





The Marque



November 2003		
<u>Officers</u>	The official publication of the Miami Valley Triumphs Club.	President's Corner See you at the November meeting!
<u>Articles</u> <u>1st Official Nass-Ohio Wing Meeting</u> <u>Fall Tour Report</u> Bruce still needs TR2 Pieces <u>Tech Tips</u>	P. O. Box 144, Bellbrook, Ohio 45305 NEW! Mailing Address 5 November 2003 membership meeting will be held at Fuddruckers, 7:30 pm. Check out the new TRA 2004 Info Pages. Updated as new information becomes available! TRA 2004 Logo Selected....see it here Carolyn's Fudge Recipe is in Articles of Interest this month!	Events Membership Meeting, 5 November Meeting Minutes <u>October '03</u> 33 Members now receive the new Marque! <small>Mike needs an e-mail request to issue user-id/passwords to verify your e-mail address.</small>
Dayton BCD <u>BCD 2004</u> <i>MVT Web</i> BCD 2004 <u>Registration</u> <i>MVT Web</i>		Please send comments/suggestions to: <u>news@miamivalleytriumphs.org</u> or Rattle Mike at the next meeting. <small>Note: Due to formatting limitations, some items appearing in this newsletter may not be in the printable version mailed to members.</small>
View this month & previous months' Marques in printable format:  <u>October 2003</u> <u>September 2003</u> <u>August 2003</u> <u>July 2003</u>	On their very first outing in TS43000L, Jerry & Dianne Simonton had to wait for another TR3 to pass over a one lane bridge. What are the odds?	

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 Fuddruckers 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.



Membership Meeting Minutes

November '03

Here's where we document what went on during the last membership meeting.

If anything is missing or incorrect...you know who to blame or comment to.

Lois Bigler bigday@erinet.com 937-253-1580

[View Previous Month's Minutes here](#)

Dinner and meeting at Fuddruckers. - 27 members attended. - Welcome to Fred Grime and his sister Kate. Fred has purchased Steve Fry,s TR4.

- **Pres:** Glad to be here
- **Vice Pres:** Rained out in Tipp City cruise in
- **Membership:** 47 paid memberships with 2 new members.
- **Treasurer:** Gave new balance and shared information regarding incoming funds and outgoing expenses. Should have BCD money sometime this month.
- **Sec'y:** Minutes of October meeting reviewed and approved as printed in Marque.
- **Marque Editor:** 138,000 hits in past 12 months. 13 copies of Marque were mailed, others received via website.
- **Fudge chair:** No new fudge happenings to report.
- **Events:** Concours-MVT trophy presented by Bruce to 1972 Jaguar E type coupe, Beautiful day until 3:00 PM.
- Ohio Morgan Owners-Very good event with 18 Morgans in attendance.
- **October events:** 4-Middletown Midfest. Held downtown by Manchester Inn. Will have British Car Display
- 4/5 Spring Valley Potato Festival
- 11 Covered Bridge Tour has been cancelled; Mary Stinson fell and broke her leg}.
- 18 Fall Foliage Tour led by Clough family.Information in Marque.Leaving from Waffle House on Indian Ripple at 9:00AM.

- **Old Business:** BCD Phil reports the meeting to settle up from 03 event will be October 21 at Poelking Lane at 7:30PM
- Frank had remainder of MVT business cards. Have been given to Bruce. If anyone needs, see Bruce. He will review for accuracy and potential reprint.
- Bruce went to post office to check on old postal box. It has been determined that bill was paid And box still available for use. We will maintain two boxes, make determination when Bill due.
- Tonda and Carol passed out planning schedule for TRA meet with multiple activities listed.

Individuals interested in putting an activity together should sign volunteer sheet with Preference indicated. Tonda and Carol will maintain master schedule. Anticipate to Begin having monthly planning meetings in January.

- **New Business:** Diane and Frank- Mary Stinson fell at home and broke her leg and dislocated shoulder. She has been transferred to Heartland at Clio Road and 725. She should be going home by end of end of week. Lois Bigler will send flowers from MVT to Mary at home.
- **Discussion of incorporation.** All members are liable. Mark Macy nd Fred Grime have had Experience with the paperwork to file with state of Ohio. Bruce will confer with them and And report back to membership what all is involved.
- **Discussion regarding bylaws.** Need to make updates and changes to current bylaws.

