



"The Marque"

**This month:
President's Report
Treasury Report
Monthly Minutes
BCD Report
Rutledge's Tour "A" Report
Tales of the FrankenStag!
Events**



(The MVT Water Ballet/Diving Team in Action)

September 2012

MVT Officers

President: Lorna Ball, 937-746-5189
Vice President: Ted Allison, 937-475-3885
Secretary: Stan Seto, 513-683-7974
Treasurer: Harry Mague, 937- 426-3802
Membership: Eden Allison, 937-475-3885
Events: Bruce Clough, 937-376-9946

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

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

Obligatory Disclaimer

"The Marque" is the official publication of the Miami Valley Triumphs Car Club, P. O. Box 144, Bellbrook, OH 45305. Views stated in the "Marque" are not necessarily those of the officers or members of the club. Technical data is provided for information only and no liability is assumed for suitability, applicability, or safety. Miami Valley Triumphs is a registered chapter of the Vintage Triumph Register and a local center of the Triumph Register of America. Membership is \$20 yearly and is usually paid in May. Non-renewing members are deleted from the mailing list. Meetings are held the first Wednesday of the month at Tumbleweed Steak House in Kettering, unless otherwise noted in the "Marque". General membership meetings are at 7:30 pm with informal dinner starting at 6:00 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.

President Report Sept 2012:

What a busy month! Our Car Show...another great year! The beginning was a tad scary, with 7AM greeting us with RAIN and a closed park..... Cars backing up on Harshman Road..... like I said, a tad scary. By 7:45 the rains disappeared, the Park Ranger showed up and we caravanned to our site. And, no rain the rest of the day! Life is good. Not as many cars this year with 253 registered. Can't complain. Bruce Clough served as the morning MC and did a great job. We sold all but 17 shirts, the food booth did very well, Alice Clough and Ellis Ball worked on streamlining the ballot counting procedures and were successful...it went smoothly and quickly. We had \$225.00 in our 50/50 pot, and we handed out membership apps to several people. See Stan's write up showing our club winners! The heat index was 104 degrees..... and that's all I'm gonna say about THAT! Well, I have one thing to say about that....."ugh". Thank you to all the volunteers.....you are the best! We certainly couldn't do this show without you. It was great having so many of you at our house afterwards. We sure can put away the pizza!

The Rutledge Tour.....fun day. Got to do some new things and lots of great roads. Throw in a covered bridge, an overlook at the river, a little shopping, great food, laughter, ice cream and bonfire cookout.....doesn't get much better. Thanks for a great day Carol and Roger.

And, then there was the British Car Invasion at The Greene, sponsored by The Pub. We did not attend, but heard we had a lot of representation from our club and our banner flew high.

Remember we have the Farm Tour and our Fall Tour coming up.

I also want to let you know that we will be having a board meeting September 5th, at 6pm, prior to our regular monthly meeting. We are going to discuss Bruce's presentation with the Club possibly hosting TRA in 2014. Our board is made up of all the officers but the meeting is open for anyone to attend. **See y'all the 5th!**

MVT Meeting Minutes, 01 August, 2012

The president, Lorna Ball opened the meeting at 1933 (7:33 PM) Hours on Wednesday, 01 August, with a Toast: "Hail to the Queen"!! She also announced we had a new member present, Vera Campbell.

There were twenty nine members and the Clough children in attendance.

Lorna thanked Bruce Clough for his remembrance of Phil Daye, published in the August Marque. She also thanked those who came to the funeral for Phil. Four members of the club acted as Pall Bearers.

The Vice President, Ted Allison had no prepared statement, but said that the special bits he needed (Ref. July Minutes) were at Harbor Freight and of no great cost.

The Secretary, Stan Seto, announced that the July minutes had been published in the Marque, and were there any corrections. There was one correction offered on the first name of Scott Stout's wife, Beverly and that will be corrected. Stan asked for their approval, and the motion passed with no opposition.

The treasurer, Harry Mague, gave his report and it is posted elsewhere in the Marque.

The Membership Secretary told us that 30 members had renewed for the upcoming year and several members renewed at the meeting.

The Events Chairman, Bruce Cough, Thanked those who drove their little British Cars to the Pool Party event (3 out of seven if memory serves). He then commented on the Roger Rutledge Tour planned for August 18, the route of travel will be to the Northwest and we will end up at the Rutledge Camp-out site for dinner and dessert. The British Car Day at the Pub (on the Green) follows on Sunday the 19th.

