



April 2007
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MVT Officers

President: Stan Seto, 513-683-7974

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Treasurer: Carolyn Daye,
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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 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, 2007

We had about thirty members attend the Awards Banquet, on 17 March, 2007, at the Bergamo Conference Center in Beavercreek. The main course was Corned Beef and Cabbage, new potatoes and beans, scones. The second course was fish. Dessert was Lemon cake.

The officers elected for 2007 – 2008 were Randy Wakefield being returned a second time as Vice President, Mike Mckitrick is our new Membership Secretary and Bruce Clough will do a repeat term as Events Chairman. We have 44 members currently and we certainly would have loved to see more members out for the Awards Banquet.

For the Awards portion of the Banquet, Last year's Marque of Distinction, Lois Bigler, joined me to hand out the awards to the winners.

The Award Winners were as follows, we selected
Forrest Gwinn for Marque of
Distinction,

Keep It on the Road winner
was Chuck White,

Press On Regardless winner
was Ted Allison and

Most Improved winner was
Vic Bell.

The awards were gift certificates from Moss Motors, and Forrest received a mantel book clock, while the three award winners received engraved brass paper weights.

I gave the "State of the Club" address, which is reprinted elsewhere in the Marque, as is the Treasurer's report for 2006, from Carolyn Daye. Unlike past years, the weather was not icy cold with blustering winds, it was cool but mild. Lois Bigler deserves a hearty vote of thanks for securing the meeting place and for the meal, which was delicious and well received by the membership.

The electronic voting did not go so well, first shot out of the bag. We only got seven electronic ballots. The ballot was listed (eBallot at bottom of page) on the first page of the Marque, and I guess some members could not find it. I know I looked in the area of the listed ballot the first time I looked. Mike McKitrick clued me as to its location. Worked like a charm. It also permitted both members of the family (husband and wife)

to submit ballots. Give us some feedback if you had trouble so we can get the kinks out next year.

April is here and Bruce is struggling to put together the Spring Tour, as his planned agenda was trashed by lack of motel space near the original destination. Looks like we'll be down along the Ohio River in the central part of the state, where we've not toured in about five years. Another Key Event in 2007 is the TRA National event in the Finger lake region of New York. The team setting that up has offered the TRA a chance to rent the Watkins Glenn track, a chance for all to go "racing" for a couple hours. But we had to have at least 65 applicants for this event and at this writing, I don't know if TRA got to that goal or not.

The first meeting to organize BCD was held with the MG Car Club on the 8th of March. The minutes of that meeting are also published in this issue. We have five entrants signed up at this point.

The cost of badges for the club members has risen above the \$5.00 we normally charge. Hence forth, when a new member joins the club, \$5.00 of his or her initial fee will be used to supply a name badge. If a member wants to replace a badge (lost stolen or mutilated), the replacement cost will be whatever the cost is. Currently we are paying about \$6.00 for a badge with two lines of print on it, and about \$7.50 for a badge with three lines of print on it. Just more evidence that the world is getting more expensive.

Thanks for listening, Stan Seto



The Vice President's Report

Hello again! As rain falls here at the Marque office, we bid adieu to the month of March. What a great month I enjoyed. I celebrated a birthday, wound up some dance lessons and now look forward to the first cruise-ins and races. Did you see the race down at Sebring? I wish I had time off for that one. Alas only retired teachers get to go. The Corvette came home a winner again. How about that door slamming finish between the Ferrari 430 and that Porsche? I bet those teams will remember the cheek at the next event. Acura won the prototype class and enjoyed the marques first win. (as if there are many overpriced Honda fans). Pontiac did not factor as hoped with their GT coupe but look out for them anyway. I have a fans feeling that the car will do better later. The event really gets me excited for the rest of the Sports car racing season. On to St.Petersburg.

The big banquet was a nice venue for friends and food. Thanks Lois, for the great job arranging the place and catering. Rj could not afford the dinner but really likes the idea of joining in with us as he is now a title holder of an antique Triumph. A tear comes to the proud eye of dad as he follows in my footsteps. He has a way to go on body work. The poor little GT6 is a poster child of tinworm prevention. Unless he likes yelling yabba dabba doo whilst motoring, we will have to get some sheet metal attached to what ever is holding that roof and doors above the ground. Still, he is a proud owner busy with sandpaper firmly in his grasp.

