



# The Marquee

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



Yeah, well it is that time of the trip around the Sun, again...



Ted and Eden got their yard decorated just in time for the holidays...

## January 2018

### MVT Club Info



So should Bruce make one of these? Need a TR front end...

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

**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 & Newsletter Editor:** Bruce Clough, 937-376-9946, portabezi@hotmail.com

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

**Club Website:**

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

We are also on **Facebook** at

<https://www.facebook.com/groups/1654893204751113/> - this is a closed group so you will need to request joining.

Please send comments/suggestions to: [miamivalleytriumphs@gmail.com](mailto:miamivalleytriumphs@gmail.com) or to the PO Box.

**Cutoff date** for next month's Marque is the 22nd of the month.

**MVT** is a Chapter of the Vintage Triumph Register (<http://vintagetriumphregister.org/>) and Center of the Triumph Register of America (<http://triumphregister.com/>). We actively participate in activities of these clubs and their endeavors to preserve the marque. In addition to the above national clubs you also might want to check out 6-Pack (TR6/TR-250) <http://www.6-pack.org/j15/> and the North American Spitfire Squadron for Triumph Spitfire and GT6 owners <http://www.nasshq.org/>.

### MVT Monthly Meeting

MVT Monthly Meetings are held on the first Wednesday of each month at Archers Tavern Kettering, 2030 E Dorothy Ln, Kettering, OH 45420, (937) 291-1015. We are in the meeting room off the bar at the front of the tavern. We have dinner and socializing at 6:30PM and the president usually ruins our fun by starting a meeting at 7:30PM.

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

### Obligatory Disclaimer

"The Marque" is the official publication of the Miami Valley Triumphs Car Club, P. O. Box 144, Bellbrook, OH 45305. Views stated in the "Marque" are not necessarily those of the officers or members of the club. Technical data is provided for information only and no liability is

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

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 a location as published on the MVT website or in "the Marque", and/or by Email. General membership meetings are at 7:30 pm with informal dinner starting at 6:30 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.

Technical advice given within is the opinion of the writer and should not be construed as professional advice nor relied upon. They are not official advice of Miami Valley Triumphs, MVT officers, or MVT members. As with all maintenance and repairs the reader should do their homework and get multiple opinions.

### This month's contents:

- **Officer's Reports**
- **Some events, but it would be nice if you brought more!**
- **Technical – Jackson's at it again!**
- **MVT Classifieds in there somewhere...**

### Officer's Reports

### President's Report



### **Stan's Engine all pretty and like that...**

Hope to see you at Archer's Restaurant on the 3rd of January. I encourage anyone who knows club members who are not regularly attending, to give them a call of invitation.

Where did 2017 go, I wondered. At the start of the year my TR3 was not running, and now in late December it is still not running. But in spite of that, 2017 was a pretty good year, because the TR3 was running in the middle of it and I got to drive it to Key West, Florida, where I have not been before, and before the Hurricane season and the belly buster that turned much of the Keys and a lot of the mainland into a construction company's dream. On the way, we stopped in at a Dolphin Rescue company on Key Largo, to which I donated a sum of money, but since the belly buster, I have not been able to contact them again and wonder if they are still there. Key West was for me, a bust. No good swimming beaches, a lot of traffic, and so costly. The southern half of Florida has way too many people and way, way too many stoplights. There was a pretty good car museum in Miami, though and we always found pretty good restaurants.

A couple of weeks after that trip, was TRA over in Columbia, IN. That was a pretty good trip too, except just at the very end when my engine swallowed a valve 20 miles from home, thank heaven for AAA. The bright spot of that event was a lady member telling me my car was one of the cleanest TR3 at the show (that did not result in an

award, probably because I was parked right next to the TR4-4A division winner, no comparison).

2017 was a good year for the club, too. We've lost one or two members, but gained about 4 new members and our current club strength is, I think at 45 members. We've been having several events a month, so we are a very active club in 2017. Only thing is we aren't spending the treasury down very quickly, so we are a very frugal club.