In September there will be a Farm tour ending at Valley Vineyards for their grill-out dinner (Steak or Fish, I believe).

Fall Leaf tour is scheduled for 13-14 October, with the goal of checking out Deer Creek State Park for TRA 2014. Should be a fun trip.

Committee Reports –

Technical – Bruce brought in stuff from his garage and in a “give-away” distributed it to the unwary.

Spares – No report

Newsletter – No report, Randy Wakefield has some conflicting interests and Mike McKittrick will be assuming the editor position going forward.

Regalia – Pete Stroble brought in his regalia for new club members to consider..

BCD – Stan Seto gave a brief summary of where we are in getting ready for this event. There was a final meeting of the BCD Committee on Monday 23 July. Both Clubs seem to be in good position for the event, although Pre-registrations seem to be down this year, with some 146 in hand. The weather forecast appeared very unsettled. Everyone was admonished to bring ice. Lorna made one more request for members to sign-up for the various jobs we need to do.

Old Business:

Chuck white took a minute to explain the filmed duplicate trip across America of a pair of college chums in a TR. Film is being played to raise funds for charity. Club is thinking of buying DVD when available for local showing and to gift to BMT (British museum of Transportation). The movie background can be seen on www.crosswindsfilm.com, and it was made to support a charity, also mentioned on the website.

New Business:

One Motion was made.

Motion was made by Stan Seto and seconded by Chuck White, for a donation (\$100.00) to Mt. Pleasant Life care Plan in the Name of Phil and Carolyn Daye. It was passed by voice vote with no dissention.

Bruce Clough commented he was working on a place for TRA 2014, as noted above. Location would be at Deer Park SP, southwest of Columbus, OH. MVT would be event sponsor.

Split The Pot: Was won by Bridgette Clough in the sum of \$11.00. She promptly gave Duncan \$5.00.

The next meeting will be on September 5th at 7:30 PM at Tumble Weeds, unless we were to find a new spot, before hand.

The meeting was adjourned at 2032 (8:32 PM).

Respectfully Submitted, Stan Seto, Secretary.

Treasurer's Report:

As of 1 August 2012, we have a balance of \$2812.62. Since August 1, 2012 the club had the following income: \$10.00 for 50/50, \$120.00 from membership renewals, \$75.00 from BCD shirts sales, and \$75.00 from Regalia sales. Total income for August is \$280.00. The club had the following expense: Donation to Mt. Pleasant Fund for \$100.00, Marque expense for \$25.14, and \$76.00 to Post Office for our PO Box annual renewal. Total expense for August is \$201.14. Balance for 1 September 2012 will be \$2891.48.

BCD 2012, A Report, (stan seto)

The day dawned clouded over. Light rain was falling as I left Loveland for the run up to East Metro Park. The overhead clouds were dark superposed on the higher light grey clouds of the overcast. Running up Rte 22, north toward Lebanon, the rain stopped. Got onto Rte 48 north of Lebanon and drove dry up through Centerville and onto I-675. Still dry at Wright-Patterson exit and down into the valley to Harshman Drive. Traffic was packed up at the park entrance and as I parked, a light rain started. Ted Allison and Eden were assembling the great red, white and blue BCD sign, a metal and wood billboard about six feet high and three feet wide. I gave them vocal support as the rain continued and more vehicles kept showing up.

Ranger got there at 7:30 and unlocked the gate. We flowed in like a Mississippi flood, and the rain abated. Set up of Registration, the shirt booth and the food court went forward with a buzz of activity. Coffee became available, the first cars began to arrive. I spread some dry dirt on the dirt and mulch ramps we had built over the sidewalk on Friday night. Right now they were a greater danger for fouling car tires than for saving undercarriage parts from scrapping off.

The rain was clearly done by about eight o'clock and the parking team and registration teams were in place and getting both spectator and registered cars processed and parked. For the next three hours we slaved away at making things as comfortable as we could for participants and for those who had questions, or snafu'ed paperwork or electronic registration. The food court was going great guns and I had checked the leftover 2011 bags with the 2012 registry list and had four bags that we took the shirts and dash plaques out of and

ditched the advertising. The shirts went to the shirt booth and were sold by day's end. The dash plaques were piled in a bag for future selling. We hit 200 cars by ten AM and it was pretty clear this was not going to be a record year, our big vendor, Jeff Zorn, Little British Car had passed on us for a second year. We were not seeing any motorcycles, but one guy with bicycles came in and we assigned him to the motorcycle space on the grounds.

