



The Marque

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

October 2022



I want a rock

MVT Events this month:

- 5 - Monthly Meeting
- 9 - Flashwinemob
- 20 - TRA 2023 Team Meeting

- 22 - Fall Foliage Tour
- 28 - BTM Chili Cook-Off

In This Marque

- Farm Tour a Mum-success!
- Little Miami River Run a rocky-run
- Tech article on Evans Coolant

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, or safety. We also don't vouch for spelling or grammar – the editor is an engineer...

Technical advice given within is the opinion of the writer 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.

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: John Coutant,
john.coutant@gmail.com

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

Club Website:

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

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

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

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

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.

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/>

North American Spitfire Squadron for Triumph Spitfire & GT6 owners: <http://www.nasshq.org/>.

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.

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/>

Officer's Reports

President's Report



Time Changes

John Coutant

Wow, October is here. Where did September go? Although I have been staying close to home, the club had a lot of activities going on. A couple of

great weekend drives to enjoy the fall weather and you can read all about them later in this Marque.

October begins a period of change. The days are getting noticeably shorter. The weather is also in a state of change. One day it is almost summer, warm and sunny. The next can be 30 degrees colder and rainy. It is just Mother Nature's way of saying "Pay attention colder weather and everything it brings with it is coming". That doesn't mean that there will not be some nice weather to drive your Triumph in October and maybe into November but chances will probably be less and less.

While trying to get those last rides in during the occasionally good days, it is also time to think about a couple of things. First, what do I have to do to get the car ready for winter storage and start getting the check list in order and order any needed supplies. The second is to think about any work planned on the car in the fall, winter, or spring. The supply chain is still having problems. I am backlisted for a part for the TR3 that broke already. Order now even if you plan to do the work next spring so you can source alternate suppliers if your favorite is out. If that doesn't work then you have time to beg or borrow. If you don't plan you are going to be halfway through a job with the car out of commission waiting for a key part. Think I am kidding? Just read a short item online of a BMW owner whose car is out of commission waiting for a new steering rack after a small accident. Delivery is estimated next summer.

Planning for TRA 2023 is ongoing and the budget looks near a final draft. This means registration will open soon. Again, a large number of rooms have already been booked for TRA 2023. A word of advice, if you are planning to stay overnight at the Hueston Woods Lodge, make your reservations soon because rooms can get scarce in the area in June with Miami University activities. Check out the lodging information at <https://www.miamivalleytriumphs.org/tra2023-lodging>.

On a personal note, I will also miss the October MVT monthly meeting on October 5th as Betsy is

still recovering from the second knee replacement done in early September. Our illustrious vice-president, Chuck White, will again take over the gavel for the meeting.

Best wishes for warm weather and TR drives.

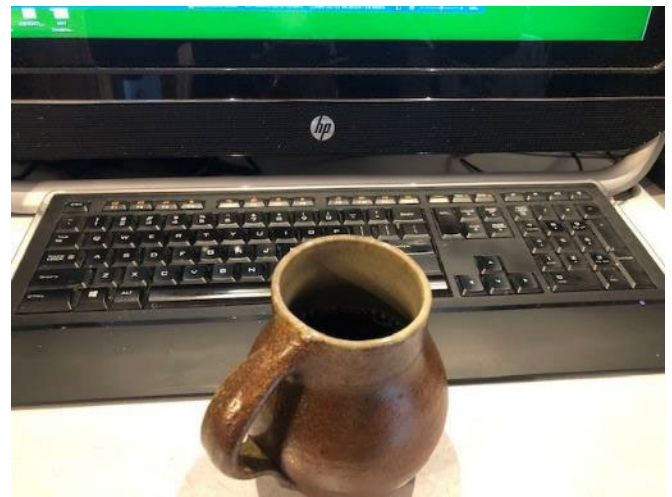
Vice President's Report

Chuck didn't submit an article for this month. Remember to beat on him at the meeting this month. Then again, he enjoys that - never mind...

Editor

Marque Editor's Report

Bruce Clough



Another late Marque - but my hectic life aside - thanks for all the contributions this month - especially pictures!