Alert! Alert! My hobby stockist has found diecast cars of interest! It seems Revell has a pair of Triumph cars

done in 1/18th scale. There is a light blue TR250 rallye car and an accompanying Tr5 in white. They look pretty good to me. I tried to arrange a bulk buy if the members are interested in order to get the price down a bit. They list at about \$40 us. Then on my last visit, my stockist says he can no longer order them. Wow! In and out of stock wholesalers in a few months. We may have to go direct to www.Revell.DE to order the things.

I got a couple of free tickets to the Dayton Auto Show, I always thought that free was the right price to see cars that would be parked at the dealers stores later the next week. I never pay anyone to shop their store, do you? It seems that the dealers thought that we pay the cost of the convention center for them. Times must be tough all right. Maybe there is some atmosphere under the big roof. I have already purchased a new car though and if the payments were daunting or not, I am certainly pleased with my blue jet.

Hey, get 'em down off those jack stands! The weather is breaking. We have roadways to travel and toys to buy. The joy of warm exhaust burbles beckons.



MVT Treasurer's Report, 2006

Beginning Balance – January 01, 2006

\$2565.55

Income:

Membership \$880.00
BCD \$1800.00
50/50 Raffle \$94.00
Banquet \$750.00
T-Shirt Sales \$20.00
Brown Bag Auction \$100.00
Memorabilia Sales & Misc. \$73.48
Total Income \$3717.48

Expenses:

Holiday Soiree \$1075.75
Club Banquet \$1601.56
Web Site \$110.35
Insurance \$180.00
Name badges \$38.52
Sponsorship, Boonshoft \$100.00
Marque Newsletter \$158.24
Pool Party \$197.65
End Of Summer Picnic \$65.00
Window Decals \$360.00
BCD Expenses \$8.98
Total Expenses \$3896.05

Ending Balance, December 31, 2006 \$2387.48

Membership posts 44 Family Names as current. Thanks Sue.

British Car Days – Meeting Report – 08 March 2007

Skip Peterson, David Gribler of the MG Car Club, and Stan Seto, Ellis Ball of Miami Valley Triumphs met at Poelking Lanes at 7:30 PM to discuss BCD 2007.

The Park contract has been initiated. The insurance for his event is carried under the MG Car Club policy.

Flyers will be printed by the April meeting and will include a link to get people to the on-line registration form that the MVT has posted on their web site.

A Metropolitan car club has asked if they could use BCD as a club meeting point. We said "Sure!" Their point of contact thought there would be about twelve cars from Indiana and Ohio. We decided to make the featured Marque the Metropolitan (MGA Engine and drive train, US body by Nash-Kelvinator.

There will be four new classes this year: TR6 Chrome Bumper, TR6 Rubber Bumper, Stag and Metropolitan.

Tee shirts were briefly discussed. Ellis thought Carolyn and Lorna were considering yellow or gold for this year's color. We are toying with the idea of Stags and MGB GT's on the back of the shirt and BCD logo and (maybe) a little Metropolitan on the front. Depends on what art work is available. We plan to order Tee shirts based on how many registrations we have at the time we need to order. If we are up in registration, then order 30 dozen.

Flyers for handout and mailing. Decided to only print 1500, and to mail 500 again this year. Getting bigger signs for registration, car window signs and more cones for car guidance were discussed. Skip had some ideas. We need a good idea for cones, like ask to borrow fifty or so from club that runs gymkhanas, or a local highway maintenance group.

Next Meeting is 19 April, Thursday, at Poelking Lanes.

Miami Valley Triumphs – State of the Club – 2006

Reported at the Awards Banquet, - 17 March, 2007.

Glad to see everyone here tonight.

2006 has turned out to be a good year for events and awards, but I'd like to harken back to an earlier time, a reminder of where the club has come from. To help me do this, I'm stealing a part of the Awards Banquet address given by Bruce Clough in 2003. And as Bruce spoke on that long ago March evening...When I joined the club, seventeen years ago (about 1986), we had about thirty members most of whom drove TR3's. Our yearly budget was \$180.00 kept in a shoe box. The Marque was a few pieces of paper, and back then it was hard to find new parts, but parts cars were cheap and plentiful. Side screen cars were the cars to have, and Spitfires and Wedges were a Joke. Back then we had little cohesion.