Time to start thinking about elections in 2018. The positions up for vote are the President, the Secretary and the Treasurer. Nominations were open with the December meeting and names were put forward to fill the three positions, the question being – will there be more candidates provided at the January meeting. Voting will be in March. Installation will occur at the Awards Banquet. Speaking of awards, candidates for Press on Regardless, Keep it on the Road, Most Improved (car) and Marque of Distinction were also nominated at the December meeting. Will there others nominated in January??

As a club, and having volunteered to do TRA 2019, a small group of us continue to consider a meeting site. There is a hotel in Lexington, KY that looks promising and Bruce Clough is continuing to probe for information from that establishment.

Christmas has come and gone and the New Year sits just ahead. There are one or two tough decisions that lay ahead of the club, as we once again provide direction for the National Organization. Come with us on this journey.

Best regards, Stan Seto

### **Vice President's Report**

I feel so free lately. I'm so done with processed food that I'm headed to Arby's. Do you know, a cigar can also be used as a wheel chock for tricycles? Why does TV seem so purple when the car can't fox trot? Dad spelled backwards is fig newton. When in doubt, always ask for mechanically separated chicken. If fake news is imaginary why can elephants bowl 200? Dog

bites, fly paper, these are a few of my favorite things...

VP

### Treasurer's Report

As of 1December 2017, the club account had a balance of \$4195.26. For the month of December, the club income was from Brown Bag Auction for \$190.00 and a new membership for \$30.00. Total income was \$220.00. The club had only the following expense: mailing of the marque and name tags for \$6.10 and Christmas Party for \$147.93. At the end of the year the Club's account balance is \$4261.23. The purposed Club Budget is posted. (*In the back of the Marque – Ed*). Please take a look at it. Any questions, please give me a call or email.

As we close out 2017, a few observations are in order. 2017 was another average year. Membership monies were up slightly as we greeted new members. BCD was also average with a final payout of \$1500.00. The only unplanned expenses were the tent and banner flag purchased for BCD. Entering 2018, the Club is on firm financial ground with \$4261.23 in the treasury. I wish all a very Merry Christmas and a safe and Happy New Year.

You humble servant Harry

### Events Chair Report

Just a reminder - we will have an MVT 2018 Events planning meeting January 3<sup>rd</sup> at 6PM, just before the monthly membership meeting. We need to put an initial calendar together to share at the meeting and form the basis for 2018 events. If you are interested, or better yet, want to host an event, come on down!

### Membership Chair Report

With the recent additions of Al and Jean Smith and Gregg and Linda Lowman to our membership roster, our MVT list now stands at 44.

Valerie

### Marque Editor's Report

Good crop of "non-Bruce" articles this month – keep them coming! Also looking for another ghost writer for the VP's report...

## MVT Events

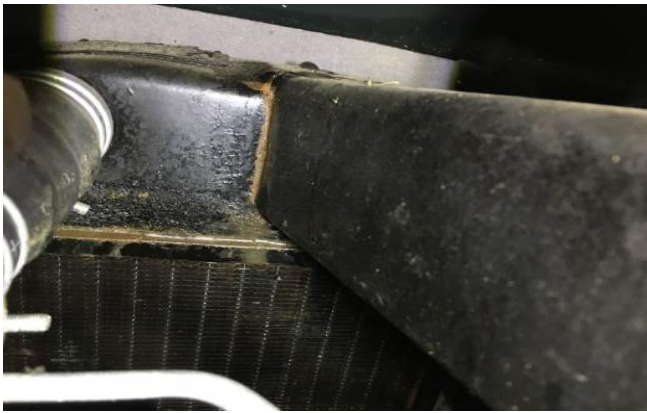
### Past Month's Events

#### December 2017

#### 2 – Joint Technical Session

How many British Car people does it take to disassemble a TR3? Well at least 6 if you want to do it correctly according to Bruce. So this led to joint technical session at John Coutant's garage with Bruce, Roger, and Jackson and a number of BCCGC members coming up from the Saturday morning Cars and Coffee at Awakening's in Montgomery.