Committee of Frank Ciboch,chair; Stan Seto, and Carol Rutledge will meet,

- **December events:** Nothing definite yet as to date or location.
- **Mary Bolich mother is in nursing home. Mary and Ray probably will not be able to host a fall party.**
- **Stan Seto not able to be at this meeting but has proposed putting together a long tour for summer 04, probably July. *North to Texas?***

**PLEASE SEND EVENT INFORMATION TO ELLIS
ballpad@aol.com**

**REVIEW MARQUE AND/OR WEBSITE FOR
PARTICULARS ON EVENTS**

review, and present to membership.

- Mike Ross the North American Spitfire Group[Ohio Wing] will meet on October 4, 2003 at Mike Ross home at 9:00 AM. Will travel to Quaker Steak and Lube for lunch at 1:00.

50/50 winner Scott Stout

Next meeting on November 5, 2003 at Fuddruckers

REMEMBER YOUR NAME BADGE!!!!!!!!!!

[Home](#) | [Meeting Minutes](#) | [Articles of Interest](#) | [The Miami Valley Triumph Club Officers](#) | [October '03 Events](#) | [Technical Tips](#)

The Miami Valley Triumphs Club

Officers

President	Bruce Clough	937-376-9946	clough@erinet.com
Vice President	Mark Macy	937-322-6223	pmmacy@att.net
Secretary	Lois Bigler	937-253-1580	BigDay@erinet.com
Treasurer	Carolyn Day	937-423-8157	pdaye@cinci.rr.com
Events	Ellis Ball	937-746-5189	ballpad@aol.com
Membership	Carol Rutledge	937-399-1003	ilikedqmalts@prodigy.net
Historian	Dan Stinson	937-254-5955	dlstinson@worldnet.att.net
Marque Editor/ Web Manager	Mike McKitrick	513-897-1566	mmckit@dayton99.com

President's Corner

November 2003

I think I'll make the newsletter this time with the column – started it on 10 October, so theoretically I have enough time – although I'll be gone a few weeks this month. (which means I finished typing 28 October) & *the Marque goes to press on the 29th only because the editor is late getting it out.....*

Incorporation

We spent a lot of time in the meeting talking about this, and some are concerned that we are talking too much time to work on non-car stuff. Legitimate concern. The incorporation stuff has been detailed to a committee to work on it and propose back to the club. We won't be spending much time on it in the meetings until they are ready to report out and lay out their proposal. I think it's something important to think about, but I also realize that discussing it is about as exciting as a 64 Rambler American to our club members. If you want to know more about what happened on this topic during our last meeting – please go to the meeting minutes.

By-Laws

Speaking of exciting subjects- hat's off to Frank Ciboch for leading the committee to re-vamp the club by-laws. Carol Rutledge is also on this committee along with Stan Seto. Goal is to put a short, concise document together and come back to the club for a yes-no vote – no lengthy discussions on some nit-noid detail – all or nothing! I like it. We also will not spend any time on this except ask for a status report from Frank (who along with Diane I was happy to see at the last meeting).

Tech Sessions During Club Meetings

It used to be at an MVT meeting that we would give a tech session on some subject. Of course, that was back when we all had time to put together a tech session, and by all I mean "me" since I was usually the person who gave it. Ah, those olden days of Capri Lanes! Therefore, I can't be the one the club depends on, but it seems to me that there are quite a few folks handy with all sorts of tools who could teach us a thing or two. The challenge to our club members is to step up and put a session together. If someone moans about not having tech stuff I will be the one asking them what they would like, and if they'd put a session together on it.

Fall Foliage Tour

I had a ball during this year's trip, and I know the rest of our family had a good time also. A good turnout on a really nice fall day. Nobody broke down, nobody had any problems at all (besides Bolich's old Rover which can't pass a gas station, and that's not for Mary or the

dogs either). All Triumphs ran fine. Since I'm pressed for time I'll leave it up to other folks to write stories, tomes, etc., on what happened. I'll just put in a few pictures:



Here's the gang sans the photographer – Lorna. Happiness is a warm puppy (and gas for the Rover)



Stan's head is hurting after Phil explained the inner workings of the Stomberg Carb.

British Marque Car Club News:

New owners of the BMCCN are pressing us to be a participating club and solicit subscriptions from our members – I'll look into it and report back at the November Meeting. I know we used to do this, but I think we've slacked-off a bit in the last several years. I'll at least get a subscription since it's interesting reading. More info is at www.britishmarque.com. I'll scan the form to put on the web site.

