



May 2010

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- Presidents Column
- Jay's Funnies
- Events
- Tech Success
- Ted & Chuck's Adventure

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

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

Obligatory Disclaimer

"The Marque" is the official publication of the Miami Valley Triumphs Car Club, P. O. Box 144, Bellbrook, OH 45305. Views stated in the "Marque" are not necessarily those of the officers or members of the club. Technical data is provided for information only and no liability is assumed for suitability, applicability, or safety. Miami Valley Triumphs is a registered chapter of the Vintage Triumph Register and a local center of the Triumph Register of America. Membership is \$20 yearly and is usually paid in May. Non-renewing members are deleted from the mailing list. Meetings are held the first Wednesday of the month at Tumbleweed Steak House in Kettering, unless otherwise noted in the "Marque". General membership meetings are at 8:00 pm with informal dinner starting at 6:00 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.



Here, let me hold that with my foot.

President's Comments

I do not have a lot to say in this column today. My first meeting as President reminded Carolyn of other meetings of the past when I flew through the meeting, I guess I need to slow down. Stan congratulated me on a 29-minute meeting. When there is not much to say time goes quickly. If anyone knows the whereabouts of the picture of the queen please let me know. I received a goodly amount of information on the shirts for BCD from Skip. It appears that you will need to get a shirt at pre-registration for the best deal.

Again, time has not changed much, when it comes to road rallies with MVT members. There were 3 cars at Stan's Indian Hill Rally. He seemed pleased with the turnout. We need to see if people would be interested in a spring tour for either a Saturday or Sunday in May. See you at the May meeting. Remember dues are due for the coming year.



Man or Woman? What do you see?



Have you seen this on the web? Man takes over trying to get the lighter to work from his wife. When he drops it. An emission finishes the job before he can bend over and retrieve the dropped lighter from the floor.



No caption required. Its not up there with an E-type on my list but, I think its BOSS!



No caption here either!

Events !!

April

10-Spring Tour @Indian Hill
24th- Tech Session @ Phil's
30 Historic Sports Cars
Brasilton GA

May

1-Gearhead Run
Blufton IN
5-Monthly Meeting
8-Scottish Weekend
15-2nd St Market Show

This year's show will be on Saturday, May 15 from 8:00 am until 3:00 pm. Pre-registration is \$15. Current and/or new Museum memberships of \$25 or more results in an instant discount of \$5.

Registrations postmarked after May 7, 2010 and day of show will be \$18 (Museum membership discounts will still apply).

Please make checks payable to BRITISH TRANSPORTATION MUSEUM.

16-Cols. BCD Celebrating 50 years of the Triumph TR4 and 60 years of the MG-TD on Sunday May 16, 2010. You are invited to the Central Ohio British Car Day XXVI at Quaker Steak & Lube on Polaris Parkway, just north of Columbus! Enter your car or bike, or just come and enjoy the incredible collection of classic and contemporary British cars and motorcycles. All show entrants receive a goodie bag, voting ballots, dash plaque and one raffle ticket for door prize drawings. Triple C will be there with event T shirts. Entry fee: \$10.00, Day of show \$15.00. Spectators are free. Show is 9am to 3pm.

<<www.buckeyetriumphs.org/BCD/bcdindex.htm>> BRITSatPolaris@AOL.COM or call John Huddy 614/846-2321, or Bill Blake 614/403-1074.

29 ALMS Monterey TV Coverage by CBS 1pm

June

2-Monthly Meeting

4-5-Thunder Rd Show

Lima OH-customs,rods &classic



The **2010 British Bash - Marques on the Green** is June 4th and 5th.

Don't miss out on this year's raffle car (an MGB). Someone will win the car on June 5th.

Register today to save money on your entry fee and save \$\$\$ on the limited edition T-shirt.

Visit www.BritishBash.com for more details.

You can [register online](#) using your paypal account.

Or download a [registration form](#).

We hope to see you at St Joseph Children's Home on their lovely shaded lawn as we celebrate British Motoring with food, drinks, prizes, trophies, vendors, GREAT CARS, and more.

