



Events 2000

May 3	Monthly Meeting—O'Charley's, Route 725 at Kings Ridge @ 7:00 pm
May 13	18th Ky Scottish Weekend - General Butler State Park, Carrollton, KY
May 20	British Car Day in Germantown (A Cruise-in) Kent Southard 855-2017
June 3 - 4	Over-nighter into Kentucky, lodge at Boone Tavern
July 7-8	18th Immke Benefit Car Show, AMC & Italian Sports Cars featured, (614) 876-8200
July 15	Pool Party at the Balls, (513) 746-5189
July 16	14th Cincinnati BCD, Edgewater Park, Jay Kolb (513) 777-1873
August 4	BCD Car display at Court House Square, Dayton (11 to 1)
August 5	BCD Days, MVT and MG Club, Eastwood Metro Park, Dayton, Phil
August 11 - 13	TRF Summer Party, Armagh PA, MGB featured (800) 678-8764
August TBA	Southard Event, TBA
September 10	Concours d' Elegance, Dayton Museum of Discovery, (937) 225-2236
September TBA	MVT Tour to Neil Armstrong Space enter, Wapaconetta,
September 30-1	Indy British Motor Days, Indianapolis, Don Haynam (317) 887-3867
October TBA	Fall Tour



Events Highlites—

June MVT Summer Tour 2000 Update:

Web Addresses which may be of interest to the June 3-4 participants;

Shaker Village	http://www.Shakervillageky.org
Berea Tourism Center	http://www.berea.com
Berea College	http://www.berea.edu/
Boone Tavern	http://www.nthp.org/main/hotels/kentucky1.htm

Alternative Lodgings near Berea, if Boone Tavern is full;

Days Inn	(800) 325-2525
Super 8 Motel	(800) 800-8000
Econo Lodge	(800) 446-6900
Mountain View Motel	(800) 572-7352
Holiday Motel	(606) 986-9311

May 5 the Bluegrass British Bash is taking place once again on Kentucky Derby weekend at the Springs Inn in Lexington. The car show is Saturday 8:30 - 10 am and the Bluegrass Country Tour from 10 to 4 pm. Mike Razor (606) 498-8615, <http://206.28.56.243/sbms/index.htm>

May 5-6 Ohio Gas 2000, a Petroleum & Advertising Swap Meet, will be held at the US Air and Trade Show Building, North Dixie side of Dayton International Airport, Vandalia, Exit #74 from I-75. Friday 10 to 7, and Saturday 7 to 4. Ben Staub (937) 890-4486.

May 13 Saturday at General.

MAY
 Meet at O'Charley's—Route 725 & Kings Ridge
 Scottish Weekend—Carrollton, KY
 BCD—Germantown, OH—An Evening Cruise-In

Marque
 1754 LINDENHALL DR
 LOVELAND OH 45140
 Miami Valley Triumphs

May, 2000

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. Drinks, dinner triumph talk at 6:30 pm, general membership meeting at 7:00 pm. Anyone interested in Triumphs is most heartily invited.

May meeting at O'Charley's, Route 725 and Kings Ridge.

Officers

President Frank Ciboch (513) 748-4185	Vice-President Diane Ciboch (513) 748-4185	Secretary Lois Bigler (513) 253-1580	Treasurer Carolyn Daye (513) 423-8175
Events Ian Cunningham (513) 446-2538	Membership Dan Stinson (937) 254-5955	Historian Dan Stinson (937) 254-5955	

Newsletter Editor

Norma & Stan Seto • (513) 683-7974 (Phone or FAX)

Miami Valley Triumph Web Site:

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

From the Vice President

Mother Nature and Bruce Clough—What a team! Our Spring tour 2000, Saturday, April 15 was an absolutely beautiful day, gorgeous scenery, an assortment of TR's, and wonderful friends! Bridget and Bruce led us over hill and dale and great Triumph roads in their Mercury Park Lane and Mary and Ray in their TR4 brought up the rear. Sandwiched in between were Frank and me, Marlene, Sandy, and Jim all in non-TR's, Carolyn and Phil in their Spitfire, Mary and Dan in their TR6, Audrey and Forrest in his Spitfire, Carol and Roger in her TR3, Brenda and Ron in their new TR8, Ian in a British non-TR, and the new kid on the block, Ken in his TR6.

