the left rear, and it was a mess – everything was coated in black goo.



Ewww, black goo

Both the inner and outer seal failed – the inner seal is to keep differential lube out of the wheel bearing, and the outer seal is supposed to keep the bearing grease in and clean. What we had here was a lot of gear lube making its way past the bearing and into the brake drum. Well, at least the brake shoes would never rust, nor exhibit any wear.

To get at the seals, you need to remove the half-shaft, and to remove the half-shaft you have to remove 6 bolts that connect the hub to the axle. These 6 bolts are held in place by bent tabs, "keepers", that look to be original and covered with 60 years of dirt and grease.

Once I got the tabs bent back and area cleaned, I started removing each bolt by hand. I thought of

bringing a power wrench or three, but there isn't a lot of room to work given brake lines, cables, suspension pieces, and frame interference. I did it by hand.



Bruce taking the hub bolts out

This wasn't hard, just a chore with the limited space to work and the dirt over everything. Slow go, but we got them out and pulled out the half-shaft with the hub on it.



Half-shaft and hub assembly removed

Replacing the seals was not in the cards for today. The inner seal is easy to replace with a slide-hammer and the right type of hook. The outer seal requires a machine shop to replace. For completeness we needed to get the backing plate off - and this meant disconnecting the parking brake and hydraulic connections.



All brake parts and backing plate removed – what a mess!

They are now all off – brake shoes need replaced, brake cylinder rebuilt or replaced, but the rest look good – after they are cleaned of course!

Replacing the Fan

While I was dropping the half-shaft others were getting the front clip and radiator out to replace the dismal original fan with a Hurricane Fan Macy's Garage sells. Yes, to get at the fan you need to remove the radiator which means you need to take the nose off.



Chris Yanity and Roger start yanking things off the front in order to remove it

There are a lot of nuts and bolts to remove to get the nose off, Slowly and surely, they got them removed one by one, and then it came off exposing the radiator.



Attempt to isolate the missed attaching hardware so the nose can be removed – how many MVT'ers does it take?



Finally, the nose was off, the radiator removed, and time to remove the pathetic, spatula-shaped fan.



Jeff trying to look useful

Once the nose was off and put aside, it was time to take the radiator off. Again, it gave a little struggle, but eventually was removed.

The stock TR3 fan literally looks like four cooking spatulas attached to a metal frame, and they move air about as well. They are attached with four bolts using hardware that is designed to balance and provide some dampening.



Is it a fan, or a cooking implement – both – it is a fan designed to cook an engine...



New fan attachment hardware and new fan



Roger putting the mounting hardware on the new Hurricane Fan

There weren't much in the way of instructions with the new fan – applied a mixture of intuition and common sense and we got the fan attached – and what a fan this is – should provide enough airflow to keep it cool on a hot Ohio summer day.



Roger fitting the new fan to the TR3B

Just about the time we got the fan back on Chuck and I had to leave – like the Sipos's, we believe we will be back here for more work, but it was good to turn a wrench again and see the club support its members.

April 2025

2 – MVT Monthly Meeting: Come for food by 6:30PM (it might take some time to get it

depending on how busy they are and wait staff available), meeting starts at 7:30PM.



The meeting will be held at Archers Tavern Kettering, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015.

6 - Caesars Creek Winery Opening Celebration – the first Wine Flashmob of 2025: 2PM (they open at 1) at the Winery on Long Road east of Xenia – you should know where this is by now.



They actually opened on the 5th, but we are going to be fashionably late. Bring some crackers, bring some cheese, I have a feeling they have wine...

11-13 The Gathering, Dobson NC: Put on by the Triumph Club of the Carolinas – awaiting more details at <https://triumphclub.org/the-gathering/>

Late Apr – Tentative run/tour: looking for a sponsor to put one together...

May 2025

3 May – Derby Day Breakfast Flashmob: 8 AM at Clifton Mill, get your huge pancakes on!



7 – MVT Monthly Meeting: Come for food by 6:30PM (it might take some time to get it depending on how busy they are and wait staff

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

10 – British Transportation Museum Car Show: Tentative date more info TBD

16-17 – Carlisle PA Show: Details at <https://carlisleevents.com/events/events-detail/index?id=import+and+performance+nations>

18 – Columbus BCD: Details TBD

June 2025

1 – British Return to Ft. Meigs: hope to see you and your members on Sunday, June 1st 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.

Attached is the registration for this year's event - Please note that online registration is now available at:

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

Also you can send us a check with your registration form.

Please share this information with others in your circle who might have an interest in attending. Excuse us if you receive more than one email, as those who are former participants in our show may be on more than one listing in our systems.

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

Carol Fingerhut, Secretary & Membership Director, Lake Erie British Car Club, 419-855-8567, www.lebcc.org

7? – Louisville British Bash: Details TBD but will be at <https://britishbash.com/>



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

7 – Early Jun Rally: Tentative – setting up a TSD rally for us folks that need TSD Rally practice – fun will be had by all!



15-20 – TRA National Meet – Kalamazoo, MI.

Reservations for the 2025 TRA National Meet hotel can be made by calling the front desk to make their reservations. 269-888-4800 option 0 and ask for the Triumph Register group block for 2025.

