



**This month
Jay's Funnies
Treasurers Report
Monthly Minutes
Events Crier
Good-Guys Report
Tales
Cincy BCD**

August 2011

MVT Officers

President: Chuck White, 937-372-6631
Vice President: Ted Allison 937-475-3885
Secretary: Stan Seto, 513-683-7974
Treasurer: Harry Mague 937-426-3802
Membership: Eden Allison 937-475-3885
Events: Bruce Clough 937-376-9946

Please send comments/suggestions to:
news@miamivalleytriumphs.org
or to the P. O. Box.

Cutoff date for next month's Marque is the 20th.

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. Miami Valley Triumphs is a registered chapter of the Vintage Triumph Register and a local center of the Triumph Register of America. Membership is \$20 yearly and is usually paid in May. Non-renewing members are deleted from the mailing list. Meetings are held the first Wednesday of the month at Tumbleweed Steak House in Kettering, unless otherwise noted in the "Marque". General membership meetings are at 8:00 pm with informal dinner starting at 6:00 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.



Summer pow-wow.

Jay's Funnies from the web



An extraordinary transparent car is set to fetch as much as \$475,000 when it goes up for auction.

The motor, dubbed the 'Ghost Car', is a Pontiac Deluxe Six which, bizarrely, has been covered in the see-through material Plexiglas.



Built in 1939 by General Motors and chemical company Rohm and Haas at a cost of \$25,000, it was the first transparent full-sized car to be made in America .

Innovative: General Motors and chemical company Rohm and Haas built the vehicle for \$25,000 - an astronomical price during the 1930s

A BRIEF HISTORY ON THE PIONEERING PLEXIGLAS PONTIAC

- The collaboration between GM and Rohm & Haas was made for the 1930-1940 World's Fair in San Francisco
- At a cost of \$25,000, it was the first transparent full-sized car to be made in America
- Two Ghost Cars were made but the 1939-1940 Pontiac Deluxe Six is the only one known to survive
- It toured the nation's dealerships and went on display at the Smithsonian until 1947, and was subsequently owned by a series of Pennsylvania Pontiac dealers

- This model has a three-speed transmission, a six-cylinder engine, coil spring independent front suspension, live rear axle with semi-elliptic leaf springs and four-wheel hydraulic drum brakes

Billed as a vision of the future, it was made for the 1939-40 New York World's Fair, where it became a sensation at General Motors' 'Highways and Horizons' pavilion; and it continues to cause a stir today.



Just two were ever made and this model, which has a three-speed manual transmission, and is thought to be the last of its kind.

'It's a testament to the longevity of Plexiglas in an era when automotive plastics tended to self-destruct within a few years.

'Although it has acquired a few chips and cracks, it is structurally sound and cosmetically clear, showing off the Ghost Car's innards as it did in 1939.

'This motor still turns heads as much as it ever did. It is not, obviously, suited for touring but as a unique artefact from automotive and cultural history.'

Chuck & Jay from the web.



Red Green influence blamed.



Series of man work pics make us wonder.



What are they thinking?



There is a real confidence builder.



Nutty woman in ugly ugly dweeb-mo-bile rams two beautiful classics at car show.



moments before the crash.



aftermath of hit. No fair killing the ho before I get a shot at her.



No fair Jay, he sent twenty classic truck pictures. I had to get a cold one before I got to see them all.



Finally, there is this trickster who asks folks to watch his car.



but, its a stand up.



look over the bonnet and you may see the girl in the purple top running away from the falling stand up that she no longer supports.



Amazed at the quickness in which the car has vanished.

See it yourself at

<http://www.wimp.com/disappearingprank/>

Treasurer's Report: As of 1 August, Balance of \$2845.99. Since July 1, 2011 the club had the following income: 50/50--\$7.50 and Membership—125.00. The club had the following expenses: Web Site Hosting \$127.35 and the Outstanding pool party to Lorna Ball- \$165.60.

Miami Valley Triumphs Monthly Meeting, 06 July, 2011

Meeting was held at Tumble Weeds restaurant on Dorothy Lane. President Chuck White convened the meeting at 1932 hours. There were twenty-four club members and the Clough's two children in attendance. There were no changes or additions to the agenda.

Officer's reports –

President White opened the meeting and gave a toast: "Hail to the Queen". He noted that he's using a column in the Marque to recap the previous month's events, such as TRA, Ft. Wayne and has said he'd like to see more members participating in the events we hold.