All the early birds ate at Bob Evan's in Washington Court House, our starting point but I had carry-out, tee! hee! After touring the countryside, we stopped at a picturesque park for that ever so necessary potty break. We continued on and had lunch at the Moyer Winery. Besides excellent wine (so I'm told; I didn't indulge) the lemon chiffon pie was a tower of delight to our eyes and Carol and Roger shared with all of us.

After a stop for gas (and another potty break) and more beautiful scenery we dropped by Serpent Mound. On our way to dinner at Frontier Cattle Co. we stopped by a dam in Hillsboro.

We rolled into our driveway around 9:30 pm. What a long and beautiful day we had. Thanks, Bruce.

Happy Birthday Little Miss TR Bridget (May 10).

Cheerio,

VPDC

On The Road Again—

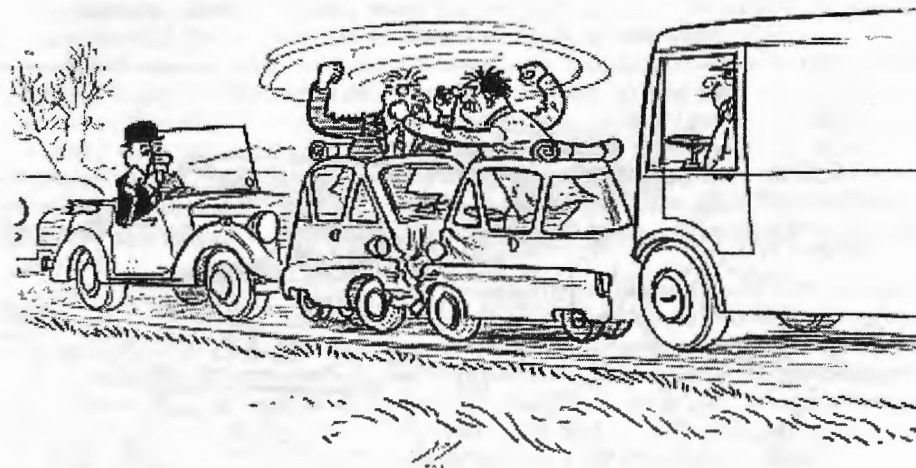
Well, things are heating up as the LBC season gets rolling. After three months of no events, April has started out with a bang. As you may know, we are looking for a new meeting place and toward that end we met at Champ's last month for dinner and meeting. Their meeting room is secured on a first come first served basis and getting there at six o'clock we just missed getting the room. Too bad because we had about 16 couples show up for dinner. So, we had dinner there and then returned to the bowling alley to conduct the meeting. There was no way that we could've held the meeting at Champ's with all the noise and commotion around. We all agreed that Champ's is out as an option for a monthly gathering due to the uncertainty around securing the room. But not to worry, this month we have another trial meeting place set up which I'll detail later.

Then on the 8th we had Phil Daye day; a tech. session/roving wrench event. Although it was cool and damp, seven hardy souls showed up. A lot was accomplished; Phil got the rear end back in his Spit, Jim tuned the carbs on his newly acquired TR4, and Roger worked on the carbs on his TR3. Unfortunately, Bruce et. al. could never get the TR3 to lean out enough; it was still running rich when Roger left; but at least it was running—sounded pretty good too.

The following weekend was Bruce's Spring Tour; a day long bruiser cruising through some of the prettiest country in Ohio and ending in Hillsboro for dinner. If you missed this one, you really missed a good event. But it won't be the last long duration rolling event we have this year, this month we're going to do Kentucky for all it's worth. We'll have two events; Scottish Weekend at General Butler State Park and Ian's overnight trip to Berea, Kentucky to stay at the Boone Tavern. See the events calendar in the **Marque** for details on who to contact for information.