A man named Leo Halbleib registered early.

1. He saved \$5 on his registration fee.
2. He saved money on a limited edition event shirt AND was able to get the size he wanted
3. He won't have to idle his car and wait in a long registration line.
4. AND he won a prize in a drawing (A professional photographer will do an on site photo shoot and provide Leo with free prints)

5. almost forgot... he will be certain to have a goody bag that includes a deluxe dash plaque.

You can register early for the Bash and rest assured that we are prepared to accommodate you.

Visit <http://www.britishbash.com> for details

You can register online using your paypal account, or print and mail your registration with a check. But hurry, time is running out.

Look here: <http://www.tinyurl.com/bashcars> to see all the cars that have already registered.

Thanks,

Trevor Jessie
Bash Registration Coordinator

PS If you have a non-British classic vehicle there will be a car corral available. Space is limited for these prized parking spots adjacent to the show field so you can pre register for these as well.

6- British Return to Ft Meigs
11-13-GoodGuys Natl
Natl.Trail IN
17-19- TRA Wooster
26-Cruise the Burg

June 27, 2010 - St. Mary's College, Notre Dame, IN - Michiana Brits Annual British Car Show – contact Larry Palguta (574) 288-3923 - the Michiana Brits British car enthusiasts club invites you to join them at their Michiana Brits 23rd Annual British Car Show. This highly popular, expanded-class, all-marque show is on the beautiful campus of St. Mary's College on the north side of South Bend, IN, across the street from the University of Notre Dame. The featured marque is the Triumph TR6. Judging will be by popular vote, with awards given for each class and Best in Show. The entry fee is \$20 per vehicle, for Michiana Brits members who are also NAMGBR members the fee is \$10 per vehicle. The cars may arrive after 8:30 AM, judging from 11 AM - 2 PM,

awards at 3 PM. Goody bags and collector show pins for the first 100 cars. Expanded food sales on site by St. Mary's College. Open to the general public 10 AM - 3 PM, free admission, restrooms. A portion of the proceeds will be donated to the Food Bank of Northern Indiana. Entrants may register at the show or pre-register at the Michiana Brits website, www.michianabrits.com, by clicking on EVENTS/Our Annual British Car Show/Register now.

July

1-4- Mini-Meet 10
Dayton,OH
7-Monthly Meeting
9-11 GoodGuys Natl
Ohio St. Fairground
Cincy BCD
Pool Party

17 July - London to Brighton Rally

Our always popular all-day Road Rally across Indiana will once again hit the trails this summer. The Indiana Triumph Club will be the Rallymasters and your hosts. (Locations for starting and ending will be announced as soon as the snow is gone so we can see the road again.)

www.ibcu.org

July 25, 2010 - Howe, IN, 18th Annual Tea at the Vicarage - contact Larry Palguta (574) 288-3923 - the Michiana Brits British car enthusiasts club invites you to join their ever-popular Tea at the Vicarage road rally and picnic. The road rally takes you through small towns, past lakes and Amish farms in picturesque, rural LaGrange County of northeastern Indiana. You will be answering questions and gathering odds and ends along the way. True to tradition, the run starts at the historic Howe Military Academy in Howe, IN. At the conclusion of the rally, participants can enjoy a "Bring Your Own" picnic lunch on the school grounds while scores are being tabulated. Howe Military Academy is located just South of Exit 121 on the Indiana Toll Road as well as just North of the intersection of S.R. 120 and S.R. 9. The entry fee for the fun day is only \$10.00 per vehicle. A driver's meeting will be held at 11:00 AM, with the rally starting immediately afterwards. Registration can be upon arrival or you can pre-register at the Michiana Brits website, www.michianabrits.com, by clicking on EVENTS/Car Runs, and Tea at the Vicarage.

30-31 Roadster Factory
SummerParty Armaugh PA
August
4-Monthly Meeting
7-BCD 21st Ann.