Secretary Stan Seto said that Minutes from the May and June meetings had been published in the Marque.

Membership Secretary, Eden Allison, reported that 21 have signed up for 2011 – 2012, so get your dues sent in.

The Treasurer, Harry Mague, was in Florida but sent in this report: We started June with \$3006.44, had income of \$12.00 and 264.50 (Membership) and paid out \$33.25 (Name tags), \$207.00 (Insurance) and \$87.80 (Memorial Tribute to Carolyn Daye).

Events by Bruce Clough –

July 16th is the Pool Party at the Ball's. Please RSVP to Lorna and Please Come to this great social event. MVT pays for the steak's. There will be a Bruce Tour prior to the start of the party.

July 17th is BCD Cincinnati in Fairfield.

Committee Reports

Technical – No report this Month.

Spares - No Report this Month

BCD – Stan Seto read the Meeting notes from the 27th of June meeting and they are posted in the Marque. Be prepared to come on Friday night, 5 August to help stuff Bags. Everyone should bring ICE, in a chest on Saturday. We expect a big crowd if the sun shines.

Old Business

Officer's vacancies – Ted Allison was selected to serve out the term of Vice President. He was voted in by the Executive Committee members present.

Pete Stroble has accepted the job of caring for the Regalia and Sales.

TRA President White recapped the event, talking about the attendees, Police escorts to events and some of the sights seen by members. He urged those MVT members who were not members of TRA and/or VTR to Join and participate.

Business cards – there was a motion to add both "Dayton, OH" and the MVT website address to the business cards, by Chuck White (Stan Seto seconded) motion passed on voice vote with no dissention. Several possible printers and their prices were brought up. There was a motion to have the cards done by a company in Xenia, who offered 1000 ea. for \$44.00. Motion was seconded and passed by a voice vote.

Deceased Members Memorials were discussed for display at BCD in August. Lorna Ball will take care of Carolyn's and Chuck White volunteered to do Jimmy Carter's.

Phil Daye Update – He's doing very well and is very upbeat about his recovery. He will get a round of Chemo and Radiation and then be re-evaluated. Cheyenne is doing well at what may well be her next foster Home. The club is guardedly hopeful that Phil will make a near complete recovery.

Forrest Gwinn is doing well, although he does not feel well enough to attend meetings, yet.

New Business

Tax Exempt Status for the club – Harry Mague is working this issue. We now have a new EIN number (so That's progress). A more complete report will be made in August

Historical Vehicle Association – Sponsored by Hagerty Insurance, an association to preserve old cars. They have asked MVT to become an associate member. There's a write-up in the works to better explain what this association would mean. C. White says it would cover our affiliation with VTR and TRA.

There was "Split the Pot", won by that dirty dog Stan Seto, and in the amount of \$7.50. Stan did not return winnings to the club, hence DD label..

Meeting was adjourned at about 8:30 pm.

Next meeting will be 03 August at 7:30 PM at TumbleWeeds.

Submitted by Secretary, Stan Seto.

MVT Classifieds

1980 Triumph for sale.



I am attaching pictures of my 1980 TR 7 that I want to sell. While driving it a few days ago I appeared to blow the head gasket. I do not know if the damage is more serious. Two years ago I had it painted and had custom made seat covers installed. The tire are very good. It has a new battery and the brake pads are new. My mechanic has informed me that it may cost \$1500.00 to repair it. It was running fine before the problem and still runs. I would like to know if you know of anyone who may be interested in purchasing this car "as is ". I would like to get \$1500.00 for it but will take offers. Terry Rust, 1-937-399-0483, fe2-o3@att.net

MVT Events Crier!

From your MVT Event's Chair – Bruce Clough
Here are some things to keep on your horizon. You can also find these on the MVT web sites event's list, or another excellent resource is the Little British Car Company's website event's list: <http://www.lbcarco.com/cgi-bin/gen5?runprog=lbcnews&prog=2F6367692D62696E2F67656E353F72756E70726F673D6C626576656E7473&o=>

3 Aug – MVT Monthly Meeting, Tumbleweed Restaurant, East Dorothy Lane in Kettering in front of Elder Beerman's. Dinner and BS at 6:30PM, Meeting and more BS at 7:30PM.