The meeting this month will be at O'Charley's located on 725 in front of K-mart. If you went past the bowling alley on King's Ridge you would come out at 725 right next to it. The meeting will start at 7 pm in an area behind the bar, so come early if you plan to have dinner first. Hope to see you there in a Triumph!

Frank

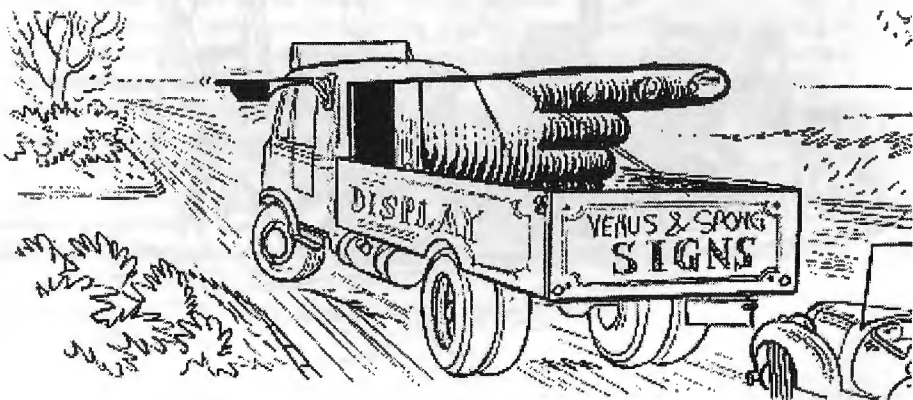


MINUTES

MVT MEMBERSHIP MEETING, 04-05-2000

Dinner at Champs, then returned to Poelking Lanes for meeting.

- Vice President: Glad to be here. Hope everyone enjoyed the first spring driving event.
- Secretary: Read minutes for the March Meeting.
- Treasurer: Gave new balance and shared information regarding incoming funds and outgoing expenses.
- Membership: Our newest member is Jeff Johnson who owns a TR-6. Jeff located club through our internet site.
- Events: Ian had a handout of upcoming car events. Several handbills with Additional information for April/May events made available. Ian inquired if E-mail addresses could be made available for those who have such. These were added to the attendance roster. Dan Stinson will add to membership list. Discussion of:
- 1) Weekend in Kentucky event led by Ian Cunningham,
 - 2) Cruise-in in Germantown led by Kent Southard,
 - 3) Phil Daye day on 4-8-00, meet at noon at Phil's,
 - 4) Spring tour on 4-15-00 led by Bruce, Alice, and Bridget Clough, leaving from Washington Court House early.
- Old Business: Ongoing discussion of meeting location. Since Champs turned out to be less acceptable than expected several members are to continue pursuing other options. Our next meeting on May 3 will be held at O'Charley's. Meet and eat at 7:00 PM. Membership lists were available from Dan Stinson.
- New Business: John Clark is doing okay.
- Attendees: Not available.
- 50/50 won by Mary Fox Bolich



At the end of the road

Part I of a 11 part article by
Ian Cunningham

Recently I ran across (with no harm to it) a good book about the British sports car industry, and about what caused the demise of our favorite marques by 1980. Timothy R. Whisler is the author of, "At the End of the Road; the Rise and Fall of Austin Healey, MG, and Triumph Sports Cars". Whisler has developed some 300 pages of very scholarly and thoroughly documented expose' of the origins of these three car companies, and most interestingly, how they were eventually merged, combined and rearranged, until the traditional British specialty sports car industry finally collapsed due to the sheer weight of itself.

I have taken the liberty to summarize some of the text which describes the post war years at Standard-Triumph, and how the early TRs were first built by a tractor company, later by a lorry (truck) and bus manufacturer. I have one of the tractors, built in the 1950s, and though a little like the TR-2, the "body" is different!

