

The Marque

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

The Marque – January 2026

**Every project car
teaches the same
three lessons:
patience, profanity,
and poverty.**

You know this is true...

January Events

- 3 – Tech Session
- 3 – 2026 Planning Meeting
- 7 – MVT Monthly Meeting
- 17 – Tech Session @ Crazy Jack's

In This Marque

- Shortest Meeting Minutes Ever!
- Events List – now updated and a bit longer.
- More Wedge stuff from Bruce, what else is new?
- Budget? What's a budget?

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 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 contact the MVT Webmaster.

MVT Club Info



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

Club Officers

President: Jeff Barth,
jsbarth45383@yahoo.com

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

Secretary: Stan Seto,
stans@fuse.net

Treasurer: Harry Mague,
harrymague@aol.com

Membership: Adrienne Meade
meadeashay@hotmail.com

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

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

Club Address – Miami Valley Triumphs Car Club, P.O. Box 292046, Kettering, OH 45429

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

We are also on **Facebook** at
<https://www.facebook.com/groups/16548932047>

[51113/](#) - this is a closed group so you will need to request joining.

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

Cutoff date for next month's Marque is the 25th of the month or when the editor screams, usually the Sunday before the meeting...

MVT Monthly Meeting



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

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

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

National Affiliations:

Vintage Triumph Register

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



The Vintage Triumph Register (VTR) is a North American Triumph car club of nearly 3000 Triumph owners and enthusiasts supporting and showcasing all models of Triumphs. Their award-winning VTR web site has been assembled through the co-operative efforts of many VTR members and 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/i15/>
- 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

We have a correction from last month. The quote actually is "...don't eat that yellow snow. *The Eskimos know where the Huskies go*" – we are sorry if this caused any confusion.

Officer's Reports

President's Report



Happy New Year!

Jeff Barth

Welcome 2026, see ya later 2025. Lots of changes last year, some good and others not so good, but hopefully you were able to end it on a high note. Celebrating with friends and family and ringing in the new year with hope for more fun and fellowship to come.



As in years past we start each year with nominations of 3 of the 6 officer positions. This year those positions are for President, Secretary and Treasurer.

Initial officer nominations were opened during the Christmas Soirée and the officers currently in these positions have agreed to allow their names to be nominated again.

Current officer nominations are as follows:

- President – Jeff Barth

- Treasurer – Harry Mague
- Secretary – Stan Seto

In addition to the nominations mentioned above we also need nominations for the club awards:

- "Keep it on the Road"
- "Most Improved"
- "Press on Regardless"
- "Marque of Distinction"

If you have anyone you would like to nominate, please provide a brief written description for who you are nominating why you want to nominate them for the particular award.

We started out 2026 with a rather raucous tech session at Jackson Galloway's on Saturday January 3rd and later in the day an initial planning session for events throughout 2026.

See you Wednesday January 7th at Archers in Kettering for our monthly meeting, 6:30 pm for dinner/fellowship and 7:30 pm for the meeting.

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



MVT December Meeting Minutes

Stan Seto

December 6th, 2025, FOP Lodge 37, Dayton Ave, Xenia, Ohio

Call to Meeting

1930 Hours, Members Present – 26

Opening comments

A brief meeting before Brown bag auction.

Agenda:

Changes or additions – None

Introduction of Guests and/or New Members

None

Officer Reports

- President – No comments
- Vice President – No comments
- Treasurer – No comments
- Secretary – Motion to accept November Minutes published in the December Marque. Seconded, Unanimous Voice vote, Motion passed.
- Membership – Current Membership – No comment
- Events – No comment

Standing Committee Reports

- Technical – No comment
- Marque – No comment
- Spare Parts – No comment
- Web Site – No Comment
- Memorabilia – No comment

Old Business

No Old Business

New Business

Nominations for Staff: President, Treasurer, Secretary – All current Office Holders decided to stand for a second term (2 years). No new candidates were volunteered.

Nominations for Club Awards:

- Marque of Distinction – Scott Stout

• Most Improved

- Bruce Clough (TR7, Inca) by Charles White;
- Jackson Galloway (TR6)

• Keep It on The Road –

- Bruce Clough (TR3B)
- Mike Lory (Spitfire),

• Press-On Regardless

- Jackson Galloway (TR6) by Alice Owen-Clough
- Stan Seto (TR3B) by Bruce Clough.

Note: Those who nominated Persons for Club awards, need to submit (To Secretary, stans@fuse.net), their reason for nomination. Please get this done by January 17th. Failure to do so will result in removal of Candidate's Name.)

Award's Descriptions will be published in January Marque. They are in the Bylaws.

50/50 Drawing

Not done

Adjournment:

Time – 7:46PM

Motion – Lots of members

Second - Same

Vice President's Report



2026, 67, or something like that...

Jackson Galloway

I hope everyone's holidays were good. I got Dewalt tools for Christmas this year! This enabled me to finish up a new base for the work bench, and most importantly, start the work on tearing down the TR6 for a transmission rebuild. I feel good about this, as I am only 60-90 days behind where I wanted to be at. If you have ever seen people using the cordless impact drivers and thought "that's neat, but expensive" what you spend in money makes up in time saved with productivity.

I got no metrics to give, but I'll say after two days of wrenching 4 hours each day, I am not as sore. That's worth it in my opinion. May 2026 bless us with cheap repairs, and happy (s)miles!

Treasurer's Report



As of 1 December 2025, the club account had a balance of \$7440.95. For the month of December, the club's income was \$260.00 from the Brown Bag Auction. For the month of December, the club had the following expenses: \$134.20 for web hosting, \$126.55 for Christmas Party food and supplies, \$75.00 for rental of the Greene County FOP Lodge #37. Total expenses for December 2024: \$335.75. As of 1 January 2026, the club's account balance is \$7365.20.

