



NOVEMBER 2007

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Please send comments/suggestions to:
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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.

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First Edition



The President's Comments, November Marque, 2007

October was an excellent driving month, the weather finally became cooler and we did the Fall tour, an overnigher to Coshocton, OH, and dinner at a winery/restaurant, where we beat one tourist group in, but got inundated with another group after we arrived. This place was sort of a grander scale Cracker Barrel, including rocking chairs (sorry, not for sale) on the front porch. The trip out and the trip back were illustrations of the great sports car roads there are so much a part of eastern Ohio. We're going out there for the spring tour (late April) in 2008, so you should make hotel reservations now.

This event started with breakfast at a Bob Evans, Mike McKitrick joined the traveling group for that, and then left to work the weekend. The group included the whole Clough clan, myself, the Whites, the Daye's and Forrest and Audry. Because we were going to an antiquing area, there was only one Triumph in the group. The mileage was about 160 each way and Bruce picked some really nice roads to travel. The weather was cool, but clear on Saturday, and seasonable warm and clear on Sunday, and while we planned to eat in the Waynesville, Sunday night, the sauerkraut festival scotched that and we ended up on the outskirts of Centerville. The TR3 sprang a water leak on the trip home, failing hose, which resulted in a sputtering engine for part of the journey, but after everything heated up, the water was evaporating before it got to the distributor, so I got home OK. Good trip, Bruce, wished more of the club could have experienced it.

November is a quiet month, and I don't know what the events are, but I do know I need to work on the car some, parts are wearing out and need replacing, and it's a good time to think about what you need to do before storing your car for the winter.

Because the December meeting is normally at the Christmas Party, I'm going to ask the Vice President, who will be chairing the November meeting open nomination for candidates for the President, Treasurer and Secretary, which are the positions for club officers for 2008 – 2009. I have to be out of town on business next week. In addition we need to nominate candidates for the club awards,

so start thinking about Marque of Distinction, Keeping it on the Road, Press on Regardless and Most Improved Car of the year.

You will remember the big blast of news in the spring about oil manufacturers reducing useful additives (DZZP) from some of the oil grades and the results of high wear in lifter cam engines such as the early Triumphs, MG's, etc. Well there is a racing oil that has all the "right stuff" and it is sold in southwestern Ohio by AeroOil at 4289 Creek Road in Blue Ash, OH, just north of the Blue Ash Airport. It is not (yet) sold in the Dayton Area. The brand name is Brad-Penn Racing oil (The Green Oil) and the 20W-50 sells for 28 bucks for 12 bottles. The home company is Kendall, I believe. This place is about five minutes from where I work, so if any one wants some, come talk to me.

Thanks for listening, Stan Seto

The Vice President's Report

Happy Thanksgiving everyone. The opportunity is presenting itself. Cooler temperatures and darker days are the right time to get to your garage for a project that we just did not have time for last summer when we were on the go. I am still finding body work to do on the Mini. I just can not spray on the new paint until I am sure that I have the body where I need it to be. I know that I am an amateur and that the paint will likely just peel right back off, but I remain dutiful to think this through before I muck it up with something obvious going un-attended. The closer I get to driving the Mini, the harder it is to keep patient.

Also in the works is that 31 Model chassis. I am slowly gathering ideas and bits to make a roaster pick up out of. Maybe some day. Distractions are aplenty as a friend of mine shows me his 66 Mustang convertible. He will ask about six thousand for it. What? The other cars in this shape are pushing twelve and complete restorations over twenty five! Sheesh. Its hard to stay focused.

The TR6 is cleverly hiding a bad wire somewhere. As of this writing in late October, I am getting busy with a methodical wire witch hunt. Maybe I can de-spirit it on or by the big day at the end of the month. I say thanks to all of you who kept encouraging me. I am a greedy man coolly

calculating just how many cars I can buy until Kate leaves me for good. And after all, if it fits in the hanger then there is no reason to fuss, right?

Tr6 examples are clearly out pacing the MG counterpart in the value department. Inexpensive B models are still found regularly at around five thousand. Tr 6 types are peaking at fifteen to sixteen thousand. I salivate at what this next Barrett-Jackson auction holds in store for us. The sports racers with history have done rather well in the past.