Why all these people and why take apart a perfectly nice TR3 you ask? A little background for those with no experience with the TR2-3 models. While working on the electrical system to replace the original generator with a Dynomator (It is an alternator that looks like the Lucas generator. Stay tuned for another article on this.) John discovered the telltale dried antifreeze trails on the radiator which meant it need to be removed to repair the small crack on the expansion chamber (a well know weak spot in the TR radiator). The design of the TR2-3 places the radiator forward under the front shroud or clip. So to work on the radiator, the front shroud needs to be unbolted from the body and fenders and removed. However to do this without screwing up a \$\$\$\$ paint job takes some experience and tricks.



**It drippeth!**

First of all the electrical connections to the lights need to be taken apart, the bumper and grill removed, and then all the bolts to body and to the fenders removed. Then comes the tricky part. The fenders need to move a bit to the outside on each side so the remainder of the bolts holding the fenders to the body need to be loosened or removed.



**Roger makes sure the coffee is gone!**

Then while having a couple people apply pressure to move a fender away from the shroud, masking tape is applied to both the shroud and the fender where the two meet. This is done to the other side also. Then the removal of the shroud requires two people on each fender to apply outward pressure, two people to lift the shroud up and out, and a handful of people to stand around and drink coffee and eat donuts.



**Watch it Billy! Looks like she's gonna blow!**

The operation was a success thanks to all who lent a helping hand and the shroud is safely stored until ready to put back in (sort of a reverse process). Radiator and temperature gauge are out for repair and there is a lot more access to do the Dynomator conversion that started all this.

The temperature gauge was sent out, repaired and is back already. The radiator was taken to RJR radiator in Sharonville where the person who did the repair (Joe) not only identified the radiator at first glance as British but knows Stan as they both attend the same church in Loveland.



**It cools much better without that blocking front shroud...**

The radiator is also back and ready to install but that will wait as the electrical issues are taken care of. First issue solved, the horn was not

working as the horn contact came unglued from the button.



**Another victory for donuts!**

## 2- MVT Holiday Soiree

Not to be outdone by the tech session earlier that morning, hat's off to Lois and Don Bigler for orchestrating another wonderful MVT Holiday Soiree. The Biglers really do a lot of work to make this event a success and we want to exclaim our thanks for that!



**Carol, do you need Head and Shoulders?**

Just after the feast, and before the Brown Bag Auction, the MVT Monthly Meeting was called to order by Vice-President Dan Stinson.

## Agenda

Nominations for President, Treasurer and Secretary were taken.

- Stan Seto was nominated for President.
- Harry Mague was nominated for Treasurer.
- Patti Clifford was nominated for Secretary.

Nominations were closed.



**We're thinking there are medications for this...**

Nominations were taken for awards.

- Harry Mague and John Coutant were nominated for the Marquee of Distinction.
- Bruce Clough and Alice Clough were nominated for Keep it on the Road.
- Tim Moore was nominated for Press on Regardless.
- Jackson Galloway was nominated for Most Improved.

Nominations were closed.

Next meeting will be January 3, 2018 at Archer's Tavern.

Motion to adjourn the meeting was made by John Clifford and Harry Mague seconded. Meeting was adjourned and we moved on to the Brown Bag Auction.



**We are not quite sure what Roger needs...**



**We're thinking this is about right...**



**We are not sure of the correct directions of these signs...**



**Chuck enjoys the reminder of the sacrifice he made for Jackson's friend's car...**

## **17 – MVT Christmas Dinner**

It is tradition that we come together at a decent restaurant for a Christmas meal, and this year we decided to do it at the Paragon near the Dayton Mall.

17 MVT'ers decided on 17 December to meet in mirth and merriment - dinner was good, Santa stopped by, Stand got his brown bag auction bag, and all was good with the world, at least on that day, and that hour.