Included in the Marque is the proposed 2026 budget which will be presented to the

membership at the January meeting and voted on in the February meeting.

(Editor's Note – the proposed budget is the last page of this Marque)

I hope everyone had a very Merry Christmas and a Happy New Year and I look forward to another outstanding new year.

Respectfully submitted,

Harry Mague

Membership Chair Report

And the number is:

53

Adrienne Meade– MVT Membership Chair

~~Editor's Report~~ Bruce's Corner

New Year, New Events

Bruce Clough



I have a few thanks to give out as the year changes.

Thanks to the folks that met with us at the Bellbrook Brewery for planning 2026 – we have a large list of great events loaded into the calendar

now. Yes, some work is still to be done, but for now it's time to lean back with hot chocolate...

Thanks to the club, Inca is running and in the midst of getting the electrons worked on to hook up modern gizmos to it along the line of what was done to The Mule. Then I need to find a semi-okay day, probably Jan, to get the car in the air to pull the trannie and upgrade the exhaust. Probably will be a polar vortex day – stay tuned since I will need some bodies to help.

Finally, thanks to all of those who have given me articles over the last year. That's right, I'm sucking up to them and trying to make the rest of you jealous. I have a feeling that last part ain't working...

Events

Back to Events – a few events this month. As I stated above, the planning meeting is over as well as an impromptu tech session. We have our monthly meeting on the 7th and another tech session on the 17th.

Marque

Happy to be here and be the editor!

MVT Events

Past

December 2025



Business meeting before the brown bag carnage begins

6 – An MVT Holiday Tradition - TSO at the Nutter Center, oh wait, no, it's not that, it's the MVT Holiday Soiree

Editor

Man, did we have a good time at the Xenia FOP. The food was excellent, the drinks cold, the furnace working, and the bags brown.

Thanks to Chris White for leading up the planning, Ben White for arranging the FOP building, Patti Clifford and Alice for getting the meat ready, and everyone else who helped get the soiree together.

We started off eating appetizers and drinking, went on to the dinner and drinks, then had a short business meeting (drinks optional), and completed with the brown bag auction (better be drinking).

The minutes from the business meeting are posted earlier in this Marque. The brown bags were fun and when the smoke cleared folks had a lot of stuff to take home, a lot of laughs were had, and the Lowery's won the Best Bag for a bag laden with little rubber chickens that could be fired at your friends.



The bags du jour...they didn't look like this after we were done.

We are already planning on next year – so start collecting the junk for your bags now...

21 – Ugly Sweater Contest/Last Day for CCW

Editor



Can't take him anywhere!

Well, isn't there a saying about the best laid plans?

Yep, had one of them moments.

We were going to be meeting at Caesars Creek Winery on their last day of the season.

Psych – they went to a “call ahead and we'll open up the tasting room” operational mode early December.

I emailed them and asked if they would open up the room for our party.

No reply.

I then went and called their contact number to ask again.

Got the answering machine, mailbox full.

Decided to go Plan B.

Rumbleseat Wine in Centerville is open, but on Saturday.

Made plans to switch and sent Rumbleseat a note using their contacts form on their website.

We showed up and they had no indication we were coming, and bringing in food and drinks is not allowed.

Besides that, we had a good time!

Kidding aside, Rumbleseat did have charcuterie options available and they did open up an oven in their kitchenette for flatbreads. We ate good.

Lots of wine bottles were open so we had lots of sampling to do – we drank good.

At the end we bought quite a few bottles – we spent good.

Oh, and as usual, Roger and Carol Rutledge won best ugly sweater!



Rutledges' bringing the heat for the Ugly Sweater Contest winner this year as last year – is this the start of a dynasty?

We will do this next year – but let's skip the Plan B!

January 2026

3 – TechSessionFlashMob

Saga of the TR6 Transmission Repair

When I bought the 1973 TR6 off Valerie Relue, Bruce Clough pointed out there was a bearing noise that he suspected was the idler bearing in the transmission, and that should be addressed over the winter of 2024-2025. Given that I was addressing issues with getting the darn thing to run right due to what I improperly assumed was carburetor issues (always check timing first I

learned), I spent that winter fussing with the intake system. This year, I am addressing the bearing noise, and also upgrading to the RamTek EFI system along with some other engine enhancements.

I've been distracted with what seemed like a hundred other projects over the past Fall season, so this holiday season I started in on the process to pull the engine. That process is pretty simple on these cars. There is not a lot of sensors and do-hickeys to fiddle with. Mainly it's just un-hook the battery, drain the coolant, and disconnect about a dozen wires for random sensors. That process started on a Tuesday over break.

The next day I went about unhooking coolant lines to the heater core, and to/from the radiator. You have to pull the seats from the car, shifter, and transmission tunnel to remove the transmission (also a bit of wiring for controlling the overdrive unit). Good thing I listened to Harry Mague about how the driver's side has one size of bolts (11/12 mm), and the passenger side has another (7/16 in). I made quick work of that. I disconnected the driveshaft from the transmission (9/16 in bolts), and the two bushings that hold the tail of the transmission in place (1/2 in).

New Year's Day brought removal of the radiator, shroud, evap canister, and support bars for the front of the car. All were easily pulled. I then prepped up the engine hoist, and called success! I also messaged Bruce for a impromptu Tech Session to get a few arms to help with the removal, and boy was that a good idea! A day before the Tech Session I spent running to and from Harbor Freight to get random bits so that I could level the engine, and then also attach it to the hoist correctly. That was critical to the removal later on...