Bruce had several admonitions for the members four years ago. They fit the club today: Drive your cars, Get involved in the National Organizations, pass your passion on to the next generation, and Art Hangs on walls, Cars are to be driven.....

The Club today has a membership in the mid-forties. Our yearly spending is around \$3000.00 and cars in the club encompass more Triumph models than just the TR3's. Wedges may be still a joke, but there are more of them on the road, and the cars to have are GT6's, TR4, TR250's and the TR5 (if you can find one). Stag's have even found their way back onto the stage.

The club's activities have not changed much year to year,

Nothing seems to happen in January of a given year, 2006 was no exception, though planning for TRA '06, Burr Oak Park was in the air. The first real event was the annual Super Bowl party at the Clough's, which 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 Lois Bigler. We awarded **Keep it on the Road** to Chuck White, **Press on Regardless** to the husband of the irrepressible Alice Clough, Bruce and **Most Improved** went to Forrest Gwinn. We returned President Stan Seto to a second term, and also gave Carolyn

Daye another two years as Treasurer, while Bruce took over as Events Chairman.

March was also a month of sickness, as Marlene Carter was laid low by a kidney failure and both Vic Bell and Scott Stout had debilitating health problems.

The April Spring Tour got cars out as five families gathered in Wilmington and the Bolich's lead us out into the Spring sunshine for antique stores and farm markets in west-central Ohio.

There were two-on-the-road problems, as Roger Rutledge's TR3 momentarily lost throttle linkage, and the Seto's TR3 coil quit. Both were repaired and the cars got home.

In May a small group went to Scottish Weekend in Carrollton, Kty. Ray and Mary Bolich organized the caravan, and the Cincinnati British Car Club furnished the show venue. Mike and Mara McKitrick had a booth at this year's event. Later in the month another group traveled to Dublin, OH, for the Columbus British Car Days. Also in May, there was representation at Dayton's Second Street Market British Car Show, where Clough's showed both the TR7 and the FrankenStag.

June was TRA at Burr Oak State Park, out north of Athens, OH. The weather really

cooperated and a great time was had by the six cars that attended from the club. Members attending were the Clough's, Carter's, Seto's, and White's along with Forrest Gwinn and Audrey. The important event was the auction, in which Alice Clough's quilt sold for more than \$100.00. MVT picked up several awards, the trophy winner's being Chuck and Chris White, first place, Participant's Choice TR4/4A Class, and the Seto's took first in Participant's Choice, TR3B.

July is VTR month, the show was in Dallas-Ft. Worth. From MVT it drew Ted Allison and his Stag, who had a harrowing way to go, having to redo all his brakes after mixing Dot 3 and Dot 5 brake fluid which turned to gel in the brake system, and having bad bearings in his engine which created a lot of noise from Missouri to Dallas and back home again. The Stag did get him home.

Then there was the Cincinnati BCD show in Fairfield, OH. MVT fielded five cars with Glenn and Melba Bjornson and Harry Mague taking first in class for their cars, the White's getting a second place in premier and Paul Corcoran acting as the applauding audience.

July was also Pool Party month at the Ball's and some twenty club members showed up for good food, a dip in the pool and several rounds of competitive games. The weather was appreciated.

August always starts with the MVT-MG Car Club British Car Days at Eastwood Metro Park. When all was said and done we registered 351 cars and motorcycles, and had 339 on the grounds. At the end of the day we were left with six Tee shirts, but had sold six from last year's show. The food sold well and there was little left. Clearly the weather cooperated and we drew over twenty Miata's and BMW Z cars, who parked up front and stayed for quite a while. The NASS held their national meet as a meeting within a meeting and drew in over sixty cars. Scoring went better than last year, but we were still over on the time. We do have a better scoring system, we have to fine tune the scorers. The next weekend was the swan song Roadster Factory Summer Party, where I met and talked to Dave Couch and his wife, Karen. TRF is laying off the party for 2007, the cost is getting unforgivable.

Later in the month the Whites and Ted Allison traveled to Pandora, OH for the Second Annual Riley Creek Festival and Car show.

In September was the Dayton Boonshoft Museum show where our club sponsored a class, and BCD at Indianapolis, which is a show I also like to attend, but haven't been there for a couple of years. All the driving fun ended up in October.