The Spitfire is tucked away for the winter and already seems to beg for one more short hop before the weather gets testy. Maybe I will shoot around the neighborhood once more. I took the neighbor a ride in it. He described a feeling of almost fright before before he said that he was glad that I new how to handle it. Really? A humble little Spitfire? Frighten someone? Indeed. I still grin over that one.

As of the publish date of this edition, you have only three more crowd free weeks to plan your Christmas shopping. I hope Kattie has a cool toy in mind for me. We always try to find a cute game or a puzzle to keep our holiday a young one. We all may be past fifty but there is still a kid in all of us. Thanksgiving is all set. I can't wait. And the Lions may actually win their game this year. If not, alas there is still the old stories born of crazy youthful memories. When we are too full to move, we all sit around reminiscing Let us free the happiness in us this year. Keep your holidays happily. Now where is that old copy of A Christmas Carol. I like the one with Mr. McGhee in it as Scrooge.

Update October 14th, 2007

I guess I should be Thankful for the warm weather this late into the year as I had a chance to complete the paint work on the '7. I was beginning to think I wasn't going to be so lucky though on Saturday (the 12th) morning when Stan pulled into the Bob Evans in Beavercreek looking very cold.

It's been two months since I finished with the primer and time to work on the body was parceled out between shop activities, a couple of festivals and helping our son complete a remodeling project on his home.

When the primer was thoroughly dry....about two hours and in my case about two weeks, the sanding stage began. The epoxy primer requires a lot of sanding as this primer also fills imperfections, even 80 grit sanding marks.

I started with a fine 400 grit wet paper but after sanding for hours on the trunk and still not down to completely smooth I changed to a coarser 320 grit dry paper. This got the surface down much quicker and I was then able to wet sand with the 400 grit. I suppose I could have used my orbital sander but it takes the primer off so fast bare edges may begin to show up rather quickly...especially since flat panels on a TR7 are rare.

At least I got a workout with the hand sanding and very few bare edges. The epoxy primer is tough stuff!

Since the doors, trunk and hood were off the car and the "touch ups" to minor dings (I hoped) were completed (the hood was the toughest) it was time to start painting the color. Starting with the underside of the opening parts it was the base coat then clear coat...a couple of each. Then dry time so the parts could be handled safely enough to reinstall.

Installing the hood, trunk lid and doors amazingly only took about an hour to complete and alignment, by calibrated eye looked pretty good.

Now for the fun part.

The entire car was wiped down with clean cloths with wax remover to get rid of oily hand prints, paint sludge from sanding primer and all. Re-masked areas not to get painted and tacked the entire body to remove any latent dust (this is my garage after

all). I applied a sealer coat of gray (I know previously I said white but closer inspection of the Vibe showed I needed gray) to keep the color coat consistent and it also fills very minor imperfections. Best part is no sanding except for small nibs. Next came the color, silver, a GM color that is the same as our Vibe. Of course I didn't pay attention to the paint can that said...*iridescent* until I started mixing the color with reducer. Turns out it wasn't a problem as I thought coverage would be an issue; it wasn't as 1 quart of color reduced now = 2 quarts that covered the entire body – twice. Whoops...right front fender had two areas where the silver had wrinkled...never had **that** happen before. I could have stopped here, fixed the wrinkled areas and start over...but wasn't sure of the weather so I pressed on...fix it later. Luckily the color didn't act up anywhere else.

I tacked the silver color coat for overspray and a couple of bugs! and mixed the clear. Now I had to be more careful as clear is not as easy to see being applied. The base color is not shiny until the clear is applied. The clear also dries much slower so too much will sag and run and too little makes the finish look like a moonscape. Two (plus) coats of clear looked pretty good (about 4 times the amount of clear on a new car). Now it was time to walk away and take a break. The clear has a mind of its own and takes about an hour to settle down. Okay, it's a week later and time to repair the fender. Sanded the wrinkled areas, primed, sanded, then color and clear (about four hours worth of work plus masking the adjacent areas and throwing a plastic drop cloth over the rest of the car to keep overspray to a minimum.

Anyway, the end result is below. Not perfect and there's always room for adjustments.



Next up: Put everything back together, carefully. Over the cold months, the interior will get a makeover. The '7 may even hit the road next spring.