I think it's dead Jim...

The day of the Tech Session the crew arrived! John Clifford, Jeff Barth, Chuck White, Scott & Roger Rutledge, Chris Yanity, Scott Stout, and Bruce Clough all arrived to eat two dozen donuts and drink the finest coffee they ever had in their life and also pull the engine/trans!



And there was much celebration...

The event went off with no OSHA violations, or injuries! However, many times there were heard "MY HAND IS GOING TO GET PINCHED!" or "GET A JACKSTAND UNDER THAT BEFORE YOU ROCK THE ENGINE BACK AND FORTH!". Needless to say, with the overdrive unit, you have BARELY enough room to move the engine forward to lift the rear off the bushing mounts. Then, you have to move the engine forward more (with no room) to allow the tail of the transmission to drop to the floor. To do this, you have to remove the mounts for the steering rack and pull

the rack forward about three to six inches. Once this happens, it's as easy as having Jeff just crank the engine leveler to drop the rear of the engine and hoist up the front (after we discover that it was not pre-lubed with WD-40. It's amazing how easy it is to crank when lubricated!).



Nothing sketchy here, move along good citizen...

From here it was a series of laughable moments as Bruce took pictures of us rocking the engine back and forth and side to side to get it to slide up and out of the engine bay. However, it did come out, and no damage was done to the car or the engine/transmission assembly!



Prez shows us his muscles – they now hurt...

Once on the floor, we then split the engine and transmission, and I was once again shocked at how quick electric impact drivers will remove

bolts. I highly recommend you spending the money to get a set. What would take 10-15 minutes with a ratchet takes less than 2 with an electric impact. Once the transmission was moved out of the way, out came the pressure plate, clutch, and flywheel. The clutch looks to be in usable condition, so it might be reused depending on my available funds, but I'd like to get a lightweight flywheel. So that might dictate a new clutch/pressure plate.



All out – nice!

This is where episode 1 of the saga ends. The guys were a huge help at the Tech Session, and I couldn't have done it without them. Much thanks to the crew!



Structural Nylon Ties – you don't see these everywhere!

Next month will be a Tech Session to tear down the transmission. That means I need to spend a

few days watching YouTube so I can get my Master Transmission Mechanic badge!

3 – MVT 2026 Calendar Planning Meeting



It was a glorious time – thanks to all who attended, and especially to whomever bought the pizza! Sweet!

We held it at Bellbrook Brewing Company, lovely downtown Bellbrook, OH, starting at 3PM. We managed to make it through the year and what you see after this is evidence enough!

Upcoming

7 – MVT Monthly Meeting



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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/>



17 – More fun with a tech session

We will repeat the tech session of the 3rd on the 17th – be at Jackson Galloway's (434 Maple Springs Dr., Centerville, OH) @ 10AM for coffee, donuts, and taking apart a trannie.

February 2026

4 - MVT Monthly Meeting



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8 – Superbowl Party:

We are looking for a location, so don't be surprised if Bruce slinks up to you and begs a question...

DYTD

Drive Your Triumph Day

10 – Drive Your Triumph Day

Here is the communique from Rye Livingston:

I'm currently in preparation mode to launch a new location for posting this year's DYTD photos—more details to follow. On this new site, I also plan to include photos from past years, organized into albums by year. In addition, for 2026, I'm going to try something new and sort the photos by Triumph model as well.

So, start planning a drive—or if you're in a winter climate, take a photo of your Triumph hibernating in the garage. If your car is in restoration or part of a winter project, take a photo of that too. Keep in mind that hundreds of Triumph owners from around the world will all be doing something with their Triumph on the same day. It's always great

to see how everyone participates. The idea is simple: have fun with it.

Best Regards,

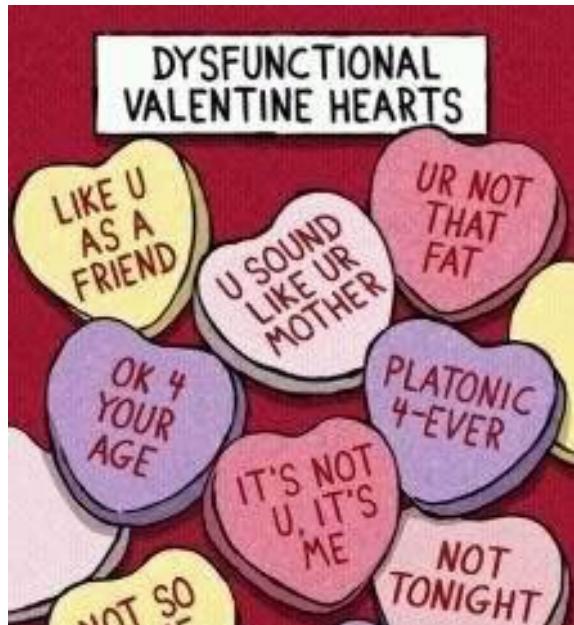
Rye Livingston

Activities Chairman

Triumph Travelers Sports Car Club

1960 Triumph TR3A

[*DriveYourTriumphDay@gmail.com*](mailto:DriveYourTriumphDay@gmail.com)



21 – Valentine's Day Dinner – we are planning a dinner at El Meson on the 21st around 6PM. We are taking a head count, so if you are interested let Bruce know. BTW – this could change...

March 2026

4 - MVT Monthly Meeting



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7 – MVT Awards Banquet – Probably at Jimmy's like last year, but more as we know it.



14 – Another try at Crazy Jack's Car – Tech session @ Jackson's! Putting the trannie back together again.