If you would prefer to make your reservation online, please follow the link below for our group block. You just need to click on the "View Prices" tab at the top of the page then select the dates of your visit and your rate (\$139 per night) should come up.

<https://www.holidayinn.com/redirect?path=hd&brandCode=HI&localeCode=en®ionCode=1&hotelCode=AZOSS&PMID=99801505&GPC=TRA&cn=no&viewfullsite=true>

If you would like extra time to explore the area before or after the National Meet, rooms at the

same rate are available starting Sunday June 15th thru Sunday June 22.

Address: Holiday Inn & Suites, 1247 Westgate Drive. Kalamazoo, MI 49009

28 – Northern Ohio BCD: Joann Corporate Center, Hudson.

July 2025



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



15-18 - VTR National Convention. La Crosse, WI. Facebook link:

<https://www.facebook.com/profile.php?id=61564869557762>

Website:

<https://www.mntriumphs.org/vtr2025/>

From the organizers: *“The Minnesota Triumphs Sports Car Club is excited to be your host for the 2025 North American Triumph Challenge! We had a terrific event hosting VTR in 2018, so we’re heading back to the same great location and host, with even more fun to fill your week.”*



19-20 – Schenley Park Vintage Races: Pittsburgh, PA – more info at <https://pvgp.org/events/schenley-park-race-weekend/>

19 – Arthritis Classic Car Show – Columbus: Details TBD but should be at <https://www.arthritis.org/events/autoshow/event-details>

August 2025

1 – Dayton BCD Set-up: 6PM at Eastwood Metropark – all hands-on deck for this one since we will be at a different location in the park



2 – Dayton BCD: Details at: <https://britishcardaydayton.com/>



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

9 – Indianapolis BCD: Details TBD, but they will be at <http://www.ibcu.org/indy-british-motor-day.html>

23 – Bob Poole Orphan Auto Show: Details TBD, but they will be at <https://youngsdairy.com/bob-pool-orphan-car-show/>

September 2025



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

14 – Cincinnati BCD: Details TBD, but they will be at <https://www.bccgc.org/british-car-day>

19-21 - Stowe British Invasion - The British Invasion is a British lifestyle event that started "over a pint of ale" in Stowe, Vermont, in 1990. It is a three-day event that includes "all things British", with primary focus on classic British motorcars.



Beautiful Stowe, Vermont, hosts this dazzling collection of classic British Motorcars every year in September. The British Invasion is the largest all British motorcar show in the United States annually attracting over 600 British motorcars from the US and Canada.

27 – Farm Stand Tour: Get your mums!

October 2025

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



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



11 – Photo Op Tour – Details TBD

18 - The Usual Fall Foliage Tour - heading a different direction than last week's tour.

November 2025



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

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

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

December 2025

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

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

Technical Talk

Edited by Bruce Clough

Yaaa – I got articles!

Bruce Clough

ThankYouThankYouThankYou Jackson and John Coutant – kept me from having to invent stuff!

Monthly Tech Tip(s)



Don't let them dry out!

Colortune Review

Jackson Galloway

Dealing with a bad idle on the 1973 TR6 (1500-1800 rpm idle!) irked me from the beginning of ownership. I couldn't understand what was the issue with the carbs, so I just assumed it was a carb issue and ordered some rebuild kits from Pegasus Auto Racing (<https://www.pegasusautoracing.com>) and dove in. Bruce and Harry were kind enough to laugh at me, and loan me their books on rebuilding/tuning weber carburetors. This should have been a hint I was in for a treat. After several months, I was able to get everything sorted and this past month I fired up the TR6 (lovingly called Bluey) for the first time. Tuning it was not fun. I had no indications of how rich or lean the fuel mixture was, and the old "you will hear it idle badly" wasn't helping me. After a few hours of watching rebuild videos I found one chap was using a device called a Colortune to tune his 32/36 Weber carbs on a 240x Datsun.



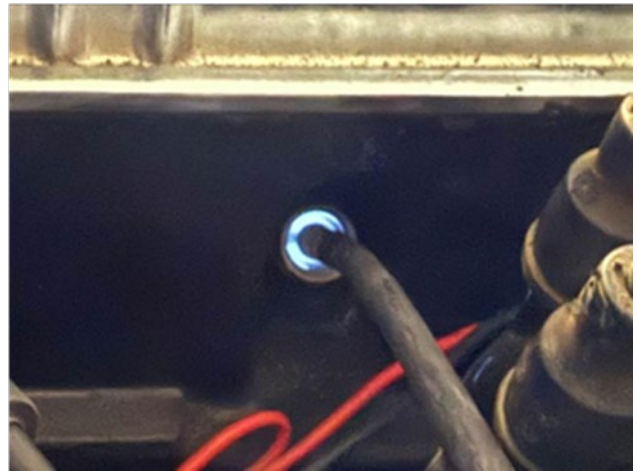
It's a great gizmo

This device seemed to be the solution to my problem. It has clear glass where the white porcelain would be on a spark plug. You remove the spark plug and thread in the Colortune spark plug. You then can fire up your car and you can see the color of the flame in the combustion cylinder. After fighting the front carb to get it to run lean, and giving up, I re-watched the usage video and attempted to tune the rear carb. It was MUCH more responsive to tuning and I was able to get the desired deep blue flame that indicates a good mixture.