In October, the club ran the Greene County Farm Tour Run on a Sunday, the Fall Foliage tour, the Farewell to Summer Picnic also on a Sunday and the Son of Fall Foliage tour to Pandora and Findley Ohio to visit Ted Schumacher of TSI. The turn-out for these tours was great, we had six cars for the Farm tour, seven cars for the Fall Leaf tour, about twenty five members at the Picnic and seven cars for the Pandora trip. The weather cooperated, wasn't that warm for the picnic, but the sun came out when we played the games, or for the Son of Fall tour (some rain and brief snow), but was sunny and warm for the other two driving events.

The club even got in a Tech session at the Bell's, in which Vic got his brakes to work, and prime refurbishment of the carburetors so the engine was started and with the brakes working, his TR3 actually got out onto the road.

November saw only a Tech session at Ted Allison's Barn, where His stag engine was removed to analysis the noise problem (bad bearings) and to start work on it.

December's Holiday Soiree ended the year's activities. We held it at the Bergamo Conference Center, with a good crowd, and an all sit-down Brown Bag Auction, featuring Vic bell's Bunny slippers (which eventually became Marlene Carter's possessions) and Pete Stroble's six inch stop light.

For the Year 2006 –

Club membership held steady at about 40 members from January to about mid-year, and sagged off to about 33 after the June renewal month. It grew back up in the fall of the year, and we were at about 40 at the start of 2007 and are at 44 currently. I would note that on average we had about 25 members (63 %) attending the monthly meetings throughout 2006, and that's down from the 70% of 2005. The high attendance meetings (30) were in the Spring and early Summer. The lesser attended meetings (17 to 20) were late in the year. As in 2005, attendance at the driving events is not high. We averaged about six cars (15% of the available) per event. 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. We did try some Sunday events, but did not see a "surge".

Financially, I have always said that with Carolyn as our treasurer, the club has never run out of money. We are in the black again in 2006. We reported a beginning balance in January of \$2565.55. For the year, the club received an income of \$3717.98 half of this came from BCD Days, \$1800.00 and memberships, \$880.00. The total of Split the Pot, the Banquet, T-shirts and the Brown Bag auction was \$1,038.00. Our expenditures totaled \$3896.00, with the majority of that being for the Holiday Soiree and the Awards banquet, \$2677.00. The next highest cost items were the new window decals, the pool party, Club Insurance and the News letter with costs ranging from \$360.00 down to \$158.00.

The Website and sponsorship of a car class award for Boonshoft, were around \$100.00 each. I note that BCD cost the club \$9.00. The net result is that we finish 2006 with a balance of \$2387.48 as income almost balanced out go. So the club is still well into the Black, but we will have to watch our spending in 2007.

Looking to the future continues to be a challenge. Gasoline costs while fluctuating will rise overall in 2007. We have to continue to try to fill our 2007 activities slate with the types of events that you the membership want to attend. I would again urge the more experienced members of this club and the people who have been in the club a while, to seek out the new members, be helpful to their needs because that's why they joined, and work to keep the new members engaged 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 2007 through 2008. 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 Vice President, **Randy Wakefield** was reaffirmed for a second term.

For the Office of Membership, **Mike McKittrick** was affirmed as Secretary.

For the Chairman of Events, **Bruce Clough** was reaffirmed for another two years.

Then there are the club awards. I'd like last year's Marque of Distinction, **Lois Bigler** to come forward to help with the distribution of awards. 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 were three candidates, Ted Allison, Stan Seto and Scott Stout. The winner was **Ted Allison**.

For the award of Keep it On The Road, there were five candidates, Ted Allison, Bruce Clough, Stan Seto, Brian Smith and Chuck White. The winner was **Chuck White**, for the second year in a row.

For the Award of Most Improved, there were two candidates, Vic Bell and Randy Wakefield. The winner was **Vic Bell**.

Finally there is the Award of Marque of Distinction. There were five worthy candidates for this award, Bruce Clough, Phil Daye, Forrest Gwinn, Stan Seto and Randy Wakefield...And the winner was

Forrest Gwinn.....

Congratulations to the winners and let's give them a big round of applause!!

