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i Brits rallye at the Pub! Sounds Good!

July 2009

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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 Fuddrucker's Restaurant on Kingsbridge Drive, behind the Dayton Mall, 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.



Jay sends this remarkable old car story from the web.

Purchased new by Mr. and Mrs. Jessie Trueblood of Modesto. Shortly after purchasing this car, Mr. Trueblood took a day off to go fishing. While waiting for the "big one" to bite he witnessed a woman fall out of her boat. Mr. Trueblood jumped in to help only to fall victim of a fatal heart attack. Mrs. Trueblood returned the car home and placed it in the garage for the next 12 years. The odometer reading at that time (1962) was 413 miles.

Mrs. Trueblood lived next door to a used car lot owned by Mr. William E. Wilson (now 81 years old). Mr. Wilson spoke with her frequently and often told her he would like to buy the car for himself to keep. In 1962 the time had come. Mrs. Trueblood told Mr. Wilson she needed a car for her bookkeeper who didn't really care for the ol' Chevy and would prefer a Rambler. No problem. Mr. Wilson went down to the local Rambler dealer and bought a brand new one for \$1,650.00 (\$100.00 over cost) and made the swap.

He then took the car home and parked it with 433 actual miles. And there it sat for the next 45 years, occasionally being started and moved in and out of the garage. In 2007 Mr. Wilson decided to sell the car and

started spreading the word around Modesto that the ol' Chevy with 433 miles on it was for sale. Many had heard about the car, but hardly anyone had ever laid eyes on it. In fact, according to Mr. Wilson he believes he only showed the car to about 5 people in 45 years. Word spread quickly about the car and soon a buyer arrived ready and willing to pay the \$60,000 asking price. When Mr. Wilson told me the story of this car he complained heavily of the "capital gains" tax he was required to pay and wished he had never sold it. As of this writing, Mr. Wilson is still alive and well in Modesto and can verify the miles and originality of this car. Simply put, this is a true 100% factory original survivor (that includes the air in the tires). This ol' Chevy now has 437 original miles and is most likely the world's lowest mileage 1950 Chevy.



**Ray & Jim (not ours)
(Georgia mechanical engineers)
were standing at the base of a flagpole,
looking up.
A woman walked by and asked what they
were doing.
'We're supposed to find the height of the
flagpole,' said Jim,
but we don't have a ladder.'**

The woman took a wrench from her purse, loosened a few bolts, and laid the pole down. Then she took a tape measure from her pocket, took a measurement, announced, 'Eighteen feet, six inches,' and walked away. Ray shook his head and laughed. 'Ain't that just like a woman! We ask for the height and she gives us the length!' Jim and Ray are currently working for the government... and helping to design the "stimulus package."

(and were likely joking with some woman without a sense of humor)
And now for Mr. Wakefield's class!
With a tape measure, protractor and a string we can do the same and save the poor woman the weak effort of dishonoring the men. (That's so not PC).
Tie the string through the hole in the center of the protractor so that the ruler edge can be used to site along. Aim it at the top of the flag pole and read the scale to determine the angle. The $Tan(\text{angle})$ is equal to the ratio of height over the distance to the pole. So if you know that you are ten feet away from the pole as measured with the tape measure, and you know the angle to take the Tangent of, then multiply the two and add the height of your eyes and you have the height of the flag pole ! If my sophomores can do it, you can too.
Math rocks.



ii Jay advises care when hot wiring a semi tractor. I get it.



I do not want to get it.

Thanks Jay.

Next month, the editor shares his wiring adventure and details the resurrection of a British car with old pungent fuel syrup in the carbs.

I would like to publish a note of thanks to Steve Miller of MG Automotive. His casual talks with me have allowed me to get past some frustration in the restoration of my TR6. As always, he just advises me, turns down offers of reward and tells me I am smart enough to figure it out, go do it.

Well I was not that smart, and I owe him a debt of thanks.

Thanks Chuck, Bruce and Jay for photos this month. Great job!

Events

7 June-Pub cruising. A tidy lot and swift half. Good show.



Everyone happy? Looks like it.



Look how well our lads park their cars. Much better than that shopping crowd.



A British car cruise-in held during the British Car Week at The Pub at The Greene in Beavercreek was well represented by the Miami Valley Triumph Club members. Cruising their cars to this event were: Ted Allison (Stag), Jeff and Noah Barth (Spitfire), Paul Corcoran (TR4A), Alice and Bridgett Clough (TR7), Bruce and

Duncan Clough (TR7), Harry Mague (TR6), Mike and Mara McKittrick (TR7), and Chuck and Chris White (TR4A).

For this first time event at The Pub, there were some 40 plus cars and a dozen or so Triumph motorcycles. Club members Pete and Nancy Stroble with their daughter, Amy, also attended the cruise-in representing the British Transportation Museum. It was another great day to put the top down and travel the open road!

10 June Hot Rod Power Tour

UD arena parking lot was abuzz with all kinds of vendors and rodders. There was a trailer from Factory Five for those of us who fancy building a Cobra replica. A coupe and several roadsters were there. Lots of Midwest license plates tell the tale of who is travelling with the tour. It may have been an advert-a-thon but it made a decent cruise in. Of course, the UD lot mongers had their paws out for ten bucks so it was not a free event as advertised.



iii Mini among the journeymen.

12-13 June Lemans 24 hour

Congrats to team Corvette! They may no longer be a funded team, but they went out a winner causing a certain prancing stallion a few last hot heartbeats to dance over.