**What a table at the Paragon!**



**Santa gives a bit of fatherly advice to Tim...**

## **This Month's Events**

**January 2018**



**3 - MVT 2018 Events Calendar Baselineing** – Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. This is to develop the initial 2018 calendar of events for MVT. If you are interested in events, or would like to host an event, come on down! This will be before the January MVT Membership Meeting and will start at 6:00pm and end at 6:30. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern.

**3 - MVT Monthly Meeting** at Archer's Tavern Kettering, 2030 East Dorothy Lane, Kettering, OH 45420 (937) 291-1015. We are in the meeting room literally behind the bar towards the Dorothy Lane side of the tavern. Dinner starts at 6:30, meeting at 7:30.

### **February 2018**

**TBD** – Come to the meeting on 3 Jan and suggest something!

### **March 2018**

**3 – MVT Awards Banquet** – Beaver Creek Golf Club

### **April 2018**

**TBD** – Come to the meeting on 3 Jan and suggest something!

### **May 2018**

**TBD** – Come to the meeting on 3 Jan and suggest something!

### **June 2018**



**Triumph Register of America National Meeting:** Reservations are now available at Chetola Resort for Triumph Register of America's National Meeting 2018 (TRA 2018), hosted by the Triumph Club of the Carolinas (TCOC). The dates are June 18 through 21, 2018, with Concours on Wed. the 20th, Banquet on the 21st, and check out on Friday. We went with mid-week since June is a big wedding month. Individuals can check in 2 days early or stay 2 days longer at TRA price which is \$139/night for one bedroom lodge room – quite a deal for this upscale resort.

BIG note on reservations. The Lodge itself at Chetola only has 41 rooms. The majority of their accommodations are condos. They have one, two, three, and four bedroom units. They have agreed to give us the same price per room on the condos as rooms in the lodge. So a one bedroom will be \$139/night, a two bedroom will be \$278/night, etc. Please take a note of that and visit their website (below) to see where the condos are in relationship to the Lodge – all are within walking distance. We can foresee 3 couples from a club getting a 3 bedroom and then it can become “party central” for the rest of the members of their club – hint, hint, nudge, nudge. Condos also have kitchens, multiple rooms with living space and most have a pull-out couch for more sleeping space, in other words, a deal!

When registering please mention that you are registering in the “Triumph Register Block”,

registration phone number is: 828-295-5500. The resort website is:

<http://chetola.com/>

TCOC is planning on having a TRA2018 website up and running soon. If you need to contact anyone in that club prior to that message me and I will give you contact info.

#### **Update on MVT Caravan to TRA 2018:**

We will be leaving for TRA 2018 on 16 June which is a Saturday and fairly early in the morning since we will have a few stops along the way. Last time we went this way we stopped in Portsmouth, OH to take in brewery and quilt store. We could also go via Maysville for a stop in Ripley.

Night of the 16<sup>th</sup> we will be staying at Jenny Wiley State Resort Park in Kentucky. We stayed there on the way to TRA 2012 and it is a decent place. We will complete the drive to Chetola Resort on the 17<sup>th</sup>.

Returning we will pretty much do the same thing, leaving on the 22<sup>nd</sup> and getting back the 23<sup>rd</sup>. The neat thing is that since we are talking a Friday and Saturday there will be lots to see along the way!

### **July 2018**

We're starting to think about planning for VTR 2018. Never put together a trip to the Mississippi in WI before. It's at least a two-day drive, and since the weather will be somewhere between very warm and hot - thinking maybe three. There will be several rules:

1. We will stay away from Chicago.
2. No Interstates unless we cannot avoid them.
3. Wind along rivers as we can.
4. Enjoy the open road.