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

Events

Gooooood mroning happy MVT'ers - thought I'd get an events update to you since things are changing - these will, of course, be in the next Marque... Spring Tour on the 28/29 April will have to be moved since Bridget has been invited to a school fitness event on the 28th - a unique opportunity for her (she's a strong runner and we've been told not all get invited to this), so we're going move it to the next weekend - May 5/6. This is also easy to do since the hotels in Marietta were filled up anyway.... Sorry if this causes any pain... I will have hotel/meeting info out by tonight for the update. Moving the Spring Tour opens up April 20th for a tech session here at the Clough, still on that February topic of Stag rear end rubber bushings, etc. We should have the steering fixed by then. Just a reminder to please get your TRA Registrations in if you are planning on going. Bruce

Local Dayton Car Show _____

The Dayton Auto Show took place at the end of March. It was another display of fine transportation works. I always curiously wondered if it would be a thrill to attend. You know me though, tight with a buck I don't necessarily have. A friend at work handed me two free tickets this year. Chezoom Batman!

I have no more excuses. (Kate actually threw them into a bag bound for the trash so we bought some tickets). I had my hopes up.

It was the disappointment that I thought it might be. And it left a strange feeling that the world was changing rapidly from the sane and reasonable place I know and love.

For starters, almost every car at the show is somewhere in town that is accessible at no cost today. The car show shine up is probably no dustier than yesterday. There were however three concept cars and an as yet rare production model. That made the show worth the time. The Chrysler camp brought its Challenger and the Turbofire. These cars were really sharp. The prices were not discussed. I bet that the Hemi Challenger will find a few customers even if the price gets ridiculous.



By R.L. Wakefield

That Chrysler may hit big bucks if it goes into production. I bet it will not top the crazy beyond reason price shamefully asked by Mercedes for their roadster. Which leaves me wondering, what are our options if we are to find a roaster that we can call our own. It won't be a Mercedes or a Jaguar for me. Even

if both of them embody everything that a beautiful sports roadster should be, the price is set to attract only those who burn it out of boredom.

The interior is nicely appointed with classy chrome rings.



I wonder if the Challenger will be sold as a convertible? On we go. After wading through the piles of UGLY Toyotas and Hondas, I found Mercury and Ford. I got the weirdest feeling that all the cars on display were all the same car. Sheesh. I see why the sales have slipped. Only the Cobra stood out.



Dayton Car Show Continues

Springfield Ford has now become a Roush dealer. That means that if I tire of 300+ hp, I can have the local garage strap on a blower and crank out beastly 500 or more horses. Wow! The late sixties were the last time I recall where we had such an array of raw performance, eh, Ferrari and Lamborghini not reckoned of course. Convertibles are easily found in the dealer's lots in six or



eight cylinder versions.

The car I drove to the show is still my choice of available cars to buy.

Now I always had a truck too. There is a field of nice choices. With the exception of the Tundra, there are some great units out there for the shopping. The Dodge, Lincoln, Cadillac and Ford offerings are so plush that a person who works for a living might worry about being thought of as a dandy. When I found the GMC vans, I also found my neighbor Dan staring at a nineteen inch colour screen mounted in the roof for passenger viewing. We laughed at the thought of what my brother-in-law would think if he compared it to his tiny Honda Odyssey van with its 4 inch tube. It is a difficult thing to see the tv from the rear seat where I once rode. It was an interesting handler too with a full six adults on board. Check out the improved access to the rear seats in today's van and suv models. It's a welcome change from the Toyota suv I toured Nassau in.

And the in-laws van was not a young man's climb either.