16 June Happy Fathers Day.

I hope yours was glad. Here is the picture of my dad and son that the media guys showed at the church service honoring fathers. Both of the aircraft were planes that my dad worked on during his 43 years of service at the Mod-Center. He only complained that his wrench had gotten heavy.



15-20 June TRA- see article elsewhere in text.



TR3 row



Our folks along the way in Greenfield. White's TR4, Cloughs TR7s, and Seto's

Tr3



Allison's Stag



Wow, an early 2000 roadster.

26,27 & 28 June- Vintage races



TR-6 wins class feature race in the rain!

A full article will appear in next months issue.

Continues

Events Continued

Vintage racer profile in next issue.



JULY

10-12 July Good-Guys Show in Columbus. Be prepared for walking. 6000 cars, every key vendor in the car craft market, Rock bands, T-shirts .

12 July- Cincinnati BCD: Bruce will be looking to lead a group down. Meeting at Middletown likely.

2,9,16,23,30 July Jazz-Swing and Big band sounds at the water front downtown Dayton on Monument St. This is a free concert at Riverscape.

18 July- Pool Party -see elsewhere a poster for the annual pool party at Ellis and Lorna's pad on Hemlock Dr.

18 July- ALMS at Lime Rock

19 July-British Transportation Museum- Chuck is working details of an open house starting at about 11:00 am local Wilmington time. Details may be discussed at the upcoming meeting.

Tech Sessions need to wind up. Stay posted to your e-mail. We want all the cars running for BCD. The big day is coming!!

**26 July- F1 at Hungary
NASCAR at Indy
ESPN coverage begins**

1 August – BCD 2009 !



iv Rj enjoys his birthday gift, a weekend at Mid-Ohio.

2009 MVT Quilt Shed Tour and Pool Party!

Whoa – how can you go wrong with this – drive around looking at painted plywood attached to structures and eat apples, then jump in a great pool? You can't!

- When – 18 Jul 09, 12:30 PM
- Where – Meet at Saxby's Coffee, 4425 Feedwire Road (off I-675 @ Wilmington Pike exit in front of Home Depot)
- What – we cruise around awhile looking at stuff, then we end up at Ball's for the MVT Pool Party at about 3 PM 112 Hemlock St., Franklin, OH 45005 (937) 746-5189, ballpad@aol.com
- Bring – Covered Dish for the Pool Party (MVT provides the steaks) – please let Lorna know what you are bringing – drinks if you don't want soda or American lager, and your bathing suit.

If you just want to
come to the Pool Party at
3PM RSVP to the Balls at
ballpad@aol.com



We like them
stars too!!



Appearance by the MVT
Water Ballet Team!

RSVP To Bruce at 937-376-9946, or bclough@woh.rr.com for the tour

Restoration of My TR6

Part 1

My Triumph Background

When I bought my 1974 TR6 in 1975, little did I know that 39 years later I would still have it and will have spent so much time and effort to keep it running. But to understand my obsession with Triumphs, a little background is in order. My first exposure to Triumphs occurred in the summer of 1968 when for \$400.00 dollars my parents and I bought a 1963 Triumph Herald 1200 Salon. It was the summer of my sophomore year in college and it was the best car. My not so subtle way of driving it caused it to last only 1 year before it would have cost more to fix all the engine, transmission, and suspension problems than the car was worth. So, in the summer of 1969, with the help of parents (again) I bought a 1963 TR4, solid axle. The car was great. It had an A type overdrive and was the talk of my fraternity. But as before, I beat it pretty good. When I graduated from college in 1970 and went off the Air Force, the car sat in my parent's driveway until they got so tired of it, they sold it the kid next door. To this day I wish I would have been able to talk my parents into keeping it for me!

1963 Triumph Herald 1200 Salon
with some young guy with hair
I don't recognize!!!

1963 TR4 with that strange guy again!!
After selling the TR4 for next to nothing,
I always wanted one, but as time
would have it, the new family came first
and I had to put my desire on the
back burner. Several of my friends in the
Air Force had Triumphs and I

would get to drive one once in awhile. My opportunity to get my hands on a TR6 occurred in 1976 while at pilot training in Arizona. My family (with 2 very young daughters) needed a second car and one of my fellow pilot training students was expecting an addition to his family and needed a family car.

So, in the summer of 1976 I bought my 74 TR6. It had 45,000 miles in one year. There was no rust or damage, but the person who I bought it from said that the car had almost been rolled and had stopped on its side. They pushed back level and every thing seemed fine with the car.

Several years later, the front suspension mounts were found to be bent. Over the next 22 years, the "6" spent 3 years in Minot, ND, 3 years in Hawaii, 8 years in Rome, NY, and around 8 years in Wilmington, Ohio as my airport car. I drove the "6" cross country twice. After the first 3 years in Rome, NY, The rust was starting to win the battle for the car. A partial restoration was undertaken in 1982 before it was shipped to Hawaii. Both rocker panels were rebuilt and a new coat of paint was applied and the car was shipped via boat to Hawaii. In the next three years, the top was never put up!!!! After only two years in Hawaii, the rust started to reappear. When I left Hawaii in the summer of 1987 I had to install a new top before the car was shipped to California while I went to school in Merced, CA. After the school, the car was driven cross country again as I was stationed in Rome, NY again. After the next three years in Rome, NY, with the snow and salty roads, I retired from the Air Force and got a flying job with