Treasurer's Report



As of 1 September 2022, the club account had a balance of \$2801.42. For the month of September, the club's income was from 50/50 for \$14.00, memberships for \$100.00, and for memorabilia new order for \$32.16. Total income for September was \$146.16. For the month of September, the club only had the following expense: Post Office for shipping memorabilia for \$2.16. As of 1 October 2022, the club's account balance is \$2945.42. Respectfully submitted,

Harry Mague

Membership Chair Report

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Valerie Relue

Events Chair Report

Good runs last month, and so far this month. As you can see in the events listing following we

have a couple of opportunities to get your car out this weekend, some TRA 2023 things, and our Fall Foliage Tour on the 22nd. See you on the roads, and watch out for wet leaves!



One of the things I would like to discuss at the October meeting is Holiday Soiree logistics - we have the room at Bergamo, but we will need folks to step up and help the set-up and getting the meat since Lois and Don have stepped back from that.

Bruce Clough

MVT Events Calendar

Past

September 2022

15 - TRA 2023 Team Zoom Meeting

Thanks for those who attended - it's always good to see the faces even if they are on that flat screen!

As we'll talk in the meeting we spent most of the time going over the budget and the registration form to get them both ready to have the meet registrations go live this month - we are there - as I type this we are wrapping up the on-line form testing . The mail-in forms are pretty much ready to go also.

We will be heading to Hueston Woods to sample banquet meal items sometime this month - it will be mid-week, and we will let folks know if they want to attend with us.

Tuesday night picnic is nailed down - Miami University Catering and we will be in Millett Hall - nice venue there. If anyone is interested the meeting minutes are available - just shoot me an email.

The next meeting will be in-person on the 20th - we do not have a venue yet picked out, but we will post info on that as soon as we have it picked.

Bruce

24 - Farm Tour

Twelve cars made it out for this cruise, with the overwhelming majority LBC's - way to go. Weather was decent, but I will let the photos do the talking - thanks to those who came out!



Hearty breakfast at Tim Horton's awaited the gameful travelers!



Equivalent to the looks of the MVT Caravan trying to leave the first parking lot. I love traffic lights!



First stop was the Huested Farm Market - never been here, but the drive there was nice!



Plan B: Next stop was supposed to be Peifer Orchards, but since it seemed all of Greene

County was there we went on to the nearest park parking lot to plan the next step - which was to head to Cedarville for potty break, and more confusion since that town was packed with a cross-country meet...



We did find some mum deals down by the banks of the Caesars Creek...



...and Harry did get his portrait taken.



As usual Jackson's Farm Market had some good goodies!



And so did Apple Country Farms!



Frank's having a good time.



**But the best was the Peanut Butter Pie in
Waynesville!**

October 2022

1 - Little Miami River Run

Great day - weather was cool, and windy, with a little overcast at times due to the remains of Ian, but all-in-all it was a great day to drive!



MVT'ers packed in at the Clifton Mill



Jeff's breakfast



No, he couldn't eat it all!



Yes, we had great roads!



Yes, we had covered bridges!



Yes, we had hot apple cider!



We even had potty breaks!



Bruce never did find the perfect junk...



...but some found the river.



We also found more bridges!



And Jodi found her rock!



And a trapped Yeti!



We all found dinner...



From front...



...to back it was a great drive - thanks to all who came out for this!

Future

5 - MVT Monthly Membership Meeting

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/>

8 - Autumn Classic Driving Tour II

Southern Ohio Ridges & Ravines! Departing 965 Lila Ave, Milford Ohio 45150 at 9:30 am. Mid tour stop at the Wheat Ridge Olde Thyme Herb Festival and ending at the first Taste of New Richmond Cruise In and street fair along Front St. in New Richmond. Food, Music and cars, samples from the restaurants and discounts for dining in. Register here:

<https://www.motorsportreg.com/events/fall-classic-driving-tour-ii-milford-shopping-center-sports-car-preservation-ltd-113260>

9 - Wineflashmob

Caesars Creek Winery @ 2PM - IYKYK

TBD - Hueston Woods Visit.

