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March 2006

**State of the Club Address**  
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**Turning Wrenches**

**MVTRallye Game Pt 4**

# April 2006

1st edition

- **MVT Officers**

President: Stan Seto, 513-683-7974

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937-637-4993

Secretary: Phil Daye, 937-423-8157

Treasurer: Carolyn Daye,  
937-423-8157

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Please send comments/suggestions  
to:

[news@miamivalleytriumphs.org](mailto: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. Meetings are held the first Wednesday of the month at Fuddrucker's Restaurant on Kingsbridge Drive, behind the Dayton Mall, 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.



## **The President's Comments, April, '06**

As I write this, we are under the threat of a Winter Storm Warning. Five inches of snow are predicted for Tuesday....Hey.....It's the first day of Spring for crying out Loud!!!

That aside, we need to be in prayer for Marlene Carter, kidney failure on the morning of the Award's Banquet, and Jimmy, Bless him, came to that event. In addition both Scott Stout and Vic Bell are in a bad way medically and our thoughts go out to both of them and their wives, Beverly and Sue, respectively. If you get a moment, call them and offer sympathy and help if you can give it.

March was a month for the Awards Banquet at the Patterson Homestead, done well and ably by our out-going Secretary, Lois Bigler. BRAVO, Lois! Thirty attended, or about 75% of the club. The food was excellent and the elections and awards were announced. See another article in the Marque, The State of the Club. Hopefully any one who took pictures will be sharing them in this issue.

March was also the time for the first meeting for BCD was held with the MG Club. The Bigler's, Daye's and I attended for our club. We are off to a good start. Licenses have been applied for, the park is reserved, the tee shirt design is off and running, we have three sponsors signed up, ads have shown up in the TRA magazine and other periodicals, and I have received about ten registrations. Lorna Ball has said she can not support the Tee shirt activity this year due to her job work load and other commitments. We are going to need to replace her on the team. There will be more on this in the April meeting. At the next meeting, April, late, we are inviting in the Spitfire club to be part of the planning group.

Club membership is up. We are at 41 now. Come on out and meet the new members.

TRA 06 is also getting some attention. We have about 15 letters of registration for that event.

I finally completed the brake piping on the TR3, washed the wheels, and have only to grease it and install a new coil, and it's coming off the jack stands, in time hopefully to drive to Burr Oak for the second meeting to support TRA 06. I can't wait to get it on the road.

Thanks for listening,        Stan Seto

## **The Vice-President's Comments**

March was quite a month. Always is it seems. The weather here is changeable, the birthdays come in a chain. And then the Awards banquet hi-lights the activities with a re-warming of our life in the role of a British motoring enthusiast. The yearly banquet was

no disappointment. The lady that works so tirelessly to have a great location and fine food is awarded the Marque of Distinction. Congratulations Lois on a well-deserved honor. You definitely embody the spirit of what our club is all about. Cheers.

My big news is that my “hanger will be completed in April !! I am realizing a life long dream at last. 242 squadron will have a proper hanger and so we will of course have a Hanger Dance to celebrate ! The contractor says that he will start the first week in April, and weather not withholding, can finish the structure in about two weeks. At my time of life, this is a big deal to me. Teacher salaries are not a large amount of money. I have gone along with other streams in terms of children and career development in the past. Now it is my turn for a big milestone. I cannot wait to enjoy the summer evenings under the glow of shop lights. This of course calls for a HANGER DANCE ! I will set about convincing my wife to help me throw a real bash. Tune up your swing moves because we are definitely going to celebrate this one. Hanger Dances hearken back the days of my dad who spent much of his life wrenching aircraft in a large Air Force airplane barn called (as it were in the 20’s) a hanger. During the great WW, the USO shows would set up stage in the only large rain free area they could. That meant, of course, that the music and dance emanated from the open end or middle of the hanger. This tradition is kept today. Col Sierichs and the Air Force Band of Flight regularly play in or at the end of the Museums hanger. Kattie and I started our dancing adventures right here in Moraine when one day they rolled out the aircraft, donned 40’s dress and held a traditional hanger dance. Its my turn soon. More later as events transpire. R Wakefield 242 sqn on stand down.



