



# "The Marque"

This month:

President's Report  
Secretary's Report  
Treasury Report  
Events  
Triumph Garments  
Stan's Fog Trip Report

**August 2016**

## **MVT Officers**

President: Stan Seto, 513-683-7974  
Vice President: Dan Stinson, 937-259-8242  
Secretary: Patti Clifford, 937-836-0286  
Treasurer: Harry Mague, 937- 426-3802  
Membership: Valerie Relue, 937-667-5227  
Events: Bruce Clough, 937-376-9946

Please send comments/suggestions to:  
[news@miamivalleytriumphs.org](mailto: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 **Logan's Roadhouse 2819 Centre Drive Beavercreek OH**, unless otherwise noted in the "Marque". General membership meetings are at 7:30 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.

## President's Post:

### The President's Remarks –

BCD is on us before you are quite ready for it. If you have not volunteered to help, strongly consider doing so, as this is our big event and having the club work it lightens the load for every one.

Areas that MVT is responsible for are Registration and Parking, Shirts and balloting. Help is needed in getting everyone parked, whether they be visitors or show members and relocating the vehicles with trailers after their contents are out.

Registration can always use another hand or two, and at lunch time we always need someone to spell others so they can get lunch. After lunch we need teams to count ballots and run questions about who belongs to what class as the winners emerge.

When the show is over, there is clean-up, so on Sunday no one knows we were there.

Ice..... Everyone bring ice in coolers to help cool the drinks. You can also stay and help the MG'ers serve food or cook food or help with the shirt booth. Lots to do on this day.

Helping with awards and volunteering to do some of the announcing are some of the cooler jobs we need help with.

Back in the day, it use to be that we'd meet at the Ball's for Pizza and a dip in the pool. Maybe we can agree on a restaurant for Saturday evening.

Hope you are all able to come to the August 3<sup>rd</sup> MVT Meeting at Logan's.

**Stan Seto**

## Treasurer's Report:~ Harry Mague

. **Treasurer's Report:** As of 1July 2016, the club account had a balance of \$3221.19. For the month of July the club had income from 50/50: \$21.00 and membership renewals: \$105.00. Total income for July is \$126.00. The club had only the following expenses: mailing of the marque for \$.68 and we had to return a duplicate membership for \$25.00. Total expense for July is \$25.68. Account balance as of 1August 2016 is \$3321.51.

## Secretary's Report:

The July meeting for the Miami Valley Triumphs was called to order at 7:30pm by President Stan Seto. There were 24 members in attendance. In spite of the recent Brexit vote.....we still made a toast "To the Queen"! Our President gave a brief report on the recent TRA held in Painesville, Ohio. Our club did very well regarding awards with the ultimate Best of Show going to Tim and Marty Moore. Congrats to them and all the winners. They had great weather, lots of great roads and we understand there was a lot of smashing cicadas. (sorry I missed THAT!) The club was also told that there is no destination for the 2017 TRA at this time. That information will follow plus there will be a separate article about this year's TRA event elsewhere in the Marque.

The Vice-President, Mr. Dan Stinson, reported that he was glad to be here. Treasurer's Report was given. We have a balance of \$3,221.19 as of July 1<sup>st</sup>. Secretary minutes will be approved at the August Meeting.

Membership chairperson, Valerie Relue, stated that we now have 43 members including new members Chuck Alcorn and Scott Lucas. We welcome these new members and hope to see them at upcoming meetings and events.

The events Czar, Bruce Clough, told of many upcoming events.

# Events Calendar

## August 2016

THE event coming in August is, of course, our big money maker with all hands on deck....BCD on Saturday, August 6<sup>th</sup>. The sign-up sheet was passed around. If you are unable to make the next meeting and have not signed up to help, please reach an officer and let them know what you can do to make the day an even bigger success. See the Marque for details. Other important dates to put on your calendar are August 27<sup>th</sup>-28<sup>th</sup> for an overnight in Portsmouth and September 24<sup>th</sup> for the Farm Tour. There will be details in future Marques and emails from the Czar himself.

Stan Seto gave an update on the most recent BCD meeting held June 22<sup>nd</sup>. The PA system has been OK'd, they have the bags and food license. There were 62 pre-registered at the time of our meeting. The cut-off date for registration with a free shirt is July 23<sup>rd</sup>. The next scheduled BCD meeting is July 26<sup>th</sup>, 7PM at Poelking Bowling Lanes. **DAY OF SHOW EVERYONE BRING ICE FOR THE FOOD BOOTH!**

Old Business: Embroidery for garments was discussed. There will be information elsewhere in the Marque explaining how to order online. Stan Seto stated that there was conversation at TRA about using this source and Stan provided them with the information. John Coutant purchased a shirt with the embroidery of his car on it. He modeled it for us. John is very tall.

Chuck White gave the club some well-received information regarding name tags. We can get them much cheaper through a new source at Wright Pat and in a more timely manner with no shipping charges. We can get magnetic tags or pin-on.

New Business: None

50/50 Drawing: Winner Mr. Stan Seto Whhhhaaaat?

A motion was made by Tim Moore to adjourn at 8:10PM and was seconded by Lois Bigler.

Submitted by: Lorna Ball

### Events Chair Ramblings

#### Dayton BCD – Are U Ready 4 This?

Can you say “Dayton British Car Day?”

*You can?*

*Excellent!*

Because it is that time of year again – time to put on a great time for LBC owners from across the Midwest and beyond. As of now we have all the plan laid, all the gears in motion. We just need one more thing:

**You.**

Or, as we would text it,

**u.**

August 5<sup>th</sup> is the set up starting at 6PM at Eastwood Metropark, and the show starts promptly at 9AM on the 6<sup>th</sup>. But, since I know you are helping, plan on being there by 8AM to get things rocking!