Near 12 O'clock we were at about 248 cars and entrants were dribbling in and at long time intervals...Bummer. Just at 12, we registered 250 and 251. Within the next fifteen minutes four more cars graced with their presence and later two more showed up and it was after judging, so we just let them in.

By my count we had 255 cars registered, two more not registered and eleven pre-registered cars that did not show up. So, we had 246 cars on the grounds and five vendors. Not all that bad for a day that started with a crummy weather forecast. About Noon the sun came out for real and the temperature soared.

Bruce was doing a great job as the events announcer, and we had a pretty good showing of both Spitfires and MGB's the featured Marques for 2012. We were also doing very well in the variety of cars and car quality. There were a boat load of Lotus cars there, two recent model Aston Martins, a gorgeous 1934 Bentley, a Metropolitan, the Amphicar 770 (which was giving rides to various and sundry people), a Morgan, one Elva Courier, a Fiat 850, a Rolls-Royce and a ton and a half of Late model Jaguar sedans.

As Noon rolled past, I got a light lunch and scrambled back to help start the scoring. We had six teams this year, one donated by the MG club, and a revised ballot. I teamed up with new member Vern Campbell and we spent the next hour counting ballots. On our "card" there were several tight voting races and several blow-outs. The ballots essentially were all counted by 2 PM, and hour ahead of the ceremony, but Alice and Ellis now had the time consuming job of listing the winners for the awards announcements. With Bruce, Duncan, Bridgette and Chris Yanity running down identifications, they plowed thru the registration records and listed out class winners and the plaque winners. While this was going on, Skip Peterson was announcing the cars that won the RAF award, the Park Ranger Choice, longest distance and other crowd pleasing awards. Skip

also had a list of all the class winners and the MG club was marshalling those cars for the "Winner's Parade.

Alice and Ellis finished their work at just about 3, and all the paper work was transferred to the announcers. The Plaque of Excellence winners in the various classes were announced, and then the Parade of Champions started.

What I remember of the winners was that Roy Owens, Spitfire Coupe, won his class and won Best of Show. Roy is a sometimes MVT member. Mike McKitrick won TR7-8 Class, Ted Allison won the Stag Class, Jeff Barth won his Spitfire class. Awards of Excellence were won by Carol and Roger Rutledge (TR3) and Chris and Chuck White (TR4). Congratulations to the winners.

Spectators – The event is posted in the Dayton paper and was announced in some of the TV news reports. We get spectators! They add to the crowd, buy the food and in general get to see cars seldom seen in the Greater Dayton area. They were still coming in after three O'clock. Some time during an event we should try to count them.

Suddenly it was all over. The leftover food was being sold at WalMart prices to get rid of it, the leftover shirts were divided between the two clubs and everyone was picking up trash, the parking flags and markers, taking down tents and in general returning the park to as close to original state as possible.

A small group of us retired to the Ball Pad. We had about five pizza's worth of members (14). The pool felt great after the sun and dust of the park and we just lazed around discussing the event and speculating on what might make it better. Work still needs to be done on the electronic registration, we had 39 of 146 Pre-registered were by electronic means, but due to an address error, I missed getting the first three of this group. The berm plus dirt plus mulch build-up worked well to cancel the sidewalk problem at the registration pavilion, have to remember that for next year.

We need to do a better job with the speaker system, you can't hear it at registration.

The Registration team did a great job, as did the out front parking team who handled both the event cars and the spectator vehicles. There will be further improvements next year to help reduce the parking effort.

Party over, I left to go home.....Car would not start (klic, klic, when I turned the key.) Went and asked for assistance. All the guys came. We checked voltage drops (battery looked strong), fiddled with wire connections, and while Bruce had his hand down on the started, Roger suddenly reached across the engine bay and pressed the start solenoid...the engine started!! Bruce jerked back and stood there for a looong minute contemplating space. Then we could not get the car to not start. A brief discussion about bad wires and then I headed for home. A day later, I called Bruce to close in on his comments about the battery cable to the solenoid. He told me that in the post mortem after I left, the consensus was change out the solenoid wire on the Hi-Torque starter. So, I did that and the car has been starting fine.

In Summary, given the weather forecast leading up to the show and the cloudy and rainy start of the day, we had another pretty good success. Well over 200 cars, good spectator crowd, the park rangers bought more horses and riders than in previous years, and inspite of losing the RAF officer from the last several years (died in his sleep earlier this year) we got a replacement who chose a winning car. We could have used Little British Car, and hope Zorn comes next year.