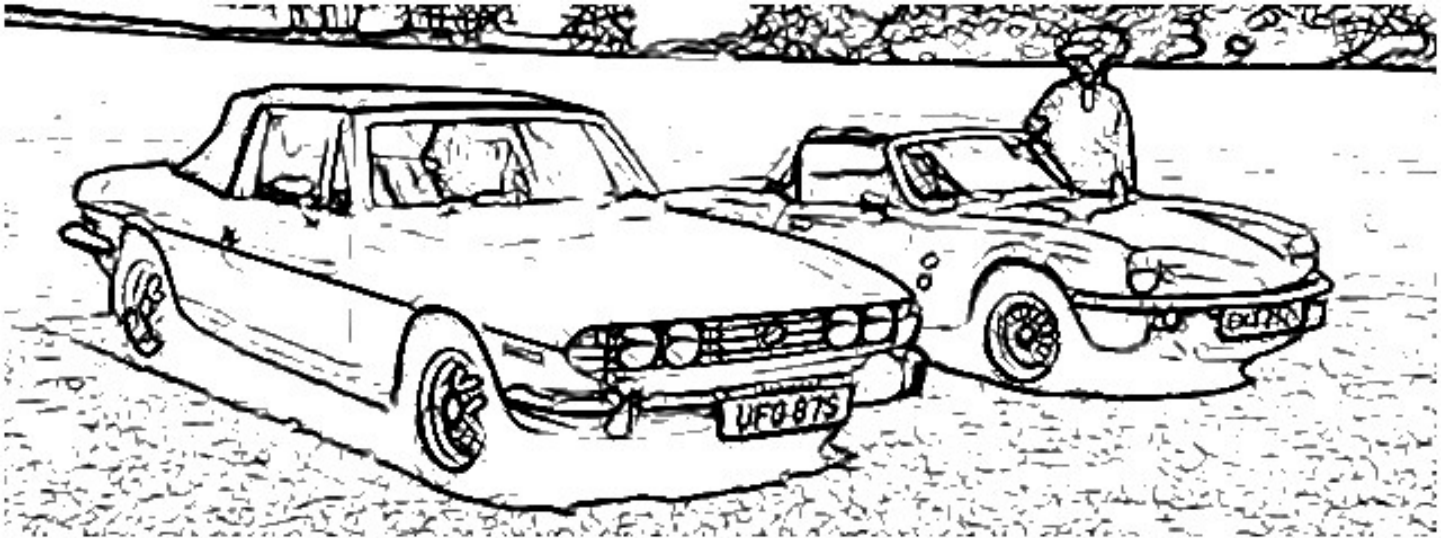
Speaking of suv types, the vehicle that I thought showed the most engineering grey matter was Buick's Enclave. Soon to be released, the rep says that many people came specifically to see it. It has nice design cues on the outside of the vehicle which distinguish it from the almost generic Asian types. Wait until you see the creature comforts. Then recognize the two-all wheel drive abilities and you will find some respect for the Enclave. It was the number two most impressive vehicle on my list. It is the only one that will be produced of the notables at the show.

Well, before wrapping up with number one. I should acknowledge that the Solstice, Corvette and Mustang are not in the rave because they are returning designs and if not news worthy, are definitely drawing the crowd. More people were flocking to see them than all the Suzukis, and BMWs put together. The price asked of them and the fun contained within makes them our favorites and best value. Aston and Jaguar were simply not there.

Then there was the Nomad. What an esthetically beautiful little car it is. Chevrolet should build it. There is no question. Here is a peek.



For the younger MVT members.



You are not alone!

[Club Triumph <http://club.triumph.org.uk/>](http://club.triumph.org.uk/)

[Triumph Owners Club: Home <http://www.triumphclub.co.nz/>](http://www.triumphclub.co.nz/)

Membership for all **Triumph** owners - includes statistics, events, news and restoration projects online.
www.triumphclub.co.nz/ - 12k

[The Triumph Dolomite Homepage - The Triumph Dolomite Club's ... <http://www.triumphdolomiteclub.com/>](http://www.triumphdolomiteclub.com/)

Features members cars, buyers guide, news and insurance information.
www.triumphdolomiteclub.com/ - 9k -

[TRIUMPHTR.COM <http://www.triumphtr.com/>](http://www.triumphtr.com/)

www.triumphtr.com/ - 1k -

[Detroit Triumph Sports Car Club - Home page <http://www.detroittriumph.org/>](http://www.detroittriumph.org/)

If you are not a member and own a **Triumph** or other LBC you owe it to yourself to join this club. It's the most active, fun and friendly club you'll find. ... www.detroittriumph.org/ - 25k -

[the triumph roadster club <http://www.triumphroadster.org/>](http://www.triumphroadster.org/)

The **Triumph Roadster Club**. For those interested in the Triumph Roadster 1960 and 2000, cars manufactured by the Standard-Triumph Car Company Ltd, ... www.triumphroadster.org/

[Triumph Spitfire Club <http://www.spitfire.nl/>](http://www.spitfire.nl/)

Nederlandse **Triumph Spitfire Club** (TSC) met als doel het in stand houden van de **Triumph Spitfire** en de **Triumph ...** www.spitfire.nl/ - 9k -

[Rocky Mountain Triumph Club <http://www.rockymountaintr.org/>](http://www.rockymountaintr.org/)

The Rocky Mountain **Triumph Club** was officially organized in 1984. The club is dedicated to restoring and driving **Triumph** automobiles and ... www.rockymountaintr.org/