Bruce's Time To Write Articles

You might not know this, but I've been promoted to a Branch Chief starting January. This means that right now I'm still doing my normal job plus spinning up for the new one. This means my time to do other things is reduced, but I still need to set aside family time and help with basement remodeling. Thus, Triumph time is going to go down the tubes until about March. I'll still do the President stuff, but the TR Guys and car work will be in

hiatus until spring. This is an excellent opportunity for others who want to write an article, but are timid due to the excellent writing style of the TR Guys (yeah, right!), can step forward into the limelight! Please get those articles to Mike – I know he appreciates it.

Blast From The Past

Instead of writing more this month, I found a President's Corner I wrote back in January 1990 – check this out!

PRESIDENT'S CORNER

Nineteen Ninety What?

Hell, is it 1990 already? Must be. I've got a hangover that make constipation pale in comparison. OOPS! I don't actually have a hangover, just a reaction from the toxins left in my blood stream from a heavy night of drinking alcohol(Oops, I used the "a" word). I must really be sick or I wouldn't use words like "hell" and "constipation". Happy 1990 everybody from that guy who keeps bitching 'cause you leave the Triumph in the garage and drive the Ford. Hope you have a joyful and prosperous new year, and drive that other car in your garage because the Ford breaks down.

Too Soon To Think About It?

I haven't called Bob Mason up yet (Mike Sonderman, please let him know that MVT need to know when the Mall Show is this year) to find out the particulars, but it happens the end of April or in May. I'd like at the minimum for the following people to contemplate placing their cars in the Dayton Mall for a weekend. If you don't see your name on this list I'm not slighting you, I just didn't know you're interested - BRING YOUR CAR! The more the merrier. Dave Jamison, Dan Tanner, Dave Proctor: TR6, Larry Combs, Wendell Terril: TR250, Roger Larson: Herald, Dan Stinson: TR3B, Bud Graff, Steve Baltes: TR3A, Chris Yanity, George Igel, Bill Ellis, Don Purcival: Spitfires, Gary Triftshouser: TR7, anybody else that want to come, and Alice and myself will bring 3 or 4 cars: 2-TR4, The Green Avenger, and Teddy. My goal is to fill one end of the mall up with cars, pictures, videos, and Triumph enthusiasts.

Son of Too Soon To Think About It?

April is also out annual pilgrimage to Armagh PA to visit the Roadster Factory. This year we will not stay at the Best Western. We leave for PA early Saturday morning arriving at The Roadster Factory just after noon. Charles and company have sandwiches, beer (oops, there I go again, using the "B" word), and parts already ordered ready for us which they gladly exchange for the \$\$\$ that we've brought along just to pay for the parts! Saturday we try to have dinner at somewhere nice, and drink more "B". Sunday is spent driving back and recuperating. A fun time, just ask Frank.

Nominations Changes

The membership at the January meeting approved several changes to nominations procedure to be voted on this month. They're listed late in this rag somewhere. Please show up at the meeting to vote! If you can't vote please send an absentee ballot to MVT, P.O. Box 292824, Kettering OH 45429 by February 6th.

Events List Additions

As you can see we try to keep a detailed events list in The Marque for MVT members. If you have any additions please contact our events chair, Frank Ciboch, at 825-3500. Be sure to note when events are being held, then show up. It keeps me from writing strange things about you in this column.

Christmas Party

I was disappointed that only the "regulars" showed up for the party. We're trying to turn some of you "irregulars" into "regulars". Please show up at the next MVT event to start your transformation. Notice that we're not going to tell you how much fun the Holiday Soiree was, or how delicious the food was, or how outrageous the auction was. You lose. This is my way of getting back at you. There, now I got it out of my system. Ahhhhh.

January Meeting Notes

I gave two presentations, a "State-Of-The-Club" message and a report on the Triumph prices over the last year. I don't have time to write up what I said, so I'll put it in a nutshell:

- *MVT is very healthy, increased membership, \$, and motivation. The club is mostly TR6s and Spitfires.*
- *Triumph prices are going up. Better buy your dream car soon, or it'll be a dream, or get Manganaro to buy one for you.*

Proposed By-Law Changes

The By-Law changes proposed at the January meeting were:

- 1. Open officer nominations in March. (Current nominations open in April)*
- 2. Officer Nominations shall be written in addition to verbal, each member allowed to nominate one person for each position. (Currently, nominations are by mouth. Concern was that people were afraid to speak up. Paper nominations would also allow people to nominate themselves) Initial nominations will be on paper, nominations during April and May meetings will be verbal.*
- 3. Nominations shall be for only 1/2 of the Board. Officerships shall be extended to two years. During the first year of this change only the President, Secretary, and Events Chair shall be elected for two years. The*

initial term for Vice President, Treasurer, and Membership Chair shall be for one year, then two years afterwards. (This change will provide continuity from year to year on the board)

National Affairs Update

TRA Update

The proposed By-Laws are written and have been distributed to the other local centers and national. If you want any copies please contact a board member. Inputs are still needed.