The Roger (and Carol) Rutledge "A" Tour, 18 August, 2012...(Stan Seto)

The starting point for this one day tour was a McDonald's about 1.5 north of I-70 on Ohio Rte. 235. It was a cold Saturday morning start for me, Loveland was at 58°F and I wore a sweatshirt and jacket (Top Down), but the initial overcast precluded wearing a bb cap. Fifty-five miles later, I pulled into the parking lot and slotted next to the White's (generally) immaculate TR4A. Curtis Hayes was a little behind me having stopped for gas just up the street. Time was 0830 and I was hungry. One pancake/sausage breakfast w/orange juice and coffee later I was more willing to face the day which, while still cool, was sunny.

The group was not as large as I thought it might be, The Rutledge's, the Pres and her current bow (Ellis?), the Stinson's, the White's, Curtis and myself. We were going to be primarily in Darke and Miami Counties and I thought we might get more of the "North of Dayton" crowd. Sadly not, they all missed a great driving day.

At about nine thirty, we did a radio check and left McDonald's for the first objective, a covered bridge. We headed generally west and a little north, I think, and after about a half hour, forty-five minutes came to the Eldean Bridge, and it had a second name which was Dixon Branch (but don't hold me to that). Second longest covered bridge in Ohio at 220 feet, two spans, four ton limit, so I waited until the Stinson's Chrysler 200 was on the second span before I got onto the decking. The bridge was well made and upkept, no graffiti and the wooden planking rattled as you drove across it. (Monday, Lorna notice that the state had given maintenance funds in the amount of \$80K for the next year.)

We spent about a half hour there and it was then back in the saddle again to generate a potty stop for some of the ladies who pointedly ignored the porta-potty at the bridge.

Up the road a bit we came to a sprawling hospital complex, acres of ground, large buildings spotted here and there, 10 MPH speed limit and once on the grounds it was forever to get anywhere. I kept seeing signs for "Emergency" and "Maternity" along our route and we drove and drove and I kept seeing the signs and wondering why weren't those the first two buildings on the campus?? Eventually we reached the Main Hospital building and three of the ladies de-car'ed (and I won't say who) and traipsed into the building. Those of us left outside proceeded at 10 MPH to drive back out into the parking lot to await the ladies return. Later, a cell phone rang and we motored back to the hospital main entrance to retrieve the ladies, who somehow, looked much lighter.

Now we headed generally north and east, toward Piqua. One of the roads Roger picked for the tour paralleled the Stillwater river for a couple of miles, shaded, windy and narrow. In my car at least, it was a bumpy ride because the road was in poor repair. It was definitely a scenic stretch of road.

As we closed in on Covington, OH. We slowed and entered an industrial park. At the other end, Roger pulled into a group of buildings and said "Park where you can." The signs said D&D Classic Automobile Restorers. We were met by Mike Ison, Sales and Service, who was our host for the day. It was a grand tour, as D&D has five buildings there and other storage buildings in the near vicinity. In the first building we visited There was a Corvette (1976 ?) getting new steering, a 1954 Chevrolet, a 1951 Ford sedan, a couple of 70's Chevies' with big block V8's, an L29 Cord, an Aston Martin DB2

Coupe, cars I'd not seen in years, most not running and being worked on for new interiors, refurbished engines, and suspensions.

Then he took us to the second building and the first car we saw was Maroon and Black Isotta-Fraschini Boattail sedan, fully twenty feet long and about four tons of weight, with a really tall eight cylinder engine (450 cubic inch, 150 HP but about 250 foot-pounds of torque, a stump puller), w/rumble seat and fitted tool case. The Chassis was \$10,000 all by itself (that's 1931 dollars). The car had just been to the Pebble Beach Con Cours and was in immaculate condition. Also in this building and in various stages of repair was a Rolls Royce, a Mustang Mach One, a Mustang 350GT (Shelby signature on glove compartment door), a Cisitalia, a 1943 Lincoln Continental Coupe, a Packard, and another classic vintage car with the award ribbon still on the radiator from a car show up east (I want to say it was a French Voisin, really don't remember). A veritable smorgasbord of great and rare cars.....

Mike also showed us the paint prep building in the back of which was an absolutely flat surface plate and computer driven touch gage for precisely determining the dimensions of a vehicle and of any component on it. In the next room was the metal working shop, where they make not only car parts but oddiments like engine cowls for Waco's. (I hope someone took pictures for the Marque).

