



- **Presidents Column**
- **Events**
- **Minutes**
- **Ted & Chuck go west**



Figure 1 Wayfaring MVT ers follow the signs!
This Marque is dedicated to Ted and Chuck's marvelous adventure.

February 2010

MVT Officers

President: Stan Seto, 513-683-7974

Vice President: Don Bigler,
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Secretary: Phil Daye, 513-360-7262

Treasurer: Carolyn Daye,
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Membership: Eden Allison 937-475-3885

Events: Randy Wakefield,
937-367-4993

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 Tumbleweed Steak House in Kettering, 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, **February Marque, 2010**

Isn't February known as the love month? Valentine's Day and Sweetest day here in Ohio. You're just coming off the sugar high of Christmas and Bang, they get you again. Speaking of the just-past-holiday, I still have boxes of candy left over. Guess I'll save them for the 2010 Holiday Soiree Brown bag auction.

For those of you who go to the National Meets, a good time to send in your application for TRA, to be held just up in Northeastern Ohio. TRA seems to be in a very tight circle, meeting here every two years and in the eastern middle Atlantic states on the alternate years. TRA needs to go the DEEP South one year, and New England and get out west of the Mississippi. VTR (deeper membership, but I think, not as well organized) seems to do a better job of meeting Nationally in diverse places. Unfortunately, since their screwed up meeting in Red Wing, Minnesota, I've lost my desire to meet with them.

Noted that there were some very good articles in the British Car Museum paper last week.

We had another good turnout at Tumbleweed's in January, and I hope our efforts to get the waitress to supply checks early worked out for everybody.

There was some talk about honorariums and I promised to have something to consider for the bylaws, along the lines of: "If there is a societal instance of happiness or of sorrow, and an honorarium is decided, the value of such a sum shall be voted by the members at the meeting, but shall not exceed 10% of

what is in the treasury. Further such honorariums shall be limited to club members, their spouses and children, and the club member and spouse's parents, brothers and sisters." This would cover one generation both above and below the member and spouse.

2010 will bring a list of great driving events, and there are a number of cars and MVT members who could not come on these events last year, who can come in 2010. We'd certainly appreciate your attendance as well as the attendance of the stalwarts who typically attend.

Thanks for listening, Stan Seto

Events 2010 now being planned.

Be sure to attend the meeting in February and March as we elect new officers.. What adventure awaits?

Here is the beginning of our plans.

February

3-Monthly Meeting
6-Indy World of Wheels Show
Worldofwheels.com
14 Daytona 500
25-28-Cincy Auto Expo
hartproductions.com

March

3-No meeting
13-Awards Banquet
18:30 hrs
17-19- ALMS Sebring

April
7-Monthly Meeting
Spring Tech session
10-Spring Tour @Indian Hill
30 Historic Sports Cars
Brasilton GA

May
1-Gearhead Run
Blufton IN
5-Monthly Meeting
8-Scottish Weekend
15-2nd St Market Show
Cols. BCD

June
2-Monthly Meeting
4-5-Thunder Rd Show
Lima OH
11-13-GoodGuys Natl
Natl.Trail IN
17-19- TRA Wooster
26-Cruise the Burg

July
1-4- Mini-Meet 10
Dayton,OH
7-Monthly Meeting
9-11 GoodGuys Natl
Ohio St. Fairground
Cincy BCD
Pool Party
30-31 Roadster Factory
SummerParty Armaugh PA

August
4-Monthly Meeting
7-BCD 21rst Ann.

September
1-Monthly Meeting
Farm tour
Fall Tech session

October
6-Monthly Meeting
Fall foliage tour

November
3-Monthly Meeting

December
Holiday Sioree'
This will be our monthly meeting in
the month of December.

January minutes

Called to order at 7:30 by the president.
Officer reports: Pres States condolence to
the Stroble family the club will send a
check for 50 dollars to St. Vincent DePaul
food store in memory of Pete's mother.
Club approved this amount. 2009 was a
good year for events.

V.P. not present
Treasurer says 4560.09 to start 4698.09
ending balance.

Secretary nothing to report.
Membership reports 34 members, 5 short
of last year.

Events are in this marque somewhere.
Awards banquet is March check at Feb
meeting for exact date. Club will subsidize
cost. Members will pay 10 each person.

Old business:
Officer nominations:
Secretary: Stan Seto
President: Lois Bigler
Treasurer: Carolyn Daye

Awards nominations:
Marque of distinction Stan, Ellis
Keep it on the road: Ted. Jeff Barth, Mike
McKitrick

Most Improved: Phil, Bruce
Press on regardless: Stan, Ted and
Chuck

We will need to provide a replacement for
Lorna Ball who has done the hard work of
tee shirts for BCD.