Airborne Express in Wilmington, Oh. The "6" became my airport car with several other pilots using the "6" when they needed a car. The funny thing is it always started. Thru the years in ND and NY, in the worst weather, my "6" always started!!!! In fact, several times in ND and NY, I would end up jump starting other guy's cars that had died during the cold weather. The years in Wilmington took the final toll on the "6". In 1998, I placed an order with the Roadster Factory for a new body because I knew the original body was toast. The new body was on order for almost a year before the Roadster Factory obtained one. As a side, the new bodies were manufactured by British Heritage. When British Leyland closed, British Heritage bought the tool and die of several models of British cars including the TR6. They produce bodies for several British models. Once they have enough orders, they manufacture the bodies to the original specifications. My new body arrived from England in the middle of the winter of 1998. Thankfully the Roadster Factory agreed to store the body until the spring of 1999. In November, over Thanksgiving, in 1998, I planned to drive the car from Ohio back to New York to begin the restoration. I tuned the car prior to the drive. It was running quite well and while driving on the back roads in Wilmington, the frame broke where the trailing arm attaches to the frame. Needless to say, I didn't drive the car, but had to have it shipped to New York. The car arrived and the dismantling/demolition began. Thus will part 2 begin. The "6" arrived in New York with the Hard Top still attached.

Notice the rust thru in the rear quarter panel. This was typical thru out the front and rear quarter panels. (end part 1) H. Mague

Triumph Across America

From: On Behalf Of Triumph Trans-America Information
Sent: Thursday, June 25, 2009 12:42 AM
To: Triumph Trans-America Information
Subject: [Triumph Trans-America] The Charity Drive Begins

In less than 12 hours, the Triumph TransAmerica Charity Drive begins! Joe Pawlak, Mark Fisher, Mike Blonder and Bill Jensen of the Illinois Sports Owners Association (ISOA) will be leaving the Chicago area from Joliet, IL at approximately 11:30 CDT on Thursday, June 28 to deliver "uncle jack" to the Grassroots Motorsport / Classic Motorsports HQ near Daytona Beach, Florida.

This will be a straight-through "banzai" run east on I-80, south on I-57, I-24 east into Kentucky and Tennessee where they plan to meet Mickey Richaud in Clarksville for a pit stop. They will continue south on I-75 into Georgia and Florida, then I-10 and I-95 into Daytona

Beach. Earlier this week, the speedo drive gear inside the overdrive failed, so the trip down will be done without a speedometer. Tom Fansher and Jere Dotton of the Central Florida Triumph Register will be set up to get "uncle jack" up on a lift to remove the overdrive and replace both speedo gears after Team ISOA, "uncle jack", and the "Stuttgart Bomber" chase car arrive in Florida on Friday.

We are planning to include trip updates on the TTA website at:
<http://www.triumphtransamerica.org.uk/>

Mark Fisher and Glenn Merrell will be uploading photos when possible to Flickr at:
<http://www.flickr.com/groups/triumphtransamerica/>

If you join this group on Flickr and intend on uploading photos, please ensure that you've geotagged them on the Flickr map so everyone will know where the photo was taken. You won't be able to transfer photos to the triumphtransamerica group without a geotag. In addition, please leave a note in the "Discussion" section to let us know a bit more about the photos

and video you upload.

Glenn Merrell will be leaving Denver for Orlando at about 10am MDT and is scheduled to arrive at 3:40pm. John Macartney will be leaving London at about the same time and should arrive in Miami in the late afternoon.

Let's hope everyone has a safe and uneventful journey and that we can all raise a ton of money for Post Traumatic Stress Disorder!

Tim Buja - Rockford, IL



1932 Rolls at TRA.



Vanden Plas at show.

Give me a full report- please! The TRA '09 saga.

Sidebar - This was written from the point of view of the author as a member of Miami Valley Triumphs. Stan is Stan Seto – the MVT President, along with the other MVT members along for the ride – Paul Corcoran, Chris & Chuck White.

'09? We went to our first TRA meeting back in 1984. Hmmm, twenty-fifth anniversary. Back then we drove a Dodge Colt and had a TR3 and TR4, now it's those nasty anti-green SUVs and TR7's. I wrote up the visit article on an Epson QX-10 and pasted pictures from my Minolta 35mm into the article. Now it's being written on some HP laptop with the latest Word and pictures coming from our phones. I'm not sure that's progress, hmm, what's the opposite of progress? Congress, of course...

General Plan of the Trip

We're going to take it slow and enjoy the drive and relax – that's right, relax. First night to just east of Parkersburg, WV, then to Charles Town and stay there about a day before the TRA festivities start. On the way back it's gonna take a couple of days also. Good roads are too nice to blow by them.

Packing

Packing? Why are you writing about packing? Simple, I have the space, and I

have the time. You don't have to read this – just skip to Day One. Okay, for all of those still with us, packing for TRA is always a mess, and this year with just two wedges and no following SUV we need to pack light. I've gone off the deep end, relying on washing my clothes and buying things along the way. Alice thinks I'm nuts. Maybe so – trying an experiment; however, we have spare space in the trunk! Auction parts were mailed ahead and I did not bring the usual amount of paranoid spares, yep, living on the edge.

Day One: On the Road

Remember, the goal is to relax, so we slept-in late, packed the cars with our coolers and sunshade (other luggage was already in) and headed for the meeting place, the Frisch's in Greenfield, OH (just northeast of Hillsboro about where the glaciers ended and hill in Ohio start. Only problem is that there is no Frisch's, or at least anymore.

Damn you Google.

Okay, Burger King then! The Whites beat us there, and Stan came in just after we arrived All are here!



Jumping into semi-trusty steeds at make-do Frisch's

Sidebar – you will notice a few pictures here – the author decided to take all pictures using his cell phone – okay, here we go!