## **MARCH MVT MEMBERSHIP MEETING**

**03-01-06**

### **22 members present**

Pres: Glad to see everyone. Even though weather was decent, no Triumphs in parking lot, waiting in Garages. Visitor Wilford Potter[several Sunbeams, considering getting Triumph]

David Couch reported progress on his TR6, much work completed. Question if should have tech Session to see accomplishments and offer potential assistance.

President Stan reported that last brake lining put on today, time to get off the lift and test.

Stan read President report as report did not get into the Marque.

Vice Pres: Good to be here. Sorry for error with President report not appearing in Marque[still learning

All the small quirks of putting together newsletter]

Membership: Membership chair unable to be at meeting BASKETBALL AGAIN111111

Treasurer: Carolyn reported income and expenses. Annual financial report will be in April Marque

Sec'y: Minutes of February meeting reviewed and approved

Marque Editor/Website:Randy doing the Marque. Mike maintaining website.

Events 3-09-06 BCD meeting at Poelking Lane

3-18-06 MVT Awards Banquet. Patterson Homestead. Social beginning at 6 PM

Cost is \$25 per person. MVT will pick up any additional cost. Send reservations and

Money to Carolyn Daye by March 14.

5-13-06 Scottish Weekend at Carrollton KY Mckitricks will have booth all weekend.

6-14,18-06 TRA Burr Oak State Park[southeast Ohio] Reservations can be made for lodge,  
Cabins also available.

7-09-06 BCD Cincinnati will held this year at Harbin Park in Fairfield

7-18,23-06 VTR Dallas/Fort Worth, Texas

8-05-06 British Car Day Dayton

Old Business: Voting by members in attendance. Ballots were not counted[President Stan has in his Possession]. Since Bruce not able to attend meeting and he has absentee ballots from PO Box Stan will contact Bruce and get together so all ballots can be counted. Results will be Announced at the awards dinner.

British Car Day August 05 at Eastwood Park. Everyone welcome to attend organizing meeting

Next week-March 9 at Poelking Lanes

New Business. Randy would like for the Marque to include articles from members about cars and projects.

Historically, very few of us have written an article for Marque. Randy will include pictures

If available. Question who might have binder put together several years ago by Mary Bolich

That has information and photos of members and cars. Will check with Sue Bell as was to be

With membership chair.

REVIEW MARQUE AND/OR WEBSITE FOR PARTICULARS ON EVENTS:

**50/50 Raffle Audrey Johnson**

**Next meeting April 6, 2006 at Fuddruckers  
RMEMEBER YOUR NAME BADGE!!!!!!**



## Miami Valley Triumphs – State of the Club – 2005

Reported at the Awards Banquet, - 18 March, 2006.

Glad to see everyone here tonight.

2005 turned out to be a good year for events and awards, but a sad year for the loss that the club suffered of a revered and respected club member, Wally Ellfritt, on or about 13 November. Wally was a long time member when I joined the club in 1994. I found him easy going, friendly and willing to share both his experiences and his knowledge of cars and associated subjects. Wally will be sorely missed by those who knew him, his smile and his humor. I would ask that you would join with me for a moment of silence in his memory. Thank You. There is to be a memorial service sometime this spring.

### **Let's Move on to Activities...**

Not a lot of club events happen in January of a given year, 2005 was no exception, though planning for TRA '05, Branson was in the air. The first real event was the umpteenth annual Super Bowl party at the Clough's, which use to be in January, but due to scheduling is now in early February. The second event was the March Awards Banquet, held at the Patterson Homestead for 37 attending members. The club presented the Marque of Distinction to Carol Rutledge and Tonda Macy, the first dual winners to my recollection. We also awarded Keep it on the Road to Roy Owens, Press on Regardless to the irrepressible Alice Clough and Most Improved to John Parker. We named a new Vice-president, Randy Wakefield, and a new Membership Secretary, Sue Bell, and affirmed Bruce Clough as the Events Chairman.

March was also the month we held a Tech Session at the Seto's and five club members learned how tough it is to free and pull out the rear spring front suspension rods when you're dressed for near freezing weather. My hat is off to Ted Allison, Forrest Gwinn, and Don Bigler for their determined effort, and to Lois who worked with Norma to supply a superb lunch (after which it was hard to get the guys back under the car).

The April event, the Spring Tour, got canceled due to inclement weather (it rained), but that did not stop eighteen members from meeting that

morning for breakfast at the starting point, Steak and Shake, as part of the British Breakfast Club (I think four of them showed up).