September meeting minutes

Randy calls the meeting to order, Stan is out of town. Toast to old friends Bud Graff and Wendell Terrill. Glad to see Vic Bell back on his feet. V.P. reports that the Spit is running and the Mini is catching up.
Treasurer says we have money.
Membership says we have 41 paid members.
Events
Dec 1 Holiday Gathering at Mt. St. Johns Bergamo, more to come.
New badges are available, see Brian Smith.
50/50 won by Vic Bell
Meeting closed at 8:02

October meeting minutes

Meeting called to order at 7:30 the Pres.
Thanks again to all the volunteers for BCD.
298 cars at the show. Special thanks to the scoring people and registration.
"BEST SHOW IN THE MIDWEST" be there for next year.

V.P. Thanks for the alternator for his TR6. Thanks to Mike for publishing the Marque.
Treasurer report: big increase after BCD money of 1400.
Membership: 43 members.
Events: September was a good month for events.
October 13/14 fall tour
October 20 fall foliage tour
Tech session Nov 10 At the Daye's new house.
Directions from the north, take I75 South to RT63, go west to Main Street, (old 25/Cincy Dayton Rd)go south.
Pass thru Monroe Turn left at the street across from the Jubille Market,
Right at stop sign (Davis st), Left at next street (Sackett) right on Helsinger Dr.
840 Helsinger on the left top of hill.
50/50 by Lois gave to club.
Meeting closed at 8:15

The Green Sports Racer by R.L.Wakefield

It rumbles up to you with a lithe grace. Before you even realize it's a car, you run the list of known types in your head and unless you frequent certain Peterson publications, or even so, a ponderance begins as to what it may be. Who would design and produce such a low sleek design? At first examination, the roll cage and low stance clues you in that this is a sports racing car. I wonder if you have noticed the proud grin on the face of its owner? This man is Steve Emerson and his car is an extension of who he is soul and spirit.

Have you followed the racing in Europe? Are you able to name the F1 greats and detail their wins? Steve can. And what is more, he can tell you quite a little bit about Sebring, LeMans, and Goodwood. Now the author is salivating! These are my very favorite of all races to recount. It is in sports car racing in Europe that my English blood fused with the spirit and passion of the automobile. Steve is a kindred spirit. And he likes and owns several Mustangs as well. Er, I digress.

To accomplish a master work, Steve decided to bond a swoopy fiberglass body with a tried and true Triumph chassis. The resulting car would have to be modified to enable greater performance numbers than stock. The body also, would require a few mods as it is intended for a Healy chassis that actually measures a bit longer than the Triumph. Have you ever gotten into something of a project that became a series of hurdles? To see Steve's car in the light of the show field, you may overlook some of the finer points of his undertaking. So here is if nothing more than a builder's list; is an article celebrating one of our clubs more unique and remarkable Triumphs.

The basis for the build up is a 1962 Triumph TR-4a. The car is so titled. The car sits on its suspension. Steve tells me that the wheelbase had to be widened five inches to accommodate the body's lines and edges. The chassis rails themselves have been strengthened. The suspension pieces although close to stock spec are modified so as to lower the ride height about two inches. The springs were cut to accomplish most of this. The rear spring mounting bits are adjustable so that Steve can fine tune a bit of weight distribution and rear elevation.



Figure 1: At BCD 2007. The bonnet down, she gives few clues as to lineage.

In the engine bay, there sits an engine that, as you may suspect, has been tuned. It would not do to have a stock power plant sitting in an otherwise beautifully sculpted sports racing car. The original Triumph engine was given a lightweight flywheel. The heads were ported and breathe through larger than stock valves and dual HS-6 carburetors attached to a long center branch intake manifold. The spark is delivered through a high energy coil and distributor. The spark is timed to a Moss sourced camshaft of modified specs. In hot rod terms, this is a mild race engine with good power band at streetable revs yet delivers quite a bit more horse power. An electric fan helps keep the car cool with the aid of a new radiator and a remote coolant reservoir.