Getting out into traffic after lunch was easy, what was problematic was the sticking float bowl needle valve in the red TR7. Un-jammed in time for me not to pull over. Have to watch that one. Ohio 28 is a great road from Greenfield to Chillicothe – goes over the last bit of Illinoisan Glacier till plain before going over the first range of low hills to Chillicothe. Duncan was enjoying the drop-offs and curves, come to think of it, so was I! We got on to US 35 to US 50 and headed east towards Athens. Okay, I had one strike against me for the Frisch's debacle. I wanted to redeem myself by stopping at the Dairy Queen at Albany on US50/OH32, I stop by there on my way to DC and their service is great any they are always busy. Except they were out of business. Strike two. The rest of the team was wondering if I really know where we were going. I assured them there really was a North Bend Park in WV and it had a lodge – honest! I did pull the caravan over to a gas station to get some ice cream for our kids (and watch other kids wash cars, or was that a squirt gun fight? US50 is complete around Parkersburg now, much nicer drive. We got to the North Bend State park without incident, well, there was that uphill hairpin turn with a slight roadway lean towards the outside ditch – ask Alice and the White's about that one.



Sun setting on North Bend and LBCs

North Bend state park is a great little park to stay at. Room clean, rates reasonable, and food decent and decent priced. Hey they have putt-putt golf even!



Bridgett and Duncan practicing how to cheat on golf score cards. Hey, they didn't learn this from me – Alice is the golfer!

10PM and time for bed – looking forward to tomorrow!

Photograph of the day:



Would you eat this? Roadkill pizza? The Colonel looks on in amusement...

Things we saw but did not photograph:

About 20 small birds sitting on a sign in a row near the Athens airport – hatching evil plans?

A line of early 80's LeBarons outside a building on US 50 going into MacArthur, OH. People collect anything.

A sign saying "No Way Out" on top a sign for "Cemetery Road" – some of us more spiritual folks might beg to disagree....

Day Two: Well we made it!

A bright sunny morning met the lodgers at North Bend – we had a wonderful little breakfast, bought some stuff at the lodge shop, and packed up. Upon arrival at the cars we noted that only our red TR7 had coon prints over the hood. Up one side, down the next. Looks like he peeked in, saw it was a TR7, and ran away fast. No respect, not even from the critters!



Traces of Coon Love – Blasted critter didn't even wipe his feet!



Backside of a picture you'll see somewhere else in the Marque...

Hit the road about 0930 and headed east through the mountains. Nice pretty tour, only hairy moment was on the switch-backs going down Laurel Mountain where a semi-trailer was going up the same hairpin we were going down. Bruce's pants almost got brown. Carol, Roger doesn't drive like that, right?



Typical “on the road” shot on US 50 as we went through the Allegheny Mountains – no truck in this one thank goodness!

Had lunch in Romney, WV at a coffee house – great place – Alice spied it after I gave up finding a Dairy Queen we could stop at. We missed the DQ – the sign going into the town lied! They lied! It wasn't on the left, it was on the right! Lousy cretins... Pressed on and finally got to the hotel in Charles Town about 4:30 PM.

Now, this hotel is an interesting place – it is part of a horse track/casino combo. No restaurant in the Inn, you have to take a shuttle bus to the food court around the track. Or...you could walk across the street like we did. Mountain View Diner – lotsa food, lotsa choices, little cash. Wonderful. Full dinners for four was about \$40. Burp.

Sidebar – pools. We had just assumed North Bend had a pool (it did, outside, cold, and down the hill at least ½ mile). We just assumed the Inn at Charles Town did also. Nope. It really is a large B&B for the racetrack and casino. Kids were bummed! Adults were also!



View out our hotel window – losers are glue!

There were already about 20-30 cars there by the time we hit the sack with more coming in. Sleep is good!

Day 3 – First day at the meet.

Yawn.

Wake up, see I am on vacation and rest of family is sleeping, roll over, ignore alarm. Alarms are evil on vacations. Wake up again, hit shower (did I say that the showers we have here are huge?), wander out for coffee. Find folks I know, engage in conversations, wander back up and wake up Duncan and Bridgett that Alice had tried to already get up. Some things are more stubborn than mules.

Finally get everyone in clothes and downstairs – this place has decent breakfast bar (included in room rate). Eat my fruit, cereal, and toast. Run into more people we know. Oh, the skies were low, overcast, and showers blanketed the area, just what we needed for our Harpers Ferry Tour. Outside tour, walking tour, wakling in the rain tour. Walking in the rain with kids that don't want to be under the umbrellas. Cold kids, complaining kids, told-you-so parents. Joy.



Darrell Floyd in the rain. Note Bev Floyd has solved her problem.

Actually Harper's Ferry in a neat place steeped in history, and the Park Service has done a great job in restoration and using tour guides that know their stuff! The place also has a lot of neat shops, bars, and restaurants! Ask Duncan about the ice cream!



"Just touring in the rain, just touring in the rain, what a suuuuuky feeling I'm wet again..." Harpers Ferry in the mud.

We were at Harper's Ferry for about 4 hours, rain never really let up. Duncan was soaked! Drowned duck, wet rag. Had to get them all changed before the BBQ.

BBQ?

Yep, BBQ. Big dead pig. Was told to call it pork, but it looked like a big dead

pig to me. Tasted yummy, and the park it was in was very nice. Would have been nicer if the rain wasn't still going! Duncan got wet again.



Dead Pork. Notice we did not say pig. We strive to be PC around here.



Crowd at the pig, err, pork roast. We decided to call it chicken.