Out in front of the shop was a yellow spitfire convertible. Mike told us it was for sale for \$4800, and ran fine. The Stinson's wandered over for a closer look. Keys were in it so they took it for a short drive. Could there be a new car in their future??

Ellis pulled out the fudge he'd made for the tour, and along with the normally available peanut butter (with real peanuts in it) was another flavor.. Milk Chocolate. Then Carol came along and said, "Not before Lunch." So he closed it all up, but not before Mike and his sons got to sample some of it.

It was after Noon as we departed for lunch in Covington. Five minutes down the road we pulled into Buffalo Jack's. This restaurant features alligator on the half shell, but when you pinned the waitress down, they had not had a shipment in four months or more. We settled for the more common fare, I had the buffalo steak hoagie and fries. Meat was a little dry, but buffalo is leaner than beef, so it seemed OK. The restaurant motif was definitely western, with Indians featured in wall hangings, statues, art work, and common equipment

(bows/arrows/spears/ etc.) and a bench full of life size puppets in front of the rest rooms.

Lunch over, we drove out of the parking lot and traveled several blocks into town and parked to shop the antiques stores of Covington. There were about four stores open and two of them were packed with interesting stuff. There was a new outfitter store in what had been a bank, which opened for the first time that day, they needed more floor merchandise, and there was an ice cream store that got some attention from our crowd. The traffic through town was pretty steady and normally consisted of some cars and pickup trucks, then 3 to 8 motorcycles followed by a couple more cars. Then the cycle would start over.

Shopping over, we drove out of town westward a short distance at stopped at Greenville Falls on the Greenville creek. The overlooks were about twenty or so feet above this small river and the water was flowing over natural rock formations into a larger pond area, again, all very scenic. Up stream were the remains of a dam and a mill. Down stream was a poured cement foundation, rectangular and what looked like the remains of the large water turbine on its top. It was Saturday and there were people fishing well down stream and a small group of teenage boys sloshing through the water and going upstream. We basked there for awhile, then Roger roused us again.

Our next stop was over eight miles away, Bear Mills, an old mill along a small creek. The building was dark sided wood and four stories high. A short canal ran in under the building from a dammed pool about a hundred yards away. The dam crossed the stream and was about a hundred feet long with water vents along its base, the vent discharges were piled with rocks to slow the flow of water. At one time there was (and still might be) an undershot water wheel of some sort in the basement that drove the mill on the upper stories. Much of that machinery was still there on all the floors, but some of it was clearly out of service. On the main store floor (street level) it did look like some of the basic grinding mill equipment might still be serviceable, but I didn't ask.

There was a Viet Nam War Memorial on the grounds near the dam, honoring about eighteen area soldiers who went but did not return, one was a Medal of Honor winner.

The store itself was general dry goods, candles, glazed pottery from a local craftsman or woman,

flavored coffees, and other foods. Luckily they had cold bottled water, as it had gotten quite a bit hotter in the afternoon. I bought a couple of throw rugs, local weaver, to replace worn out rugs at home. They were about the right size to fit in the '3.

Now it was off to the trailer camp, a drive of some distance and back toward the east we went, roughly paralleling Rte. 36. In this area of Ohio the road system is generally laid out north - south and East - west, so the follow the leader aspect was pretty simple. Roger avoided Piqua and eventually we reached Lost Creek-Shelby Road and shortly thereafter pulled into the Campgrounds.

The Rutledge trailer was tucked in the back by a dry creek. We parked in front and wandered back to where the dinner site and fire was setup. The fire had been planned to be ready but the person who was to light it forgot, so Roger got that going as tables were set out and the food brought down. As these things go, the delay was not terrible, and some of the hungrier ladies got the hot dogs cooking (skewers and naked flames, the ember aspect for later) and we soon had cooked and eaten 24 of the little buggers.

The Clough's showed up and more hot dogs were cooked. It was getting to be a real party. Duncan and Bridgette added to the possible food choices by capturing crawdads from the (almost) dry creek bed and they certainly looked big enough to eat.

I had to pack out as 7:30 rolled past, being about 85 miles from home, and it had cooled down so I put on the sweatshirt before heading south.

The Rutledge A tour got an "A" in my book, the weather was outstanding, we had no car problems, the White's took about a thousand pictures and we saw some very interesting businesses and traffic was light. The B tour will be next year..... Make a date to join us.....

Upcoming MVT Events!