The Indiana British Car Union

29 Aug - Indy British Motor Days

We have moved our 22nd annual IBMD show ahead 3 weeks to avoid some scheduling conflicts with other British events, and to try to locate some better weather. We will once again be at the Carmel, Indiana American Legion Post, where a hot breakfast, and a delicious brats and burgers lunch, will be available.

This year we honor the Austin Healey (including the 100, 3000, and the Sprite) as our featured marque. About 23 other classes will be on the show field. A flyer will be available on our web site shortly.

September

1-Monthly Meeting
Farm tour
Fall Tech session

25-Hi,

Mike Browne here from Positive Earth Drivers Club in NJ. We would like to list our annual British car show on your website.

Below are the details:

SHOW NAME: BRITS ON THE BEACH 2010:

13th Annual British Car Day at Ocean Grove, NJ

Sponsored by: Positive Earth Drivers Club

Date: Saturday, September 25th RAIN OR SHINE

OPEN TO ALL BRITISH CARS

Place: Main Ave. Business district in historic Ocean Grove

Time: Registration opens at 10am till noon Awards at 3:30

Fee(s) \$12 before 9/15, \$15 day of show

More information can be obtained by going to our website www.pedc.org and downloading flyer and registration form or emailing Wayne Simpson at PEDC@comcast.net or calling (732)477-3878.

Description: Judging by participants choice. Dash plaques for the first 120 cars. Awards by class determined by pre-registration.

Walk the Ocean boardwalk just 2 blocks from the show field. Have lunch at one of Ocean Groves many cafes or restaurants. Stroll the Main Ave Business district and check out the antique shops, gift shops, and clothing stores. Tour the area and see the historic Great Hall and quaint Tent City and many Victorian Hotels and Inns. This is the one car show your wife will want to come to!! DJ music provided by Tim Ewing.

Space is limited so register early! Last year we had to turn cars away

October

6-Monthly Meeting
Fall foliage tour

November

3-Monthly Meeting

December

Holiday Soiree'

The December meeting is usually brief and a part of the soiree'.

A man wanted to get into a members only club so he hid and watched the guard at the door of the club house. The guard said a number to each member as they approached, and the member would respond with a number of their own. If the member responded with the correct number they were let in. If they responded incorrectly they were thrown out. One member came up to the door, the guard said twelve, and the member responded with six and was let in. Another member came to the door, the guard said six and the member responded with three and was let in. Believing he had heard enough, the reject went up to the guard. The guard said ten, and the reject said five, but was not let in. What should the reject have said?

A Gathering of Triumph!



Roger does a battery test as the workers attend to the header rail of Phil's Stag.



Garage provided the perfect spot for artisans at work.



Chuck shows how to separate parts quickly by stepping on the fingers of those who hold them. When that failed, Ellis sawed the parts apart at the adjoining fastener.

The task at hand was to replace a slightly warped header rail so that Phil's top would seal neatly along the leading edge. All kidding aside, Ellis is removing one of the rails attached to the damaged part so that it could be re-attached to the better header rail.



Once attached, the new header was fitted.



Side rails are bolted together, and guide straps were then re-riveted to the header.



Top frame is examined by all for parallel qualities and then the seal was attached to the bottom side of the header.

Author had engagements elsewhere at this point. Look for the finished project in future issue. RW

By popular request, Here is an encore of Ted and Chuck's Marvelous West Coast Adventure.

VTR Part II

September 30th – San Luis Obispo

Having finally arrived at San Luis Obispo, we were ready to partake of the convention activities but mostly to see the west coast cars. As all of California is more laid back than we are in the east that attitude is also in their cars. There is more emphasis on use as a daily driver than originality. After all, in California, cars can mostly be driven year round.