"The Standard-Triumph company was formed in 1944 when Standard Motor Company managing director, Sir John Black, purchased Triumph Motor Company, which had declared bankruptcy in 1939 and lost its factories in the Nazi blitz of WW2. Sir John did not need Triumph's plant since he had a large "shadow" factory which had been built with government grants for defense work during the war, adjacent to his Canley complex. Black wanted Triumph's image for high-quality sedans. He hoped that a new model range with the Triumph name plate would complement Standard's range of basic small cars, and utilize the now empty and available factory space.

"As even the most optimistic car production would not have filled the plant, Black also negotiated a deal with an Irish entrepreneur and designer, Harry Ferguson, to manufacture a light tractor which Ferguson would market overseas. During 1947-1948, Standard-Triumph built 44,000 tractors and 39,000 cars. During 1957-1958, the firm built 88,400 tractors, and only 87,500 cars. Standard-Triumph appeared to be more a tractor company that built cars than a car company that produced tractors.

"The small size of the company lent itself to a traditional personal management style and a centralized structure. Most of the major operational and strategic decisions were formulated by the Executive Board of Directors composed of Black and a small number of directors. According to Alick Dick, who was a member of the inner circle, managing director Black was an "unpredictable... dictator." Black's severe injuries resulting from a car accident provided the pretext for Alick Dick and the board to force his resignation in December 1953.

"At 37 years old, Alick Dick became the youngest managing director in the British motor industry. During the remainder of the 1950s, Dick maintained Sir John Black's strategy of using tractor profits to support the struggling car business while courting a partner to form a holding company. After negotiations with Rootes (1957), Rover (1954, 1958), and his tractor associate Massey-Ferguson (1957) failed, Dick embarked upon an ambitious expansion plan in an attempt to reap manufacturing economies of scale. The gamble became riskier when Standard-Triumph sold its tractor business in 1959 (to Ford) to finance the acquisition of independent component suppliers.

"The board believed that a new model range, led by the Triumph Herald (a potential rival to the Morris Minor and Austin A40) and the new TR-4 sports car, would load the newly purchased factories and increase the company's share of the domestic market. Dick's strategy left little room for error, particularly since the acquisition and re-tooling of the new component suppliers substantially increased investment cost. High annual output was necessary to reduce unit costs. (No one could have predicted how formidable the Morris Minor and Austin A40 were to become in the market place, nor the folly of presenting the Herald against them.)

Continued in the next issue of the Marque.



By Bruce Clough

Spring Tour 2000 – The Wrap-Up

Wow! What a great weekend for a tour, and eleven cars showed up to join us. I was worried that nobody would show, but a TR3, a TR4, two TR6's, a TR8, two Spitfires, an MGB, and a couple of modern things joined the Mighty Mercury for the jaunt. We had to leave early to get to the Washington Court House, and I was batch'ing it with Bridgett since Alice was in class. As you can see, Bridgett loved the lively conversation on the drive to Bobby E's:



Bridgett, My Co-Pilot For The Day

No matter, I woke sleeping beauty up and sat down with Forrest and Audry who were already there in the white Spit. Before long we had a whole slew of people, but, as usual, we couldn't leave until Ray and Mary Bolich got there! While waiting Ron and Brenda Fowler showed up, the only ones in

the Columbus contingent to show. I passed out the FM radios and we were on our way! The first stop was to be Fort Hill Memorial, south of Bainbridge off OH41. To get there I took OH 753 south from Washington Court House, took a detour east of Greenfield, and jumped on 41. The weather was perfect and the early Spring foliage on the hills was picture perfect. Everything was going fine until a truck rear-ended a car turning left while the Stinsons and Fowlers were passing by. No Triumph got hit, but we stopped to make sure the folks in the cars were fine. As Ron said later, it looked like a scene from "The Dukes Of Hazard" with that pick-up flying through the air and into the ditch!