Upcoming Events From your MVT Event's Chair –
Bruce Clough – bclough@woh.rr.com
937.238.4962

5-Sep-12 MVT Monthly Meeting in the spacious Tumbleweed Restaurant Meeting Room in the front of the restaurant, which is in front of the Elder-Beerman store on East Dorothy in Kettering. This month there will be a MVT Board meeting at 6:00, so if you are a club officer please plan on being there. The Event's Chairman will be laying out the proposal for the MVT hosting the 2014 TRA National Meeting at Deer Creek State Park Lodge.



For those who aren't an MVT Officer and don't want to be bored with all this talk of meetings, please show up at 6:30 PM for dinner, 7:30 PM Meeting. Lots of stuff to talk about with fall events just around the corner. Be there or be square.

13-Sep-12 – Lathrem Senior Center Annual Cruise In – Harry sent this to us:

Lathrem Senior Center Annual Classic Car Cruise-In

Thursday, September 13, 5 to 7:30 p.m.

Lathrem Senior Center Parking Lot

Join your friends for a night of great music, hot food and cool cars! The Annual Classic Car Cruise-In will include a 50/50 raffle. The parking lot will be hopping with oldies music provided by John Tschirhart, and food will be available for purchase.

Anyone wanting to display can register their car in advance or "cruise-in" that evening. Proceeds to benefit the Lathrem Senior Transportation program. Contact Melissa at 296-2480 to register your car in advance. Thanks to Gales of West Kettering and Oak Creek Terrace for helping sponsor this event.



Never been there, so I can't give any insight – others want to chime in at the Sep MVT Meeting? Please?



Hopefully this fall we will not see this (but it was fixed with duct tape...)

15 Sep – Farm-Stand Tour – Back yet for another year is this favorite where we travel to different farms across the Miami Valley and sample produce, or maybe just use this as an excuse to drive a lot and see some scenery, no matter. This grew out of attending the Green County Farm Tour, which went away, but not our thirst for produce and sausages. We will start out by meeting at the Tim Horton's, 1245 E. Dayton Yellow Springs Road, Fairborn, OH 45324 (937) 318-1083 at 9AM, leaving at 9:30AM. Dinner that night will probably at the Houston Inn on US 42 just north of Monroe, gotta love frog legs, but we reserve the right to make substitutions! Plan on a day of driving and chances to buy veggies...



16-Sep-12 Dayton Concours d'Elegance at Carillon Park – Wanna see some pretty cars? You do, huh – well, I know where you can go – to the show! More info is available from their website:

<http://www.daytonconcours.com/index.html>

...or from Lois and Don Bigler (who are coordinating the volunteers). Just the thing you need - relax and look at other's cars after a long cruise on Saturday!

29-Sep-12 – two shows going on – the first is the 2012 Car, Truck and Bike "Show and Shine" sponsored by the WPAFB Top 3 Association (if you need to know what this is corner the Whites or Mike McKittrick). Here is more info:



Wright-Patterson Top 3 Association
2012 Car, Truck and Bike
"Show and Shine"

Featuring bands "**Wolfpack**" and
"Shakertown"

SATURDAY, SEP 29TH from 8 am - 4 pm
 Parking Lot Adjacent WPAFB Gate 1B (Area B)
 on Springfield Street (down from museum entrance)



Registration: 08:00 to 11:00 / Cash Donation
 Judging from 11:00 to 13:00
 Dash Plaques for the First 50 vehicles
 Door Prizes drawn throughout the day!
 50/50 drawing benefitting Wounded Warriors
 Food and Beverages available for purchase
 Awards at 15:30 to the Top 10 Cars/Trucks, Top 3 Bikes
 and A "Commander's Choice" Trophy!
 Spectator entry is FREE.

For registration Email: Edward.Konradi@wpafb.af.mil



Fuel The Miracles Car Show

Benefitting Children's Miracle Network Hospital, Children's Medical Center of Dayton
 Hosted by Moraine Walmart & The Thank You Foundation



Saturday, September 29th, 2012
 Show starts at 4 pm, Trophies awarded at 7 pm



Walmart

1701 West Dorothy Lane, Moraine, Ohio 45439

Free Admission to Spectators



Several Trophies will be awarded
 & a Best of Show trophy will be given

Miss Ohio USA &
 Other Special Guests!

Concessions!

Family-friendly!

Skydiver by Team Fastrax

Fun for all!