April 2026

1 - MVT Monthly Meeting



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?? – Caesars Creek Opening Day – stay tuned for a WineFlashMob



18 – Spring Drive – Plain Folk Café visit – always a great day to head towards Pleasant Plain!



25 – One More Tech Session – why not?

May 2026



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

6 - MVT Monthly Meeting



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CARLISLE® IMPORT & PERFORMANCE NATIONALS

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



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

TBD – Spring Tour – Stay tuned for date and locations

June 2026

3 - MVT Monthly Meeting



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



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

<https://ohioconcours.com/>



June 15-19 2026 Monday-Friday

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

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



The following is the December press release from Reid Trummel (PTOA – edited to fit):

PRESS RELEASE

December 2025

2026 All Triumph Drive In & Triumph Register of America National Meet

THE ESSENTIALS

June 15-19, 2026, Madras, Oregon

Lodging reservations now open:

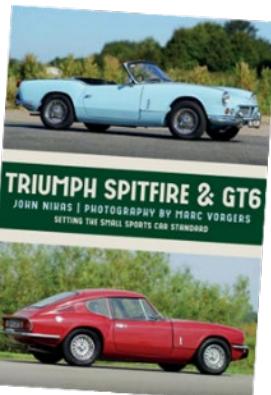
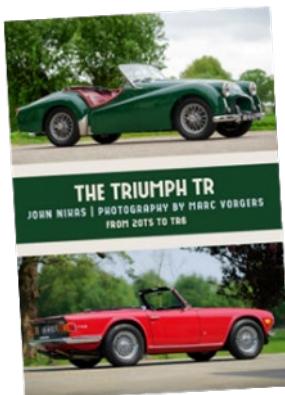
The Inn at Cross Keys Station - 541-475-5800

Bunk House at Cross Keys - 541-475-8668

Our two host hotels share a common parking lot. The Inn at Cross Keys Station is the headquarters hotel and location of meetings and the awards banquet. Rooms are filling fast – please make your reservations today to avoid disappointment.

EVENT SPECIAL GUEST

We are thrilled to announce that John Nikas, author, speaker, moderator and race driver will be our guest speaker. Described as "one of the best and brightest academic minds in the automotive space," John Nikas is an automotive writer who specializes in weaving social, cultural and economic themes into his compelling narratives about automotive history.



Recipient of many, many motoring writing and other publishing awards, John is frequently asked to speak or make special appearances at various automotive events around the world, which have included numerous stops at the Pebble Beach Concours as well as other prestigious automotive shows.

Known for his authoritative knowledge, quick wit and entertaining delivery, he has also been featured on television and news programs, including on ABC, CBS, NBC, Fox News, EXTRA!, L'Equipe, MotorTrend TV, Speedvision and formerly served as Executive Director of the Madison Avenue Sports Car Driving and Chowder Society in New York City.

July 2026

1 - MVT Monthly Meeting



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



25 – Prez's Car Show – Details TBD



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

August 2026



1 – Dayton British Car Day – Eastwood Metro Park

5 - MVT Monthly Meeting



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8 – Indy British Car Day – Indianapolis, IN

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

September 2026

2 - MVT Monthly Meeting



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12 – MVT Northern Tour – Details coming...



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

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



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

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



**Dayton Concours d'Elegance
at Carillon Park**

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

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



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

October 2026



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

7 - MVT Monthly Meeting



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14-18 – VTR National Convention

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

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



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

November 2026

4 - MVT Monthly Meeting



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



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

December 2026



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



TBD – Ugly Sweater Contest – Details TBD

Technical Talk

Edited by Bruce Clough

Before we start, a note on electrical modifications

The below I clipped out of the Triumph TR7 Owners Page Facebook Group:



Recently I bought indicators and washer stalks to convert my early car to the later setup. Fitted them yesterday and went to try them out today. Connected battery up and noticed smoke blowing out of the top of the column. Looks like 'genuine lucas smoke' was included too. Luckily I managed to disconnect the battery and cut out the offending items before anymore damage was done. 😊



I don't know all the backstory, but from what I can piece together this person was assuming by simply putting on newer parts that they would get the newer functions. Instead, all he got was a mess.

There are several teachable moments here. The first is don't assume parts are upgradable without doing homework – check the wiring diagrams of what you want to do versus what it is and make sure they match up. Check the wiring to make sure it's in good condition and doesn't have any DPO (dreaded prior owner) modifications.

The second is when making electrical system mods to not use a very high current power source the first time you check out your modifications. That high current source I am talking about is the car battery.

The TR7 battery (Group 51) on Inca puts out 500+ CCA (Cold Cranking Amps – a measure of energy delivery capability). To convert to power multiply that by the voltage – gives 6000 watts – 6KW. Therefore, should you have a short you could be dumping about 4 normal 120V household space heaters worth of power into a

small area – enjoy the fireworks! With that much energy heading into something the odds are that something will not like it, resulting in heat with some light and possibly hot kinetic projectiles.

Instead, start off slowly based on the current needs of the circuit you are modifying. If you are checking out a radio you might need 5 amps, headlight – 20 amps. Starter? Okay – for that one you will need your battery, or a starting charger, and we are back to 100's of amps, can't get around physics.

I am hoping everyone has a battery charger around the garage. This can be a good source of lower amperage power. Connect that up as the power source when you first try the circuit. Most of these are 10-20 amps and have some protection circuits built in, so if you have a short you are not going to be lighting up your garage and 911 exchanges.

You might also want to invest in a variable DC power supply – these allow you to dial in the voltage and amps, very useful and available from Amazon and other retailers.

Oh, please note that some newer, smart chargers will not allow this since they are looking for the battery when they are attached, so if you use them as a power supply they will not work. I love progress – go out and get you an old charger!