6 Aug – Dayton British Car Day: The 27th annual British Car Day in Dayton, Ohio will honor the 50th anniversary of the Jaguar XKE. British cars will be shown in 38 classes on the grass show field at Eastwood Metro Park, 1385 Harshman Rd. in Dayton. Awards in all classes plus Ranger's Choice, Royal Air Force Award, Longest Drive and Best of Show. Advance registration is \$15 and includes a free t-shirt if received before July 16, 2011. Day of show registration is \$15, spectators are free. Dash plaques to the first 325 entrants, vendors on site and a full service concession stand. Presented by the MG Car Club, SW Ohio Centre, the Miami Valley Triumphs and Five Rivers Metro Parks. Contact: Skip Peterson. Phone: 937-293-2819. Email: DaytonBCD@gmail.com. Website: www.mgcars.org.uk/mgccswoc.

12-13 Aug-11 - TRF Summer Party 2011, The Roadster Factory (800) 234-1104 trfmail@aol.com <http://www.the-roadster-factory.com> 328 Killen Rd Armagh, PA. The 24th Annual Summer Party will be held this year on Thursday, Friday, and Saturday, August 11th, 12th, and 13th at The Roadster Factory and at other locations around Indiana County, Pennsylvania and at one location in Cambria County.

Summer Party 2011 The British Invasion



The theme of Summer Party 2011 is "The British Invasion—Cars, Music, and Fashions." As always, TRF is offering a full slate of driving events and social occasions for Summer Party 2011. All of the traditional driving events are included, Autocross, Mountain Tours, Winery Tours, Poker Rallies, and a LeMans Start Contest. Social events include an evening at a local drive-in theatre, and a Field Party with dinner on Saturday night along with a Participants' Choice Concours d'Elegance, awards presentation, and live music.



17-21-Aug – Vintage Triumph Register National Convention - VTR 2011, Triumph in the Rockies III, Beaver Run Resort, Breckenridge, CO. Info: Brooks Turner (303) 794-3950, or Terry Hughes (303) 428-5291.

Guests visiting Breckenridge can still experience the history and people that forged this genuine Victorian town over 150 years ago. Framed in the Blue River Valley by the Ten-Mile Range and the Continental Divide,

Breckenridge was a haven for miners drawn to the promise of riches.

The enchantment of Breckenridge's rich history derives from the simpler, dustier days when Main Street was a wagon-rutted dirt road lined with wooden boardwalks and false-front buildings. Breckenridge's "guests" were mostly hard-bitten miners seeking fortunes of gold and silver.

Today, the town's special Victorian character has been preserved and Breckenridge is Colorado's largest National Historic District. More than 250 authentically preserved and registered structures serve as home to restaurants, pubs, shops, and facilities for year-round businesses. The unique blend of old and new has made the resort a destination known worldwide as Genuine Colorado. More info on VTR 2011 can be found at:

<http://vtr2011.com>

21-Aug-11, 9AM-3PM British Car Show at Shaker Square Shaker Heights, OH. Car Show Registration, Pre-Registered on or before August 5, 2011 \$15.00 each car. After August 5, 2011 and Day of Show \$20.00 each car. For more information, go to <http://www.nctaweb.com> or email lady5@windstream.net or call 440-286-4878 <http://www.nctaweb.com/mypdf/2011%20Shaker%20Square%20flyer.pdf>

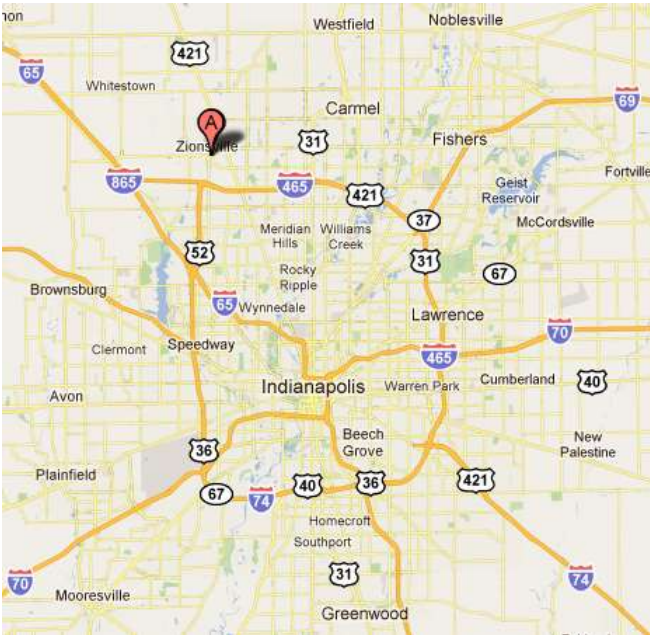


So where is Shaker Heights (Shaker Square is in Shaker Heights) anyway? And do Shakers still live there?