(not the greatest flame color, but that was as good as I could capture with about 20 attempts)

The flame I was getting on the front carb was orange/yellow indicating that the mixture is too rich. I fussed with the rear carb just to get a view of what a lean condition would look like and it was more of a light blue flame. Either way, I returned the rear carb to the setting that yielded a dark blue flame, and then tuned the front carb to the same setting.

After this, I was able to set the idle to 825 rpms! That's the lowest I have heard of any 32/36 Weber carburetor powered TR6. It even helped with some of the ticking noise I am getting from the exhaust. This likely indicates that my original "tuning" was setting the carb to be too rich and it might have been burning some fuel during the exhaust stroke of the engine.



I'm Blue – ba-ba-di-bi-di-da-da

All in all, I would say for what I paid, the tool is a success. It takes the guess work out of carb tuning, and allows you to finely set your mixture. I'd recommend it as a tool to get if you decide to rebuild your carburetors, or you can just borrow mine!

Adding Oil to Trans or Diff

John Coutant

The warm weather in March got me motivated to do the spring maintenance on my TR3. This involves changing the oil and filter and greasing all the zerk fittings on the suspension and elsewhere.

A part of the maintenance that is always frustrating for me is checking and adding oil to the transmission/overdrive, differential, and steering box. The access openings to these are not easy to get to with limited access. In the past I have used tubing on a pump on the oil bottle, hand held syringes, and some other Rube Goldberg approaches. None have ever worked well with more oil ending up on me and the floor than where it was meant to go.

I was on Amazon ordering some items for the house and decided to try again to search "oil transfer pump". I came across this Thorstone Automotive Fluid Extractor Pump for \$11.97.



Isn't Amazon a wonderful place?

It is basically a big 200 cc syringe with a couple of tubes designed to suck out or push in fluids. I though for \$12 I'd give it a try. Even if it only worked once it would have been worth it for me.

I used it to add 30W oil to the transmission and then cleaned it up a bit to add 80W-90 to the differential and steering box. I had no problems moving the oil through the tube, even with the heavy weight oil. The tubes bend enough to get into the openings but large enough to be able to deliver the oil easily. When I was done, I cleaned everything with mineral spirits, even removing the two O-rings so I made sure they were clean also. The package even comes with a spare set of O-rings.

So, I give this two thumbs up for cost and the fact it works. Give it a try.

MVT Embroidery

Chuck White

As most of you are aware, our apparel vendor, Lori Andrews of Boomerang Embroidery, retired last year and closed her business.

We are now working with Ryan Murphy of Alphabet Embroidery in Xenia to take over providing embroidered apparel for us. While we are not there yet, he hopes to be able to provide this service by the beginning of May. At that time, there will be an order form available on the MVT website for your use.

You will be able to fill it out online and email it to Alphabet Embroidery, print it and mail to Alphabet Embroidery, or print it and give it to me at one of the monthly meetings and I will deliver it to them. There will be images of all the designs that can be embroidered on the website along with costs.

You may provide your own garment (lightly used and clean) to be embroidered or choose something from the Sanmar catalog (a link will be on the order form). Turn-around time will be about 2 weeks or less. The garment can be mailed back to you, held for you to pick up, or marked for me to pick-up and I will deliver it to you at the next monthly meeting.

MVT Merch

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



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



MVT Cloth Patch - \$12.00



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



MVT Pin - \$5.00



They look very spiffy on a TR7...

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



MVT Window Sticker - \$1.00

Classifieds

Classified ads are free to MVT members and run month to month. We do not endorse anything in here, nor do we get any compensation in fees or royalties. As with the rest of life “buyer beware”. In addition, we run these until someone tells us not to, so things might be already sold, but then again, life is an adventure!



For Sale: TR3A engine TS32387E complete with carbs, generator, distributor, fuel pump and transmission parts. \$1800 OBO. Bought as extra 5 years ago, never touched. Stored indoors. Glenn Hamilton, glennchamilton46@gmail.com, 937-477-3298.



For Sale -Triumph TR6 Hardtop - Aftermarket Snugtop from Long Beach California-Black, factory mint condition inside and out (headliner, glass, weatherstripping, etc.) Ready to bolt on and go. Mounting bolts included. NICE HARDTOP (I do not own a TR6) - \$150 Inquire at tryanity@gmail.com.

For Sale: Triumph TR3 original steel hardtop for sale \$300. Inquire tryanity@gmail.com

For Sale: Complete engine tranny, diff for TR6. Call Giuseppe 818-269-3240 or go to BTM.

For Sale: 1976 Spitfire - The engine turns over, but the carb needed rebuilt. If anyone wants or is looking for a Spitfire that is decent shape please contact me. Asking \$4500. Let me know. Thanks, Jeff Cross 937-408-4571

Wanted – TR6. Ben Helm is looking for a TR6. Feel free to contact him at 859-391-7395 and/or mayraben@zoomtown.com.