That's okay, since we were going to the TRA Membership meeting and had time to do a load of laundry (total cost of doing a load was \$7.80, but at least Duncan had dry clothes). Meeting was okay, but I tire of the politic of arguing about \$50 awards given to folks spending \$20K+ on restorations so they can claim being top dogs since after being married they can't vie for females any more... Don't get me started.... At least after the meeting we could retire to the now-open meet hospitality room,

where we went to the balcony to watch horse racing. Yes, horse racing. You don't think I was there for the left-over pig, err pork, and Budweiser, do you? Neither was Alice – she doesn't drink Bud.



**Late nite racing shot from the balcony!
Action, adventure, weak American lager.
Did I mention more pig, sorry, pork?**

I gave up after a while and went back and made sure Mr. D and Princess B were in sleep-land, then checked work email in bed – put me right to sleep!

Shot of the day:



**This is a pay phone. Pay phone – yes P-A-Y
P-H-O-N-E. Wow – lotta history at Harpers
Ferry!**

Day 4 – A Day At The Races!

Ah yes, EMR's. The dreaded early morning run! Why dreaded? Simple, you were up drinking late the night before. Enough said.

It did rain in the night – thunderstorm. Woke me up, but (thankfully) kids slept. Inca's trunk got wet – that's a first time! Oh well – lined up for EMR (oh yes, EMR – Early Morning Run) in sunlight, of all things!



**If you look closely in the wet mirror you
can see Stan Seto shooting a picture!**

EMR was a good run, except for one exciting moment – the caravan was stopped down a hill for a train at the bottom but the two pickups and the dump truck that crested the hill were going a bit too fast. Nobody got hit, but the pick-ups scattered to the side and the dump truck got sideways in the road. Yikes! The last car in line, a TR4 with a couple from Richmond, VA, probably had to change underwear...



Waiting for the train – dump truck fun was at least 100 yards behind us....

After the EMR (food was good, burp) cleaned a load of filth off the cars, and got in line for Summit Point – a race track you might know of! After an intro and lecture from race veteran, we were turned loose on the track for many laps – about 10 I counted. Vroom. Freebie saw 5000RPM several times. Fun. Unless you were a TR2. One overheated in the parking lot and the other broke down on the track. Thought they were 7's, did they?



Under the tent at Summit Point.

After lunch at the track we headed out for antique shopping at Charles Town. Although we found ice cream and coffee, we did not find an antique, but, I bought a beanie baby for Mr. D. Back to the hotel so the kids could get naps.

And nap they did – 2 hours, and a darn good thing too since we made them come with us to the Harper Ferry Ghost Tour.



The start of the ghost tour. We're not quite sure if that is Stan or a ghost. He was registered at the meet though....

We spent the better part of an hour and a half getting a tour of some of the more haunted places in the town. Jeepers, creepers. I now know a few houses I don't want to stay in. Both Duncan and Bridgett were very good, and didn't scare away any ghosts.



Yikes – Ghosts! Yep, scary crowd here – and that was just us TRAers in the dark!

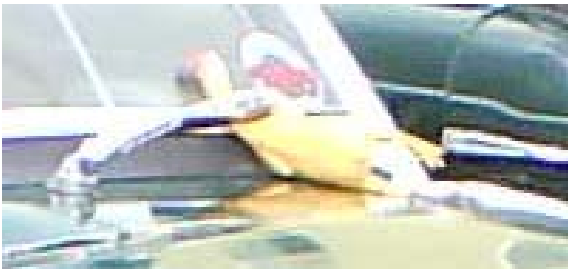
We got back about 10PM and remembered we didn't eat dinner – ancient secret – The Diner across the road from the hotel has good cheap food. We went over and had a wonderful late

dinner. Came back and were in bed by midnight...after I typed this!

Photo of the day:



Pat & Marty Jones's TR3A. Flat tire – had to search for a tube. Note chicken has already made its way to the windshield under the driver's wiper....



A close-up of the chicken

Day 5 – Friday, I think?

Friday is car show day, and that is what we did – got ready for the car show. Now, these days we don't shine everything up waiting for concours, nope, we carve off the top layer of dirt and get it over to the show field, which was an ice grass lot with trees just down from the hotel.

Wunderbar – grass we love it.

And it had vendors, selling great stuff, and we bought some of that great stuff. Shirts, books, other great stuff. After we parked (I asked where the infidel section was...) Alice dragged out her

reading, I dragged out my books to study (yuck) and the dynamic duo dragged out the Frisbees. Fun had by all. Actually, I'm not joking, between studying we got in a lot of talk and looked at a lot of great cars. Great show!



Small segment of the car show field. All were loving it. Shade was nice!

Alice also took Bridgett and ran the Funkhanna – a test of driving ability, manual dexterity, and pure, blind luck. What a driver, and what a co-pilot! Did I mention the show was on grass?



Vendor Row at car show. Great to see this back at TRA!

Another highlight was the McDonalds across the street so we braved traffic, got some of that great Scottish cooking, and headed back in time to start packing up and heading back to the hotel since it was time for...

The Antietam Battlefield Tour

If you flunked your American History, let me lay this out for you.

This area was a crucible for the Civil War. Harpers Ferry, Shenandoah Valley, and the fields to the north and east of Sharpsburg, MD. Antietam (also known as Sharpsburg if you're not a damn Yankee) was the bloodiest one-day battle of the war. About a quarter of the folks engaged were killed or wounded. Now-a days the battlefield is a quiet, serene place with markers that tell the stories of those who gave, as President Lincoln would later call, "that last ounce of devotion" in another battlefield not far from here.

It also has gnats, lots of gnats that drove Stan away and caused Duncan to complain.



Dunker Church, scene of bloody fighting at Antietam

We walked around outside, braving the gnats, for a while, we then went into the gift shop, bought a 10lb Parrot replica for Duncan and binoculars for Bridgett. Nothing for the gnats.