As of right now I don't know of any MVT'ers heading there, but that is something we can talk about at the August meeting – I'm always up for a drive to Cleveland...the old stompin' grounds....



The Indy British Motor Days show – Saturday, August 27. A new venue – the Lions Park in Zionsville – with the **Jaguar XKE** being featured. There's lots to do in downtown Zionsville (just a block away) with galleries, restaurants, antiques, and more. As an added attraction, one of America's oldest Bentley Dealerships, Bentley Zionsville, will be opened exclusively for the participants of British Motor Days. And the nearby Zionsville Farmers Market will be in full swing. Unknown if MVT will put a caravan together – will gauge interest at August meeting.



...if you want to know where Zionsville is...

Plans are in full swing for the fall tours. Hopefully by the August meeting I will have dates so you can plan accordingly. Look for a farm stand run in later September and a multi-day fall foliage tour in October as well as a harvest run in early November as well as a slew of workshops...That's enough for now!

MVT Classifieds

For Sale: TR7 Header - \$50, 2200 CFM 16" Electric Fan \$35, (5) TR4 intake Manifold, \$20, a few 100/80W H4 bulbs - \$5, more misc TR7 parts including a lot of engine stuff, in fact, I have a bunch of engine stuff and a free engine stand I'll give away – but you must take engine stuff!



Just a bit of the TR7 Engine Stuff available
Bruce 937-376-9946. bclough@woh.rr.com

Pool Party a success again. Thanks Lorna and Ellis!



Great food and friends were a hit with MVTers.



Oct. 7-8, 2011 , Nashville British Car Club Show at Nashville 's acclaimed Centennial Park and Parthenon. Friday evening reception party for Saturday show participants. Show open to the public for viewing beautiful cars in beautiful surroundings and visiting the Parthenon. Pre-register to save money, to establish car classes and qualify for a unique door prize. Featured car is the Jaguar E-Type. Get complete info at www.nashvillebritishcarclub.org. Mike Long 615-790-2169, mike.long@nashvillebritishcarclub.org .

A confirmation of the listing would be greatly appreciated. Thank you. Dave Leonard, NBCC

From: Michael Anthony [<mailto:manthony@maainc.com>]
Sent: Friday, July 15, 2011 11:43 AM
To: mgaetano@britishinvasion.com
Subject: The British Invasion in Stowe, VT is almost legal!



The British Invasion is almost legal. In September of 2011 the British Invasion weekend will mark its' twenty-first year, that correct, 21 years will have passed us by since that very first British Invasion Weekend was held on the Stowe Polo Grounds in 1991. During this time frame the Invasion has grown to become the largest All British Motorcar Lifestyle event in the USA.

In showing our age last year we presented our first ever, "Pioneer Awards" to

Brett Lemoine and Clint Cooper, who along with my daughter Ali, and Chris' kids; Oliver, Ross, and Claire all grew up attending the British Invasion and are adults now. Brett Lemoine and Clint Cooper are members of a group of young British Car Enthusiasts who have been attending the British Invasion along with Dad since 1991. Last year Brett was 26 years old and entered his MGB in the show. Brett and Clint are representative of the young British Motorcar Enthusiasts have now become the next generation who will follow us and continue to preserve the heritage of British Motorcars in America. We would like to identify and recognize other young British Invasion enthusiasts and recognize them.

The weekend of the 3rd Saturday in the month of September (the 16-18th in 2011) is a British Invasion of Stowe, VT. An estimated 650 -700 British cars participate in a celebration of All Things British to include driving tours, a British Main Street Party with a top British Tribute Band, over 60 classes of British motorcars in a Peoples' Choice Competition, a Judged British Concours, Tailgate Picnic Competition, British Food and Ale, a Car Corral, and a British Marketplace.

We have posted the Registration Form for Invasion XXI on our website (www.britishinvasion.com) as well as the Vendor Registration. We hope that you will make your reservations early and join us as become 21! **Michael F. Gaetano** mgaetano@britishinvasion.com

508-395-6663 (Cell)

<http://www.britishinvasion.com>

Spotted at 2011 Good-Guys Show

Ever on the watch, your loyal Marque editor prowled the Ohio State Fairgrounds looking for English metal.