Our first full day began with rising early to be a part of the last leg of the Triumph TransAmerica Charity Drive. Uncle Jack, as the Stag has come to be known, was restored by the ISOA and completed a fund raising drive across the United States and Canada that began in Florida. The last leg would be from Monterey to San Luis Obispo along the Pacific Coast Highway (PCH). As with most of our trip the morning was cold so the three of us bundled up and fortified with warm coffee headed north with the top up. Our goal was to drive to Monterey to join the caravan of Triumphs for the drive back, or to meet and join them along the way. Our first view of the ocean was at Morro Bay where a huge rock sits in the middle of the bay. We continued up the PCH along the Pacific to Elephant Seal Beach where we made our first stop.



Looking out over the beach we saw a few elephant seals. As we were getting ready to leave I noticed some movement at the southern end of the beach and a boardwalk. We walked out the boardwalk and to our surprise there were maybe 200 seals lazing in the sun on the beach. We took several pictures and returned to the car. At the other end of the beach we met a gentleman and his wife recording the sounds of the seals for a documentary. There we also found several hundred more seals and we spent a lot of time watching them lazing in the sun and playing. It was most fascinating.





As we continued up the PCH we made several other stops at overlooks, some to warm up as my stag lacks a heater at the moment, but mostly to view the coastline.



We kept in contact with Glenn Merrell at the days starting point by phone and it soon became obvious we were not going to make it to the start in Monterey in time. We finally stopped in Big Sur for donuts and coffee and waited along the road for the caravan. Soon a long caravan of Triumphs (12-16) came along, spotted us and we joined them. We all stopped along the side of the road for a few moments and then a few miles further at a rest area for a potty break.



Later we again stopped as a group at Elephant Seal Beach and everyone was impressed. We continued south along the PCH to Cambria for a lunch stop. Cambria is a small Oceanside community and with so many Triumphs roaring into town together, it pretty well made

an impression. After lunch we again headed south and met a group coming out from VTR to meet us at an exit near Morro Bay. The caravan by now had grown considerably in size and included all models of Triumph, including a 1935 Southern Cross out of Texas.



As we turned onto the street into the headquarters hotel we let Uncle Jack take the lead to complete the drive. We arrived to cheers and a huge number of spectators, some of who were not with VTR. Uncle Jack was parked at the front entrance for everyone to see and would remain at the entrance for the remainder of the convention except for the concourse show.





our chairs and watched the competition. I finally decided to do the autocross thinking I had to have a moving event in order to show at the Funcourse and since the ice cream run had not worked out for us. I would later find that a moving event was not necessary in order to show at TriumphFest. As there would not be time before lunch to do the event, we ate nearby and returned in time to do the drivers walk of the course.



The rest of the day was spent meeting old friends and making new. We took a lot of time to look over the cars in the parking lot and those roaring down the streets and around town. Most of the evening was spent catching up with friends as we saw them in the lobby.

October 1 – San Luis Obispo

For the morning we went out to watch the Autocross about 10 miles north of town. This was a really hot day as we sat on

I got the Stag in line behind a white TR3 and waited. We watched as a 1932 Southern Cross did the run by an elderly lady. Everyone applauded and cheered as she completed each of the three runs. It was fun to see such an old car on the track and her enjoyment at competing.



Ahead of me in line was a lady in a white TR3. No matter how she tried she could not come off the course thru the correct exit lane. My brother Fred had volunteered to be a corner judge as they were shorthanded in the afternoon. His job was to wave a flag should someone hit a cone. He did this very well for a Jag driver.

I have never auto crossed the Stag so this would be new to me. I have also not pushed the car too hard since the engine rebuild last year and knew my time would not be outstanding as the car is an automatic. With my helmet on I waited for the drop of the flag. When it dropped I floored the accelerator and went into the first turn. I had no idea the car had this much pick up and go. I made it through the first turn and barely through the Chicago Box without hitting any cones. The course was then a wide sweeping turn. With my tires squealing I took the turn wide and almost went off of the pavement into a field. This was my brother's corner and I think he was looking as to where to run. I let off the pedal and was able to stay on the course. After the backstretch, which allowed some speed, there was a tight hairpin and the track narrowed. I had to use the brake to make the turn and go into the second lap without hitting any cones. Once again I thought I would leave the course. A second time through the Chicago Box and the wide sweeping turn I then exited through the middle exit lane. My time was 57.16. Not bad for a first timer I thought. Several people applauded, mostly because of the tires squealing and many did not think a Stag could go like that.



