

The Marque

The **Marque** is the official publication of the **Miami Valley Triumphs** Car Club, P.O. Box 292824, Kettering, Ohio 45429. 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**. Meetings are held the first Wednesday of the month at Poelking Lanes, Kingridge Drive, behind the Dayton Mall. Drinks, dinner triumph talk at 7:00 pm, general membership meeting at 8:00 pm. Anyone interested in Triumphs is most heartily invited.

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<http://www.celtic-gifts.com/MVtriumphs.html>

From the Pres...

What kind of weather are we having? August weather in June then spring weather. It seems to be good enough to get the Triumph out anyway.

Thanks to those who went to the Jim Thornbury Farm trip. I hope everyone liked this trip. It did get to be a little long. Mr. Thornbury has a unique collection of items. Have you ever seen so many toy trains in one place? The collection of automobiles and trucks was interesting. He definitely likes his trains and train memorabilia. The weather was a little hot but we all made the day.

Thanks to those who showed up at the Frazee Center. Thanks to John Clarke and Skip Peterson for this event. I hope that the park manager wasn't too mad about the number of cars that Skip parked. A little rain kept the car owners putting up and taking down tops. This was a nice evening.

If you haven't paid your dues please do so in order to keep getting this great monthly issue of the **Marque**.

BCD is getting very close. The report about door prizes sounds very good. There may very well be more door prizes than participants this year. One of the door prizes might be a set of tires donated by two of our local tire dealers. There is also a BCD meeting scheduled in July at Marion's Pizza. We will need your help at the show, so be prepared to help when called upon.

July 11 is the car show at Edgewater Race Park. We will be meeting at the Hardee's at the Towne Mall in Middletown and plan to leave there around 9 am. Please join us to caravan to Cincy and the show.

See you at the next membership meeting.

Phil

On To Thornbury Farm

by Stan Seto

The June event was held on Saturday the 26th. It was a hot and humid day, and the plan was to drive from Poelking Lanes, behind the Dayton Mall, to the Thornbury Farm, somewhere on Waynesville Road. Once there, we would survey the grounds, eat dinner and in general, hobnob.

Norma and I left Loveland a little after noon for the 1 pm rendezvous. Route 741, out of King's Island is an attractive path to take to the Dayton Mall, but just as we were crossing Route 42 north of Mason, traffic headed north was stopped by local gendarmes. Motorcycles, and more motorcycles, were coming in from the east and heading north on the road. Two by two, they rumbled past. A hundred? Easily! Two hundred? Maybe! The line of 'cycles was about a half mile long. Give each cyclist 20 feet of space and two abreast, and you are into the mid-two hundreds. They turned off at Route 63, in the direction of Lebanon. The rest of the day was going to seem tame!

We ran through some light showers the rest of the way, but nothing daunting. At the parking lot, we found Ian Cunningham with his spiffy green MG Midget, The Daye's, Spitfire; the Ciboch's with her TR-7; the Stinson's and a TR-6; the Clough's and Bridgett, Chevie Blazer; the Richard Woods and a Corniche II (Black with Black leather upholstery) R-R, top down; and the Rutledge's, who arrived in another TR-3, still without a battery charging generator.

This is the Daye's event, and they marshaled us out at about 1:30 pm or so. The group meandered generally south and then east. Phil and Carolyn leading and the Clough's as "tail-end charlie's", both vehicles having the club's radios. Phil worked us slowly out to the vicinity of Caesar's Lake State Park, showing us some interesting roads and some busy intersections. The corn seems to be growing well in that area. After a comfort stop at Caesar's Creek, Phil led us back west to Rose Bud Road, hence to Waynesville Road and to our destination.

From the road, Thornbury Farm appears to be an unpretentious one-story dwelling next to a field with cows (steers?). From the rear, it is a formidable, two-story dwelling with double wide garage doors and a large veranda. Mr. James Thornbury is a likable older (mid-seventies) guy with a cheerful disposition and a piquant sense of humor. Helping him as hostess that day was a pleasant young lady by the name of Marcia, his secretary. Mr. Thornbury is a collector! Marcia indicated that some of the things we would see that day date to his childhood. He has no particular bent in this matter, and after he retired from being a building contractor, designed and built this home to house his collections. In free-standing cabinets and on tables, we saw leaded crystal, figurines, pictures and framed newspaper articles from most of the twentieth century, Disney figures from the thirties and forties, and up into the eighties, toy and model cars and trains, made from sheet metal and die cast from the twenties up through today, cap guns, Cracker Jack Toys, items from the USA and from overseas, and although much of this was gathered locally, individual items were scattered throughout the rooms and buildings we saw that day.