Sometime early October we will be doing another TRA 2023 trip to Hueston Woods. As I type this we are looking at date - we should have an update by the meeting



20 - TRA 2023 Team Meeting

The next team meeting will be an in-person one, with the option of attending via Zoom. We will be working on the Events list for the meet - logistics mostly. Bruce will send out the Zoom meeting invitation and agenda to the club prior to the week of the meeting. Location is TBD, but dinner will be 6PM so we can start the meeting at 7.



An MVT fall tour in the distant past...

22 - Fall Foliage Tour

It fall, we have leaves, we need to look at the leaves before they turn into nature's mulch. It is obvious.

To do this, we will be meeting at the This Guy's Coffee, 284 W Central Ave, Springboro, OH 45066, at 10AM. Yes, not 8, but 10AM. You can thank us Chuck! After getting a coffee, we will be off at 10:30AM We will then drive SE and end up at the Spillway Lodge @ Cowen Lake a bit before 5PM and get in line for a table. Unlike previous torus this Fall, this is a driving tour, so expect more time behind the wheel and less stops.

This tour is predicated on decent weather, so in case of inclement weather things might get cut short or modified. Your Events chair was working to make this a multi-day trip during the week, but alas, I just don't have the time to put towards this. Instead, we will start with nice pumpkin latte at some coffee shop and end the day at the Spillway Lodge on Cowen Lake. In-between expect tree-lined roads and scenic vistas.

28 - Chili Cook-off and Cruise-In

Saturday October 28 from 4pm to 7pm at the British Transportation Museum, 321 Hopeland St. Dayton. Prizes for Best Overall Chili and People's Choice. Enter your favorite chili or come enjoy the talents of others. Tickets are \$10. For tickets, more info, or to enter the cook-off contact Amanda Hawker at BTMkids1@gmail.com or 937.238.8451. Proceeds to benefit the British Transportation Museum Building Fund.

November 2022

2 - MVT Monthly Membership Meeting - 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/>

5 - Guy Fawkes Tour & Burning - Itinerary TBD, but a sad fate awaits Guy...

12 - Last Tech Session - Chateau C-OC

13 - Last Wine Flashmob - CCW

December 2022

3 - Holiday Soiree and December MVT Business Meeting

TRA 2023

Bruce Clough - TRA 2023 Chair



PSA: One month into the hotel registration being open and most of the room block is full. If you are planning on staying, and I hope that is most, to all of us in MVT, make your reservations now. Call 513-664-3550 to make reservations. Do not do it

through the online registration system, or the 800 number. Please note that this is a direct line to the sales office. They are open 8AM-4PM EDT M-F. If they are not there, please leave a message and they will get back to you. Individuals will need to mention the Miami Valley Triumphs to get in the room block.

The focus this month was getting ready for registration to go live on-line and mail-in. That meant we had to get a grip on the budget, which meant we had to get a grip on costs. Although there were a few things that needed to be laid out, two things stood in the way - Tuesday evening picnic and the shirts. Thanks to Chris and Alice we have secured a caterer and all-weather venue for Tuesday, and Chuck and Harry worked out shirt vendor and prices. The final registration is a bit more expensive than last year, but the registration includes the Tuesday picnic and also has to deal with inflation.

John Coutant and Harry have also finalized the registration form fields, and thanks to the members of the team for proof-reading the form. Any day now you should expect an email to let you know we have gone live with meet registration.

Now that we have got registration going it is time to focus on events and logistics. The next team meeting will be on the 20th. It will be a live, in person, meeting with location TBD. We'll send out the meeting location as soon as we make the arrangements. Agenda will be out by the 19th.

Thanks again for all the help, and looking forward to this meet!

Bruce

Technical Talk

Edited by Bruce Clough

Two articles this month - one long, and one short. The long article I wrote up for the TWA Newsletter on request. It's about our experiences with Evan's Coolant in TR engines. Since I consider it a draft, I am actively soliciting for

comments and suggestions. The second is just another day in old car ownership...

My Life with Evans

Bruce Clough

The Genesis

About 2012 I started an experiment. I finally had both successfully swapped an up-rated TR7 engine into our Stag (the infamous FrankenStag), and rebuilt the engine in our TR3B, and I needed to put cooling system together for both. Later on in the 2010's we went ahead and put Evans in both our TR7s.