After cleaning out our underwear we headed to the memorial via a narrow, winding dirt road that passes "The Seven Caves" (Cave Rd., I highly recommend it! That took a while since folks were gawking at the scenery. We finally made the memorial around 10:30 AM, about an hour later than I planned.



Lined Up At Fort Hill Memorial. Note: Ron Cooking An Early Lunch On The TR8 Motor

I've driven by For Hill several times, but never stopped. Not this time. I didn't get to hike to the top due to time, but I did visit the Men's building, so I guess one could say I left my mark. Hats off to Mary Bolich who kept Bridgett busy with playing with Jim &

Marlene's dog Sandy. At this Point Ken Iwanski had to leave us, so ten little cars, er, maybe nine little cars and the Merc, set out for lunch. I had to nix the visit to the Davis Memorial due to time, but no matter, the drive down to the Ohio River was enjoyable, and I only made one wrong turn!

The Moyer Vineyard is literally right on the river amongst the vines. This is not the Colonial Vineyards south of Dayton, they have a wonderful restaurant and great wines. See, even my co-pilot liked it:



Bridgett Pondering The Moyer Wine List. Yes, They Did Card Her

If you're ever near Manchester and you have to eat, check Moyer's out. Food is fantastic at a very reasonable price. The owner even went home and got his Mustang convertible to park with the Triumphs!

Back on the road again we decided to not go to Adams Lake, but head to Serpent Mound instead. That was a great decision on my part since that meant that we drove north on a wonderful group of twisty, turny roads, such as OH 770, OH136, and everybody's favorite: OH763. 763 heads north from Aberdeen on the Ohio River. That road had more curves than a Las Vegas review (sexist comment I know, but hey, I'm a guy. What would you expect?). I though I was going kinds slow for the rest of the crowd (the 4500 lb or so Merc isn't the svelte-est thing through curves), but I heard later that a few were squealing tires trying to keep up with

me! Ian Cunningham left us when we crossed OH32. We tried to talk him into staying, but he said something like the MG turned into a FIAT if you left it out past midnight and he had to leave!

We've been to Serpent Mound before on the 1997 Fall Tour, but I like the park, and I knew some good roads to get there. We pulled in the parking lot and lined up:



Triumph Fanatics In Line At Serpent Mound

At this point the tour turned into a tech session. Fowler's TR8 sprung a gas leak while Forrest looked for the oil leak in the Spit. Now, Forrest has been leaking oil ever since the engine was rebuilt, so this was nothing new to the trip. He did state that it would be nice just for once to use more gas than oil on a drive!



Forrest Gwinn and Roger Rutledge Look For The Oil Leak. The Exxon Valdez Defies Any Fixes

Abandoning the sick car owners to the rest of the crowd, I took Bridgett for a tour of the park. When I got back the TR8 was ready to go, and the Spit was still a conversation piece. I think Forrest is just destined to keep the roads from rusting! Heading north from there we found a few more good Triumph roads and stopped by the Rocky Fork Lake Dam. I'm not sure why, but nothing brings out ooohs and ahhs like water cascading down the sides of a dam. We took in the spectacle for a while, then ran away for dinner at the Frontier Cattle Company. As usual the dinner was good, even better since the Fowler's picked up the Clough's tab (I should have ordered surf & turf). About 7:30 I abandoned the folks to get Bridgett home, but I thanked everyone for a great day & drive.

So, for those of you who missed it, it was a wonderful time. You have a chance to reclaima though. Ian's Summer Tour 2000 is coming up. See you then!

Bill Blake Sells Car?

I'm typing away at my keyboard, minding my own business, when I get an email from Frank Ciboch (Miami Valley Triumph President) asking me to check out the following car up for auction on eBay:

<http://cgi.ebay.com/aw-cgi/cBayISAPI.dll?ViewItem&item=292519531>

I follow his hyperlink and I'm staring at Bill Blake's car. Frank wanted me to look at it due to the V8, but I think he was surprised when I let him know I knew the car. I don't know what the outcome is yet (two days to go on the auction, but I do know that no bids were in yet).