Imagine two rooms, 40 feet by 20 feet, connected by a doorway. In each room is a chest high table some 30 feet by 15 feet. On each table are train layouts! Lionel 027 and 0 gauge was in one room and very large gauge (European) was in the other. On the walls of both rooms are racks and racks of locomotives and tenders, rolling stock and an occasional caboose, floor to ceiling. More rolling stock and accessories are stacked on shelves just under the table edges. Lionel is predominant in the one room, but there is also American Flyer and several other brands. The peculiarity is there are few, if any, diesel locomotives on display, no GG-1 electric locomotives, nearly all are steam locomotives and their tenders. But he seems to have at least two of everything and in some cases, three. Train sets from the twenties, thirties, and early forties. I saw one Lionel steam locomotive that I could not afford to buy in 1976, \$486.00 then, the tender cost being another \$150, and that was used, not new. Mr. Thornbury had three sets on his walls. I saw something else I had never seen before. Three sets of locomotives and tenders, each with five pieces of rolling stock. Obviously Lionel, but about half the size of the 0 gauge trains. They sat on three rail track and all were die cast construction. Rare, indeed, I think.

Downstairs was a large refreshment room with tables and chairs, and period memorabilia on shelves and on the walls, Adjoining was the garage. He had about seven vehicles. I noted a 1909 Touring Buick, a 1911 Dodge truck, a two seat run-about from the 1910's, a 1940ish wood sided Pontiac Station Wagon, a late 1940's Buick sedan and a late 1930's Ford or Chevie coupe. The walls had period apparel hanging (obviously worn at some time for car shows and the like.) And the various trophies he has won in these shows. All the vehicles appeared to be in good show condition, but the level of inflation of the tires on the older vehicles indicated they had not moved in a while. In one corner of the garage, was a display of Coca-Cola stuff (I drink Pepsi!)

Out on the grounds, we went down the hill behind the house to the creek. There were four buildings down there. There were two buildings without air conditioning, a garage with sleighs and horse-drawn wagons and a blacksmith shop with two adjoining rooms, one of which was obviously a carpentry room. Then there was an air-conditioned old mill by the creek, where we later ate supper, and an out building, current construct, which housed more wagons and sleighs and a restored gasoline tank truck, and aeronautical stuff from the local area airports and Wright Field, and more racks and rows of tools and brass fittings and valves (all man stuff!). This building was air conditioned and could clearly serve as a meeting room or a party room.

It was all an interesting and thoughtful tour of Americana from early in the century through about 1950 or 1955. There were some articles from the more recent past, but these were heavily outweighed by the earlier decades. Mr. Thornbury and Marcia were charming and gracious hosts for our tour. As we split up and headed for home after supper, I think most of us thought it had been time well spent. Did I mention the Rutledge's were able to re-charge their battery while there? Probably not needed, but a gesture from Mr. Thornbury. I had 140 miles on the odometer when we started from Loveland, and 220 on the return. There were no car breakdowns on the tour, so all in all a pretty good day.

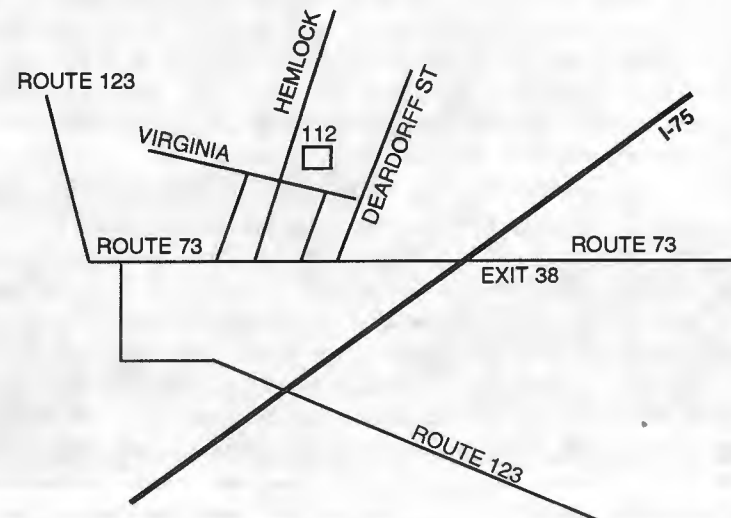


Bruce Clough at TRA99 — Belong to many clubs, Bruce?