If you need more information you can head on over to the website at:

<http://www.britishcardaydayton.com/>

**Besides BCD, August** has a couple of more events on the books. The weekend of the 13<sup>th</sup> is the Indy BCD, the next weekend John Clifford needs help stripping down a couple of TR7/8 transmissions, and the last weekend of the month we're going to head back to the Champaign Aviation Museum as well as do a few other things that day. A full month of activities to let you get your LBC out and running around.

#### Car Bliss

I did do a little work on the Triumphs over the last month. Grey Ghost drove well to Cincinnati BCD and back, the rattle I ascribed to a loose brake line connection point, but fixing that I still heard a rattle, but not near as loud – I think that is because I didn't use the brake pad clips that came with the Toyota calipers I put on it –

probably should dig them out and figure out how they go on!

I also reconfigured the front lights – eliminated the daytime running lights I had mounted below the bumper and just now turn the headlights on – got rid of several relays and an ignition failure mode. Front looks a bit cleaner also. Before I had the DRLs and the LEDs mounted behind the grill bars switching off as turn signals, now just the LED strips are used. If you want a pair of great LED spots in nice billet aluminum housings...

<https://www.superbrightleds.com/moreinfo/mini-auxiliary-lights/2-round-10-watt-led-mini-auxiliary-work-light/1386/>

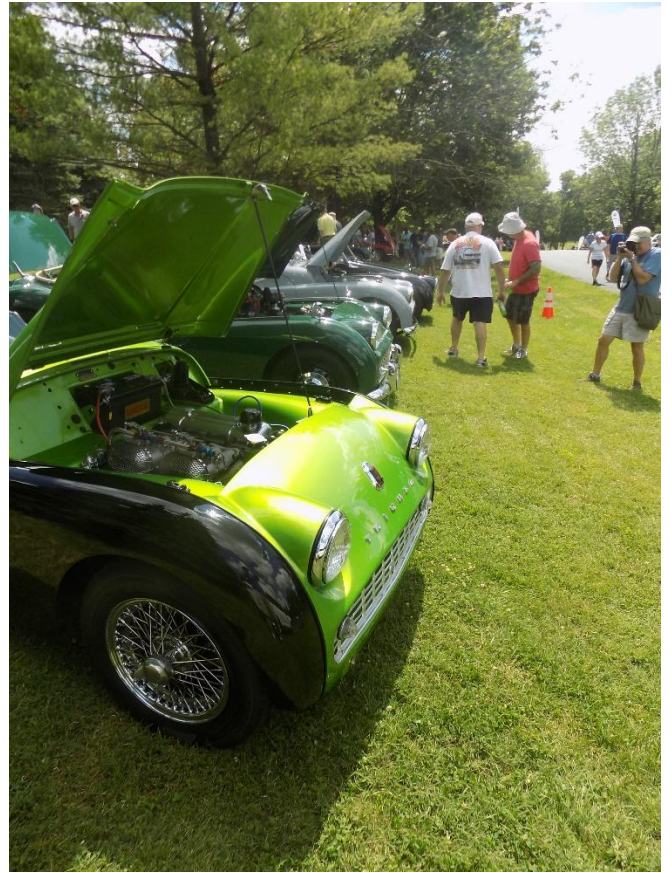
...that are in great shape for \$40/pair let me know!

Finally I had some MVT and TRA website decals made up to put on the car – clubs need advertising and “No Fear” with this car.

Bruce

## ***Jul 2016 Recap***

**10 – Cincinnati British Car Show – Harbin Park, Fairfield, OH.**



**TR2/3 Class had at least 7 nice cars this year!**

An absolutely august group of MVT'ers met at the Bobby E's in Middletown and headed down to the Cincinnati show. The drive down was uneventful and we rolled into beautiful Harbin Park (if you've never been there it overlooks the Great Miami River Valley from the east – nice place). Once there we parked our cars, got our registration packets, and wandered over to the swap meet section where Chris Yanity and myself bought some old TR3 parts from a vendor as well as made small talk with Ted Schumacher.

I then went and placed an opening bid on a '79 Jag silent auction



**Want a Jag sedan? Went for \$750, ran, and came with spare parts!**

It turns out I did not end up winning it, but it was close (all I wanted to do was get the bidding going, not actually get another project!). After that we basically sat around, looked at cars, passed out Dayton BCD fliers, and had hot dogs without condiments (ask Harry about that one).



**Marty & Tim in the Premiere Class – was well away from the rest of us. Oh well, they were close to the hot dogs and snow cones...**

Early afternoon the judges came around – Harry and John won their classes (late TR6 and TR2/3), so we waited around until they got their trophies (polite round of applause) and then headed home via a UDF where Ice Cream (!) was to be had. Hat's off to those who came including Marty & Tim, Chris Yanity, Mary & Danny, Harry, John

Coutant – good time had by all and the weather was perfect!

**16 – Aviation Trail Tour – Tim & Marty hosted this tour**



All lined up and ready to go!  
Ever run the Aviation Trail? Wanna be a Wright? Are you wacko for Waco? What does pie have to do with this?



**John goes Waco!**



What is a tour without wine?

Tim and Marty have put together a day's worth of aviation stuff that will have your props spinning. Meet at the Ghostlight Coffee at 1201 Wayne Ave. Dayton at 1000am. See the separate Article in the Marque for more information.



**30 – CCV Rendezvous – wow!** Weather turned out to be great – no rain – it missed us, the food everyone brought was fantastic (even the pizza we ordered), and the wonderful hammered dulcimer playing of Tim Yoder. We will do this again.



Tim Yoder In Action

## August 2016

**3 - MVT Monthly Meeting** - The regular eat, drink and talk cars gathering on MVT at Logan's Roadhouse, – 2819 Centre Dr, Beavercreek, OH 45324 ((937) 426-5565). This is next to TGI Friday's and Best Buy. The dining commences at about 6:30, meeting promptly at 7:30.