Anyway, on with tech discussion...

Inca Upgrade Continues, and Continues...

Bruce Clough

I didn't shoot as many pictures as I normally do this month – I was heads-down in fixing/updating the heater box and getting the dash back together.

The thing the car is built around

Backstory – we have never touched the heater box since we bought the car 25-ish years ago, and it shows it. The rubber hoses are grey, the hose clamps rusty, the foam seals and pad shot, and the control linkages loose or non-functional.

In fact, one linkage fell off while I was seeing if it could be adjusted in situ. Yikes.

I needed to work on it anyway since it still has the cold air matrix and associated controls/piping - it was originally an air-conditioned car - the compressor and associated engine-bay stuff is long gone, but the stuff in the heater box is still there – time to get it out also.

Several years ago (April 2020 to be exact) I documented the rebuild of the heater box from The Mule – Inca's box is a bit different in guts since it contains the AC stuff, but if you go back to April 2020's Marque you can read about the carnage and it's close to what I had to do.

https://www.miamivalleytriumphs.org/_files/ugd/fb3b02_e9dc93680ed747a89bb815cce0e5d8b8.pdf

Now, for those that don't know it, the TR7 is built around the heater box. You have to take out the dash and lots of thingies to get to it. I had trepidation remembering the pain of March 2020 (no, not COVID, but TR), but for some reason things were a bit easier this time - okay so I did know what I was getting into, but I will instead attribute this to the Fates smiling on me rather than giving me raspberries...



The Heater Box in all its glory – big ugly

Once I got the box out, I inspected it – as I expected most of the sealing foam was shot, the plumbing dicey, and linkages loose. What now?

Simple, I Bruce-ify it based on several observations:

- There is no AC anymore.
- Modern internal combustion cars run hot water through the hot matrix all the time and use airflow speed and path to regulate temperature.
- We only use the heater to heat and defrost, never to cool (that's what windows and zippable back windows are for).
- The way the Triumph TR7's fresh air intake is arranged vis-à-vis the air flow over it you cannot get fresh air vent flow without using the fan.

So, here are the mods I made (I can imagine John Clifford cringing already):

- Eliminated all the AC stuff including the cold air matrix.
- Eliminated the hot coolant flow valve and replaced with a short section of 5/8" heater hose.
- Sealed the fresh air/interior recirculate air flap to just give recirculated (interior) air.
- Disabled the dash end air vents (never really used them anyway, and have you figured out how to reconnect them getting the dash back together, especially the passenger side???? – evil things! Oh, did I mention both vent tubes had remains of mouse nests in them?)
- Eliminated any control linkages with the above.
- Resealed the box junctions with HVAC tape.
- Rebuilt/sealed the foam block where the heater tubes come through the firewall with quite a few coats of liquid tape.
- Generally cleaned it up, but didn't worry about any respray since this baby is hidden from prying eyes – it needs to work reliably, not win beauty contests.

Doing this eliminated a lot of weight, cleaned up the airflow path, reduced control linkages and

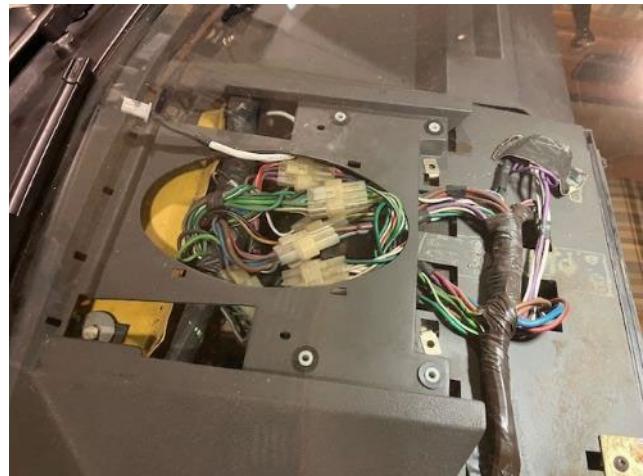
places for linkages to bind. I kept the vent tubes for the next owner, but the AC stuff went in the recycle bin.

I also took the opportunity to clean and tie down electrical harnesses and wiring behind the dash. I also relocated a headlight relay for easier access/replacement as well as the warning buzzer for easier removal when it annoys me too much. FYI - there are two headlight motor relays, one of which is originally attached to the fuse box such that you can remove it and replace. The other is - for some silly reason - originally attached behind the fuse box and would be a #\$\$*&! to get at on the road. I just attached it as the other was (mirror image), and moved the buzzer below the fuse box for easy yanking...

Oh, by the way, this heater box has been apart before, and it's not pretty. I know I've never had the dash apart or worked on the heater box, but I discovered missing box rivets, screws where rivets should be, and a overabundance of mastic used to plug holes. In my opinion the original owners had an issue with the AC matrix in the car and had that replaced, probably under warranty, and were the recipients of shoddy dealer workmanship they never saw.

From the missed opportunities file, I never did take a picture of the rebuilt box before I put it back in with its silver HVAC tape on seams, new white and blue foam replacing the rotted brown foam, and all the nice, new rivets. It was very pretty.

I then put the large dash piece back in with a few mods. One was I dispensed with the coarse wire mesh over the defrost vents. Originally these are taped to the inside of the dash piece over the defroster vent holes, but the tape has long since deteriorated. I kept them, but didn't put them back in - why would I - nothing to keep from flying out and I don't put anything on the dash that can fall in. Another is I eliminated some plastic in the top middle for easier wiring harness access and installation.



Original configuration of the top center part of the dash showing the limited space to disconnect the switch/instrument panel harness from the body harness – note the unused coupe back window defroster switch plug taped to the dash on the right upper middle of the photo.