Ted and Chuck and Fred's Great Adventure

Wednesday, Sept. 23 – Dayton, Ohio to Warrenton, Mo. 427 miles



With the Stag filled with camping gear and strapped down on the trailer, the Explorer loaded with luggage, serviced and gassed up for the trip to VTR/TriumphFest, the intrepid threesome, Ted, Chuck and Fred (Ted's brother) kissed Chris and Eden goodbye and headed west to San Luis Obispo. The plan was to make it to Warrenton, Mo the first day to stay with friends of Fred's. The first highlight of the day after lunch in Indianapolis, was meeting a fellow Triumph enthusiast from Detroit along I-70 just west of Effingham. We pulled over at the next rest area for introductions, some conversation, a few minutes of stretching and the required potty break. He had left Detroit that morning and was towing a TR4. He was turning SW at Saint Louis for the southern route to San Diego for a few days to visit with family. We would be heading west on I-70 and

would meet him later at VTR. The second highlight was a stop at a cafe recommended by Chuck. The Blue Light Café is located at mile 30 on I-70 in Illinois and serves the best and highest pie around. After pie and coffee we purchased a pie as a thank you to our hosts that evening. The pie was so high the café uses cake boxes for take out. We made Warrenton by evening to meet new friends and a pizza dinner. A friend of our hosts stopped by to see the Stag and he and Ted were over an hour into the dark discussing the Stag and cars in general. He was more into American muscle cars. Our hosts made the evening an enjoyable conclusion to the first day of our adventure.

Thursday, Sept. 24 – Warrenton Mo. to Colby Kansas 560 miles

We filled up in Warrenton and continued west along I-70. As the traffic did not look too bad we drove through Kansas City rather than around and jumped onto the Kansas Turnpike to Topeka. After lunch in Topeka we continued west to Abilene and a stop for gas and to drive by the Eisenhower Presidential Library. It was unfortunate we did not have time to visit but Fred and Ted had been there and Chuck noted the Library for a future vacation. We did not have the minimum ½ day it takes to visit but I would highly recommend it to anyone if in the area. We continued west along I-70 and at one rest area Ted listened to the KDOT broadcast of the weather and found we had just missed some severe activity, which we could see behind and south of us. There had been a tornado. We carried on to Colby Kansas arriving by early evening in a drizzle. Dinner at the motel was uneventful. The evening had turned wet and cold and Ted discovered he had left his shirts at home. Fred and Chuck would tire of seeing his sweatshirt. On TV we saw they were predicting 10-16 inches of snow in the Rocky

passes, our next days route, and temperatures predicted at 25 degrees below normal.

Friday, Sept. 25 – Colby Kansas to Grand Junction Col. 423 miles



In the morning Ted called Glenn Merrill in Denver and made arrangements to meet for lunch. After several phone calls lunch with Glenn was not to happen as Glenn had clients he had to meet. We decided to meet later somewhere along the route to VTR, possibly Las Vegas or in California. After lunch in Denver we left the flat plains and headed up into the Rockies. While we had been traveling 70-80 MPH in the plains we were slowed to as much as 35 MPH in second gear with the gas pedal floored. The slowdown did allow us to see some beautiful scenery however. After a short stop at Georgetown, (pictured above) where Ted met two fellow travelers, one who knew what the Stag was, and one from Oklahoma who had participated in the Triumph TransAmerica. Refreshed we continued up and up and up for some time.



The predicted snow never materialized except for a few flakes at the summit and the only snow we did see was on the mountaintops, not too far above us. We passed through the Eisenhower Memorial Tunnel (pictured below) at about 10,000 feet and began our descent.



This portion of I-70 is very beautiful; we even spotted a TR4 going up on the other side of the road. I-70 through Glenwood Canyon (pictured on next page) has been called the most beautiful interstate in the U.S. and that is what it is. Simply beautiful and the interstate is designed to blend in with the scenery. Just recently it was featured on the Discovery Channel.



Evening found us in Grand Junction for dinner across from the motel. It felt good to walk and stretch a little. The three of us were excited because tomorrow the real sightseeing would begin.

Saturday, Sept. 26 – Grand Junction Col. to St. George Utah 478 miles

The day brought a radical change in landscape; we were entering the high desert and what Ted calls the real west. From this day on every day had many highlights. Temperatures began to warm and we took leave from I-70 for the first time since Dayton. We took the back way into Moab, Utah and Arches National Park. The back way goes along the Colorado River and through several canyons on Utah 128. We made several stops for pictures and to enjoy the many views.



After an early lunch we entered Arches National Park. It is one of the most scenic and under rated National Parks and one of 7 in Utah. We dropped the trailer at the entrance and driving the Explorer felt strange. We took over 3 hours to sight see and only saw a part of the park. What we did see was gorgeous.



We returned to I-70 via US 191, 30 miles, and again pointed west. At Green River, Utah we filled up with gas as the signs said no services for 125 miles and they were right. The day finally became warm as we drove through some of the most desolate scenery Ted had seen in a long time to the end of I-70. A turn left and onto I-15 and it was an evening dash down to St. George, Utah.