And finally, there is the body. What a beautiful set of sporty car lines! He FiberFab company ran many ads in Road & Track during my browsing days in the 60's. I remember seeing the Valkyre and the Jamaican many times so it was no surprise to see one again. What is a surprise is what Steve has done with it. This particular body was manufactured in 1963. So it and most all of the parts Steve chose are period correct for a factory style race car effort. And that is his intent in a brief realization. This Jamaican body has the distinction of being one of few that wound up in the hands of someone who could work with fiberglass and finish it! Abandoned projects are probably still numerous across the country.

The job that Steve took on was not an easy one. This Jamaican body was as previously stated, originally designed to fit the longer frame of an Austin-Healey. Steve had to remove several inches from the body so the wheels would center in the wheel wells. Once that was decided there were other cuts

to be made to unify those lovely lines back into the flowing body you see here. Those cuts included three inches from the bonnet. The unit is mounted over an integral roll cage set up to protect driver and the twenty gallon fuel cell. The body clears an overall height of forty two inches.

In the drivers seat, our eyes feasted upon a steel dash with wood grain made by Mike Thomson and an array of shining new gauges and clocks. The interior seats and door panels were upholstered by Teddy Bowsher locally of the Springfield area. Check out that steering wheel.

The overall theme is derived from racing Triumph in the period 1961-3. Triumph went to LeMans in '61 and '63 with darker green cars. Steve's car is painted like the cars competing in the 1962 race. Once again, period correct color with yellow trim just as the trim was for cars driven by the British drivers. This was practice with the exception of David Hobbs and Rob Slotemaker in the 1964 race.



After he speaks for the first time, a person might ask Steve Emerson, “you aint from around here are you”? Steve is a native of Britain and served in the Royal Military for Queen and country. Even though his interests taken him abroad for motor sports, he has spent much time raising a family here in the U.S.A. And these days, his beautiful dialect has found a home in nearby Springfield, Ohio. We Anglophiles may wonder why? At any rate, we are certainly impressed with Steve's unswerving desire to own and build Triumph motorcars.

By The Banks Of The Little Miami – Nov 07

'07 Fall Tour – Thanks!

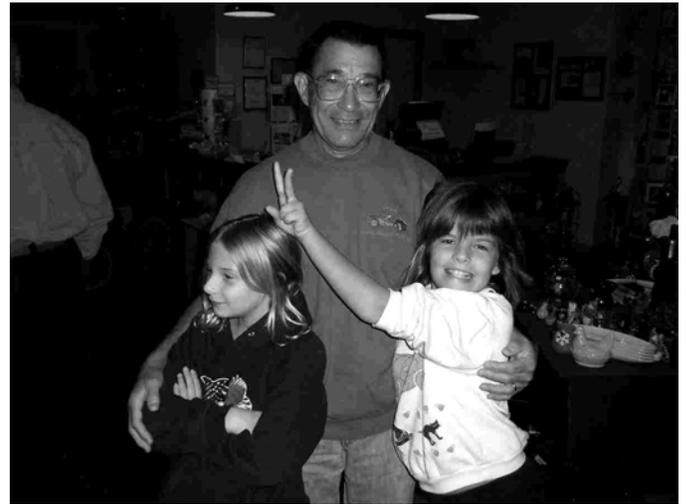
I'd like thanks all those who came along for the Fall Tour. We had two days of fun and great weather to take in the sights between here and Coshocton and back. Some of the places I've put on my list to visit again next spring for the spring tour – you can bet we'll have dinner reservations at the Raven's Glen Winery, for one thing! Sorry about dinner Sunday – my plans didn't remember the Sauerkraut Festival! (I was trying for the Spillway Lodge at Cowen Lake, but we were running late – and they don't take reservations, and with a party of 12...anyway, you get the picture) I can't stop without a few pictures:



We had a hard time finding the Flint Ridge Winery. Stan spotted the problem once we were there. Ask them about the roads!



Yes Virginia, this is a winery – small, in the middle of nowhere, and excellent wines – look up Flint Ridge Winery on the Web...



Stan was having a good time at dinner teaching the kids new tricks. Well almost new, Bridgett knew the one about "pull my finger..."



"I dunno Chuck, I asked them if I could get a sack of Sliders to go and they looked at me as if they've never heard of them. Heck, did they expect me to ask for a Big Mac?"



Much to Daye's pleasure, we didn't go in – ask them about it...