**4-6 – Roadster Factory Summer Party –** Charles & Co invite you to have fun at their

place for a weekend. More info at the TRF website:

<http://www.the-roadster-factory.com/indexmain.php>

**5- Dayton British Car Day Set-up –** Eastwood Metro Park – 6-8PM – be there. We know where you live...



**6 – Dayton British Car Day (BCD) – the one and only Dayton BCD brought to you, by us and the MG Club. Online registration can be found at:**

<http://www.britishcardaydayton.com/>

**As usual, we expect hundreds of cars and we'd like yours to be one of them! GT6 owners – this year you will be a featured model due to it being the 50<sup>th</sup> anniversary of the GT6 release.**

**13 – Indy British Motor Days –** from the official website:

The 28th annual Indy British Motor Days will be held at Lion's Park in Zionsville, just one block from downtown on 116th street. Your family will enjoy browsing the galleries, antique shops, specialty stores and the farmer's market. Lunch will be available on-site, but there are also a variety of restaurants on Main Street offering breakfast and lunch. For more information on Zionsville, visit the Chamber of Commerce website at

[www.Zionsvillechamber.org](http://www.Zionsvillechamber.org).

The website is:

<http://www.ibcu.org/indy-british-motor-days.html>

**20 – Tech Session @ Cliffords** – Stripping down a 5-speed transmission. Start at 9AM and plan to be done around noon. Address is 512 Locust Hill Dr, Englewood. About a mile and a half north of I70 on route 48. Yes, there will be coffee and donuts!



**27 – Back to the Airport!** – Due to Alice’s job situation I’m going to put this off until (maybe) the fall tour. We’ll meet at Young’s Jersey’s Dairy Inn by 8AM for breakfast and head out from there. Champaign Aviation Museum awaits as well as some great roads to the east of Springfield. Do we need to stop by the chair? What do you think Carol R? How about Ohio Caverns? Can you get enough pie?

## September 2016

**3- Mark your calendars!** Yanitys / Cliffords are planning a Northwest Dayton / Northern Preble County area tour for Saturday September 3rd. This will include a continental breakfast at the Yanity’s, scenic country roads, covered bridges, farm markets, a stop for lunch and wineries. More details and specific information available coming up in the September 2016 Marque.

**7 - MVT Monthly Meeting** - The regular eat, drink and talk cars gathering on MVT at Logan’s Roadhouse, – 2819 Centre Dr, Beavercreek, OH 45324 ((937) 426-5565). This is next to TGI Friday’s and Best Buy. The dining commences at about 6:30, meeting promptly at 7:30.

## 8-11 – 6-Pack TRials: Perrysville, OH



TRials 2016 will be at the Mohican Lodge and Conference Center in Perrysville, OH  
<http://www.mohicanstateparklodge.com>  
[\[mohicanstateparklodge.com\]](http://www.mohicanstateparklodge.com)

We do not have a website or pricing setup yet. The dates are September 8th through the 11th 2016. You can start to reserve your rooms - rates are as follows:

- Lodge Double / \$109.00
- Lodge Accessible Queen / \$109.00
- Lodge Queen / \$130.00
- Lodge King / \$150.00

There is a 6% room tax and a 7% Sales tax added as well, along with a \$2.00 per night “technology fee”.

Reservations can be made by calling 1.800.282.7275 and notify the reservation agent that they are booking a group room for September 8th through the 11th at the Mohican State Park Lodge under the “Six Pack TRials” block. A deposit of the first night’s room, tax and technology fee is due at the time each reservation is made and the room deposit remains fully refundable up to 72 hours prior to arrival.

You can also call the lodge directly at (419) 938-5411

**16-18 British Invasion, Stowe, VT** – From the organizers:

We anticipate approximately 650 British Motorcars for the weekend. Those seeking assistance with accommodations should contact the Stowe Area Association 802-253-6614. The Registration Package has been on

website for some time now and we have many pre-registered motorcars as of this date.

[www.britishinvasion.com](http://www.britishinvasion.com)

For those who arrive in Stowe early in the week we have a tour leader for the Basin Harbor Road Tour that will depart from the Special Events Field in Stowe, Vermont at 10:00 AM on Thursday to cover a scenic route along the shores of Lake Champlain and through the mountain to Vergennes, Vermont with a lunch stop planned for the Basin Harbor Club.

**24 – MVT Farm Stand Tour** – developed when the Greene County Farm Tour went kaput, this is a day of driving around and hitting farm stands and other shopping delights along with coffee shops and other places. This year we will meet in Fairborn and head out from there heading to who knows where!

## October 2016

**5 - MVT Monthly Meeting** - The regular eat, drink and talk cars gathering on MVT at Logan's Roadhouse, – 2819 Centre Dr, Beavercreek, OH 45324 ((937) 426-5565). This is next to TGI Friday's and Best Buy. The dining commences at about 6:30, meeting promptly at 7:30.

**3-7 - Vintage Triumph Register 2016 VTR National Convention,**



Tanglewood Resort, 290 Tanglewood Blvd, Pottsboro, TX 75076 - (903) 786-2968

[www.tanglewoodresort.com](http://www.tanglewoodresort.com)

Call the Tanglewood Resort to make room reservations. Tell them you are coming to the 2016 VTR National Convention for a special room rate.

You can request a particular car number by making a note in the comment section of the online registration form. We will do our best to accommodate your request.

**15/16 – MVT Fall Tour** – idea is to rendezvous with other Ohio Triumph Clubs near Columbus, then drive somewhere stay overnight, then drive back. I'm setting this up for North Bend State park in WV since the overnight rates for Shawnee or Burr Oak in OH are significant (\$200-ish). Besides, folks love the drive up the hill into the park...