[Auckland Triumph Car Club <http://www.clifton-holdings.com/atcc/>](http://www.clifton-holdings.com/atcc/)

An Auckland, New Zealand based site, catering for and providing information on all **Triumph** models.
www.clifton-holdings.com/atcc/ - 2k -

[Triumph Stag Club USA - Content <http://www.triumphstagclubusa.org/>](http://www.triumphstagclubusa.org/)

The **Triumph Stag Club USA** was formed in the summer of 1992 to provide a forum for **Triumph Stag** owners to meet and discuss their cars. ... www.triumphstagclubusa.org/

[www.tssc.org.uk <http://www.tssc.org.uk/>](http://www.tssc.org.uk)

[Club Triumph Links <http://www.club.triumph.org.uk/links/>](http://www.club.triumph.org.uk/links/)

Club Triumph Logo Disclaimer - the inclusion of a link in this list does not constitute an endorsement of the club or its members. ... club.triumph.org.uk/

[Banbury Triumph Cars Club](http://www.bdt-home.demon.co.uk/cars/btc.html)
<<http://www.bdt-home.demon.co.uk/cars/btc.html>>

Club **Triumph** logo, Welcome, **Triumph** Sports Six Club logo to the **Triumph** **Triumph** (Cars) Club :-
Unfortunately the Banbury **Triumph Club** is now defunct. ... www.bdt-home.demon.co.uk/cars/btc.html -

[Pre-1940 Triumph Owners Club](http://www.pre-1940triumphownersclub.org/)
<<http://www.pre-1940triumphownersclub.org/>>

Car **club** catering for pre 1940 **triumph** motor cars in the UK. **Triumph** **Mayflower** became a rare sight on British roads after the 1940**triumph**owners**club**.org/ - 11k -
England started the **Triumph** **Mayflower Club** ... www.users.globalnet.

[Entry page for Triumph Int'l. Owners Club web site](http://members.aol.com/JohnTIOC/tioc.htm)
<<http://members.aol.com/JohnTIOC/tioc.htm>>

Click on the TIOC logo (above) to enter the **Triumph** Int'l. Owners Club website. **Triumph** **Mayflower** became a rare sight on British roads after the 1940**triumph**owners**club**.org/ - 11k -
England started the **Triumph** **Mayflower Club** ... www.users.globalnet.

[Welkom bij Club Triumph Holland](http://www.triumph.nl/)
<<http://www.triumph.nl/>>

Met het doel zoveel mogelijk auto's van het merk **Triumph** (1923-1984) te registreren, te organiseren en te promoten. **Triumph** **Mayflower** became a rare sight on British roads after the 1940**triumph**owners**club**.org/ - 11k -
England started the **Triumph** **Mayflower Club** ... www.users.globalnet.

[Triumph Car Club](http://www.tccwa.com/) <<http://www.tccwa.com/>>

The All **Triumph** & Standard Day, Sunday 21st October 2007. Held in conjunction with The **Triumph** ...
Application to join The **Triumph** Car Club of W.A. Inc. ... The **Triumph** Car Club for all **Triumph** car owners and enthusiasts in Greece. www.t

[Triumph Club of Sweden - Hem](http://www.triumphclub.se/)
<<http://www.triumphclub.se/>>

Triumph Club of Sweden - Sveriges största klubb för ägare av **Triumph**ar. **Triumph** **Mayflower** became a rare sight on British roads after the 1940**triumph**owners**club**.org/ - 11k -
England started the **Triumph** **Mayflower Club** ... www.users.globalnet.

[Triumph Club of the Carolinas](http://www.triumphclub.org/)
<<http://www.triumphclub.org/>>

Caters to British car lovers throughout North and South Carolina, includes club information, calendar of events and newsletter. **Triumph** **Mayflower** became a rare sight on British roads after the 1940**triumph**owners**club**.org/ - 11k -
England started the **Triumph** **Mayflower Club** ... www.users.globalnet.

[Triumph TR5 Club Member Site](http://www.hugh-jones.com/)
<<http://www.hugh-jones.com/>>

A site to assist **Triumph** owners in finding parts, cars, other **Triumph** owners aspects of **Triumph**'s **Triumph** **Mayflower** became a rare sight on British roads after the 1940**triumph**owners**club**.org/ - 11k -
England started the **Triumph** **Mayflower Club** ... www.users.globalnet.