Bill, in the words of the little kid staring at "Shoeless" Joe Jackson - "Say it ain't so, Joe!". Or is this just a ploy to get another car that you can stuff a 454 in?

Follow Up: Bill's car didn't sell, and he said that it's time to get rid of this for another TR project, one with less money involved!

By the way, our eBay user name is "1962tr4", so if I'm selling something bid on it. All proceeds go to Bridgett's education, honest!

Another TR Hits The Clough Stable

Ohio clubs probably received an ad in their mail box from Karlee Hilliard of Cincinnati, selling their 80 TR7. Well, we ended up buying this, so I suppose the Merc's for sale, so if someone wants a nice '64 Parklane with all power options that runs well, drives great, looks good, and has NO rust, look me

FOR SALE: 1964 MERCURY PARKLANE



FOUR-DOOR HARDTOP "BREEZEWAY" WITH 390V8 4-BBL. AUTOMATIC TRANSMISSION
ALL POWER OPTIONS, A/C. VERY GOOD CONDITION - MANY NEW PARTS, ALL
RECEIPTS, ALL MANUALS, SOME SPARE PARTS & A TRUNK THAT ONE CAN FIT TEXAS
IN. DRIVES ANYWHERE. \$5000 OBO. 937-376-9246 OR CLOUGH@CRHNET.COM

up! And look for us to be sportin' the Inca Yellow wedge at a sports car event near you.

MIAMI VALLEY TRIUMPHS MEMBERSHIP APPLICATION

\$20.00/YEAR

mail completed application to:

MIAMI VALLEY TRIUMPHS • P.O. Box 292824 • Kettering, Ohio 45429

NAME _____ BIRTH DATE _____
ADDRESS _____ PHONE _____
CITY _____ STATE _____ ZIP _____

TRIUMPH VEHICLE PROFILE

CAR #1
YEAR 19__ MODEL _____ COMM. NUMBER _____
COLOR: _____ BODY _____ INTERIOR _____ TOP _____
DISTINGUISHING FEATURES _____

CAR #2
YEAR 19__ MODEL _____ COMM. NUMBER _____
COLOR: _____ BODY _____ INTERIOR _____ TOP _____
DISTINGUISHING FEATURES _____

APPLICATION DATE _____ DATE PAID _____

MVT REPRESENTATIVE SIGNATURE

I HAVE THE FOLLOWING EXPERIENCE/EXPERTISE THAT I AM WILLING TO SHARE WITH MVT COHORTS.

or I HAVE THE FOLLOWING TECHNICAL QUESTION TO BE ANSWERED:

OCCUPATION _____ EMPLOYER _____
WORKPHONE _____

May 2000

About the Club

After three years of publishing The Marque, Norma and I are handing the job over to Frank Ciboch. It has been an interesting and rewarding experience on the one hand, but nerve wracking and frustrating on the other. The By-laws mandate publishing the paper a week before the meeting. I don't think we ever got near that as a schedule, consistently. More important to us was to publish a document that was interesting to read and that represented the meaning of the club to the outside world. That in turn led us past the cost-to-publish barrier, occasionally, as we sought the best type of printing when we had pictures in the Marque. Cost constraints are important, so it was a trade-off of high cost during the summer months when things were happening versus low cost in late fall and winter, when things were at a nadir. Content was also important. Over the years, we tried to cover a variety of subjects, not all automotive and not all sports car's, just for interest sake. We hope you all enjoyed our publication efforts.

We would like to thank those in the club who contributed articles, pointed out subjects that we later wrote-up or provided information that we later published, we appreciated your interest. We would also like to thank the Membership Chairmen (persons) who supplied the address labels for mailing and we would like to wish Frank Good Luck in picking up this endeavor.