**22 – Little Miami Valley Tour** – Headwaters to near Cincinnati we will follow the Little Miami River Valley looking for photo ops and nice leaves. We will be stopping by the parks along the way to stretch legs and collect colorful leaves.

## November 2016

**2 - MVT Monthly Meeting** - The regular eat, drink and talk cars gathering on MVT at Logan's Roadhouse, – 2819 Centre Dr, Beavercreek, OH 45324 ((937) 426-5565). This is next to TGI Friday's and Best Buy. The dining commences at about 6:30, meeting promptly at 7:30.

**12 – “Last Tour” - ?? - Tech Session**

**19 – Tech Session: Trannie Removal?? - Valley Vineyards Trip**

## December 2016

?? – Holiday Soiree

?? - MVT Christmas Dinner

# January 2017



#### 4 – Events Planning and MVT Monthly Meeting

- If you want to be in on Events Planning for 2017 show up at 5:30, if you are coming for the dinner and meeting – dinner is at 6:30, meeting at 7:30.

June 2017

21-25 - Triumph Register Of America National Meeting - A quick note to let everyone know that we have selected a site and contracted with the hotel for next year's National meet. The hotel is the Hilton Garden Inn of Columbus/Edinburgh Indiana. Both Columbus and Brown County/Nashville to the west have numerous attraction that will meet the needs of our event. It is located east of the French Lick area that was discussed in this years officer's meeting. They have hosted several car clubs including the Pontiac GTO, Austin Healey, and Cobra groups in the past. Stay tuned for more.

## For Sale

**1951 Riley** - I'd like to sell one of my two recently-acquired '51 Rileys. Here's a link to the ad in Hemmings

<http://www.hemmings.com/classifieds/cars-for-sale/riley/rmb/1815100.html>

And here's a recent article in ClassicCar.com

<https://news.classiccars.com/classic-car-steves-1951-riley-actually-rileys-two/>

Steven Stralser Ph.D. Voice: 602 482 3754

web: [www.m bainaday.com](http://www.m bainaday.com)

[stralser@gmail.com](mailto:stralser@gmail.com)

### Monogram Your Triumph on a Garment or a Hat.

R.P. Diamond Printing and Embroidery of Loveland, Ohio has a huge selection of garments, colors, styles and sizes to choose from.

They also have digitized designs for TR2, TR3, TR3A (TR3); TR4; TR4A; TR250 with top down and surrey top up and surrey top down; TR6; TR7 hardtop; TR7, TR8, Top down (TR7); Stag;

Spitfire Mk I & Mk II, top up; Spitfire Mk III; Spitfire IV (or 1500) rubber bumper; GT6 Mk I; GT6 Mk II; GT6 Mk III;

The Triumph Tri-Globe; Triumph Logo; Triumph Nose Badge in royal blue and white, and in Red, Black and Silver; The Triumph Laurel wreath and Club badges for Miami Valley Triumphs and for Texas Triumph Register.



Getting started is quite easy, select your search engine and go to

[WWW.RPDiamond.com](http://WWW.RPDiamond.com) (printing and embroidery) at 368 Loveland-Maderia road. At the bottom of their home page is a line of Icons, scroll left until the MVT Badge appears. Clicking on it will take you to a garment selection page.

Select a garment, select a color and a size which will activate the drop-down boxes to allow you to select a car silhouette and a car color. Note that while normal placement of the car is on the left side of the garment there is a selection to put it on the right side.

If you then select "Monogram" a dialog box appears. In the box you can ask for your club name, your name and where to locate these lines relative to the silhouette, or any other monograms

you'd like and where they are to be placed. RP Diamond can do lettering in block or script. For example, a hat could have the car on the front, the specific model monogrammed on one side, your club initials on the other side and your name on the back of the hat.

Select quantity and add to the cart.

The MVT Home page shows only several garments. If you have a specific item you are looking for, go to:

[www.sanmar.com](http://www.sanmar.com) and select "products" and then category.

When you have found the garment, note the product identification code.

Send an email to [rpdiamondprint@gmail.com](mailto:rpdiamondprint@gmail.com). Tell them the garment or hat identification code, the color and size, and what you'd like embroidered on the garment. RP Diamond will reply with a price and you can decide to move forward.

NOTE – For clubs who would like their club badge available for the garments, send a sharp image of the badge to RP Diamond electronically, and for a reasonable fee, they will get it digitized for their embroidery machines.

If you have any questions, you can ask me directly ([Stan.Seto@belcan.com](mailto:Stan.Seto@belcan.com) or [stans@fuse.net](mailto:stans@fuse.net)) or call me, 513-683-7974 or 513-985-7530.

# Texas FOGs

## Triumph Tour 2016 – Southern Rockies

May 14 – 29, 2016

By  
Dave Smith

For the past several years a few TTR members who are also part of an informal Triumph enthusiast group called the FOGs (Funny Old Guys) organize an annual two week driving tour. Past tours have included drives to *The Roadster Factory Summer Party* (2009), *Sebring 12 Hour Race* and Key West, FL (2010) Washington D.C. (2011), *The Mitty* at Road Atlanta race track (2012), the Rockies (2013), the Great Lakes (2014) and last year's drive was through much of New England (2015). This year the Texas FOGs headed to the Southern Rockies. Nine TTR members in seven Triumphs and one lesser car participated in the event. The event started with our traditional kickoff party at the Smith house on Friday evening (May 13<sup>th</sup>), where the road log books, official tour t-shirts, wine hour glasses, and mascots were distributed. Participants included:

Dave (FOG # 33) & Tyler Smith – 1971 TR6  
Russ Seto (FOG #8) – 1959 TR3  
Stan Seto (FOG #18) – 2004 VW  
Doug Trapp (FOG #30) – 1974 TR6  
Mike Hado (FOG #36) – 1965 TR4A  
Randy DeRuiter (FOG #37) – 1967 TR4A  
John Reynolds (FOG #39) – 1968 TR250  
Karl Rettenmaier – 1974 TR6