112 Hemlock Street • **BALL HOUSE** • PHONE 746-5189

FROM I-75 GO WEST TOWARD FRANKLIN FOR 1 MILE
TURN RIGHT ON HEMLOCK STREET
GO THROUGH STOP SIGN AT VIRGINIA TO 112 HEMLOCK
(2ND HOUSE ON RIGHT)

FROM OLD STATE ROUTE 25 GO EAST 1 MILE
TO LEFT ON HEMLOCK STREET
TO 112 (ONE BLOCK AND 2ND HOUSE AFTER STOP SIGN)



TRA - '99

By S. Seto

One hundred and twenty seven! That's how many registered names there were for the free TR-3 drawing, and the last name drawn was going to be the winner! Even with door prizes, this was going to be a long Awards Banquet.

Triumph Register of America's 1999 Summer Meeting was held in Dublin, Ohio, which is located in the northwest corner of Interstate 270 as it circles Columbus, Ohio. It is about 100 miles from home. For me, it started at 6 pm on Wednesday evening, 16 June, with the arrival of the "Texas Bunch." They had traveled 1700 miles already from Houston, Texas, and been on the road since Saturday. In their 400 mile-per-day travels, they had seen parts of Texas, Arkansas, Tennessee, Illinois and Indiana. The Bunch comprised Wayne and Jackie Switzer, TR-3A, Vern Burnett, TR-4, and Russ Seto, TR-3A. All belonged to the Triumph Texas Register, in Houston, and both Russ and Vern are also members of Miami Valley Triumphs. All three cars are red! They had no mechanical problems in their drive, except Vern had a slow leak in one tire that had to get repaired. We were able to get that done at a local shop, the next morning.



Stan Seto, TR-3, Russ Seto, TR-3A, Vern Burnett, TR-4 and Jackie and Wayne Switzer, TR-3A. lined up on Lindenhall drive and ready to caravan to Dublin

Thursday morning dawned coolish, with broken cloud cover. All the cars got washed. At 1:30 pm, we set out for Dublin via local state routes, Route 48 to Route 42, up past Waynesville, through Cedarville and London to Plain City and Route 161 which leads directly into Dublin. Ninety-six miles in about two hours. The Wyndam Motel is a sprawling edifice, with mysterious branchings and side corridors inside. We quickly learned to use the courtyards as shortcuts from front to rear.

Registered in and Tee shirts in hand, we unpacked to await the evening activities. These consisted of a free supper for registrants, and an evening drive to downtown Columbus. Supper was under canopy. Have I mentioned yet that it was unseasonably cool? Cold, actually! Sweat shirt and Dungaree weather actually, with coats and sweaters, or both, for driving. If you had a hat, you wore it.

After supper, was a 'proximate 15 mile drive along Route 161 (to show the cars to the local population), and Route 315 (Expressway) to downtown Columbus. There we looked at a full-size replica of the Santa Maria, built and placed in the Olentangy River on Columbus Day, several years ago. We also had an interesting little tech. session with one TR-3 with a stuck float in its rear carb. Easily fixed once it was confirmed that that huge liquid spot on the road by the curb was recent and came from that car. Then it was on to the State Capitol Building (a low flat building with no character whatever), and

from thence to the microbrewery district to sample designer beverages. Everyone was on their own for the ride home. Back to Dublin we filtered, in two's and three's, the pool party was almost over, so, to bed to await the morrow.

That day, we saw Miami Valley Triumpiers Mary and Ray Bolich, Mary and Dan Stinson, with Frank Ciboch in tow, Alice, Bruce and Bridgett Clough, Murry Mercier with Ron Fowler, the last three mentioned were working with COCTRA to put this show on, Ron Wynn and Wally Ellifritt. Later arrivals would be Carol and Roger Rutledge, Diane Ciboch and Chris Yanity, who were seen on Saturday.