I'm sure there is a rule in here about wineries and quilt shops, I'll have to dig deeper. The following is information courtesy of Minnesota Triumphs on the meet:



**September 2018**

**14-16 – Mothman Festival Sojourn** – Point Pleasant WV and all points in between.

**TRA2019**

Just an update – MVT has volunteered to host the Triumph Register of America National Meeting in 2019 (TRA 2019). We have two things either ongoing or coming up. The first is we are currently looking for a location to hold it. The second is coming January we will start filling out the TRA 2019 Staff. Our first big milestone is we have to present about TRA 2019 at TRA 2018.

More information on location – we have a possibility in a neat locale! We originally wanted a location that was someplace new, but were having issues finding locations that had room,

banquet facilities, and good driving roads close. We were looking at Hueston Woods as well as Fairborn, but during a scan we ran across a hotel on the north side of Lexington, KY that had everything we needed – it’s the Clarion Conference Center North at the intersection of I-64/75 and KY922. We plan a visit sometime early in the 2018. It is in close proximity of horse farms, rural roads and a winery/distillery or four...

**Project TRashy  
Part 4**

*By: “Crazy Jack” Galloway*  
I was ready to begin the real work at this point, rebuilding of the dual Zenith-Stromberg carburetors. Having had basic experience with carburetors on lawnmowers, and random two stroke engines I knew this would be a snap. In my guess, it would take a maximum of week to tear them down, clean them, and reassemble them. I believe the phrase “damn fool” has been uttered to me for thinking this.

That being said, I did not attack this with juvenile zeal. I knew that these are precision instruments, which would need some finesse, and wisdom to correctly disassemble and rebuild. Many calls were made, and eventually a friend of a friend had some experience with older Zenith Stromberg carburetors. We were introduced and he relayed the story of working on them back in the 60’s on Austin Healys. Well, this qualified him as a specialist in my mind, and we began the rebuild process over the course of a month (enter delay #4276 in the “get it running saga”). We would work on the carbs on Saturday mornings over the late part of April and early part of may. My goal to have the car running and driving by the first Dayton area Cars and Coffee cruise-in was shot to oblivion. I was dismayed and frustrated, but no matter how I felt it would not get the car out of my garage.



**(Yes folks, that's "gasoline")**



**(Yes folks, that too is "gasoline")**

Eventually we got one carburetor completed, and I began to tear down and clean the other one in my spare time since I now had "specialist" experience.



**(So easy to reassemble!)**

This led me to discover the Fully Automatic Starting Device (FASD), and a whole world that I never knew existed.



**(The dreaded FASD)**

Apparently this auto choke mechanism is impossible to purchase new, and only a few people around the USA can rebuild them. I found out that the Triumph Wedge Owners Association had a rebuild kit, and with a membership I could purchase a kit to rebuild it myself. With a membership and a few more dollars I could pay a member, Wayne Simpson, to rebuild it. I once again chose the path of wisdom, knowledge, and learning (AKA hard road) and decided to rebuild it myself. More parts were ordered. I waited and attempted to reassemble the other carburetor while I waited. Apparently the owner bought three rebuild kits, and with the grace of god himself, I was able to piece enough parts from the three kits to rebuild the last carburetor. The FASD rebuild kit arrived in a few days, and on one warm Saturday, with the owner randomly making a guest appearance, we began the rebuild. Teardown went without much fanfare.



**(Seriously gross)**

After disassembly, and cleaning the various bits on the FASD became the next point of trouble...reassembly. Obviously, this is reverse of disassembly. Easy peasy. However, it seems a small pin needs to be inserted into two holes on the base of the housing, and then a spring wraps around the pin. When I pulled the pin, it had to be driven it out with a metal punch. This should have tipped me off that I was in for trouble. Upon reassembly, I could not get the pin back in. After LIGHTLY tapping it through the first hole in the base it slid in place. I could then hold the spring in place, and then insert the pin into the opposite side hole, and tap it into place to seat it properly. HOWEVER, light tapping was not accomplishing the task. This became hammering which then caused one of the pieces of metal in which the pin was inserted into to break off. I was no longer happy.