Tour participants at kickoff party



Checking out two of the cars the night before the tour start

The tour followed primarily secondary/scenic roads through West Texas, New Mexico, Arizona, Utah, western Colorado, back through New Mexico and a two day return drive to Houston (see overview map below). The trip covered approximately 4,700 miles in 16 days (May 14 – 29). In addition to travelling on scenic roads, the trip itinerary always includes visiting an array of automotive related venues, various museums, military related venues and national parks/monuments. This year's drive included a good mix of all of the above:

### Scenic Roads:

US 90 from Del Rio, TX to Carlsbad, NM  
US 82 from Artesia, NM to Alamogordo, NM  
US 60 from Socorro, NM to Springerville, AZ  
US 180/US 191("Devil's Highway") from Springerville, AZ to Safford, AZ  
AZ 88 (Apache Trail)  
AZ 64 (along south rim of Grand Canyon National Park)

UT 12 from Bryce Canyon, UT to Torrey, UT  
CO 131/I-70 (Glenwood Canyon)/CO 133 from Steamboat Springs, CO to Delta, CO  
US 550 (Million Dollar Highway) from Montrose, CO to Durango, CO

**Automotive Venues:**

Franklin Auto Museum – Tucson, AZ  
Barrett-Jackson Collector Showroom – Scottsdale, AZ  
Brighton Motorsports Showroom – Scottsdale, AZ  
Penske Racing Museum – Phoenix, AZ  
Martin Auto Museum – Phoenix, AZ  
Mo-Ma Manufacturing – Albuquerque, NM  
Unser Racing Museum – Albuquerque, NM

**Military Venues:**

PIMA Air Museum & Airplane Boneyard – Tucson, AZ  
Arizona Commemorative Air Force (CAF) Museum

**National Parks/Monuments:**

White Sands National Monument  
Grand Canyon National Park  
Bryce Canyon National Park  
Dinosaur National Monument

**Other Highlights:**

Drive by Very Large Array (VLA) radio-telescope in the Plains of St. Augustine, NM  
Wine hour, breakfast drive and breakfast with members of the *Desert Center TRA Club*  
Visit and dinner with TTR members Bob & Eileen Grover in Steamboat Springs, CO  
A ride up the Sandia Crest Tram in Albuquerque, NM



Highlights and select photos from each day of the tour are provided in the following paragraphs:

Day 1 (May 14): Houston, TX to Del Rio, TX ~381 Miles

The official starting point for the tour was meeting for breakfast at the Cypress *Denny's*, which is a good thing for Karl Rettenmaier. While enroute to Denny's, Karl discovered that his alternator was not working on his TR6. He fortunately was able to secure a replacement at a nearby *Auto Zone* and made it to the restaurant only thirty minutes after the scheduled departure time. Had this happened after breakfast, he would have been awarded the not so coveted **"The First to Breakdown" Award**, which is referred to as "The Wagner". The name coming from the first recipient of the award, Fred Wagner, back in 2012 when he experienced fuel pump issues in his TR8 within the first two hours of the first day of the Mitty Tour! Our drive on the first day was primarily along US 90A to Del Rio, TX. Although a somewhat late arrival to the hotel at 6:45 pm, we did manage to squeeze in an abbreviated wine hour prior to dinner.



Breakfast gathering on Day 1



Breakfast gathering Day 1



Pit stop along US 90A on Day 1



Pit stop in West Texas on Day 1

Day 2 (May 15): Del Rio, TX to Carlsbad, NM ~422 Mile

S  
We decided on a slightly later departure time for the second day's drive to Carlsbad, NM. Driving a short distance to a nearby gas station to top-off with fuel for all the cars, Randy noted the TR4A was not running well. The diagnosis was a faulty spark plug wire, so we swapped out the distributor and wires with the spare set that Mike Hado carried. This repair causing a delay in the trip was deemed worthy of receiving the **"The First to Breakdown" Award**. There was some debate as to who the proper recipient should be since Randy was actually

driving my TR4A. It was determined by the awards committee (consisting of me) that Randy would be the 2016 recipient of the coveted *Wagner Award*. Once underway again, we had a very enjoyable top-down drive along US 90A through several West Texas towns like Alpine, Marfa and Van Horn. In Van Horn the weather began looking a bit ominous, so tops went up and the rain and hail came. We then continued north toward Carlsbad, NM. We took a short stop to capture a group photo in front of El Capitan Mountain. We arrived in Carlsbad around 6:00 pm, which gave ample time for wine hour, dinner and an evening glass of port back at the hotel.



Morning prep in hotel parking lot on Day 2



Scenic stop to view El Capitan Mountain



Stop for supplies



Pit stop along the way to Carlsbad, NM

### Day 3 (May 16): Carlsbad, NM to Socorro, NM ~308 Miles

Early on Day 3, John Reynolds decided to find a muffler shop in Carlsbad to have them cut out his muffler. He felt the muffler was creating so much back pressure that it was causing the lack of power he noticed the previous day. Turns out that after getting the car up on a lift he discovered he had several kinks along his fuel line – the muffler was spared! Once assembled, we headed out for the drive north toward Artesia, NM, then west through the Lincoln National Forest toward Alamogordo, NM. In Alamogordo we headed south on US 70 to *White Sands National Monument*. After a short drive through the white sand dunes, we returned to Alamogordo and visited the *New Mexico Air & Space Museum*. We then continued north on US 70 to Carrizozo, NM and west on US 380 driving through the *Valley of Fires Recreation Area* (very recent basaltic lava flows) toward Socorro, NM.