Car Registration Form Entry fee \$15 by 9/27. Day of show \$20

Name _____ Phone _____

Make _____ Model _____ Year _____

I agree to abide by the rules of the show and I will stand liable responsible for my vehicle and merchandise. I agree to release from liability Walmart Stores, Inc., its associates and/or assigns, from any damage, injury, loss or stolen merchandise from this event.

Signature _____ Date _____

Rain date - Saturday, October 6th

Another 29 Sep Show

For those of you planning the overnight Fall Tour with the club (October 13th-14th), you might want to reach the Lodge and make your reservations. Their 800# is 1-800-282-7275. Ellis and I just made our reservation: 2 queen beds, ground floor, non smoking with AARP discount....room is \$134.20.

The idea is to end out at the lodge early enough in the afternoon to scope the place out and to try all their amenities. We will also tour rooms and make plans for 2014 – yes, it's not too far away to start making these!

Sunday we will (again) cruise all over the place, ending up at Valley Vineyards for their dinner. We will need a head-count for reservations, so let me know if you are coming! More info on the Sunday dinner can be found at –

<http://www.valleyvineyards.com/cookouts.html>

Upcoming Event Ticklers – November we will have a Guy Fawkes cruise/party, and you can look forward to the Holiday Soiree the first weekend of December. I have a feeling a tech session will also appear once or twice in the fall, maybe more – stay tuned!

The next show we have info for on 29 Sep is a show at the Wal-Mart in Moraine (see top of next column). Never been to this one, so I can't vouch...
13-14 October – Write the dates down – the Fall Tour is back! Some changes since last time (Aug Marque). Bridgett has a home V-Ball game, so we will be meeting at Branderberry Winery, 5118 W Jackson Rd, Enon, Ohio 45323, Tel: 937-767-9103 at 1200 (when they open) on the 13th – which gives her time to spank the opposition and still join us. From there we will be leaving for an afternoon of driving, ending up at Deer Creek State Park for that night – this is for us to check it out a proposed site for future Triumph Meet (see above). You can call the Lodge for reservations – we did arrange (hopefully) to have a small block of rooms set aside for MVT members. Some info from Prez Lorna on that:

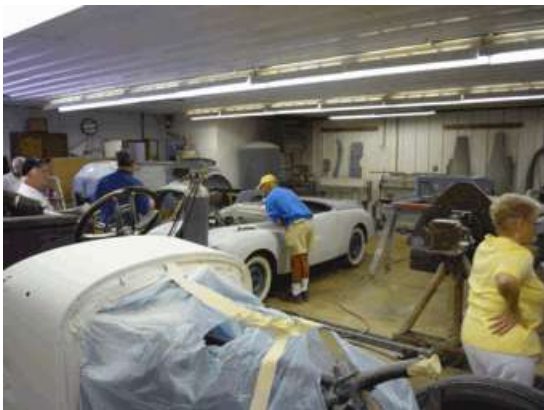
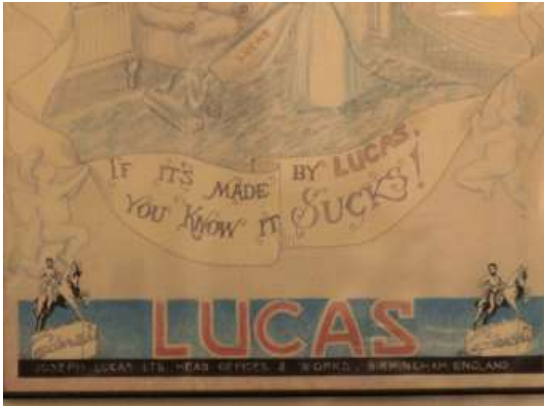
Photos of the Rutledge Tour "A"













The Pub at the Greene 19th August 2012



Hey Hon, Is Bruce going to sing at Part "B"?

Tales of



September 2012 - Bruce Clough

Dayton British Car Day

(BCD)

Made it. Made it. August 4th dawned grey and wet, but the car made it to Eastwood Park in one piece. Of course, I only have to drive about 12 miles, but that's beside the point.

Hopefully others will remark on this great show. Hopefully folks enjoyed the announcing I did – somewhat awkward – I'm an extrovert, but I don't always find doing PA work fun. Hopefully all of you that came had a good time. As usual, I just have a few vignettes and will let others pontificate.



Eastwood Park Improvement Project – Stan never did get around to bringing the petunias...