Back to the TR7 engine I was building for the FrankenStag - it was made from three engines I had sitting around the garage in various states of disrepair, and all three required the Head Honcho to get the heads off due to corrosion. The TR3B was a bit different - the head came off without drama, but it was clearly evident the studs had some corrosion due to water leaking past the copper gasket over the years (last engine rebuild was in 1989). So, going forward, how can I minimize this damage? I mean, the Head Honcho is a great tool, but it would be greater if it isn't needed.

For those that know me, I don't make primarily make modifications to increase horsepower or cornering ability. Since we drive our cars I'm more concerned with maintenance and long-term survival - what can make the car easier to work on, or not need the work in the first place? So what can I do to attack the stud corrosion issue?

The Reading

While I was mulling what coolant to use - what anti-freeze to mix with the water, and what corrosion inhibitors I could add to reduce the chance of stud corrosion and head gasket failure on the TR7 engine I was building for the FrankenStag - I read in the Summit Racing catalog about Evans Waterless Coolant, essentially a mixture of several glycols and inhibitors that promised to:

- Eliminate coolant changes - it is good forever, and can be reused when cooling system is drained for some reason
- Eliminate pressure failures of head gaskets, hoses, and other components - it has high boiling point (180C) /low gas pressures - in fact, there is no need to run a pressurized system.
- And most important to me - eliminate corrosion since its non-corrosive.

So, one fill and forget, much less stress on hoses and head gasket, and no corrosion. This might even reduce issues with the heater matrix flow control valve that is a PITA to replace/fix. Wow, how did I miss this - where have you been all my life? Sign me up for all the TR engines! What can go wrong?

Okay, wait - there are a few catches (always are with things that seem too good), with three that really matter.

The Catches

Cost

First, the coolant is significantly more expensive - at least 5 times more expensive than the ethylene glycol-based stuff you use for the 50-50 mix per unit volume - and taking into account the 50/50 mix, about ten times total. Add into that the \$40-50/gal you will spend for the special flushing fluid to eliminate the water in your system, and we are talking well north of \$200 just for a fluid change for a TR.

Heat absorption/transfer

Second, the Evans specific heat (a measure of a material's ability to absorb thermal energy) is less than that of water, so to absorb and reject the same amount of heat when the engine is running as water you need to increase the fluid flow rate as well as heat sinking capability. Mathematically, and this is the only equation I'll throw out here, the heat transferred is governed by this little equation

$$Q = m \times Cp \times \Delta T$$

Where Q is the heat transferred, m is the mass of the material, Cp the specific heat, and ΔT is the

difference in temperature. Since we are actually talking the transfer of heat over time, we really are working with the time derivative of this equation, but not to bore you with details, if you do the energy balance calculation you find you need to up the mass flow rate of the coolant to account for the lower Cp.

What happens if you don't? What if you just replace your 50/50 with Evans? Simple - your engine runs hotter. How much hotter? Don't know since I've not measured it, but based on the mass wisdom of the Internet coolant will run maybe 7-10C warmer, engine internals at the head a bit more. This is actually a boon for modern engines since it will result in better engine efficiency and lower pollutants. Nice, but I do not have a "modern" engine that has variable ignition timing, variable valve timing, and knock sensors. What if I want to maintain the same temperatures so my ignition and fuel system can remain the same? Then I need to increase the coolant flow rate and heat sinking ability. It turns out the Cp of a 50/50 mix is about 88% that of water at 90C, and Evans is about 65% that of water at the same temperature, so, all things equal, that means I need to increase my flow rate and heat sinking capability by roughly 35% to maintain the temps I would have with 50/50 radiator fluid.

This means opening the hood, modifying the cooling system, and pouring in money.

Note that there is some chatter that since vapor doesn't form where Evans coolant touches engine components next to combustion chamber, the coolant will conduct heat more efficiently, and there will be less of a temp rise that could be expected just looking at Cp. I would be interested if there is an un-biased study somewhere out there that shows this.

Availability

Finally, availability is an issue. If you are broke down in some rural locations, the ability to find Evans will be damn near impossible. You can always add water, but you will have to re-flush and fill later to go back to Evans.

There are more things to talk about radiator fluids, so that's why I have a lot of references in this

write-up, but for me doing a conversion in our TR7, these three were what really mattered.