May is when events really begin to happen, such as the Scottish Weekend in Carrolton, Kty, to which several cars went to support the McKittrick's Booth. The weather that day was a mixed bag (not uncommon in Kty.). The show had twelve cars total, with Ray Bolich and Phil Daye bringing home hardware. Mike Ross carried the club banner to the Blue Grass Bash in Lexington, Kty, and in Dayton at the 2<sup>nd</sup> Street Market Car Show, MVT was represented by five cars in a total of 76. Here Mark Macy's TR3, Charles White's TR4A and Steve Mangold's Lotus took first in Class and Roy Owen's Spitfire got an Award of Excellence. In addition, Ted Allison and Charles White went to Dublin, OH, for the British Car show. So the club's cars, except mine, were getting out on the road and being driven.

June was TRA in Branson. It was **HOT**, dry and dusty. Members attending were the Clough's, Carter's, Seto's (Norma and I, and our Texas MVTer's, Russ and Marianne), along with Forrest Gwinn and Audrey. MVT picked up two awards, the Clough's dominated with a first in Participant's choice, Alice's TR7, and the Stag, a third in the Open Class against stiff opposition, the other two cars. A superb MVT team of Norma, Alice, Stan and Russ won the Lucas Olympics, and Stan and Norma won the Poker Rally. Back in Ohio, the Bigler's represented the club at the Mini-Meet East in Columbus.

July is VTR month, the show being in Rockford, Ill. For the second time in about three years. From MVT it drew the Macy's, the White's and Ted Allison. Also in July was the Clough Covered bridge tour, and I actually had my TR3 at that event. It was a great day and we started with six cars, and lost one early in the tour. Still a pretty good turn out by the club. This tour started at the British Car Club breakfast at Steak and Shake, and went on to look at six bridges, and three cafes and restaurants, ending the tour at Waynesville's Der Dutchman where several more members joined us. There was also a cruise-in happening in the parking lot, quite a few cars, and a fairly short wait for dinner which was most unusual.

August always starts with the MVT-MG Car Club British Car Days at Eastwood Metro Park.

Unlike the great day we had in 2004, it rained on us that morning. The cars rolled in never the less, and people driving in saw the parked cars and came on in to join us. When all was said and done only two cars turned back in the parking lot that morning. We registered 275 cars and motorcycles, and had only 16 no-shows from pre-registration, the rain stopped just before Noon and we had a great meet. Tee shirts sold well and we did well with the food, but not so well with the awards scoring (which will be fixed this year). Key to this are the vendors, who told us they did well, which is insurance for this year's event. In 2005, the RAF award went to Roy Owens Spitfire (I'm sure the roundels on the doors helped that decision), and Roy also won Spitfire I, II and II Class, and Mike Ross won in the GT6 class. We ended the day at Grindstone Charlie's where the food was good and the company was excellent.

Then there was the Pool Party at the Ball's. For those of you who don't come to that, it is a great event. It's basically a steak dinner for twenty surrounded by delectable side dishes and wholesome entertainment such as the Elephant ballet in the pool, the ladies whacking the guys in the corn hole toss and who can tell the wildest car story with a straight face. The weather was hot and sunny, as it should be and we had a great time.

In September, Bruce had the Farm Tour and it was a beautiful day to run the cars, and the food was described as very palatable. On the 15<sup>th</sup> there was the Dayton Boonshoft Museum show where our club sponsors a class and at which the Bigler's used their Morgan as the show car. Ted Allison got up the the BCD at Indianapolis, which is a show I also like to attend, but haven't been there for a couple of years.

October had two great events, the Fall Leaf Tour and the Loveland Castle Tour. The Fall Leaf tour started at the Atlanta Bread Company on Route 741. It was a cool and clear morning. I think we started with the Clough Clan, the Seto's, Daye's, Forrest and Audry, and the Ball's (Fudge for everyone), and were joined by Harry and Christine Mague at the Pioneer Village. Where, incidentally, Norma and I won the Canoe trip raffle for the Little Miami River. It turned out to be just a great tour, except no one told the leaves, which didn't really turn until a week later. We ended in Waynesville (need I mention the Restaurant) where the wait for dinner was

interminable, but allowed for a bunch more members to join up. I think we started the table bidding at 12 or 14 and crashed into the dining area with 19 people. The servers did a great job, and I do hope they were well tipped for their efforts.