The 1990 TRA National Meeting will be held in Richfield Ohio (between Akron and Cleveland) the third weekend of June. If you've got a TR3, or if you want to have a good time, plan on being there...add this to your calendar. I got the latest TRA National Newsletter in January. John Hartley say the next is almost finished. We'll see.

VTR Update

Remember, the 1990 VTR Convention, NATC XV, is this year in Boulder Colorado the first weekend in August. We plan on attending, we don't know about our cars.

February's MVT Meeting

February is usually a slack month, cold, wet weather, cold, wet people, but this February it'll be different. That's because you are going to be at the meeting. We'll go over the events at the Award's Banquet one more time - nominations are in - votes are needed! MVT wants to make sure you'll attend, it's spelled "G-O-O-D T-I-M-E". It's time to modify the By-Laws for nomination procedure. We need your vote. It's time to think, and be informed about upcoming events. We know it's hard to drag yourself out to an MVT meeting on a cold February night, but we appreciate it, really. Would we lie?

Back To The Future

Gads! Some of the names in that article – sad that some you don't see around anymore, although I did see Mike Sonderman at BCD this year! Until the November Meeting...

Bruce



Articles of Interest

We hope so.....

November '03

This is the place for general articles of interest (even whimsy and such) for the members of the Miami Valley Triumph Club.

We'll try and keep the technical tips in "Tech Tips".

If you have articles of interest you deem worthy of the membership,

Please email the article to: news@miamivalleytriumphs.org

or

mail to: MVT News, P. O. 144, Bellbrook, OH 45305

The Latest in the saga of *Early TR Man!*

[All, to date](#)

Late TR Guy!

[All, to date](#)

Parts - Parts - Parts

MVTers: I'm looking for the following parts for our TR2 - Water pump
Pulley - wanta spare for a spare water pump - any early TR works

- Generator Pulley & Fan - need to put them on the back-up generator - any early TR works
- Side-curtain holders - early style, need a driver's rear one that has a set screw that works
- Rocker arm assembly - want a spare rocker arm assembly (all the rockers on the shaft with spacers and springs). Any early TR works.

If you can help me with any of these I'd appreciate it.
Bruce (clough@erinet.com or 937-376-9946)

After about twenty minutes, the missing rejoined and we were threading our way out of the parking lot. Into Hillsboro, picking up Rte. 73 on the out skirts of the town proper, down the back streets to the south edge of town and out into the countryside we swept. What's this?? The sun had gone into hiding; mists and low clouds hung off the hilltops and filled the narrow valleys we were driving through. It was cold again! We were in FOG. It felt like it should be snowing. As we continued south, the fog began dissipating but the clouds and cold remained. I had turned on my running lights, but eventually turned them off. The road out of Hillsboro was winding and changed elevation, all of which made for fun driving. We looped passed where the Bolich's live and drove south into the valleys that lead to Serpent's Mound, brushed the edge of Pebbles, shot through Jaybird and past the GE Pebbles Testing Grounds (a 7000 acre area of wilderness where GE tests jet engines outdoors, and where I broke in back in '64). On south along winding roads that followed the roll-a-coaster ground form, through Rarden and into Otway. There we turned southwest at the only stoplight in town, onto Rte.348 which connects eventually with Rte. 125. Rte. 348 runs pretty much along a valley floor, and past some of the most expensive houses you'd have ever seen. And, Folks, this route is RURAL, Period. We short cut 348 at Blue Creek Road, and passed down to Rte. 125, going by the Rudd Christmas Light Festival Farm.

The Rudd's use to have over a million lights, strung on trees and in the displays they showed every year, until Mr. Rudd senior was diagnosed with Alzheimer's disease. They gave it up and sold most of the displays to other groups. But Mr. Rudd went on a severe medicine regimen, and stabilized his condition, and even partially recovered from it. In 2001, he restarted the Christmas story in lights at his farm. He's not yet back to a million lights, and may never get back to that level, but people are coming again in the holiday season.

Blue Creek Road runs into Rte. 125 at the base of a high hill, and that was in the direction we were going. Up and over the hill and then into a long winding down road into the Shawnee State Forest. A couple of miles on to the park entry and then the slow ascent to the park lodge, where we pulled into the parking lot just at 1215 hours, and lunch.