The Defeat of the Catches

Three catches to using Evans that mattered to me. I sized them up, stared them down, and pressed on to conversion.

Cost

Not really an issue. Yes, it's expensive, but since the fluid lasts forever (at least as long as your car) in normal use, and can be reused if you need to drain the system, maybe this isn't so bad. If you are cheap this will be an issue, but if you are cheap what are you doing driving a little British Sport Car? Engine issues are a heck of a lot more expensive than the coolant, and for us home mechanics, costly in time that we never seem to factor into the equation. Besides, as you will see, the cost of modifying the system to increase heat absorption (okay, actually heat transfer and sinking) swamped the cost of the fluid...

Heat Absorption/transfer

I need to increase flow rate, and heat sinking, by roughly 35%. Let's look at each.

Flow Rate

For the FrankenStag that wasn't an issue since I was using a computer controlled external Stewart electrical water pump designed for big-block V8s, the TR3B had the uprated 6 vane pump, but the TR7s had the 12-vane unit and that was the best I could do. To somewhat compensate, I put in a lower temperature thermostat (165F) in the TR7s to maximize the flow at a lower temperature than before. Yes, this is not quite the same thing as making the fluid physically flow faster, but the best I could do without a lot of mods.

Heat Sinking

For each the cars I went to Wizard radiator and had a discussion with them about what I was doing. Obviously, this was not their first time around the block with folks using Evans, so they knew how much bigger to make the radiator's heat sinking capability and electric fan size to match, and to make it fit into the stock opening. Were these cheap? Uh, no. We are talking over

\$800 for the radiator/fan combo in each car. I'll get to costs later. Are they well made? Yes, yes they are.



TR7 Wizard Fan with SPAL fan - top of the radiator towards the picture bottom - note the drain plug, a nice improvement over stock.

Note - If you have a stock TR7, swapping in this radiator will probably will not work. Even with the electric fan removed the radiator is about twice as thick as stock, so I'm thinking there would not be a gap between this radiator and the stock fan. Have I measured that on a stock car? Nope - just a feeling here. Others might have tried it and can report on the results. Oh, the fan switch on the radiator was set to 185F.

One other thing - to ensure no vapor pressure on cooling system components, no internal pressure even with the new coolant, the systems runs at ambient air pressure. I modified the radiator caps to shuffle fluid in and out of the reservoir, not to hold any system pressure. There is no need to hold any pressure to raise boiling points with Evans.

Availability

Yes, I carry a gallon of Evans with us when we take long trips in the TR7s (at the current time the Stag is gone, and we are back to TR3B and two TR7's), but I also know that the radiator is sized to run straight ethylene glycol fluid if I have to (ethylene glycol has a bit less Cp than Evans, but not by much, on the order of a few percent), so I can mix some of that in if need be on an emergency basis, and that I can find all over the country. That will get me close enough to a location I can then get Evans from Amazon...

Note on the rest of the cooling system

When I put the systems together I also ensured all the blanking plates, spoiler, and deflectors were in place and in good condition. Hoses were new, and clamps replaced if they looked even a little worn. If in doubt, replace.

The Costs

So how expensive is it to actually do a conversion? When I did Inca in 2020 the costs broke down to:

- New Wizard oversized aluminum radiator with SPAL Fan - \$850
- Three gallons of Evan's Coolant - \$135
- Two gallons of Evan's system flush - \$80
- Two gallons of normal full-strength anti-freeze - \$20
- New hoses all around - \$50
- Modified radiator cap - \$5

Doing the math, \$1140, plus tax and some shipping. Cheaper than Superbowl tickets for sure, but not insignificant.

The Process

When I switched a car over to Evans I followed this process to get all of the water out of the system. Note that I added a normal anti-freeze full-strength flush process step to ensure the water was out of the system - it's cheap enough to do.

1. Drain Cooling System, drain block.
2. Blow out (carefully) heater matrix, lines, and block.
3. Remove and replace radiator and hoses.
4. Add full-strength anti-freeze, warm up engine and fluid, drain system
5. Add Evans cooling system flush, warm up engine and fluid, drain
6. Add Evans fluid

Nothing hard here at all, a "Saturday" chore, and as I mentioned previously, the cars already had a lot of stock engine bay items already removed.