Along US 82 heading to Alamogordo, NM



White Sands National Monument



New Mexico Museum of Space History

*Day 4 (May 17): Socorro, NM to Safford, AZ ~318 Miles*

The weather on the morning of Day 4 was a bit overcast and cool, so our drive across the Plains of San Augustine and the viewing of the VLA radio telescope was a top-up event. Driving along US 60 we passed through the towns of Magdalena, a relatively famous former gold/silver mining area of New Mexico, Datil, and Quemado. We encountered rain and some hail again along this stretch just prior to crossing the border into Arizona. We continued west on US 60 to the town of Springerville, AZ, where we fueled-up and then proceeded south on US 180/US 191 toward Alpine, AZ. This portion of our drive was quite enjoyable – very little traffic, great winding and scenic road with some excellent scenic overlooks. We continued south on US 191 and passed through the famous open-pit copper mining area of Morenci, AZ. This is one of the largest open-pit mines in the United States and the trucks used to haul the copper ore to the milling facilities are quite impressive (see group photos

standing by ore truck wheel). The next stop was at our scheduled hotel in Safford, AZ. While unloading the luggage from my TR6, I heard a threatening noise in the rear of the car. After some investigation by several members of the group, we determined that my right rear wheel bearing was giving up. Several possible scenarios were discussed, but in the end we decided that the bearing probably could hang-on for the remainder of the drive.



VLA Radio Telescopes in the Plains of San Augustine



Pit stop and carb tweaking along US 60 in New Mexico



Scenic overview along US 180/US191 in Arizona



Scenic overlook to the Morenci copper mine in Arizona



Standing in front of the Morenci Copper Mine ore truck wheels

Day 5 (May 18): Safford, AZ to Tucson, AZ ~178 Miles

Only a short drive from Safford, AZ to the Tucson area was planned for this day. The morning did not start well for Stan Seto. He had experienced fairly severe abdominal pains for the last two nights and decided he should visit a nearby emergency clinic to have it checked. So he and Russ stayed back in Safford while Stan went to the emergency clinic. The diagnosis was probable kidney stones and after filling a pain killer prescription they were on the way toward Tucson. Triumph guys are tough just like the cars we drive! Of course, Stan was driving a VW! On the drive to Tucson, we saw our first saguaro cacti. Once we arrived in the Tucson area, Karl Rettenmaier took the lead, since he had attended graduate school at the University of Arizona in Tucson and now has a second home in a nearby suburb. Karl took us to a very nice deli for lunch and then a short distance to his house. We spent the afternoon doing minor tweaks on the cars and washing the cars. In the late afternoon we drove to the east side of Tucson to visit the *Franklin Auto Museum*. Travelling in part on dirt road to get to the museum, we were somewhat apprehensive about this venue. We were, however, pleasantly surprised once inside. The collection of Franklin cars and memorabilia and the discussions with our two very knowledgeable tour guides made for a very pleasant visit. Russ and Stan were also able to join us at the museum having taken the faster interstate route from Safford to Tucson. After the visit to the museum, we caravanned to our hotel for evening wine and dinner. Dinner that evening proved to be somewhat of a challenge for us. The selection of nearby restaurants was limited and after checking out the top two on the Yelp listing, we settled for what turned out to be basically a non-chain Mexican fast food restaurant with the food served on paper plates and plastic dinner ware. The fact is the food was actually pretty good despite the lack of atmosphere.



Saguaro cactus along the road to Tucson



Visit to Karl's Tucson home



Franklin Auto Museum, Tucson

Day 6 (May 19): Tucson, AZ to Tempe, AZ ~140 Miles

The itinerary for the day included a visit to the *Pima Air Museum and Airplane Boneyard* in Tucson. We decided to sign-up for a guided tram tour of the outside static displays at the museum, which proved to be a very informative and an efficient way to see the multitude of aircraft on display. There were also several buildings/hangars containing many more aircraft from WWI through to Cold War aircraft. We next took a tram tour of the *Airplane Boneyard* which is located on the grounds of Davis-Monthan Air Force Base. This is reportedly the world's largest aircraft boneyard. The current aircraft stored are essentially Vietnam/Cold War vintage military planes. There are a considerable variety of aircraft stored but more impressive are the numbers of aircraft stored, reportedly over 4000. After our tour of the museum, the boneyard and lunch at the museum grill we headed for Tempe, AZ.



B-17 Bomber at Pima Air Museum, Tucson



Outdoor static displays at Pima Air Museum



Group photo at entrance to Pima Air Museum

### Day 7 (May 20): Tempe, AZ

The itinerary for Day 7 was a fairly aggressive visit to several Phoenix area automotive attractions. We started by taking a very short drive north from our hotel to the Barrett-Jackson Collector Car Showroom. We met up with one of the sales rep's, who provided a great tour of the facility and the history of several of the cars on the showroom floor. One car for sale was a Yenko Camaro that was driven by actor Paul Walker in one of the early *Fast & Furious* movies. We next visited the Brighton Motorsports showroom, which was just a few miles away. This dealership specializes in sports cars sales and repairs. There were a few MGs, Jaguars, Austin Healy's and Morgan's for sale or in the shop for repairs. The next venue was a short visit to the Penske Racing Museum in Phoenix. A relatively small museum, but with some very nice examples of Penske Indy 500 race cars. The final auto venue for the day was a tour of the very nice Martin Auto Museum. Similar to our experience at the Franklin Auto Museum in Tucson, we originally were not certain what to expect. The museum had a very nice collection of all kinds of vehicles from 1930's vintage to 1960's muscle cars. Prior to returning to the hotel, several of the group headed to the east side of Phoenix for a visit to the *Arizona Commemorative Air Force Museum*. This museum now houses several of the former Confederate Air Force aircraft that were based in various Texas museums. Our wine hour at the hotel was made special by four members of the Desert Center TRA club joining us: Stu Lasswell, club president, and his wife Debbie and former TTR members George and Charisse Montgomery, who now reside in the Phoenix area. After a few glasses of wine, we all headed for a nearby, popular Irish Pub for an excellent dinner. Upon returning to the hotel, Randy and I went back out to purchase a power drill and bits in order to drill-out the holes on a replacement generator we intended to install on the TR4A he was driving. Working on a Triumph under a beautiful desert evening sky late at night, it just doesn't get much better!