The original design of the car dash had made space for a single speaker in the top center of the dash. By 1980 that speaker had been eliminated (if it was ever there to begin with - I'll punt that to the early TR7 experts), but the plastic support structure for it still there and making it a #(@*\$@^% to get at the connectors with fat, old hands. Oh, and speaking of still there, an unused coupe defroster switch plug was there also, taped to the dash piece. Why take the time and expense to change harnesses between body styles – just tape off the unused stuff.

Okay, so first I modified the wiring harness to get rid of the useless plug. All those plug wires could be cut and insulated except for the white wires which I soldered and insulated. I also found some mouse damage I had missed earlier (like 2002?) when I was repairing switches and repaired that.

Second, I cut away the center dash plastic to allow easier access to the plugs as well as easier insertion of the switch plugs that lead to the switch panel. Installing that harness was much easier than getting it out! The tender ears around the neighborhood rejoiced.



Center top dash with some of the plastic removed to make harness access much, much easier. Yes, the connectors were de-ox'd prior to installation

So, heater box is back in, dash is back in, now to work on the instrument cluster.

Work, what work is needed?

Instrument Cluster Cluster

Sometime in the past the speedo on Inca was replaced, believe at about 10K miles – well before we got it. The speedo reads about 10% above. It is an 85mph speedo which seems correct for a November 1979 built TR7. What I've not checked is the speedo driven gear in the trannie – it should be green, but if it is a different color that could explain it. That check will have to wait until I get the car back on the rack.

The other issue we have is that the wiring traces on the flexible printed circuit board (which is on the back the instrument cluster) are starting to delaminate, and there are several spots where the insulation on the board has been damaged by impacts in the past.



Circuit board trace delamination - about par for these old boards

To fix this I used clear Gorilla Glue and some masking tape. Used a Q-Tip (yes, an actual Q-Tip) to apply glue to board and trace and then masking tape to hold it in place while the glue cured. I then removed most of the tape, leaving the tape over the glued sections. I had three sections to fix like this.



Fixed delaminations with tape left on for more strength

The glue also came in handy to cover nicks on the board in several places, cutting the risk of shorts.

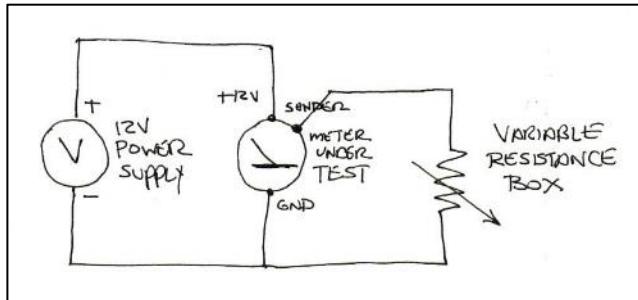
I also need to check the deflections on the gas and temperature meters. To do this I had to find out the resistance required for each meter reading and compare that to Inca's gauges. Fortunately, I was able to find some resistance data for each gauge as a starting point. In fact, you can get complete temperature sender curves

for a couple senders (sensors) at the old, but still working Wedgelab site:

http://www.team.net/TR8/tr8cca/wedgelab/cooling/temp_sender/bigpix/temp1_lg.htm

I then decided to compare these curves against the readings of a couple spare gauges (a gauge I got from Doug Jensen in Utah and one I got from ebay – both looking very original and unmolested) for both the temp and gas gauges at the specified resistance to see if they are close to the data and use them as a baseline along with the original data (gives me some stats...). Finally, I would compare Inca's gauges against the baseline gauges readings.

To test the gauges, I needed a way to duplicate sender resistances while the gauge was powered. This requires a power supply, resistance box, four alligator clip leads, and the gauge. If the gauge was still in the instrument cluster, I used a dedicated short section of an old wiring harness to connect to the instrument cluster. Either way, here is the general circuit:

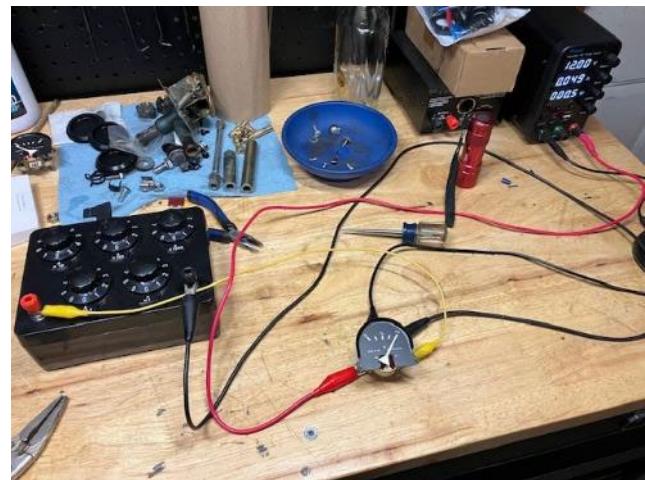


Cheesy circuit drawing of the test circuit.

The test process was simple and followed the above process.

- Gauge attached.
- Power provided to circuit
- Resistance varied until the gauge read C or empty depending on the gauge – resistance required noted.
- Prior step repeated for all other gauge positions.
- Compare Inca's reading to the others and quick check back to original resistance curves.

- Recalibrate Inca's gauges if required.