Sunday, Sept. 27 – St. George Utah to
Bakersfield Cal. 518 miles

The day started early. Ted was always the first one up in the morning and stayed on Ohio time. There was now a 2-hour time difference. On this morning both

Chuck and Fred got up, packed and got loaded while Ted was out getting coffee and talking to fellow travelers. We chose an early start because we did not want to hit Death Valley in the middle of the day. Weather predictions were for temperatures 25 degrees above normal. We followed I-15 south to Las Vegas down through the Virgin River Valley and more gorgeous scenery. Into Las Vegas we filled up with gas and filled 2 five-gallon cans with water. Just in case you understand. We stopped at a McDonalds for hamburgers but the time had changed again and only breakfast was being served. Las Vegas on an early Sunday morning really does not have much activity. We left the interstate just south of Vegas not to return until after VTR and the trip home. We were going to make a final fuel stop before the park but there was a line of 20 motorcycles so we went on into the park, we did after all still have $\frac{3}{4}$ tank.

We descended into Death Valley from the south. Ted had been advised to enter from the east and leave from the south but on the map that looked kind of round about. As we entered the park the scenery became more and more desolate and the temperature became hotter and hotter. We made stops along the way to take pictures and just look around. The heat felt good. We stopped at Mormon Point and at Badwater, 282 feet below sea level.



We lunched on \$13 hamburgers at Furnace Creek, well named, and filled up at \$4/gal and continued up the valley. Chuck took pictures of each degree as the car thermometer rose to 109, though reports were of 117. We saw lots of rocks, mountains, sand and few animals. We left by the west route, all up hill. After a few miles it became necessary to kill the A/C and open the windows as the Explorer began to overheat. Up, up, up we went as the road narrowed and the guardrails were left behind. On reaching the summit we were temporarily relieved to look down on the Panamint Valley but then realized it only lead to narrower road without guardrails and another mountain to cross. There was nothing but heat. Ted wondered about his decision not to follow advice. Finally we reached US 395 and turned south on divided highway and some civilization. Turning onto CA 178 to skirt the Sequoia National Forest in the hopes of seeing some of those big trees we quickly became disappointed. There were none. The road was again uphill, narrow, twisty with no guardrails and a 500 foot drop off. While Ted swears he kept the trailer wheels inside the white line Chuck disagrees very loudly. It was a beautiful drive though harrowing. That night we stayed free in a Quality Inn due to Fred's membership in some club.

Monday, September 28 – Bakersfield Ca. to Three Rivers Ca. 167 miles.

We awoke to a low front tire on the Explorer but quickly found a Goodyear store to fix the flat for \$15. Worth the price not to have to unload the Explorer, change the tire and fix the flat anyway. We were not going to travel without a spare. We had been in contact by phone with Glenn and Sue Merrill since leaving Kansas and knew they were in Bakersfield. While we had planned to caravan from Denver, that never happened. We were however able to get together for a few minutes

on this morning in Glenn's hotel parking lot, a few short blocks from Goodyear. Glenn did tell us how fortunate we had gotten past Las Vegas before Sunday evening. He had been caught in creeping traffic in the desert the night before for almost 50 miles and had reached Bakersfield at 1AM.

The three adventurers had decided that since they had an extra days time they would visit Sequoia National Park and arrive at VTR the next day. We arrived at Three Rivers, just outside the park to get a room and drop the trailer. After lunch we proceeded into the park and quickly realized how smart it was to drop the trailer. Some of those turns were too tight for a vehicle and a trailer.



We spent considerable time at various stops and the Visitors Center, walked through a grove of enormous trees and got to see the largest tree in the world named General Sherman. The trees are impressive. Due to

construction and lateness in the day we returned to Three Rivers for a very good late dinner and to our room. We all agreed it had been a good day and a worthwhile side trip. We also met a friend of Chuck's from back east who happened to be staying in the same hotel.

Tuesday, Sept 29 – Three Rivers Cal to San Luis Obispo, Cal 167 miles

This was our second short day driving across California to our final destination. We passed more wineries than one can remember and more beautiful countryside. We took a picture of a sign pointing to Corcoran, Ca for our friend Paul and stopped in Paso Robles for lunch. Chuck thought it appropriate that Ted drive the final leg into San Luis, about 30 miles, and he gratefully accepted. We arrived shortly after lunchtime and checked into our room. Our hotel was a block away from the headquarters hotel and the walk over to check everything out and register was enjoyable after the 2,805 mile drive from Dayton. We had survived and were happy. We had survived the cold rains and tornados of Kansas, missed the 16" of snow in the Rockies, beaten the searing heat of Death Valley, and navigated the worst roads California could throw at us. The weather gods had not prevailed in our quest to attend VTR. That evening while Chuck and Ted walked off a few more kinks Fred called from the room and told us to watch out for the tsunami, there had been a watch issued for the west coast and beaches in LA, 200 miles south, had been closed. Turned out the tsunami that did hit was only a few inches high.

In the next segment I will report on VTR and our trip home. Until then enjoy some

pictures of the cars we saw at VTR/Triumph
Fest. Ted