Left-side view of the Wizard radiator in our 1980 TR7



Right-side view of the Wizard radiator with integral SPAL fan



185F Fan switch on right side of radiator

The Results

Okay - so how has this worked? Well, perfect, in fact maybe a bit too good - on the TR7s the temp gauge reads between $\frac{1}{4}$ to $\frac{1}{2}$ even on hot days in

traffic. On cool days it's closer to ¼, so methinks I could probably put in a bit warmer thermostat for cooler month. The TR3B pretty much stays at 180F no matter what, the FrankenStag was the same way. No leaks, so steam, no drama, and when you turn the engine off, no noises due to coolant expansion and contraction.

Over the years I have been very pleased with the long-term use of Evans in our cars. I drove the FrankenStag about 20,000 miles with the conversion until I final sold the car a little over a year ago - no issues. The TR3B operates flawlessly with its conversion, and both the TR7s have had no issues since converted. Just this year we drove both TR7s to the TRA National Meeting, and Inca to VTR in Galena, IL. No drama.

The fluid in all the cars is still clear, and the radiators still look very clean inside. Some reports/tales have said you need to increase the fuel octane rating 7-10 points to make up for increased head temperatures using Evans as discussed above, but I am using the same octane rating after conversion with no detrimental effects - yep, the TR7s are burning old 87 without problems. Our cars don't care. No leaks, no fuss, and when you shut the cars down, no sounds!

Is Evans right for me?

Obviously, we believed Evans was right for us, but is Evans right for you? Maybe, maybe not. To determine this you need to ask yourself a short series of questions.

Do you want to keep your car stock?

If so, then I'm thinking not. Stock systems were designed to run on good old 50/50, and your car doesn't have a little computer, sensors, and actuators to compensate for different running temperature conditions caused by different coolant temps as modern cars would. If you have a TR7 the car will be running hotter due to the smaller radiator heat sinking ability, and I gotta think the TR8 would face the same thing. This is somewhat compensated by the fact that Evans doesn't boil, so at the hotter temps the heat absorption would not be hindered by vapor

pockets, but still this might raise the engine temps enough that you might have to use higher octane gas to head off detonation. But, as I stated earlier, I really do not know conclusively - if there is a Wedge owner that has done the conversion on a stock car we would be interested in your experience.

Are you willing to modify your car?

If you are, and you are concerned with overheating and corrosion and all the fun that comes with that, then this is a mod you need to consider. You can eliminate, or at least drastically reduce, the conditions that cause head gasket failure and stud corrosion. You will have to modify your cooling system, you will have to spend money.

For other situations it's up to you. We have a non-stock TR3B that it works well in, and ran our modified Stag for years on Evans without drama. Others in our local club have modified their cars for Evans with good results. It depends on your motives.....

If you have a high compression engine...

...maybe - as long as you do the mods needed to minimize the temp rise at the head to minimize the need to retime and/or move to higher octane gas. Our TR3B is about 10:1 and is handling Evan okay with stock timing settings. No pinging heard....

Summary

So far so good. At the cost of about \$1K/TR I have (hopefully) solved long-term engine corrosion and coolant-pressure related issues that can cost a lot more. Combined, we have logged about 30,000 miles in the Triumphs using Evans without any failures and the engines stay cool even on hot days. We shall see what the future holds...

Further reading

Obviously Evans Coolant has a lot of info on their website - about the fluid as well as the ins and outs of conversions:

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

<https://www.evanscoolant.com/blog/is-evans-waterless-coolant-right-for-my-classic-car/>

Norosion, a company that makes additives for radiator fluid, wrote an article about what they saw as drawbacks of Evans fluid:

<https://www.noriosion.com/evanstest.htm>

After the Noriosion article the UK distributor of Evans wrote a rebuttal:

https://splashndirt.ca/Pictures/Catalogs/No_Rosion_Response_Letter.pdf

The tit-for-tat is entertaining.