At the end of the month Norma ran her Loveland Castle tour, which lead thirteen club members and six cars to the castle, but only after getting an historical Brick lesson from our across the street neighbor, Peggy French, who has amassed a collection of 22,000 bricks. The Castle tour was followed by a personalized tour of the Loveland Historical Museum lead by the Historical Society president who used to own a 3 and was fascinated by our cars. We ended with a late lunch at the Rookwood Restaurant in Mt. Adams, now re-titled the Porkopolis Restaurant.

November melted away like the candle on a birthday cake, and we had no events reported.

December's Holiday Soiree ended the year's activities. We held it at the Patterson Homestead and about half the club attended, including some guys in skirts. But I shouldn't quibble as these handsome fellows added a touch of savoir-faire to the celebration, which only goes to show how high falluten we really are. But that of course pales in the face of the Brown Bag auction which is just fun in its own right.

### **For the Year 2005 –**

Club membership grew from some 35 odd members in January to about 47 by mid-year, and sagged off to about 33 after the June renewal month. I would note that on average we had about 25 members (70 %) attending the monthly meetings throughout 2005, and that's pretty good as clubs go. The high attendance meetings (29 to 31) were in the Spring and early Summer. The smaller meetings (17 to 20) were late in the year. As in 2004, attendance at the rolling events is not high, and the reasons for this have mostly to do with how busy we as a population make ourselves. There are club members who would love to be on these tours, except they work, or have children whose activity schedules conflict, and there is always the reason that we are just plain too tired to get the cars in shape or use our spare time in this manner. If you look at whose going on the road trips, it's the more senior members of the club. We need to keep doing events and we need to keep urging the

membership attendance. Only in this manner can we motivate those who could but don't.

Financially, I have always said that with Carolyn as our treasurer, the club has never run out of money. So it is for 2005. We reported a beginning balance in 2005 of \$5065.11. For the year 2005, the club received an income of \$1986.75, most of the increase came from BCD Days, \$950.00 and memberships, \$725.00. The total of Split the Pot, TRA sales, T-shirts and the Brown Bag auction was \$300.00. Our expenditures totaled \$4486.31, with the majority of that being for the Holiday Soiree and the Awards banquet, \$3701.00. The next highest cost items were Insurance costs and the pool party at about \$180.00 each, followed by the Website, the Marque and sponsorship of a car class award for Boonshoft, all around \$125.00 each. The net result is that we finish 2005 with a balance of \$2565.55, so we are still well into the Black and we will have to watch our spending in 2006.

Looking to the future continues to be a challenge. Gasoline costs are only going to rise. There are always going to be politics out there challenging the right of the cars we drive to be on the road due to emissions concerns. We have to fill our 2006 activities slate with the types of events that you the membership want to attend. Finally, we are seeing a late surge in membership, we are up to 41 currently. I would urge the more senior member of this club, the people who have been in the club a while, to seek out these new members, be helpful to their needs because that's why they joined, and include them in your casual conversations at club meetings. Kindred fellowship is what gatherings like our club are all about.

#### **Moving to other Matters –**

We elected new Officers for 2006 through 2007. Please hold your applause until all three offices are announced. Thank you. Would the person named to the office please stand and remain standing.

For Office of President, **Stan Seto** was reaffirmed for a second term.

For the Office of Treasurer, **Carolyn Daye** was reaffirmed for another term.

For the Office of Secretary, **Phil Daye** was elected in a very close race over Ellis Ball. The difference was one vote.

The club awards are next. In each of the next three categories, as the winner is designated would they please rise and come forward. We will give these awards simultaneously. Again I would ask the audience to hold their applause.

For Press on Regardless, there was one candidate, **Bruce Clough**.

For the award of Keep it On The Road, there were two candidates, Stan Seto and Charles White. And the winner was **Charles White**

For the Award of Most improved, there were two candidates, Forrest Gwinn and Tonda Macy. And the winner was

**Forrest Gwinn**

Finally there is the Award of Marque of Distinction. There were two worthy candidates for this award, Lois Bigler and Randy Wakefield...And the winner was

**Lois Bigler.....**

Thanks you for coming tonight. Have a safe and pleasant ride home, and we'll see you at the April meeting.