Amazing cool cars abound.



Not every British car was a gasser from the 60's. Thank Heavens.



But some were.



Rows of high dollar California style magazine feature cars were many this year.



Guess what? Bet you have to think on this one.



I will tell you next month.
Perfect weather and 6000

Tales of the FrankenStag

August 2011 - Bruce Clough



Whhaa? What's going on here? Who stole the dash? What's them wires????



Whew – that's better! Sure it was a Bad Dream.

Remember kids, don't try this at home!

Let's see, where were we last month? Oh yeah, I was cleaning up the engine compartment and looking at making motor mounts. That explains why I ripped the dash wiring harnesses all apart, sure.

Officer, I can explain. It's very simple. I wanted two wiring harnesses going forward from the dash. The left

(driver) side one was going to be the engine harness, the right side was going to be the front lights' harness. To do that meant I needed to relocate the wires that run from the left side of the dash to the front (turn signal and parking light) to the right, and the engine wires in the right (basically the starter power wire) to the left. Oh, I also wanted to minimize the number of wires in the engine compartment so things look clean. To do this right meant I had to rip apart the dash wiring harnesses.

For those who have never redone wiring harnesses, re-running wires, cutting wires, making the connections with solder and shrink wrap, etc. takes time – let me rephrase – doing it right takes time. Plan on spending some quality time in the garage and going through a few nylon wire ties.

While I was at it I made a few modifications to the modified dash to eliminate superfluous stuff:

Eliminated oil pressure gauge – face it, you have the gauge there to tell you of a failure rather than to look for trends, but a light and a buzzer does that much better from a human factors point of view.

Eliminated Speedometer – If you are good, you can calibrate RPM to speed within gears. If you aren't good you can use the GPS as a speedometer. I can do both.

Eliminated vacuum gauge – I can hook one up in the garage if I need to for trouble-shooting rough running.

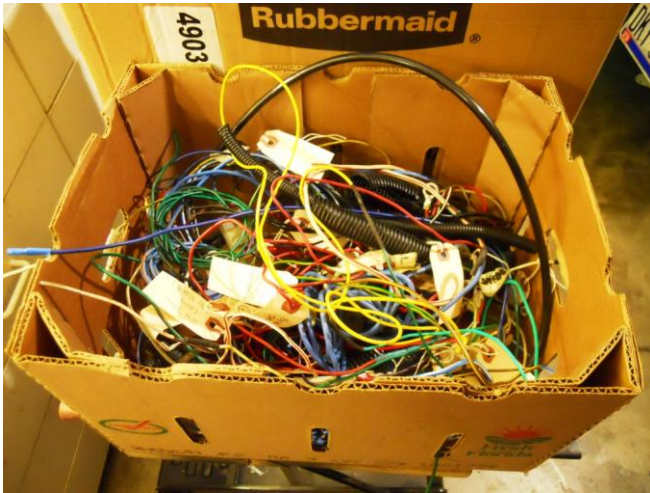
Eliminated clock – see the GPS argument, oh yeah, the iPod "sound system" has a clock also...then there's the cell phone...



Rewired instrument cluster – added a quick-disconnect for gauge wiring to match the hazard switch and idiot light cluster disconnects – now the whole thing comes off much easier

Eliminated cubby hole – all that was good for was dumping its contents on the passengers lap under acceleration, and all I ever put in there was the owner's manual and sunglasses.

I kept the 12V power outlets and everything in the center switch cluster. Doing these mods, as well as making the battery power connections under the right side of the dash and eliminating the separate headlamp relays (since I was both reducing the number of lights and replacing the illegal 100/80W H4 bulbs I had been using), meant I got rid of a lot of stuff from the car.



Box-chock-full-O'-stuff-eliminated

I'm hoping this makes the car a bit more reliable also with about 10 lbs of wiring gone, maybe quicker, we shall see...

Engine Bay Bliss

Okay, remember the engine bay from a little over a month ago:



Engine bay right before the 4.3LV6 was removed

Once the engine was out I was left with a big mess. Lots of holes from current and prior modifications, old, nasty engine bay sound deadener, multiple colors of paint, primer, and rust, etc.

I want it one color.

But I want it cheap one color.