Trip back to Charles Town was great since we were not encumbered by the caravan speed as we were getting there. Of course, that meant we bottomed out a few times crossing railroad tracks, but we need to do something to knock the rust off! No gnats – yaaaaaa!

But back at the room we had scant time to re-energize since it was...

TRA Auction time

250 items.

About 250. Lots. At 90 seconds each that comes down to roughly 6 hours. 6 hours. Started at 7 PM, went to 1 AM. Nino Richards and myself were the auctioneers, the talking heads for Don Cumberland and his Mason-Dixon TRA auction committee. All I can say about this auction was, wow. 6 hours. Lots of neat stuff. Nothing went for a huge amount of money, no Bruce Clough bidding \$650 for a complete TR3 tool kit (thank goodness I got that out of my system...), no Ron Hartley paying \$650 for a Judson Supercharger. Just gobs and gobs of \$20-70 items.

Did I say we have beer in the back? I should have taken pictures of Pierre and Debbie (hotel staff) who made sure we had beer.

I also could have taken pictures of those sneaking beer in the room and used them for blackmail, but I'm a nice guy.



Auction. 1 AM in the morning. Last item. You can feel the joy radiating from Joel. John Hartley, Mr 69 himself, still alive and bidding!

In bed at 1:30 AM. Looking at my eyelids.

Sidebar – the Awards Banquet was over by the racetrack in a room the overlooks the track and is above the casino. To get to the room you had to go through several huge, and I mean huge, rooms filled with slot machines. Uggh. Not a gambler (Casinos exist to take money from middle class folks that smoke and give it to the rich, or at least as far as I can tell :-O). Had to make sure the kids stayed on certain paths since children are not allowed at the slot machines – tough to do that in a crowded casino.

The banquet was excellent. I mean excellent. The food was excellent. The bar served Rusty Nails, and for once we had seats where we could see the show! Hat's off to the Mason-Dixon folks! (anyone remember the 1986 banquet??? :-O!!!! – Yikes, what a difference...) I don't have any pictures of the banquet. We'll have to rely on Stan for those. Needless to say all MVT Members there trophied. We got a 3rd Place for Other Triumph Participants Choice for Inca, Stan took 1st place in TR3B Participant's Choice, Paul took 3nd in TR4/4A Participant's Choice, and Chris and Chuck took 2nd in that category. Joy.
Oh, best of show went to Pat Davis for his TR2, shouldn't forget that...

Even more joy, all the Clough's ended up with door prizes – two car care kits and two hydraulic jacks. Can't get much better than that! We were happy enough not to care about the walk back through jingling-machine hell to get to the bus.



Our banquet booty!

After we got back we headed up to the Hospitality suite for more fun with TRA folks. Free beer. Free wine. Free food. I was stuffed and had to drive the next day, so I stayed around and congratulated winners, then headed back down to get some sleep, making sure the kids were brushed and in bed.



Party in Hospitality Suite!

I slept good enough to miss Duncan getting up at 1 AM and sleepwalking (sleepwizzing) and tinkling on the bathroom floor – joy.

Day 7 – Starting back home

0530 and my eyes were wide open. Okay body, I'm up, so I started to pack. Got most of the cars packed and gassed by the time the rest of the family started stirring. During the meantime I said goodbyes to a lot of folks heading out early. Great memories this time. Heck, great memories most of the time! By

0800 we were down for breakfast and by 0845 our tinier caravan – Stan was headed toward the Tidewater and a week of work – was retracing our steps west. It was cloudy at first, but gradually the clouds got less and blue sky more, just in time for the mountains.

Except this time Duncan was getting motion sickness.

Sidebar – US Route 50 between Bridgeport, WV and Winchester, VA is roughly 150 miles of road without any flat straight section to be had. There are some great sections that can make the driver motion sick! Several folks have commented to me that it's better than The Dragon's Tail since the curves last forever!



The mountains in the distance while crawling up the Alleghenies

We were about 30% up the Allegheny Escarpment when Duncan let me know he was not doing good, we slowed down and after we got to the top he was better, however; just a little ways later he asked to stop, but the little guy didn't blow chunks. We put him with Alice for a change of venue and got him some water before we took on Laurel Hill coming out of the Cheat River Valley. No further problems.

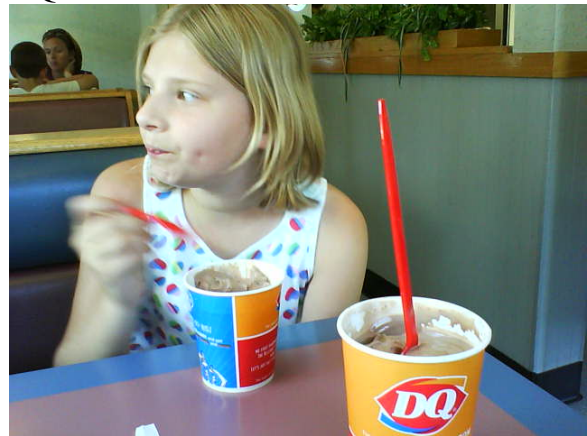
*But where did you get the water?
Cool Springs Market.*

Cool Springs Market is on the lower eastern slope of Laurel Hill, and is a general store, souvenir shop, gas station, and restaurant serving that area, which really is rural. But wait, they have a, um, I don't know what you would call this, zoo-museum? You can wander around looking at rusting antique farm machinery and train stuff (they have a real tank engine!) while petting donkeys, avoiding geese, ignoring chickens, and trying not to pet the cats. You'll also run into a load of bikers this time of year as well as the locals. The place was packed!