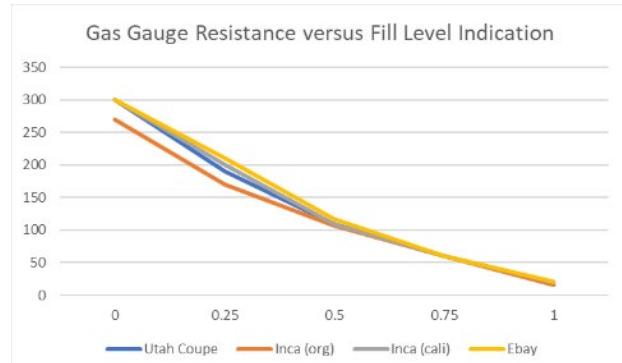


Individual gauge under test – tested the spare gauges against known resistance values for readings.

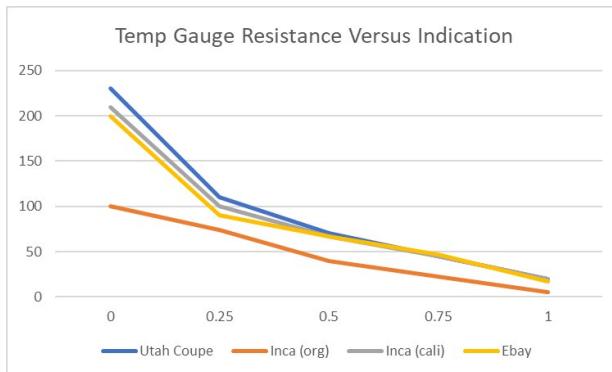


Inca's temp gauge under test with the gauges in the instrument cluster.

For the gas gauge, Inca's reading was close to the other gauges.



Not so much for the temp gauge:



The temp gauge was essentially reading one division too low. Yep, thought that gauge was always under reporting the temperature since the fan behavior and plug color indicated it - and this proves it!

To recalibrate a gauge, you can move the needle to reset the initial position – that is a design feature of sorts. In both cases Inca's needles required rotation to the right, just a little for the gas gauge, a bit more for the temp gauge. I reset the needles on each so the resulting curve lay between the ebay and Utah gauges.

Good enough for government work - next was to bench test all the lights before putting the cluster back in.

Time for some squirrel trails because I can.

Ignition Light & LED Rant

All triumphs come with what are called "Ignition" lights. In the TR7 it is marked "IGN".

PSYCH! It has really little to do with ignition and a lot to do with comparison of battery charge versus alternator (or generator) output. If the output of the charging gizmo is greater than the battery, the light is out. If the charging gizmo is not doing its job it lights up. It actually is a "charging system warning light" and doesn't tell you a damn thing about the state of the ignition system.

Sure – when you turn the key the light will come on before the car is started to let you know power has been (maybe) applied to the ignition system, but what it is really telling you is that when the car is not running the charging gizmo is not working.

So why are you typing this, Bruce?

To get further down the squirrel trail, of course.

With the advent of LED lights you have the chance to permanently eliminate burned out instrument cluster lights (or at least come close), but "they" (Internet wisdom) tell you not to use an LED for the IGN light.

Why (teaching moment)?

Harmonics. You see, if you looked at an oscilloscope trace of the output of a charging gizmo it's not a flat line, it has regular peaks and valleys that relate to how it operates, with the peaks and valleys timing linked to the charging gizmo rpm. The battery doesn't care since all it sees is the average voltage, and if the average is above what the battery has at the time it charges. The electronics in the car don't care since they either have powerline filtering or they cannot respond to those changes. The good old incandescent IGN light is in the last bucket, with those little peaks and valleys not having enough current flow for enough time to light it up.

Not so much the LED. It cares.

The LEDs take much less current, significantly much less current, to generate light, than a hot filament. LEDs also take up much less time to generate light. That old incandescent filament has to get hot and throw off photons, but that LED just needs some transitions across a PN junction – a much faster, a very much faster, way of making photons.

If you look at the harmonics - I get to use a word I've not used much since college – the Fourier Series of the charging gizmo output - you find that the harmonics do indeed generate enough current, and the LED has the bandwidth (speed), to light up a little. It will softly glow when an incandescent bulb would be off. That's why the infamous "they" tells you not to use an LED bulb because it will glow slightly and that can be mistaken for a failing charging gizmo.

Maybe on a TR3, maybe, but on the TR7 I also have a voltmeter (come to think of it, the TR3B has a voltmeter also) and in addition, when the charging gizmo is failing, or engine not rotating, that IGN LED is really, really red.

So now you know why Clough TR7s' IGN lights are dimly lit when running. I used an LED against all the collective wisdom of the Interwebs. I am the revolutionary.

Man the barricades!

Dash Light Color

Since TR6's Triumph used green low-light illumination for gauges. Why? According to Google's Gemini:

"Triumph TR6 and TR7 gauge illumination is green primarily due to colored plastic filter domes behind the gauges that tint the incandescent bulbs, creating that classic British sports car glow for aesthetics, easier night vision (less jarring than white), and to match the era's style..."

Actually, if you want least jarring to your night vision use red. A possible issue with using green is if you have gauges that use color to indicate dysfunction, such as the voltmeter uses red, it might be hard to notice that using green light. Below is an example I pulled from The Triumph Experience showing green LED illumination – the red parts are an off-green.



Green instrument illumination showing loss of temp gauge red warning zone color feedback. Hey, look at the IGN light...

Now, if you like the original green, go for it, whatever floats your boat. Since the early 2000's I've been running white so I can see gauges in the light they were designed to use, but since I can't keep anything static for too long, I put in some red LEDs.



Picture is a bit fuzzy, it looks better in person, yes, this also washes out the red sections on the gauge, but not as bad – at least they're still red...

So, I am going to run red for a while and see how that works. I like the lighting in the Z4 (red) so I am hoping this will work out. If not, I have plenty of LED lights to put back in it...