Group photo at Barrett-Jackson Collector Car Showroom in Scottsdale, AZ



Barrett-Jackson Collector Car Showroom



Brighton Motorsports Showroom in Scottsdale, AZ



Penske Racing Museum in Phoenix, AZ



Martin Auto Museum in Phoenix, AZ



Group photo at *Fast Eddie's Diner*, lunch stop Day 7 in Phoenix

Day 8 (May 21): Tempe, AZ to Tusayan, AZ ~288 Miles

The plan for Day 8 was to meet up with some of the local TRA folks for an early morning drive up the *Apache Trail* (AZ 88) scenic road and have breakfast at the *Superstition Saloon and Restaurant* in Tortilla Flat, AZ. The drive was great, a bit bumpy on the first half, but improved as we climbed into the Superstition Mountains. The restaurant was very interesting with every wall covered with one dollar bills. After breakfast, Karl Rettenmaier headed back to his house in Tucson to leave his TR6 and fly back to Houston. We also bid farewell and thanked the four Desert Center TRA members for a great morning. After push starting my TR6, our drive north toward the Grand Canyon included travelling on some very scenic secondary roads through several historic Arizona towns such as Wickenburg, Prescott, the old mining town of Jerome, Sedona and Flagstaff. We didn't arrive to our hotel in Tusayan until shortly after 9:00 pm and needless to say, there was no wine hour! Due to a limited selection of dinner venues that were still open and not overly crowded, we enjoyed a wonderful meal across the street at *MacDonald's*!



Morning rendezvous with local Phoenix TRA members



Scenic stop along *Apache Trail* morning drive



Gathering of Triumphs at *Superstition Saloon and Restaurant* in Tortilla Flats, AZ

*Day 9 (May 22): Tusayan, AZ to Bryce Canyon, UT ~341 Miles*

We managed a reasonably early start for Day 9 knowing that we had planned a fairly aggressive itinerary with visits to the South Rim of the Grand Canyon, a drive and visit of Zion National Park and then onward to Bryce Canyon, UT. We visited three main scenic overlooks to the Grand Canyon and walked along the rim trail for a short distance. Needless to say, we were not alone in the park, but it was not overly crowded and we did encounter a few English speaking tourists. We then took a very nice drive along US 64 and US 89 toward Page, AZ and Kanab, UT. It was late afternoon by the time we arrived at the turn point to head for Zion National Park, so as a result of the late evening arrival to the hotel the previous night, we decided to head directly to Bryce Canyon, UT. We arrived around 7:00 pm and gathered for an evening glass of wine and then back out in search of a dinner venue. The main resort restaurant looked interesting; but crowded with several tour groups. After checking a few other possibilities, most of the group ended up at a nearby diner.



Texas FOGs arrive at Grand Canyon



Scenic overlook to Grand Canyon



Along UT 12 highway toward Bryce Canyon, UT

*Day 10 (May 23): Bryce Canyon, UT to Price, UT ~274 Miles*

Our morning started with a short drive to the entrance to Bryce Canyon National Park. We first stopped at the park Visitor Center and checked-out what scenic overlooks we wanted to visit. The first overlook was Sunset Point and a few of us hiked along the rim trail to Sunrise Point. We then drove to Inspiration Point and hiked up the trail to the overlook point. We also met up with some close friends of mine, who now live in Tennessee and were also visiting the park the same day. We then left the park and headed to Price, UT. The main scenic route to Price was on UT 12. It was an excellent Triumph road with curves and hills and fantastic scenery. We stopped along the route at several locations for photos. After arriving in Torrey, UT, we were advised by a local to take a different route into Price, which saved us approximately an hour in driving time. We arrived before 7:00 pm and managed to have wine hour before dinner. It was a long day, but very enjoyable.



Scenic overlook at Bryce Canyon National Park



Scenic overlook at Bryce Canyon National Park



Lunch stop at *Circle D* restaurant in Escalante, UT



Scenic overlook along route to Price, UT



Russ Seto taking in a scenic view along road to Price, UT

### *Day 11 (May 24): Price, UT to Steamboat Springs, CO ~279 Miles*

We were on the road before 8:00 am on Day 11, which should have given us a good start for the drive to Steamboat Springs; however, after fueling up across the street from the hotel three of the group headed off in the wrong direction! Fortunately, they were still in range of our handheld radios and we got them turned around and back on track. Our route from Price was north along US 191 to Duchesne, UT and then east along US 40 to Vernal, UT. Just east of Vernal we took a short side trip to visit *Dinosaur National Monument*. While visiting the main

dinosaur quarry exhibit, we ran into a couple from the Kansas City Triumph Club. It was fun talking to them about our trip and also about the South Central VTR regional meet that was held in Kansas City a couple years ago. After leaving the park, we continued east on US 40 to Steamboat Springs, CO. We arrived at the hotel around 5:00 pm and left shortly afterwards to have our wine hour and dinner with TTR members Bob and Eileen Grover, who now reside in Steamboat Springs. They had invited a couple who also live in Steamboat Springs and own a TR3. With a new Triumph amongst us, our wine hour quickly turned into a “tech session”. Mike Hado and Russ Seto couldn’t resist checking out the TR3 and ended up performing a few tweaks that improved the running of the engine. We enjoyed a fantastic dinner which included Elk and Bison burgers. Bob also reviewed our next day’s route to Montrose, CO and suggested a better and quicker route. John Reynolds decided that he would leave the tour in the morning to start the long drive to his Michigan summer house.