Something that only a few folks know – Stan took it upon himself to fix the berm next to the sidewalk the pre-registered cars have to drive over. Last few years more than one car has scraped due to the low/non-existing berms next to the sidewalk. This year the park did put some dirt down, but not enough – Stan discussed bringing dirt and mulch, so I bought some too, and between us we built it up

to where even aa Austin-Healey 3000 with bad springs could get over it.



Chris White Testing the latest Martha Stewart Accessory – Trashbag Hat

I'm not sure where she found the transbag hat, but it sets a new level of "glitz" for the club. My guess is that all females will be in bag envy over this, and will rush down to find their own. As Martha would say "It's a good thing"...



Cars into the distance as far as the eye could see – the view from registration...

We were down about 25% from where we normally are – a little over 250 cars versus 325. Several reasons – the economy was probably a factor, but the hot weather added to the morning showers and a decent chance of an afternoon storm was probably the major cause.



Le Mans Start

I suppose Rangers like to be fashionably late since the gate that was supposed to be open at 0700 didn't get opened until more like 0740. Oh well, it was a rainy morning – maybe they just slept in to the sound of the rain...



Shirt booth crew – Carol, Duncan, Prez and Eden all master salemen, er, woman, er, whatever...

We had less folks registered, but somehow we managed to sell almost all the T-shirts. Must have been that high pressure sales staff combined with our loss-leader shirts from last year! Way to go profit center!

While I'm thinking about it, I'd like to thanks the MVT crew for the work they put out. Whether it was the registration (went off with little to whine about), t-shirt sale, or balloting, all went well due to the caliper of the folks behind the event. Now, as to the announcing...well, let's say I might head to IBS next time...



Proof positive it made it

No, I didn't win the Stag class. Ted paid off the judges, actually bribing them with old car parts. Expert he is.



Mild and Wild

We had two Anglicas show up. One was dead stock, the other anything but. Although the one with

the blown big-block in it would probably get there faster, I think I'd like the original one better!



Roy Owens' Spitfire – Best Of Show

Roy won Best of Show for his RHD Spit. Very nice car – Roy is restoring a TR3 out of a few parts cars and ongoing restorations he bought over the last few years, so it should be interesting to see what he comes out with!

Rutledge Run – 18 August

We didn't go on this. Okay, we showed up at the Rutledge's campsite after the tour was over – and what a perfect day 18 Oct was – puffy fair-weather clouds, highs upper 70's, light winds – a great break from the heat wave.



Aww, nuthin' like cookin' and eatin' those vittles around the campfire! The end of the Rutledge Run at their Piqua campground.

That day Bridgett had a volleyball game and also we were supporting the Green County Splash & Dash (for dogs, but had we not been watching Duncan closely...), but we managed to get on the road in time to meet everyone for dinner at Café Rutledge, sitting on a pilfered table by the scenic banks of a dry stream bed (smile). Tube streaks

for everyone, plenty of other vittles, and Ellis made TWO types of fudge! Thanks for hosting this and inviting us, even if we only showed up to empty your cupboard.

British Cruise-In at The Pub



Sponsored By:



Cruise-In Starts at 3pm - Owners Party at 5pm

The Pub - 39 Greene Blvd, The Greene, Beavercreek Ohio

August 19th was like any other day, except this day was a cruise-in at The Pub day. Okay, so maybe it was different, but not that much different. Bridgett and Duncan were still picking on each other, and we still needed rain.



Triumphs at The Greene

For those of you who do not know, The Pub is a restaurant at The Greene designed to look like an authentic English Pub if you gave it a lot of anabolic steroids, by that I mean you will never find a pub in Jolly ole' England that large, well lit, and with that menu. Never mind, the beer is good.



More Triumph at The Green with The Pub in The Background

Nathan, The Pub's manager, roped off part of the parking lot behind it and invited all the British Car Owners in this part of Ohio. We arrived early for lunch – the first two cars in the lot – parked and shopped a bit. About 3pm most folks started rolling in, and when all was done there were at least 10 MVT club cars lined up. As far as what we did, we parked cars and got the lawn chairs out, chatted with each other and passers-by for about two hours, then wandered into The Pub for the free food for car owners and the door prize drawings.



The White's sun shade that looks suspiciously like the MVT banner. Sneaky folks they are, using club assets to further their evil plans!

Dang, as usual, I didn't win a door. In fact, I won nothing. Alice won some stuff, but all I got was a Bud key-chain given to the "losers" in door prize drawings. Oh well, at least the car made it:



Two events in August that The FrankenStag made it to – a new record, at least over the last two years...

Looking forward to it next year and I'll win a door prize! I mean it!