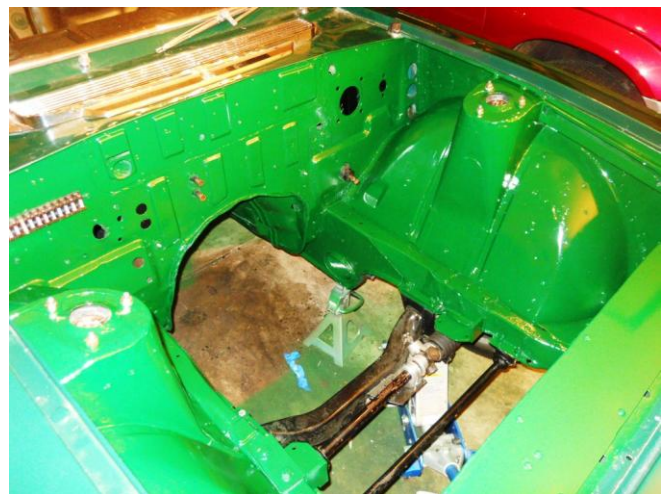
Cheap?

Yeah, I wanted to keep my cost for redoing the engine compartment to under \$50. Stretch goal for sure. Making new blanking plates for fixing holes had already set me back \$25, so I didn't have much left to play with. Fortunately I had primer in the cabinet, so all I had to do was find the right color of can spray paint.

Can spray paint?

Sure.

This will never be a concours car, nor am I shooting for a show-winner, I just want one color that is close to the car exterior since that has to be better than what I have. \$20 worth of Rustoleum car enamel got me there:



Now it's green, for sure

It's green – yeah, it's not the absolute smoothest, but it's not bad and once the engine gets put back in along with the other stuff and allows me to save the \$250 in paint and hours of elbow grease to get it show smooth for the TR3B...

Now, if you remember, the last edition of the FrankenStag was automatic, and I'm putting in a 5-speed, so I need to change pedal assemblies and add a clutch master cylinder. Fortunately, Phil had a manual pedal assembly which he gave me – thanks Phil! I cleaned up nicely and I put new pedal pads on it. Phil also gave me a clutch master cylinder which I cleaned up and mounted. I repainted the master brake cylinder and servo, I was going to rebuild it, but the master brake cylinder is another item (like the rear half-shafts) that is designed to be replaced all at once, so I

put it back on and am hoping it's fine. I re-ran the brake lines, cutting them to a better length, and using the original routes and mounting points.



Okay, brakes and clutch master back in...

You can't see it in the picture above, but I rewired the engine electrical harness and added a connector. I'll build the rest of the harness on the engine itself. Okay. 8 July and we are now ready for an engine.



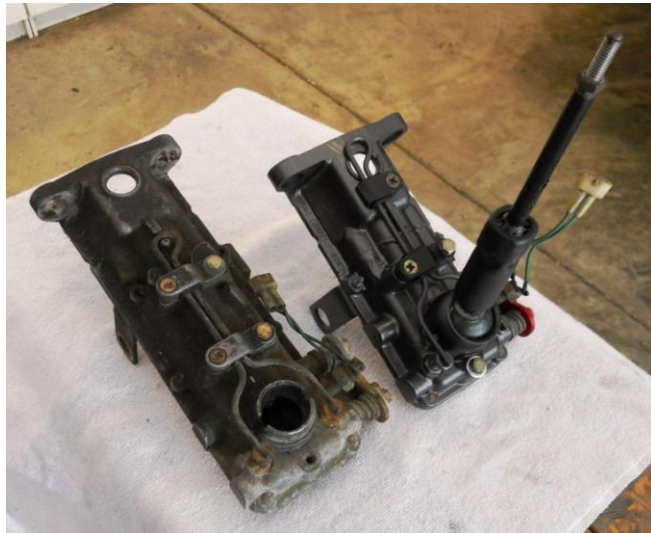
Ready for the engine folks!

Well almost – need to get back on the transmission as well as sort out what engine the bay needs to be ready for!

The Transmission

Last month I showed a picture of the shortened extension – cut about 2.5 inches out of it. This month I had to make that work. Needless to say cutting the shaft and getting it to shift right wasn't as easy as I thought it was going to be. The bright spot is I finally got to figure out what the spring-loaded thing bolted to the side of the extension was and how to adjust it (it adjusts the plate that keeps you from inadvertently

shifting into reverse). I'm hoping that I have enough angle where it has to sit in the car in order to shift okay – we shall see.



Shortened shifter on the right. Yeah, I painted it.