In additions there have been a lot of articles, mostly positive, about Evans. A web search turned up many - here are a few (the motorcycle guys really love Evans from what I can read):

<https://motocrossactionmag.com/ten-things-you-need-to-know-about-waterless-coolant/>

<https://www.oemoffhighway.com/engines/press-release/10522741/testing-shows-evans-waterless-coolant-helps-reduce-emissions>

<https://greengarageblog.org/17-waterless-coolant-pros-and-cons>

https://sg.finance.yahoo.com/news/evans-waterless-heavy-duty-coolant-132000540.html?guccounter=1&guce_referrer=aHR0cHM6Ly93d3cuZ29vZ2xlLnVvbS8&guce_referrer_sig=AQAAAKOcrYJfJqbXODJNeCTolp0F0wPtougOzqn4a1WmipGtFxSL7ZhNdi58nLzisQ1CkAxvThznMRxF77cr4kJjC5O57Uv0IveA6rP7X_skh8HkpMcHIIIRBeqA7-BI9ugCWPmPCbSQCDVwqMkF8D4YOfq46y1oI5nVcmn5RwCRZQ

<https://www.thumpertalk.com/reviews/product/42864-evans-waterless-engine-coolant/>

<https://www.r1-forum.com/threads/evans-waterless-coolant-vs-engine-ice-vs-waterwetter.351261/>

<https://bobistheoilguy.com/forums/threads/evanscooling.172905/#post-2584466>

Oh no you don't!

Bruce Clough

Several weeks ago I got in Old Paint and I noticed my brake lights were not working. Checked the fuses - good - checked the power supply to the switch under the dash - good. Checked the output of the switch - no 12V when pushing the brake pedal down.

Okay - think I found the problem.

Took the switch out and found another thing interesting - somebody, somewhere added a thick washer behind the nut which kept the nut from going down all the way. Wonder why?



An original TR7 brake switch with original washer on top, the one I took out of Old Paint is on the bottom.

I installed an original good-used switch and the brake lights worked fine as I suspected. At this point most folks would just throw away the old switch, but not me the engineer - I have the "knack", I can fix this.

Took the switch apart - it just unsnaps by a couple of tabs on the side. I found a lot of dirt and corrosion.



The guts of a TR7 brake switch - now you know.

I cleaned up the old grease, cleaned up the copper, put on new dielectric grease, then put it back together. Worked fine! Put it back in my used parts stash. No switch is going to defeat me!

MVT Memorabilia

The Club has the following fantastic, wonderful memorabilia for sale. Show your colors in public, on your car or on you! Look at all we have:



MVT Pin - \$5.00



MVT Enamel Car Badge - \$30.00



MVT Car Flag - \$5.00



MVT Cloth Patch - \$12.00



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

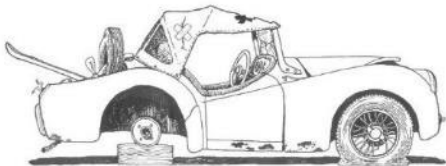


They look very spiffy on a TR7...

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".



Hardtop for Sale -Triumph TR6 Snugtop Custom Hardtop:

- Black -Built in Long Beach, California
- Factory Mint Condition inside and out, weather stripping, glass ,headliner etc.
- Ready to bolt on and go
- Hardware included -Price Negotiable

Also have the following: TR2-3B Hardtop ,Black original steel , no dents ,needs paint and headliner-\$300, TR3-3A rear seat and bracket ,black , good condition , 2 available -\$100 each, TR3-3B bare side curtain frames, Dzús mount-\$50 pr., Original Smiths Heater assembly complete TR2-3B ,2 available \$200 each o.b.o. Additional parts available - pls inquire.

ROBERT BENTLEY Triumph TR7 1975-81 Repair Operation Manual, Haynes TR7 1975-81 Repair Manual , Rare and detailed British Leyland Repair Operation Manual printed January 1977) Sold as a set of 3 -\$75

Inquire at tryanity@gmail.com.

Wanted - a TR 2-4 engine for display at British Transportation Museum. Not running, complete as possible and free or cheap. A project of Giuseppe. Clyde Collins - cyaclyde@outlook.com

Wanted - We are looking for a treadmill and thought we would ask here first. If anyone has one they were thinking parting with, let us know. Thank you - Jeff Barth