**(Old metal + Force = Multiple Parts)**

The dream of driving the car by the end of the weekend was no longer possible. After emailing Wayne Simpson, he advised sending it to him, and it might be possible to salvage the device with some spares he had. I shipped it to him, and in the meantime began a search for a used FASD. This led me to a new friend online, Nick Conklin. He had a good used spare that he would sell me. I ended up purchasing this after Wayne told me too many other parts were broken on the original FASD.

The used FASD arrived a week later, and as it was now June I was able to work with the owner during the evening and weekends as he was done with his post-graduate classes for the spring. We were able to get the FASD onto the carburetor, and install the carburetors onto the engine. All the coolant tubes were installed, a new thermostat, and a draining of the old coolant was performed. We filled the coolant, added oil to the engine, and added three gallons of gas to the gas tank. We were so close to a victory. The engine was ready to start for the first time in an untold number of years. We had a clean fuel system, clean cooling system, clean oil system, fresh battery, and were full of energy. After a year and a few weeks we were going to start Project Trashy-7!



**...but will it start?**

It was decided that the owner would do the honors of starting the car (due to it likely breaking, and I could blame him then). I, along with his father, would stand by and get ready to deal with any issue. We pushed the car out of the garage

for the first time in a year, and double checked random things on the engine. I located my small household fire extinguisher. We gave the signal to kick the engine over. As the owner doesn't really drive any old testy and temperamental cars, he just barely gave the starter enough of a kick to turn the engine over once. His father informed him that would not be sufficient to draw gas into the carburetors when the fuel lines were empty. This infuriated the owner enough that he began to run the starter non-stop until a VERY soft puff was heard. We all stopped and looked at each other. Had we heard ignition? Did we just achieve a minor victory? Or was this all collectively just a mass hallucination induced by too much gas fumes? I readied the fire extinguisher in hopes of an early finish to the project with a small engine fire. The owner's father yelled at him "keep cranking it and give her gas!" The engine, dormant for so many years, began to turn over and sputter violently to life! The idle was too low and the FASD was not activating due to lack of coolant in the passages, but she lived! A bit of tweaking to the idle screws and it was the worst idle you have ever heard, and was music to our ears! We all smiled and congratulated each other! I was amazed that we didn't need the fire extinguisher, nor did we need to call the Fire Department! (side note: I really shouldn't have been amazed. For anytime something stupid is about to happen all of your neighbors instinctively know that they should go outside and look around to find the offending idiot, and watch. Nobody was around to witness our victory, and hence, nothing stupid was going to occur).

Over the course of 10 minutes the engine warmed and we added more and more coolant. Eventually the FASD activated and we were happy. There were several coolant leaks around random tubes which were easily fixed via tightening worm clamps, however underneath the intake manifold there was a slot that coolant was steadily coming out of at a slow pace. We began to worry. Did the block have a crack in it? Why was it leaking out of this slot? What was its purpose?

As we had our victory for the day, we turned the car around in the driveway, and pushed it into the

garage, nose first, so we could begin the real fun of the project, figuring out the issues with the engine! Luckily, Nick Conklin wanted to know the results of the first engine running. After explaining what happened, he knew a solution! But that is a story for next month. So stay tuned my readers, and learn about busted knuckles, a vortex into another world, bruised egos, and discovery yielded a renewed vigor of work on Project TRashy-7.

## Classifieds

*Classified ads are free to MVT members and run month to month. We do not endorse anything in here, nor do we get any compensation in fees or royalties. As with the rest of life "buyer beware".*



**For Sale – Stag Yard Art**, You don't find this just anywhere – now is the time to impress your neighbors with your taste. No pink flamingos, gazing balls, or concrete deer, nope, you now can have the high-class stuff, better than a pee-boy whizzing on your least favorite team's helmet! Park this baby in your lawn, add a bit of shrubbery and a light or two, and presto – instant neighborhood recognition. Due to the rarity of this, only the first offer over \$25,000 will be entertained - call Ted and don't tell Eden....