This just left me the transmission itself. I have three – I'm hoping one is good enough just to clean up and drop in. One I took apart so I could mock-up the drive train in the car. Didn't matter anyway – it was shot. That leaves two. One from Ludwig's sale, the other out of the last parts TR7 I bought. I know the one in the parts car was working since I drove the car into the garage, so I decided to take a peek at it.

"Taking a peek" consists of draining the oil, then rinsing it out with mineral spirits. When I drain the transmission I'm filtering the fluid each time. If I see any large chunks of metal that means problems!

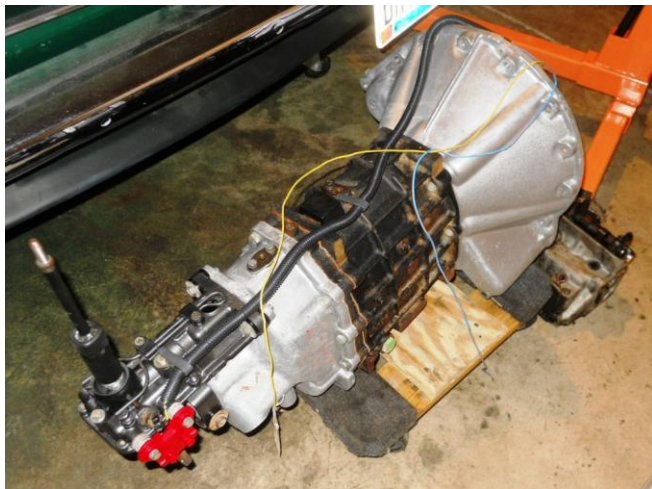
I decided to start with the tranny that came out of the running car. Added a bit of mineral spirits to the existing oil, shook it around and drained. Then I put a gallon on mineral spirits in it, shook it around quite a bit, then drained.

What metal?

That tranny looks good, very good, No chunks of metal, in fact, only saw one small flake. Oil looked very good and smelled okay. Hopefully that is a good sign, better be, cause I'm a betting man and going forward! Now to clean up this puppy.

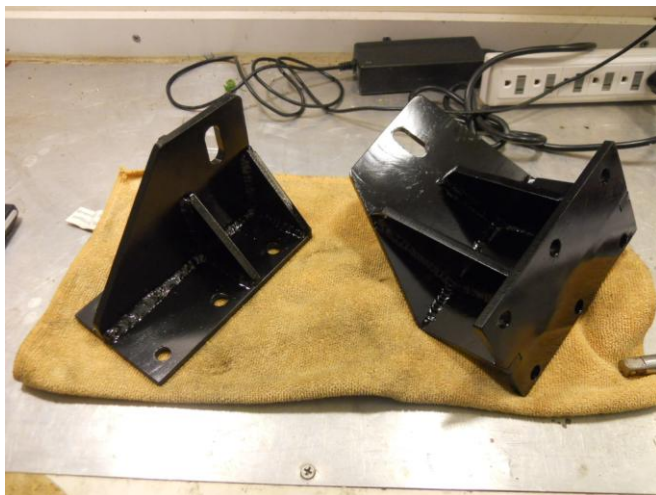
I cleaned the tranny up (Gunk, then Simple Green, then rinse, then hand-dry) and refilled it with Pennzoil Synchronesh transmission fluid. Do not use anything but synchronesh lube in these Rover boxes if you want them to shift easy. The shortened extension fit okay, and I used new polyurethane bushes to mount it – rubber ones dies a long time ago. I had to rewire the reverse switch, but no big deal there. Setting the reverse switch is always fun. I suppose there is a

process for this, but I usually go it by guesstimating then seeing if it worked with a multimeter. I looked through my assortment of TR7 throwout bearings already on sleeves, and found a real good one to use – lubed everything up, and put the throwout system together on the tranny. It is now waiting for an engine to mount to.



The Motor Mounts

Last month I had the mounts mocked-up and took them to Zajbel Machining in Xenia – they took the mock-ups and made mounts out of battleship armor. Laser cut, epoxy painted, and looking good.



Not your stock Stag motor mounts...

Expensive, but nice – can also probably be used as Allison V12 mounts. Most destroyers don't have steel this thick ☺. Okay back to the engine discussion...

Tale Of Two Engines

Remember this picture:



Tweedle Dee and Tweedle Dumm – but which one is which?