**Miami Valley Triumphs Club  
Annual Awards Banquet  
Patterson Homestead  
March 18<sup>th</sup>, 2006**

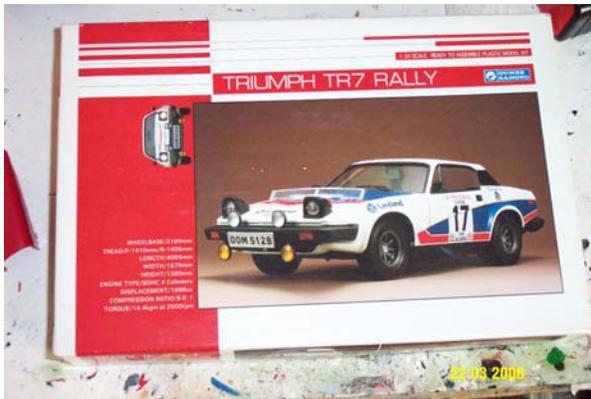


Photos by Mike McKittrick & Chris White



## The Model Box

One of my favorite winter hobbies is building and customizing model cars. I found an issue of a Triumph TR-7 in my travels. I thought I would bring you readers along as I try to build, paint and assemble the car. The kit is by Gunze-Sangyo. This TR kit does not measure up to serious hobbyist standards in many ways but should give me an acceptable model with a few tweeks. Many cars kitted by Japanese manufacturers build into battery operated cars, as does this one. The average American hobbyist ether finds ways to deepen the detail or chooses to build something else to build. Maybe that's why it is so easy to find old kits like this in flea markets today.



The kit depicts a car decorated with the names Brian Culcheth and Johnstone Syer. It carries rallye number 17 for a run called "Le Provençal". The hood label shows this to be the 21rst annual race. The last hint is the registration number OOM 512B.

As modellers go, I am as curious as most. Lets go to the Internet to search for the history behind these markings. Licensure is getting ridiculous for young boys hobbies. Kit makers often make up generic markings to limit costs. This could be just a made up identity or someone famous.

On-line, I search the net for the driver's name. SBCGlobal is not as good at this as my old CompuServ account that I miss so much. After the first couple of jabs at it, I am at rallyalmanac.com . There is only a GT6 photo there but record of Brian racing an Austin. He

does exist! The next link took me to pages.eidosnet.co.uk to find that there was a works Austin Marina campaigned from 1971-1975 by Brian and Johnstone was his navigator regularly.

On the third go, I hit him square on ! The page users.pgen.net/tony.jackson/rally.htm shows Brian in a TR7. Down a few pictures is OOM 512B wearing number 6. The history covers 1975-1979. It shows the TR7-V8 rallye cars on course. Evidence starts to point to this fellow being an accomplished driver of note. In 1975 there was a Dolomite. On another site, red is the primary colour of the car. See andys-tr7.co.uk. for shots of the 1980 racer. Is the decal sheet correct? Yes for the 1976-1978 cars. They are painted in the same paint scheme as on the diecast cars offered. The photo of OOM512B on Tony Jackson's web site is definitely a red car. It must have been painted red later say 1979 or 1980.

More research! A model builder hates to have little things pointed out after the model is done. Next month, we clean up the pieces and get the plastic ready for glue and paint.



Tour de Corse? Why...

La Fédération Française du Sport Automobile engagera deux voitures sous la bannière de l'Equipe de France FFSA Rallyes 2006 lors du prochain Tour de Corse, quatrième manche du Championnat du Monde. Yoann Bonato intègre les rangs de la sélection fédérale aux côtés de Nicolas Vouilloz, de nouveau titularisé.

## **2006 MVT Spring Tour, April 22, Sat.**

Come join us on a leisurely drive to Adams and Pike counties. We have something for everyone and most importantly good eating!! Our stops will include

**Wilmington McDonalds (on US22 north end of the city) Meet for breakfast 8-9AM. We leave the parking lot promptly at 9AM**

Goodseed Farm “a gardeners paradise!” outside Peebles

Locust Grove Cemetery (after all, this is a Bolich tour.....)

Emmitt House Restaurant Historic canal Inn and Restaurant in Waverly Lunch around noon.