The store closed but Alice was trapped within. Quickly the kids devised a plan so while Duncan ran around screaming “I need to tinkle” Bridgett & Cheyenne broke her free of the evil Primitivesland tribe.

MVT Fall Foliage Tour

Not a cloud in the sky...all day. That’s the kind of fall day the MVT’ers had on the Fall Foliage Tour. This was probably the best fall day this writer has seen – clear, comfortable, and wonderful. We met at The Green, a somewhat small, but happy band and headed east in Green County. At that point we didn’t have a single Triumph in the caravan (our excuse was the kids wanted to get a lot of pumpkins, although both Triumphs were rarin’ to go).



No, It’s Not a Triumph, But We’ll Overlook It’s Lack Of Leaking Fluids. I’m Sure By 300,000 Miles It Should Be Leaking Something...

The plan was to drive up the Little Miami River Valley to the Pfeifer Orchard just north of Yellow Springs. There are some wonderful roads draped with changing trees along that run. There was also some slow drivers and a few grain trucks.

Side Note: This was the weekend to harvest. I’ve never seen so many tractors, wagons, semis, grain trucks, and combines out in the fields all at once. Made parts of the drive interesting, for me trying to pass, and for the kids to watch big machinery throwing plant debris...

At Pfeifer Orchards we picked up several pumpkins, a nice selection of gourds, candy, soup mixes, apples, and some other stuff. We also picked up the Rutledges and their TR3 – wow, a Triumph!



Yes Virginia, That Is A Triumph!

From there we headed northeast around the east side of Springfield via roads Carol Rutledge didn’t even know existed. Some might have noticed the pace quickened, that was because my bladder was filling (too much coffee), but I didn’t feel bad since Roger Rutledge stopped to “chase the squirrels” well before we reached our next stop – Rothschild Farms

I can’t help it, but I like Rothschild’s products, yeah, they have lots of free food out, and they sell wine and other goodies, but their stuff is good. They also provide free food for the kids to feed the goats. The goats seem to get well fed. Gosh, we were there a good 45 minutes to an hour shopping, looking around, and feeding animals until somebody noticed it was time for lunch. So, we packed our foods, wines, and other stuff into our vehicles and headed towards Urbana.

Lunch? Where to go? Easy, to a place that folks introduced me to during TRA’04 – the Airport Café at the Urbana Airport. Not only was the food good (great pies and a constant traffic of general aviation aircraft kept the kids busy – as well as watching the combine across the runway...), but also we were seated right away (just before it filled up). This café is one of those places you read about when folks discuss good old restaurants without the franchise glitz.

After lunch we headed north to almost West Liberty to visit Mad River Farms. Again, more gourds and food found their way into the back of the SUV (really glad we didn’t have the Stag...we’d look like a farm truck ourselves by this time) and the kids got to play on swings & teeter-totter (some of the adults looked on with envy...). By this time the sun was heading a bit west, so we got back in our cars and headed across the Mad & Great Miami River Valleys to Tipp City.

One of the neat things about having Roger and Carol along on trips in this part of Ohio is that they usually have been there. While we were cruising toward Tipp City they volunteered how close we were to where their son lives and also the cemetery we visited a few years back that had the rock chair (which we put Ray in to take a picture). Neat, we stopped and took another photo op.



Photo Op – Bridgett is a lot bigger than the last time I took her picture in this chair! And who’s this guy?

After running around a few headstones and catching Woolly-Bears we got on our way to Tipp City again.

It’s been a few years since we ran a tour through Tipp City, don’t know why, but it has. We spent the better part of two hours walking around town, buying things we don’t need, and really making me glad I didn’t bring the Stag since we’d look like the opening theme for Beverly Hillbillies by now. Found a great coffee shop, good stores, and a picture that looks to be 60-70 years old with a “Macy’s Garage” sign on it. Mark’s dad? Dunno...

Right about 5 the Rutledges had to leave, so we headed on back toward the cars, but not before watching a guy try to slice himself up with a chain saw cutting yard art. I love humans – especially with ketchup... The remaining stalwarts headed back to New Carlisle for dinner at Studabakers, and as the Sun was really getting low on the horizon we went our separate ways.