**For Sale – the original door from Jack Daniel's first car.** Yep, we're sure this is legit. We tracked it down on the Internet. Has to be true. Comes with its own sound system and booze, mostly booze. This is approved by Lorna Ball of the Ball

Car Door as Art Commission. It was not approved by Ellis. All this for the poultry sum of \$137,349.74, bronze bust of Elmer Fudd, and three horses.



**WANTED** - TR3 Luggage Rack in as new condition ( No drill , Hinge pin mounted type )  
Contact Chris at [tryanity@gmail.com](mailto:tryanity@gmail.com).

**Wanted** – old unwanted Triumph parts. Starting to make art from old Triumph parts. Looking for smaller parts that you are keeping since you feel guilty about throwing them out. Especially electrical parts and smaller engine items. Contact Bruce at [clough-owenclough@outlook.com](mailto:clough-owenclough@outlook.com)

OFFICIAL CONVERSION CHART	
HOW TO INTERPRET	
* ANTIQUE CAR ADS *	
IF IT SAYS:	IT REALLY MEANS:
Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more

**Purposed Budget 2018 Miami Valley Triumphs**

**Expenses**

<b><u>Description</u></b>	<b><u>Month</u></b>	<b><u>2015</u></b>	<b><u>2016</u></b>	<b><u>2017P</u></b>	<b><u>2017 A</u></b>	<b><u>2018 P</u></b>
Awards Banquet	March	\$1200.00	\$1137.00	\$1400.00	\$1252.00	\$1300.00
Year End Awards	March	\$460.00	\$480.00	\$500.00	\$450.00	\$500.00
Club Liability Insurance	April	\$200.00	\$220.00	\$250.00	\$250.00	\$250.00
Summer Party	August	\$240.00	---0---	\$200.00	\$216.00	\$220.00
Web Hosting	July	\$167.00	\$127.00	\$150.00	\$178.00	\$180.00
Post Office Box	August	\$82.00	\$86.00	\$90.00	\$90.00	\$95.00
Donations	Yearly	--0--	\$50.00	\$100.00	\$150.00	\$200.00
Marque Expense	Yearly	\$18.00	\$18.00	\$15.00	\$33.00	\$30.00
Christmas Party	December	\$145.00	\$120.00	\$150.00	\$147.00	\$150.00
Misc Expense*	Yearly	<u>\$353.00</u>	<u>\$252.00</u>	<u>\$200.00</u>	<u>\$560.00</u>	<u>\$225.00</u>
Summary		<b>\$2865.00</b>	<b>\$2490.00</b>	<b>\$3055.00</b>	<b>\$3326.00</b>	<b>\$3150.00</b>

**Income**

Membership Dues	Yearly	\$830.00	\$840.00	\$805.00	\$915.00	\$900.00
BCD Final Payout	October	\$2400.00	\$1450.00	\$1800.00	\$1500.00	\$1800.00
50/50	Yearly	\$100.00	\$166.00	\$150.00	\$151.00	\$150.00
Brown Bag Receipt	January	\$241.00	\$196.00	\$200.00	\$190.00	\$200.00
Awards Dinner	March	--0--	---0---	---0---	--0--	---0---
Misc Income*	Yearly	<u>\$343.00</u>	<u>\$25.00</u>	<u>\$100.00</u>	<u>\$145.00</u>	<u>\$100.00</u>
Summary		<b>\$3914.00</b>	<b>\$2677.00</b>	<b>\$3055.00</b>	<b>\$2901.00</b>	<b>\$3150.00</b>

**Actual Club Financial Status**

<b><u>Year</u></b>	<b><u>January 1<sup>st</sup></u></b>	<b><u>December 31<sup>st</sup></u></b>
2015	\$3450.84	\$4499.40(\$1048.56)
2016	\$4499.40	\$4686.51(\$187.11)
2017	\$4686.51	\$4261.23(-425.28)

\*Misc Income and Expense include: Memorabilia, Computer software, name tags, Marque Mailing and extra BCD Shirts.