Cool Springs' Donkeys

The Whites peeled off before Bridgeport to go visit relatives, which left the wedges on their own. In Bridgeport we managed to stop at, get this, an open DQ!



The DQ was open – we have evidence...

The skies were sunny as we got on the 4-lane part of US50 headed toward Parkersburg (more great cruising road, like an interstate, but feels like a rural country road). The staying up late for two days was starting to tell, I was feeling weary and made a stop to rejuvenate – Alice needed it also. Made it to Parkersburg about 4PM for the overnight (we knew we wanted to rest and relax one more night).

Oh, they had a pool, and a hot tub.



Yes Virginia, this is a pool

Day 8 – Homeward Bound

Boink. Eyes opened at 0530 just as I knew they would – good thing I was in bed by 10PM after that pretty-good dinner at Red Lobster in Parkersburg. I rooted around a bit then woke up the crew and we were headed west by 0900.



New US50 bridge over the Ohio just west of Parkersburg – this really helps!

Sidebar – the new US50 bridge west of Parkersburg attaches to a nice limited-access 4+-lane road that bypasses downtown Parkersburg. Now you don't have to figure out the maze of one-way streets, traffic lights, and strip clubs. This takes 15-20 minutes off your trip at least, so next time you are headed east, why not US50?

This ride was really un-eventful. Besides Alice and myself trying to keep alert (had to stop for caffeine!), the weather was great and roads clear. No dump trucks, no logging trucks. Zoom! We crested the last hill before the till plains start west of Chillicothe (OH – you can see forever from a couple of those hills) before 1130 and got home by 1215. Unpacked by 1PM, still doing laundry at 3:30 PM ;-).



Ooops, have to complete this so I can fold clothes!

Post-Mortem

Two cars, four people, 900 miles both ways, and 8 days. Did I mention a TRA Meeting? Had a great time and would like to thank the Mason-Dixon TRA folks for doing a wonderful job! Can't do meets without full involvement by a good number of individuals.

Was this the best TRA I've been to? Dunno. I still hold the '85 meet in Gettysburg as the gold standard, but time dims the bad parts and accentuates the good parts, so who knows – it was up there amongst the top!

Cost

For kicks and thrills we kept track of cost. Total was \$1613.10, consisting of \$903.95 for lodging, \$326.76 for food, \$231.46 for gas, and \$150.93 for goodies. We made about \$114 on the auction, so in the end we came close to our \$1500 goal. Not bad for four people for over a week.

Car Fixes

Well, the cars worked well, but not perfectly. We have some work to do before TRF Summer Party:

- **Freebie's brakes** – SQUEEEEEK! Yuk. Hate that noise. They stopped fine, but the noise is driving me nuts! I've got a lot of brake parts on order, so that's #1.
- **Freebie's Tires** – These were transplants from Bigler's TR7. They have good tread, but are over 12 years old. They also have no traction in the wet. Fortunately I learned that out before I cornered hard in the wet with them – I was very cautious on wet streets. When I had them balanced in May the tire guy said I should replace them due to age, so I'll bit the bullet and replace them and those wobbly rims also.
- **Freebie's Carbs** – the car has one float bowl needle valve that likes to stick after heat-soaking when stopped on a warm day. I can avoid that by popping the hood, but

probably should replace it, but which one?

- **Inca's strut** – Inca's driver side strut is not moving smooth, so it's time to replace the strut insert which means changing the tie rod end as well as gaiter.

They also need a few gaskets replaced as well a some upholstery fixed, so I'm going to be a busy guy!

Next Year

Amish, Holmes County, Wooster, OH, Lehman's Hardware.

Did you know that we know where good wineries are?

Hosted by Buckeye Triumphs – ought to be a good time!

Almost forgot! Ohio Route 28 from Blanchester to Chillicothe is a blast – a great road! Maybe MVT'ers we do a drive some day from Blanchester to Chillicothe and back. Just a thought!

Errata

Charles Town, not Charleston.

Charleston is on the Kanawha River in the south-central part of the state.

Charles Town, named after George Washington's brother who built the town, is in the eastern panhandle about 5 miles from Virginia.

Clive's Car – Stan and myself spent a good part of the first morning at the Inn fixing Clive's non-charging TR3A.

After determining that the generator was not working, we swapped it out with Stan's spare. Did that in about 30 minute, maybe less.

Red light went out – success!

Lasted about an hour. Red light came back on. Bummer. Turns out the control box was trashed also. Generator was

bad, control box was bad. Perfect symbiotic relationship worthy of a little British sports car. The Roadster Factors brought him a new control box and bingo – no red light and it stayed off!

Sidebar – when you have an electrical failure you might want to question if possibly a symbiotic relationship was present. In this case it very likely that the control box gave itself trying to compensate for a generator that had bad brushes in it. Gotta love Lucas...

Oh, the only breakdown we had on the way wasn't – we were heading towards Romney, WV when we noticed Stan was not behind us. We turned around and found his car by the side of the road, but no Stan. Ahh, pit stop! Whew! Speaking of breakdowns, we saw a couple of cars making love in the parking lot!



Caught red-handed in the parking lot with their hoods up, these two lusty cars had to be separated by the TRA vice squad.

Jeff Krupp's car was very unhappy, wore a frown most of the meet...



Ouch!!!!!! Actually Jeff slid off the road and hit a pole on his way to the BBQ. He was uninjured and the car was still drivable. Jeff's already collected quite a few of the parts needed to fix! We'll see it as good as new next year!

Remember – pigs are alive, pork is dead!