I don’t think there has been a better day for a tour as far as I could remember. Sorry more MVT’ers didn’t turn out since you missed some really great roads – contrary to those of us that live closer to the Ohio River, Clark, Miami, and Champaign counties are not all flat – in fact, being dissected by glacial moraines and valleys dug by glacial melt-water the drive can be just as rolling and fun as it is in Warren and below counties. Unlike eastern Greene County that is all farm and little woods, the tour went through many good stands of timber. I think we’ll head this way again next year.

Events Chairman Report

Upcoming Events for November:

- Nov 3: The first event is somewhat a non-car event. There is a store called “North Coast Primitives” in Washington Court House that we like to visit (since it smells really good in there). Nov 1-3 they are having an open house with good deals, music, etc., and we’re planning on driving over there, so we decided to make it an afternoon and invite the rest of the gang along. We will meet at the Tim Horton’s in Xenia and will leave by noon (we will be coming from worship so we might be there closer to noon than 11). Tim Horton’s is off of “Business US35” on the west side of Xenia. If you are taking 35 east from Dayton do not take the bypass, but come into town past the Wal-Mart and turn left at the light after the light with Perkins and Advance Auto Parts at it (nope, I can’t remember the name, but if you pass Al Besco Used Cars and Bob Evans you’ve gone too far. Tim Horton’s is on the side of the hill to the left. After the NCP shop we’ll take a tour somewhat south of Washington Court House (but different than the Fall Tour took) to a few other stops and then end up in Waynesville at the Village Restaurant for a light dinner and Peanut Butter Pie..yum!
- Nov 7: MVT Monthly Meeting - 7:30pm @ Fudruckers Dayton Mall, 6:30 dinner
- Nov 10: MVT Tech Session. Rather than do a tech session at the Clough Ranch we are going to go to the Daye’s new house and continue to work on the Stag. Here are the directions. 840 Helsinger Drive Monroe, Ohio. Take RT63 exit off I75 Go West. Go to Main Street, third light go south. (this is Cincinnati-Dayton). Turn left across from the Jubilee Market. Right on Davis, Left on Sacket, Right on Helsinger Dr. Top of hill on Right is 840. We’re going to start at 9:00 am and go until we get sick of it. Here’s your chance to help a club member in need as well as to get filthy dirty.

Beyond this we start running into Thanksgiving events, but there is a chance that on the 17th we’ll head down to Millers Bulk Foods and everything else in Adams County, so we’ll keep folks in the loop.

Please remember the MVT Holiday Soiree is coming up in December, so start collecting your brown bag goodies. We’re again holding it at a hall in Bergamo, do hat’s off to the Biglers for setting this up. I’m getting my auctioneer voice put together as well as a few bags...fish?

Revamp of the TR8CCA

Lots of things are happening in wedgeland. The TR8CCA did some soul searching and decided that something had to be done to make the club more vibrant as well as to bring the TR7s into the club, so a bunch of things were done. First of all it was decided to have a club meeting in conjunction with the upcoming VTR meet next year in Michigan:

Calling all TR7s and TR8s to the first National Gathering of the Re-Vamped TR7/8 Car Club of

America

- What: Coinciding with the VTR North American Triumph Challenge
- When: August 5th-8th, 2008
- Where: Ypsilanti, Michigan (outside of Detroit)

More information to follow in the upcoming weeks and months with regards to events, itineraries, hotel information, etc. For suggestions and ideas, please contact: Zack Torman, acting Social Director, TR7/8 CCA

Zachary_torman@hotmail.com

Second of all it was decided to send out a letter in the latest TR8CCA newsletter:

A New Path for the TR8CCA

At the recent North American Triumph Challenge in Valley Forge, a group of concerned TR8 enthusiasts gathered to discuss the current state of the TR8CCA and its future. It was clear to all that unless something is done, our club, which has been operating without a structure or a program, is headed for collapse. For the good of the Club and our marque, we concluded that a reorganization of the current TR8CCA is required, and have agreed to take on the job.

In the weeks since Valley Forge, we have sought and received the blessing of those who founded and operated the TR8CCA for the last 24 years, including Mike de Andrade, Bill Sweeting, Dave Huddleson, and Woody Cooper. In the coming weeks, we will begin the task of reconfiguring the organization to face the challenges of the future. Our purpose is to make the Club more proactive and useful to members, to promote the marque within the Triumph and Classic Car communities, to work with suppliers to maintain the supply of quality replacement parts, and to maintain and expand the base of technical knowledge that will help us keep our cars roadworthy.