Prussia Valley Dulcimers (yes, we buckle under pressure from our musical contingent) in North Waverly

Ohio Candle Company we’ve lined up a guided tour of the candle factory in Piketon

J.R.Millers Amish Market Cynthiana Only if we have time and we always run late

Max&Irmas in Wilmington for dinner(hopefully before 6PM)

If you can’t make the whole tour, feel free to meet us at any of the stops. Rain or shine, only snow stops the tour(if this were a Land Rover Club they would welcome the snow!)! Questions? **Call or email Ray&Mary Bolich at 937-840-0764 or bolichs@netzero.com in Hillsboro,**

## **Kentucky Scottish Weekend, Sat. May 13 General Butler State Park, Carrollton, Ky.**

**We will meet at the Shell station at the intersection of I75 and US42 (coming south, hang a right at the exit) and leave promptly at 9AM, which gets us to the show before 11. We meander on 42 along the Ohio River and pit stop at some dam, along the way.**

This is a great little show affiliated with the weekend long Scottish festivities. The actual show usually has fewer than 60 cars so chances of winning awards are very good (We of course do best when it rains and only 30 cars show). Registration also comes with admission tickets to the festival.

Festival activities include dancing, bag pipe competitions, sheep herding (we actually saw a ewe deliver a lamb while being herded, a surprise to the sheep’s owner and dogs both), and of course, our favorites, the heavy games. There’s something magical about seeing hulks of men in skirts (kilts) tossing heavy objects about. The caber toss where they flip a telephone pole end over end is a real crowd pleaser.

Equally important are the Celtic stores (including Celtic Isle, our own Mike and Mara) and various food booths. You can get Sheppard’s pie, meat pies, haggis, Scottish pasties (not an article of clothing), scrumptious shortbread and other cookies, and strawberry short cake.

Although we caravan down together, feel free to leave whenever. If you have questions, please call or email Ray&Mary Bolich

937-840-0764

[bolichs@netzero.com](mailto:bolichs@netzero.com)

## Turning Wrenches – of Forrest Gwinn

As club activity goes, no greater interest focuses us as does the building and restoring of our beloved LBCs (Little British Cars). There shall be then a column now and then, that focuses upon our members efforts to return melodic burbles to the clear evening air. This issue, we will listen for the clicks of the wrenches of Forrest and his Spitfire. I visited Forrest at his home last year and observed his efforts. A



really nice Spitfire is in the works. Forrest has already owned and rejuvenated a white Spit. Here are some pics of the latest project taken by Commander Ross of the Ohio NASS (North American Spitfire Squadron).

Forrest will impress you with his experiences with metals. He is the kind of fellow that is an invaluable leader of people who are restoring their first few cars. Forrest has wisdom of experience. I remember a conversation with him after I got my own Spitfire running. I was concerned that, even though my car ran, it spewed white smoke! He grinned and with a laugh said that I probably had moisture in the oil. I considered his story remembering that my short block spent two years under my deck out back. And then I was cheap about refilling the oil until I knew that the newly fitted head would work. He was right. A little gasket sealer and a good warm up and we were on our way to BCD! A man who can share quality car care experience is an asset to any club. Forrest has my admiration for being a great friend, an accomplished car restorer, and a MVT contributor.

R.Wakefield Photos by Mike Ross





Triumph Repair Garage  
Fits you with extra horsepower  
Advance again !

**MVT**

Cheap parts turn out to fit  
Toyota cars. Lose a turn.

**MVT**

Toyotas fall out of race with  
blown engines, advance  
again.



Ding danga Linga lang. Don't ask.  
Just sit still a minute. Maybe it will  
stop. Lose a turn.



Hondas mysteriously get over  
into slow lane and let you by.  
Advance again.



Arc... Spark.. What prince of  
darkness? Smoke and flickering !  
Lose a turn.



Make as to lose a turn overnight to  
race till pick a play



Unsporting Honda driver gives  
you the danger ahead signal.  
Bazai ! You fall for it. Lose a turn.



RAF sends flight lunch. Eating at  
the wheel allows for a free turn.  
Advance again.



Rain dampens the spirits.  
Unfortunately, so does it also  
dampen the electrical grounds.  
Lose a turn.



Tuned exhaust gives you extra  
horsepower. Advance again.



Teens playing basketball in the  
street. Who told them to do that ?  
Lose a turn talking to America's  
youth.



Everyone but you slow for fog.  
Great nerve puts you up one !  
Advance again.



Argument with Goober at fuel pump  
over letting Toyota into NASCAR races.  
He does not believe the new Bugatti will  
out run them at .. Lose a good of  
turn