The Stag began to get hot as I waited for the second heat so I shut off the engine. When my time came it was a little hesitant to start but it did and I lined up for a second run. This time I decided to use a little less accelerator and maintain better steering control. I felt pretty confident I could better my time. It worked, as my second time was 56.70, a half second better even with the tires still squealing. In the third heat my time was 56.29, almost a whole second better than my first run, a time that would win my class.

The picture below we named the Memorial to the unknown Auto crosser.



was. There were 45 cars entered and they were all fine examples of the Triumph car. In the end there were 41 Gold and 4 Silver awards.



We left the autocross after watching a few other cars, especially a competition TR3 that did several 360 spins and barely stayed on the course. He did finish but his time was hurt because of the spins.

We returned to the convention for a tech session with Ted Schumacher and another with Ted and Mike Cook. They are always entertaining and informative. I never walk away from one of Ted's sessions without a new idea or two.



Fred, Chuck and I grabbed dinner somewhere close as we were still on Ohio time for eating. Chuck and I then returned to the hotel for the Hospitality Party and I spent a long time with Stag club members I had not seen in over a year. We caught up on each other's Stags and family and had an enjoyable evening.

October 2 – San Luis Obispo

The morning started with breakfast at the hotel and a drive out to the Concourse show about 25 miles to the south at the home of a local club member who happens to own Jaguars Unlimited. We finally found the location and what a collection of cars it



We returned to the hotel for lunch. Chuck and I wanted to be sure and make it to John McCartney's tech session covering his trip across the USA and Canada and why he had done the Triumph TransAmerica. It was a most impressive presentation and everyone was happy they had attended.

Afterwards, outside next to Uncle Jack, Chuck and I presented John with the MVT donation. He was most appreciative and surprisingly remembered us from the dinner we attended in Indianapolis when John passed thru our area.



When we saw and heard what it was all about, I for one was glad I had attended. Afterward the Tech Session and a stroll through the parking lot full of Triumphs, I took the opportunity to at least wipe down the Stag. It had a lot of dust from the trip still on it and the Funcourse was the next morning.

October 3 – San Luis Obispo to Barstow Cal. – 267 miles

I got up early to take the Stag over to the show; Fred and Chuck would join me later. The evening before, the hotel parking lot had been laid out by class, but in the morning all signs were gone and we were instructed to just park in any open spot in the lot. I finally found a spot among the many Triumphs and any other car that happened to be there and met Tony Fox, a friend from the Toronto area for breakfast. After breakfast I looked over the almost 300 Triumphs in the show and watched the Concourse awards; Uncle Jack took a first place.

Funcourse is a judged event at TriumphFest. I'm not sure how it works; I just went to show the Stag, see the other cars and have an adventure with my brother and Chuck. Many vehicles were greatly modified and it was interesting to see all of the modifications. Several were very well done and it was obvious most were daily drivers and modified to make them reliable. Many were modified just for fun as well with flares, different engines and flashy paint jobs.



The Funcourse ended at noon and wanting to get on the way home we skipped the awards banquet, packed, loaded the car on the trailer and headed south along the Pacific Ocean to make the turn east and our return home. We bid goodbye to VTR/TriumphFest and San Luis Obispo. It had been a good convention though it had some strange aspects from the VTR Chuck and I know.



We took Highway 101 south passed Pismo Beach to Ca 166 and turned east into the mountains. This was desolate countryside compared to the populated area we had just left. One section of 166, east of Maricopa, where we filled up with gas and food, we could see the highway straight as an arrow to the horizon. We clocked it and it was 27 miles of straight and level road. We skirted the Mohave Desert and ended the day in late evening in Barstow California. We had traveled 267 miles after the convention.

In Part III I will report on the return home through Indian territory, more desert, the California and Arizona fires, the mountains and the Santa Fe Trail.