Friday morning, the "Traveling Circus" took off at about 7:15 am on a 48 mile drive to the Piatt Castles near West Liberty, Ohio. Once away from I-270 and Route 161, traffic was nonexistent from the head of the thirty-eight car-a-van. A cool drive under partly sunny skies with the first order of business a breakfast stop at an Amish restaurant just north of West Liberty. They were told to expect 40, and about twice that number rumbled in, upsetting the ol' buffet cart. But the restaurant people recovered and responded quickly. Breakfast was two types of scrambled eggs, french toast, pancakes, cereal, juice, coffee, sweet rolls, bagels, coffee cake, bacon and sausage. There was sliced fruit and whole fruit if you cared, and most of us probably made pigs of ourselves. Breakfast over, some in the group departed back to Dublin to catch the Hotel Rally that started at 10:00. The rest stayed to tour one of the castles, Mac-A-Cheek, the other was Mac-A-Chee. The castle toured as a stately mansion built in the early 1800's, and home to eight generations of Piatts. We got an hour-long tour and talk about he family, how they lived, their political connections and area history. It was a peek at a life style at once different in mode and challenge, as 20th century looked back at 19th century. Then it was back on the road for the trip back to Dublin. Our party used local roads just above West Libery to cut below Bellfontaine, and to connect with Route 33. The local road was newly paved, smooth as a baby's butt. Route 33 was like an interstate.



Piatts Castle — Mac-A-Cheek

Russ Seto and Doug Trapp (a TTR member who came up by motor home) were out on the Hotel Rally, and when finally seen were lamenting their perceived mistakes. The afternoon was taken up by some with Official Duties, but most bummed around, looked at the cars, talked with friends, and Bruce and company got the tech. session, nonstarting, ratty to the core, TR3 started with a lot of starter fluid and a strong battery.

About 3:30, Russ showed up and said we were headed for German Village for a look see and supper. We missed the general membership meeting. Hope nothing important was said. The four Triumph scouting team took local roads south, and despite traffic and stoplights, it was a pretty steady drive. We got to German Village, and our fearless leaders took us up and down nearly every street here, mapping out the restaurants and shops. We saw all the streets once, some twice and some three times. Finally, with the water in the four cars hot enough to brew all the tea in Columbus, our Fearless Leaders stopped and said, "Where do you want to go for dinner?" Having seen only one restaurant while dodging traffic, I was nonplus. But we ended up at Schmidt's Sausage Haus. It was great! For \$16 I had sauerbraten, ice tea and a huge pastry (half a pound of cream puff) for desert. I think the others did as well. We then repaired to the Book Loft, a thirty-eight-room store and nearly everything was for sale, to browse for an hour. The return to Dublin was routine, except for Friday night traffic. At the hotel, three cars got washed in anticipation of Saturday.

THE AUCTION... Over 200 items, started at 8 pm, ended at 12:30 AM, probably hugely successful for the club. All the "Brown Bag" stuff I brought up sold, except the fish. TRA gets 20% and the donor gets 80%. I could cover my gas costs. The bidding was mind boggling..., where else could you see a set of car doors go for 3 dollars, or small plastic Triumph toys go for 14 dollars, and a brand new Interstate battery worth 80 bucks could not make the bidding reserve of 55? Then there were high priced items, like the TR2 jack that went at \$375, and an oil pressure gauge that was at least 20 bucks over counter price, and a rebuilt one for almost as much. The bidding wars that went on were interesting to watch. Every now and then an article would show up that two or three people wanted.

Saturday, it was get the cars up on the grass for the panoramic picture. I was front row center, next to a really well turned out —3A from Windsor, Canada. This car had a competition stripe that even went into and came out of the spare wheel well. The car was so well turned out, I decided I wasn't even going to open my hood. Dan Stinson's —3A was one of the last in to be positioned. We sent Frank Ciboch to get Dan's key to move it. But, then here comes Nino Richards, Dick's son, with a "master ignition key", and Dan's car in on the grass in 10 seconds. A bit of a surprise to all of us. The picture went a little after 9. Kids ran back and forth, and probably showed up a few times for their efforts.



Lining up for panoramic picture

Concours started at about ten. The judges released the cars after 3. I read a book, a magazine, talked with friends, judged the "participant choice", ate lunch, watched the judges spend 45 minutes looking at one TR-4, took some pictures, went over to the flea market and also panned by the Roadster Factory stuff and watched some of the TR Olympics. It went long enough that the driving Olympics never got done. Nothing to do now but get ready for the Awards Banquet.

127 Names. Even with door prizes to add to the excitement, it was a long ceremony. Dinner was good, cheese and broccoli soup, chicken with rice and vegetables, salad, rolls and desert. Served reasonably hot on a cool evening, outside under the canopy or under the stars.

I won third place in the art contest, a tee shirt, which I promptly put on. The Texans won the long distance award, over 1800 miles. They got sweatshirts. One per car I think. I did not win a door prize, but I think several MVT'ers did. The door prizes were awarded to every other drawn number from the barrel. My number came out early and was not an "every other". Russ and Vern both got "Gold" certificates for Concours, over ninety points but no placement. Alice Clough's TR-4 got second place in participant's Choice. No other club member placed. Well, they finally got down to the last ten numbers and there were still two Texas club members in the drawing, but no MVT'ers that I noticed. By the time we were down to 4 left, the Texans had sat. The winner was finally, Nino Richards, but I think his teenage daughter got the car.