[Triumph Cars Club Finland](http://www.triumphcar.fi/)
<<http://www.triumphcar.fi/>>

Triumph Cars **Club** of Finland ry. TERVETULOJA WELCOMES. Since October 27th, 2003 you are the visitor group of TR2, ... We
number. **Triumph** **Mayflower** became a rare sight on British roads after the 1940**triumph**owners**club**.org/ - 11k -
England started the **Triumph** **Mayflower Club** ... www.users.globalnet.

[Triumph TR Club Holland](http://www.trch.nl/)
<<http://www.trch.nl/>>

Nederlandse **Club** voor **Triumph** TR Sportwagens met op de site evenementen, informatie over de modellen en links. **Triumph** **Mayflower** became a rare sight on British roads after the 1940**triumph**owners**club**.org/ - 11k -
England started the **Triumph** **Mayflower Club** ... www.users.globalnet.

[Triumph Drivers Club of Manitoba](http://britishcar.ca/)
<<http://britishcar.ca/>>

This site is dedicated to all car British car enthusiasts of Manitoba. We are an active **club** with a wide range of activities from breakfast meetings to info ... **Triumph** **Mayflower** became a rare sight on British roads after the 1940**triumph**owners**club**.org/ - 11k -
England started the **Triumph** **Mayflower Club** ... www.users.globalnet.

[Triumph Owners Club, Meriden Branch](http://www.triumphmeriden.org.uk/)
<<http://www.triumphmeriden.org.uk/>>

the meriden branch of the **triumph** owners motorcycle **club**, meeting at
legido to the **Triumph** **Mayflower** became a rare sight on British roads after the 1940**triumph**owners**club**.org/ - 11k -
England started the **Triumph** **Mayflower Club** ... www.users.globalnet.

[Triumph Mayflower, classic British car of the 50's](http://www.users.globalnet.co.uk/~nicouls/triumphmayflower.htm)
<<http://www.users.globalnet.co.uk/~nicouls/triumphmayflower.htm>>

UK **Triumph** **Mayflower** became a rare sight on British roads after the 1940**triumph**owners**club**.org/ - 11k -
England started the **Triumph** **Mayflower Club** ... www.users.globalnet.

[The Triumph Dolomite Club - Discussion Forum :: Index](http://forum.triumphdolomite.co.uk/)
<<http://forum.triumphdolomite.co.uk/>>

Triumph **Mayflower** became a rare sight on British roads after the 1940**triumph**owners**club**.org/ - 11k -
England started the **Triumph** **Mayflower Club** ... www.users.globalnet.

[Triumphstag.Net \(tsn\) - Triumph Stag Site](http://www.triumphstag.net/)
<<http://www.triumphstag.net/>>

(1923-1984) Stag Register, Spare parts Database, Owners Pages, Club
Wanted Section, Technical data and Diagrams. **Triumph** **Mayflower** became a rare sight on British roads after the 1940**triumph**owners**club**.org/ - 11k -
England started the **Triumph** **Mayflower Club** ... www.users.globalnet.

[Triumph Sports Club Greece](http://www.triumph-club.gr/)
<<http://www.triumph-club.gr/>>

The **Triumph** **Mayflower** became a rare sight on British roads after the 1940**triumph**owners**club**.org/ - 11k -
England started the **Triumph** **Mayflower Club** ... www.users.globalnet.

[Google Directory - Recreation > Autos > Makes and Models > Triumph ...](http://www.google.com/Top/Recreation/Autos/Makes and Models/Triumph/Clubs/)
<<http://www.google.com/Top/Recreation/Autos/Makes and Models/Triumph/Clubs/>>

North American **club** of **Triumph** owners and enthusiasts. VTR is the o
Canada's largest **Triumph club**, offers event schedules, ...
www.google.com/Top/Recreation/Autos/Makes_and_Models/Triumph

[TRIUMPH Owners | Sports, Cars, Clubs, Performance, For Sale, Photos](http://www.triumphowners.com/)
<<http://www.triumphowners.com/>>

Welcome **Triumph** owners to **Triumph**'s **Triumph** **Mayflower** became a rare sight on British roads after the 1940**triumph**owners**club**.org/ - 11k -
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[Tyece Triumph](http://www.tyceetriumph.org/)
<<http://www.tyceetriumph.org/>>

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