*Texas FOGs at Dinosaur National Monument in Jensen, UT*



Wine hour and tech session at TTR members Bob and Eileen Grover’s home in Steamboat Springs, CO

*Day 12 (May 25): Steamboat Springs, CO to Montrose, CO ~300 Miles*

Departure time was planned for 8:30 am, however, my TR6 did not get the memo! After starting the engine, I could not engage the transmission. I discovered my clutch master cylinder had pretty much drained-out. I refilled the master cylinder and was hopeful that bleeding the clutch was not going to be necessary. I was wrong, as I

found out a few miles down the road. At least it was a scenic area where I had to pullover and bleed the lines! The revised route that Bob recommended the night proved out to be outstanding. The route included a stretch of interstate driving along I-70 through Glenwood Canyon, which was well worth the effort of driving on an interstate. The revised route was also quicker than the originally planned route and put us at the hotel in Montrose before 5:00 pm (first time on the trip we actually arrived in time for a proper wine hour)! We enjoyed the early arrival and sat outside by the hotel pool for our evening toast(s).



Photo stops along route to Montrose, CO

### Day 13 (May 26): Montrose, CO to Albuquerque, NM ~321 Miles

Facing a 300 mile plus driving day, we planned a pre-8:00 am departure from the hotel. The route for the drive to Albuquerque, NM was primarily along US 550, which is referred to as the “Million Dollar Highway” along the stretch from Ouray, Silverton and Durango, CO. The scenery along the way was spectacular. We did encounter some surprising weather as we approached Silverton, CO, where it began snowing! Fortunately, it did not accumulate on the road and we experienced no problems. We stopped in Silverton for a coffee break and was somewhat surprised by the lack of tourists. Perhaps this was due to the weather or our planning was so good that we arrived before the start of the summer vacation season. We also had a pleasant lunch stop in Durango before continuing south to Albuquerque. We arrived at the hotel around 6:00 pm and left shortly afterward to meet up with my brother-in-law and his friend for dinner.



Photo stops along US 550 (the “Million Dollar Highway”)



Snowing in Silverton, CO

### Day 14 (May 27): Albuquerque, NM

The itinerary for Day 14 was to first visit *Mo-Ma Manufacturing*, who specialize in sports car instrument restoration and repair. We met with the owner, Joey Labo, who provided a very informative tour of the facilities and explained the details of restoring the various gauges we rely on in our Triumphs. The process for refurbishing tachometer and speedometer faces was very interesting. Several of us were actually having some issues with either our tach's or speedometers and Joey said we could leave them with him and pick them back up in the afternoon! From Mo-Ma's, we drove a short distance over to the *Unser Racing Museum*. The museum contains many of the various sprint, hill climb and Indy race cars the Unser family have used over the past several decades. In addition, there are several collector cars that the family has accumulated. It is common for one of the Unser's to periodically stop by the museum and greet the visitors, but most of the Unser family were in Indianapolis attending the celebrations for the 100<sup>th</sup> running of the race. We next headed to the east side of Albuquerque to the foothills of the Sandia Mountains, where we rode the *Sandia Peak Tram* to the crest (elevation 10,678 ft). We enjoyed a nice lunch on the crest overlooking the spectacular views of Albuquerque. After returning to the base of the tram, Mike Hado had a bit of a scare when he returned to his TR4A. He saw what looked like broken pieces of glass in the driver seat. First thoughts were, his car had been broken into. After more investigation he discovered that the air horn that was included in this year's goody bag had exploded due to the intense New Mexico sun and sent the gas cylinder flying through the plastic utility tray he had mounted by the glove box! The cylinder had to have hit and ricochet off his gear shift and landed in the passenger door map pocket! This somewhat humorous event could have resulted in a not so humorous event had Mike been driving when the cylinder launched! Mike also had a very humorous event involving a mysterious blue substance during our lunch on the crest. You will have to ask Mike for the details. After the visit to Sandia Mountain, we headed back to Mo-Ma's to pick-up our refurbished gauges.



A visit to *Mo-Ma Manufacturing* in Albuquerque, NM



Visit to the *Unser Racing Museum* in Albuquerque



Inside exhibit at *Unser Racing Museum*



On-coming traffic on *Sandia Peak Tram*

Day 15 (May 28): Albuquerque, NM to Snyder, TX ~414 Miles

Our two day return to Houston started with a 7:45 am departure and a plan to drive along a short portion of old Highway US 66, which is Central Ave on the east side of Albuquerque. We also heard about a stretch of NM 333 (also old US 66) through Tijeras Canyon that if you drive at 45 mph you will hear *America the Beautiful* music. Most of us were not clear on how to initiate the music and so as a result only Mike Hado heard the music. He is having this condition looked into and is expected to have a full recovery! Actually, the trick to hear the music is to drive at 45 mph with the right wheels traveling over the pavement side strip, which results in the tire noise creating the music. After a short drive along I-40 we headed south on US 285 and then east on US 60 and arrived in Snyder, TX at around 7:00 pm. Being the last evening of the tour, we celebrated our final wine hour with a special bottle of wine provide to us by Fred Wagner (TTR club President).



Toast at final wine hour on Day 15

Day 16 (May 29): Snyder, TX to Houston, TX ~415 Miles

The last leg of the tour is usually one of the toughest days, due to more than 400 miles to go, the typical warm late May weather in central and east Texas and the fact that our driving adventure was nearly over! We arrived safely back in the Houston area by late afternoon and began thinking about next year's tour! We had a very enjoyable wrap-up party at the Hado's, where the formal presentation of "The First to Breakdown" Award was presented to Randy DeRuiter!



Recipient of "First to Breakdown Award" Randy DeRuiter