May starts membership renewal. The cycle lasts from your receipt of this copy of the Marque until the 31st of July, for the Year 2000. Note the handy form printed elsewhere in the issue. Better yet, come to the May meeting and re-up there.

As winter slowly warms into spring, take time to look at the club's events schedule. We have a number of entertaining trips and happenings coming up in the next eight months. May is a good example: Scottish Weekend in Carrollton, KY, occurs this month, as does the inaugural Cruise-in in Germantown, OH, which Kent hopes will turn into an annual event. Sounds like fun, Right?? Then immediately into June is Ian's overnight jaunt through Northern Kentucky. We can't wait for that one.



MVT Summer 2000 Tour

Reservations Required

The weekend of June 3-4 is now on the MVT event calendar, and plans for the MVT Summer 2000 Tour to central Kentucky are being firmed up. At the March 5th MVT meeting, there will be brochures available about Shaker Village at Pleasant Hill, KY which will describe what that place is all about.

Our first destination for Saturday June 3rd will be Shaker Village, 25 miles SE of Lexington, KY. We will have lunch in the Trustee's office, explore the restored Shaker Village buildings in the afternoon, and take a ride on the stern-wheeler Dixie Belle. The Shaker Village accommodations are not available to us, so Saturday dinner and overnight accommodations will be at the historic Boone Tavern, on the campus of Berea College. (Jackets for men are required for evening meal.)

Sunday morning we'll drive 70 miles northeast to Natural Bridge State Park, take the short hike to Natural Bridge Arch, and have lunch in Hemlock Lodge. And as if that isn't enough, this leg of the tour also emphasizes the driving part. After all, we'll be going into (and hopefully returning from) some geographically scenic (rugged) territory. Sunday supper will be somewhere along the road near Mt. Sterling or Maysville, depending on the time. The total Kentucky mileage is a bit less than 350, south of the Ohio River.

Boone Tavern in Berea has only 59 rooms, so make room reservations immediately, by calling 1 (800) 366-9358. Rates are around \$65 - \$75, and several options are available. Mention MVT Car Club; I have asked for some rooms to be reserved for us until April 6th, after which time they will be released to the world at large.

For a general description of a similar trip, please refer to the December '99 issue of the Marque, and the article entitled "To Shaker Village and Natural Bridge". The MVT Summer 2000 tour will generally repeat that route and those stops and more along the way.

We have had snow here on the ground for many continuous weeks, and while the cold snow and winds of winter are still blowing, please read the foregoing December article, and try hard to imagine the warm June top-down driving weather that's coming again, and these exciting destinations, and imagine being part of the largest group of MVT cars ever put on the road at the same time.

FOR SALE

2 TR3 Transmissions \$100 ea.. • MGB transmissions \$100
Tires 4 Firestone P21560 R16 \$40 all • 1984 Nissan Sentra \$500 • TR3 fuel tank \$25.00
We will trade any or all for TR3 Sheet Metal, accessories, or antiques. Many other TR3 parts available-inquire. **CHRIS YANITY (937) 832-2509.**

BRITISH CAR SHOW

AT THE KENTUCKY SCOTTISH WEEKEND

Saturday, May 13, 2000 at General Butler State Park, Carrollton, KY.

The car show will be held rain or shine with registration opening at 9 am and closing at 1 pm, judging starts at 12 noon. Trophies awarded in ten classes. There is hard surface parking available in case of rain. Entry fee includes entry to all Scottish game events ALL DAY.

ENTRY FEE AT GATE—\$15.

PRE-REGISTRATION FEE—\$12.

FOR ADDITIONAL INFORMATION CONTACT:

LARRY HUTCHINSON (606) 781-2838

AUTHORIZED MOSS DISTRIBUTOR—Effective Nov 99 any M.V.T. member placing a MOSS MOTORS parts order with MG AUTOMOTIVE will earn a 3% rebate of the total, to the MVT Club Treasury.