I'm sure you do - I have two engines to choose from, but which is best? As you know, I broke them both down to inspect them. The one I pulled from the running car I found in Hamilton, the other the Bigler's gave to us. Inspection showed both had issues with bore corrosion from sitting with water in the bore, but the running one had real nice main and piston rod bearing wear – very uniform and light, so it doesn't need reground, so we worked with that one first. Turns out that block has issues, so right now we're working with the one Bigler's gave us. We're boring it out 0.02" over (had to re-sleeve one cylinder), putting in high compression European pistons, Redoing the head, new about everything. Carbs (TR4 Strombergs) have been sent to Apple Hydraulics for rebuild. I am losing space on my work bench!



Work bench with parts silently, patiently, waiting...

Besides the engine, I'm also thinking about custom exhaust headers – so if you know anyone in the local area that does this, let me know! I also have to rebuild and lengthen a Stag drive shaft – again, any good places to do this?

More next month!

Cinci BCD

Full report by Bruce



The theme for the day – water bottle!

Yes, Cincinnati British Car Day in Pictures! Wow! There are even comments with the pictures – Double wow!



MVT @ Bobby E's - Some of the great cars that were at Cincinnati BCD.

Some fantastic British Cars were there, from MGs, to, uh, Triumphs, and all the others. You should have been there to see the shine, the chrome, the happy burbling of tuned exhausts. Great cars, I'm telling you!

We all met at Bobby E's in Middletown, in the end at least seven Triumphs headed out from a great breakfast (but grumpy server) down the backroads to Harbin Park in Fairfield.



Well, it does have a Jaguar engine in it. Just what else would you need for traffic jams?

Harbin Park is on the top of a rise overlooking the Great Miami River Valley, probably one of the best views in Butler County, and all the fantastic British Cars just added to the views!



I had a friend in high school that used to use a Torino for parking lot bleach burn-outs...

The drive to the park was uneventful, and we arrived a bit before 9:30, ready to steal a good spot in the shade, but we didn't have to since the Triumph parking was pretty much in a great shaded area. Everyone got out their lawn chairs and plunked them down besides the Pres and 1st Lady's car.

(BTW – every TR4 or TR4A that showed up that day was red, something evil going on here)

The spot we set up at was cool and shady, a great place to watch all the wonderful British Cars driving in – they pretty much had to pass us, or go close to us to get in.



Dang, what a beautiful meatball! It won class!



The "Split-the-Pot-Mobile" What a roadster!



Alfa, or is it alfalfa? Okay, so it's red, about right for an Italian British Car...



Ice Cream Truck – Popular That Day



Ah, 'Tish, you speak French!



Don't Ask...



Don't Tell!



..please up-rate the suspension...we can't believe this car was here in one piece...



Just Remember kids, if you do this to a Herald...



'Stang, baby, looking for chicks!



..and add this...

Dang, great & beautiful British Cars all around us. In total, I believe there were about 150 registrations, which was a bit down from last year. Less cars than that there, and it looked like there were significantly more Triumphs than MGs. Lots of TR6's, goodly number of red TR4's, but only one TR2-3 – what's up with that? A few Spits and a short row of Wedges.

In the end we took pretty much all the classes we had cars in. White's took TR4's, Harry took late TR7's, Mike & Mara took Wedges, Ted took Stag's, Stan would have took TR3's, but his TR3B lost a wheel the day before so he wasn't going to push it – ended up going around with Harry and putting Dayton BCD fliers in cars. The Ferrat's stopped by, and they would have beaten Stan with their TR3A, but after the day before (the tour), they decided to drive modern iron to the show.

We left right after awards presentations. The drive back was uneventful, with the Bigler's joining us for the ride in their Morgan +4. We stopped at our traditional place, the Village Restaurant in Waynesville, for supper and parted ways from there. All in all, a hot day, but a fun one – And filled with great British Cars!

Cinci BCD Lessons Learned:

1. A flashing road sign by the park entrance was a good thing! Can we get one from O-Dot?
2. Shade is a good thing.
3. Need more than hot dogs and burgers on the menu
4. Don't give away work gloves as door prizes – ask me..
5. Live bands don't cut it at shows.
6. Water is a good thing.
7. We need a Euro class. Will come in handy for the 2CV's when they show.



Camped out in the shade, and trust me, we needed it – it was pretty brutal if you were camped-out in the sunshine.



Bridgett figured out how to sit sideways...



Practicing the sandwich pass for the meatball sandwich relays. The dinner afterward.