In the coming weeks and months we will overhaul the Club along the lines of other successful single marque clubs, with a new corps of Officers, a Board of Directors, a working set of bylaws with the intent to incorporate as a not-for-profit social club, and a program for holding regional and national meets in conjunction with other major gatherings such as the VTR National and Triumphfest. We plan to have all this done in time for our first Annual General Meeting and election of officers to be held in Detroit next August at the 2008 VTR North American Triumph Challenge, where we will celebrate the 25th Anniversary of our Club.

Your new Officer corps will consist of 4 elected officers (President, Vice Pres., Membership Secretary, Treasurer), an honorary Founder, and as many appointed Directors as deemed necessary to do the job. Mike de Andrade will be stepping down as President to assume the title of Founder. He will maintain a seat on the Board and continue his involvement in an advisory role. Your new Acting President will be Tim Lanocha of MD. Your Acting Vice President will be Rand Torman of MA. Joe Worsely will continue his duties as Acting Treasurer, and Bruce Quackenbush (MD) will assume the duties of Acting Secretary. Each of these acting officers will be standing for election at the AGM in Detroit, but we will also welcome nominations for these positions from the membership as well.

Rounding out the Board of Directors will be Zach Torman as Events Coordinator and Ed Krakowiak, who will continue in the important role of newsletter editor. The new Board will also include a set of Regional Directors who will organize and co-ordinate meetings and events within their regions. Wayne Simpson (NJ) will represent the North East, David Massey (MO) the South and Chris Hansel (AZ) the South West. We are actively seeking volunteers for the other regions (see map) of North America, including East Central, South East, Central, North West, and Canada. If you want to be involved, please contact Tim Lanocha.

One thing we all agreed to was the need to specifically recognize and encourage the involvement of TR7 owners in this reconfigured club. Identical to the TR8 in virtually all respects save for the engine itself, TR7 owners have never had a single marque club to call their own, and this has to change. Our new club will be a club for all Triumph wedge car owners, whether their interest is in the TR7 or TR8, coupe or convertible, showroom stock, modified or conversion form. Understandably, the name of our club will change to reflect this. The working name at this time is TR7 and TR8 Car Club of America.

We hope you will support us and our efforts to make this a more active and relevant club for TR7 and TR8 owners. If you have any questions or comments, please feel free to contact us, beginning with Tim and Rand, at the addresses below.

Signed,

Mike de Andrade, Founder

Tim Lanocha, Acting President

Rand Torman, Acting Vice President

Joe Worsely, Acting Treasurer

Bruce Quackenbush, Acting Secretary

Ed Krakowiak, Editor

Zach Torman, Events Co-ordinator

Wayne Simpson, NE Regional Director

David Massey, Southern Regional Director

Chris Hansel, SW Regional Director

Proposed Regions:

North East: CT, NJ, NH, NY, MA, ME, PA, RI, VT

East Central: DE, MD, VA, WV, KY, TN, NC, SC

South East: GA, AL, MS, FL

Central: MI, OH, IN, IL, MN, WI, IA, ND, SD, NE

South: TX, LA, AR, OK, MO, KS

North West: AK, ID, MT, OR, WA, WY

South West: AZ, CA, CO, HI, NM, NV, UT

Canada: All Provinces

TRA'08 Information

TRA '08 information/registration is now available on the web. You can download the registration the TRA website www.triumphregisterofamerica.com as well as a form for making your hotel reservations at the Sawmill Inn. For those going the venue is hotel centric, with more organized events

happening around the hotel with self guided tours at other times. I'm going to try and put together a few drives during those self-tour times to local points of interest, yes, including a few quilt shops...stay tuned.



VTR '08 Information

Speaking of shows, the VTR looks like it's going to be an interesting affair this year (Ypsilanti, MI). Not only do we have a VTR going on, but it will also be a gathering of the Wedge Club of North America, or what ever it will be called, as well as a get together for the Stags. You can get all the info you need, including on-line registration information, from the VTR website www.vtr.org. There are multiple caravans being planned from all points in the country. Stay tuned also....



See you later folks!