Bruce bought the non-running TR-3 as a parts car, which means we get to have a Tech. Session to take the body off it one of these months.



Bruce buys a beauty

Sunday morning! Up at 5:30, on the road at 6:30. A crisp, dewless morning, good to drive in. Down I-270 to I-71, and off at Exit 10 to Bob Evans and breakfast. Upon leaving, Wayne Switzer's starter bendix would not retract. We pushed it forward and back, but no luck. Out came the jacks and tools. Up went the car, off came the wheel (but not without a struggle, due to rusty splines). The starter was off in about ten minutes, and fifteen minutes after that we pushed Wayne and Jackie to start the now emasculated —3A. South on '71 again. I got off at Exit 19 and was in time to go to church. The Texas Bunch were in Memphis at 5:30 pm and home in Houston, the next day.

Because they travel so much in the summer, the TTR cars carry a (Radio Shack) 14 channel radio in each car. The people use ear jacks, and they converse freely. In the course of this drive, it saved them at least a tire on one occasion, when a slow leaker was spotted by another car. The radios and ear jacks cost just a little over 100 dollars. It's worth thinking about.



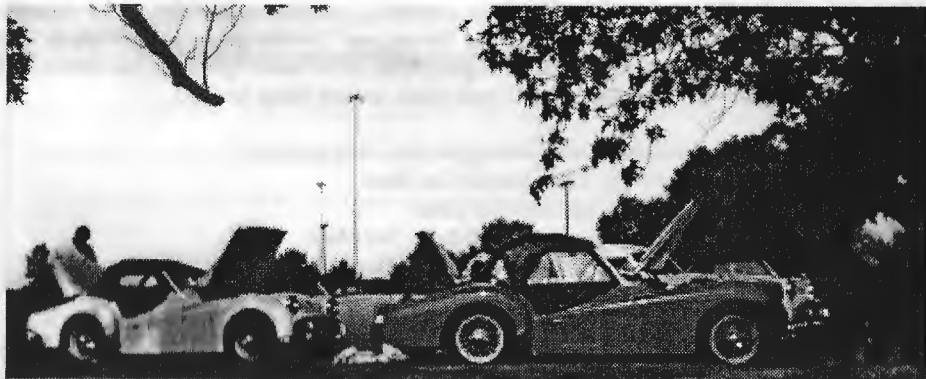
Events 1999

- July 5 Americana Car Show
- July 9 - 10 17th Ann. Len Immke Classic Car Show, Wyndhum Inn, Dublin, OH
- July 10 London to Brighton Run, London, Indiana
- July 11 BCD Cincinnati, Edgewater Park Raceway
- July 17 MVT Pool Party at the Ball's, 112 Hemlock (off Route 23), Franklin, OH
- July 28 - Aug 1 VTR, Portland, Maine
- August 5 - 8 TRF Summer Party, Armagh, PA
- August 7 British Car Days, MVT & MG Car Club, Eastwood Metro Park
- August 19-21 Fifth Annual Grand Indiana Auto Tour, Lawrenceburg to Vincennes
Car must be thirty years old or older
- August 22 MVT Tour and Pool Party at Southard's
- September 12 Dayton Concours
- September Dan's Covered Bridge Tour
- September 24-26 Indy British Motor Days, Garfield Park, Indianapolis
- October Fall Leaf Tour - Kelly Island, Lake Erie, OH
- November Technical Session (?)
- December 4 MVT Christmas Soiree at Ciboch's



Events Highlites—

- July 11 Phil Daye will head a caravan to BCD Cincinnati, Edgewater Park. Details are in President's Remarks inside front cover.
- July 17 Summer Party @ the Ball's. 2 pm til... RSVP by 13 July so they can order steaks. Bring a covered dish. Bring your bathing suit. Bring yourself.
- August 7 BCD Days at Eastwood Metro Park—MVT/MG Club.



TRA 99— Getting ready for Concours

Marque
 1754 LINDENHALL DR
 LOVELAND OH 45140
 Miami Valley Triumphs

JULY 1999

July Events

- July 9 -10—Len Immke Classic, Dublin
- July 11—Cincinnati BCD, Edgewater
- July 17—Pool Party, The Balls