Oh, I put the instrument cluster back in the dash after the light switcheroo. No drama, as far as I know all the cluster lights work after tests. I'm getting pretty good at doing this...famous last words...

Choking the Choke

When I put the European SU's on the car over 20 years ago I had to put in a manual choke along with them. I bought a choke kit from Rimmers that had a choke cable with integral switch, bracket, and warning light. Over the years this has failed, first the light stopped working due to switch issues, and then this last year the choke stopped holding in place when rotated – makes it interesting to start and drive the car holding the choke out a bit.

I was expecting that I would eventually have to replace the choke, so I have been collecting parts over the last couple years – new LHD choke cable, new switch and NOS choke cable bracket.

Note the NOS bracket didn't have an indicator light built in, so I would either have to rig one up or go without it.

Then it hit me – this car was already built to accommodate a choke cable and has a light, I just need to connect it.

Let me explain - the wiring harnesses for LHD cars, at least this model year, have all the wires for European and North America (except California). What wires were connected depends on where the car was sold. Since this was a North American car the choke light function is not used and the wires are there but taped off, the light was in the instrument cluster, but not used. I just needed to get that working.

I located the wires under the driver's left foot along with mounting holes for the cable bracket (they needed a pair of speed nuts, but I found those also). I tested the light in the instrument cluster – it works. I was actually all ready to install - now to install the new/old choke cable and warning light system:

- Pulled the cable out of the cable sheath.
- I released the choke switch wires from where they were tied up.
- Installed the choke cable sheath into the bracket.
- Attached the switch to the cable and added a couple nylon ties for good measure.
- Installed a couple speed nuts in the existing dash support holes designed for them to attach the choke bracket to.
- Installed the cable sheath in the car, connecting the switch leads.
- Installed the cable in the sheath.
- Connected the cable to the choke connection on the front carb.
- Checked operation – it works.



Choke cable installed.



Light works!

Buttoning it up

After I confirmed the instrument cluster was working, I put all the dash back together, making sure the heater controls worked and radio was functional. I did not put the interior pieces that run along top of the trannie tunnel back in since I plan on pulling the trannie soon.

More next month...

More grousing about shipping costs

I ordered some pre-formed heater hose lines as well as a couple small water pump parts/tools from Rimmer Brothers. The figure speaks for itself...

Net Product	28.20
VAT/GST	0.00
P & H	84.74
Quotation Total	112.94

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

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 - Thanks. Let me know what else you need, Glenn



For Sale: TR3A: 1960 TR3 (built in 1959). There's a fiberglass hardtop and some spare parts that go with this. Asking \$15,000. This is Bud Graff's old car, BTW. Located in Middletown, Ohio. (513) 435-1111 Craig Moon

For Sale - Original TR3 steel hardtop. No dents - good window -no headliner -could use new paint-black-\$300 - Inquire tryanity@gmail.com.

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

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

Cars for sale: 2 TR7s: 1980 TR7 convertible, 5-speed; Russet brown & tan Tartan interior. Formerly A/C. Weber carbs (pair). New top (black vinyl; professionally installed). Interior dyed/painted black by prev. owner; correction in process. Driver's door damage. This car purchased new in Dayton: per documents with car.

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@tvc.com - call text or email for
pertinent info.

Purposed Budget 2026 Miami Valley Triumphs

<u>Expenses</u>						
<u>Description</u>	<u>Month</u>	<u>2023</u>	<u>2024</u>	<u>2025P</u>	<u>2025A</u>	<u>2026P</u>
Awards Banquet	March	\$850.00	\$1056.00	\$1000.00	\$1663.00	\$1700.00
Year End Awards	March	\$355.00	\$295.00	\$400.00	\$444.00	\$500.00
Club Liability Insurance	August	\$250.00	\$315.00	\$250.00	\$315.00	\$315.00
Summer Party	August	\$325.00	\$250.00	\$350.00	0	0
Web Hosting	July	\$340.00	\$300.00	\$350.00	\$370.00	\$400.00
Post Office Box	August	\$194.00	\$200.00	\$200.00	\$210.00	\$220.00
Donations	Yearly	\$150.00	\$150.00	\$100.00	\$300.00	\$200.00
Christmas Party	December	\$160.00	\$230.00	\$250.00	\$202.00	\$210.00
Misc Expense**	Yearly	<u>\$545.00</u>	<u>\$45.00</u>	<u>\$300.00</u>	<u>\$369.00</u>	<u>\$210.00</u>
Summary		\$3169.00	\$2840.00	\$3200.00	\$3873.00	\$3755.00
<u>Income</u>						
Membership Dues	Yearly	\$1030.00	\$1175.00	\$1200.00	\$1045.00	\$1100.00
BCD Final Payout	October	\$1500.00	\$1800.00	\$1500.00	\$2100.00	\$1800.00
50/50	Yearly	\$185.00	\$200.00	\$175.00	\$200.00	\$200.00
Brown Bag Receipt	January	\$207.00	\$138.00	\$150.00	\$260.00	\$250.00
Misc Income*	Yearly	<u>\$2865.00</u>	<u>\$335.00</u>	<u>\$200.00</u>	<u>\$394.00</u>	<u>\$405.00</u>
Summary		\$5787.00	\$3648.00	\$3200.00	\$3999.00	\$3755.00
<u>Annual Club Financial Status</u>						
2023		\$3754.63			\$6397.09 (\$2642.46)	
2024		\$6397.09			\$7233.15 (\$836.06)	
2025		\$7233.15			\$7365.20 (\$132.05)	

*Misc Income includes Memorabilia, extra BCD Shirts, Donations misc income.

**Misc Expenses over the year includes new members Name Tags, and other unforecasted expenditures.