By Bruce Clough

Minutes-June Meeting

Meeting called at 7:46, Stan is here.

Says he got lost but found his way.

V.P. glad to be here. Treasurer says 2645.50 to start deduct 110.35 add 172 total 2707.15.

Secretary had nothing to report.

Membership 16 paid dues are do. Events should be somewhere in this issue.

Summer party at the Ball's July 18 bring a covered dish, co-ordinate with Lorna by July 12. Phone is 937.746.5189.

New business, a motion was made to pay half the price for a new grill for use at B.C.D.

Motion was seconded and passed by the membership. Grill will also be available for club events. Grill will be stored in Wilmington at the British Museum of Transportation. A motion was made to approve B.C.D. logo on the front of the event shirts seconded and passed. This will increase cost of shirts 200 bucks. July meeting at Tumbleweeds. Meeting adjourned at 8:43.

2009 BCD Event Registration Form

Please fill out form completely and sign at the bottom

Name	Distance Driven
Street Address	Club Affiliation
City	State Zip code
Phone #	E-Mail Address
Vehicle info Year	Make Model

Vehicle (please one vehicle per page, feel free to make copies)

Awards will be provided for the following classes, plus Mayor's Choice; People's Choice; & Distance, please **circle** the class that applies to your car. **If your car was a winner of class last year please make sure that you enter it into the premier class or it will not be judged.**

Featured Marque MORGAN MOTOR CARS				Premier Class
AH 100/100-6	AH 3000	AH SPRITE		BRITISH MOTORCYCLES
DELOREAN	EUROPEAN	JAG E-TYPE		JAG OTHER
LAND/RANGE ROVER	LOTUS	Miata	MGA	MGB 75-80
MG MIDGET	MGT & EARLIER	MICRO CAR 1000cc & under		MINI NEW
SUNBEAM	TR GT6	TR SPITFIRE MK I-III	TR SPITFIRE MK IV 1500	TR2, TR3,TR3A
TR4,4A, 250	TR6 69-73	TR6 74-76	TR7-8	TRIUMPH STAG

\$12.00 if pre-registered by July 4th 2009 or \$ 15.00 to register the day of the show

Gate opens at 9:00AM Registration ends at noon, Awards will be given out at 3:30PM

\$

Vendors Area

Vendor spaces are available, each space is 10' X 20', and more than one can be purchased. If you have any questions about selling or exhibiting products at the event please call Greg Curson @513.205.6374. Set-up begins at 8:00 AM.

\$15.00 per space if pre-registered by July 4th, or 20.00 to register the day of the show

Number of spaces needed →

VENDOR TOTAL

\$

Event T-Shirt

Limited edition t-shirts are available for pre-sale. Assure yourself of securing one for your collection. The design can be seen at our website BCCGC.com. Shirts come in the following sizes. Shirt prices are \$10.00 (\$12.00 for XXL)

Adult sizes SM M L XL XXL insert quantity in box for size needed

Please complete form, including signature on bottom and forward total due by check or money order payable to British Car Club of Greater Cincinnati and mail to:

Jim Steputis

8020 Fields Ertel Rd.

Cincinnati, OH 45249

513.489. 7010

Pre-registration closes July 4th 2009

SHIRT TOTAL

\$

TOTAL →

\$

WAIVER OF LIABILITY

The undersigned hereby releases the British Car Club of Greater Cincinnati from any responsibility for any and all damages and personal injuries sustained by me or my property from any cause while participating in this British Car Day event. I hereby certify that I have adequate insurance as required by law in the state of residence.

Sign here -

William Harbin Park is located at 1300 Hunter Road. Fairfield Ohio those of you with GPS units



Location of the 2009 Cincinnati British Car Day

Go west on Hunter Rd to get to show

To I75-Dayton and Columbus and points east

Take Exit #36 and go north about 4 miles

To I74 Indiana and Kentucky

We will have Valve Cover Racing during the show. Go to website or call for racer specs.

We will also have a swap meet area. Must have a car or motorcycle in the car show.

We have a Microcar class this year, any country of origin.

The European Class is back. Contact us or go to website for more info. Come fly the flag of your classic.

We will have numerous vendors on site please check them out and get some British car related items and parts.

Miata's are invited to the show this year.

ATTENTION

If you have any questions please contact us or go to our website
 Don Fales 513.378.5805 or Byron Waller 513.543.1039 or email cintibcd@gmail.com
 The British Car Club of Greater Cincinnati website has more info about the show www.bccgc.com

Please help these fine organizations. Get a hotdog and a drink at the concession stand all. All sales go to One Way Farm Children's Home and also stop by the onsite **Community Blood Center mobile unit** and donate a pint.

One Way Farm Children's Home provides residential care 365 days a year, 24 hours a day. Our agency provides an Animal Education Therapy Program, an Employment Training Program, Counseling Services and a Youth Program to further the healing of our children, all very unique programs. We have served approximately 8,000 children and have been in business since 1976. We are licensed by the Job and Family Services and serve children from throughout the State of Ohio. We are a non-profit 501(c)(3) corporation and located in Butler County in southwestern Ohio. Our continuing goal is to provide for the best interest of the child.



Thanks to the City of Fairfield and the Parks and Recreation Department for helping us to put on this show. Please visit and shop Fairfield.
Thanks to ClassX Radio 88.9 FM for helping to promote the show, add them to your radio presets.
Thanks to Crowne Plaza Cincinnati Blue Ash secured lot with plenty of room for trailers! Special British Car Club of Cincinnati rate of only \$89/night plus tax available! 513-793-4500 before June 19, 2009. 5901 Pfeiffer Rd, Cincinnati, OH 45242