Well, lunch did not occur right away. The lodge dining room had the room, but not the servers, as all the college students had decamped for school. In addition, a large party had come in just before we did. Bruce negotiated our group onto the waiting list,

FIRST OFFICIAL NASS-OHIO WING MEETING

By OHIO Wing Commander, Mike Ross

[Click here to read](#)

Carolyn's Low Fat Chocolate Fudge

14 oz can non-fat sweetened condensed milk

12 oz pkg low fat chocolate chips

1 C miniature marshmallows

Nuts (optional)

1 t. vanilla

melt chocolate chips and milk in microwave--stir in vanilla, marshmallows and nuts. Pour in greased 8" square pan. Refrigerate. Yum!

It was going to be a brisk morning, so the layered look was in. Bruce Clough, MVT President, and Tour Meister, was going to lead us from Beaver Creek to the Shawnee State Park Lodge as part of the Fall Leaf Tour. I went out the door at about 0800 on Saturday, 18 October, keenly aware of the 40 degree temperature. At least there was sunlight. The car was warming up, and true to tradition, the top was down and the side curtains stowed. I had an hour to go from Loveland to the Waffle House on Indian Ripple Road, Beaver Creek, a distance of some 40 miles. Layering didn't quite work at 50 MPH and faster, but my eyes weren't tearing either, so it wasn't too bad. Got close enough with enough time to stop and top off the tank. Drove in at five after nine, got coffee and had time to check the radio frequency for the trip (channel 10 on our two-ways) before we rolled out.

What an assortment of cars! You'd hardly know we were a club, much less a Triumph club. Our fearless leader, his wife and two children were in a rented Buick LeSabre. Forrest Gwinn and Audrey had a snazzy black Miata convertible, Frank and Diane Ciboch were driving a Chevie Malibu, but the Ball's, Ellis and Lorna, had their TR8, Roger and Carol Rutledge had their TR3B, I had my TR3B and Phil and Carolyn Daye had their "new" TR6. Bringing up the tail were the Bolich's, Ray and Mary, in the world's oldest and slowest Land Rover. Of course you always had to watch these two, as they are pre-eminent cemetery visitors, and we were going to pass a few on today's tour.

Shawnee S.P. is about 100 miles from where we started and we were scheduled for a 12 Noon lunch break there. Also, my wife, Norma and out youngest daughter, Bethany and her husband Robb, were going to meet us there.

The route south started by going north on Interstate 675 to Rte. 35, and east towards Xenia. On the way we passed the Greene County Airport, where the National Air Tour visited in September, fifteen or so planes from the late Twenties and the Thirties, re-enacting a tour done in 1934 to stimulate air travel in that rural time. It worked, too. The planes there included several Tri-motor (Ford, Stinson and Kreutzer) transports and a Sikorsky Flying Boat. The Bi-planes included WACO's, Travelairs, a Fairchild, Stearman and others. Norma and I went there then in the TR3 and it was a gorgeous evening, great for pictures and for flying. Guess who we found parking cars in the Bus Pick-up lot? Don and Lois Bigler.

We went around Xenia on the by-pass, then turned south on Rte. 68 for a short distance, then east onto Waynesville road and began working our way cross country to Rte. 72. The sun was out, the roads were lightly traveled, so our little caravan moved at a brisk, but not alarming, speed over the countryside. It had warmed a little, and I was getting the feeling back in my hands and could actually sense I had a nose. At Rte. 72, we turned south again toward Hillsboro. 72 was slightly heavier traveled, but not obnoxiously so, and we were able to keep a reasonably healthy speed and spacing so intruders were few. On the outskirts of Hillsboro there are shopping malls, and we turned into McDonald's for a pit stop and to take a break and talk about cars. Well, the Bolich's went missing. They had been right behind my car at the turn-in, but after parking, I did not see them. Went for gas, I surmised. Sure enough, a walk toward the main road revealed them pulled in at a Speedway across the street.

and wait we did. Luckily Ellis Ball had brought his famous fudge, two flavors, peanut butter and a new milk chocolate, and Lorna was happy to pass it around. That served as an appetizer. The rest of my family showed up about twenty minutes after we go there. So, we now had eight cars and a pick-up truck. Lunch was finally served, eaten and paid for by about 2:30 pm. This was not good, because dinner had been scheduled for 5:30 in Waynesville with the group meeting the McKitrick's after they closed their store in that antiquing town. So we stood out in the parking lot, did a group photo and discussed options while continuing to consume Ellis's fudge, now serving as dessert. Well, no matter what, we had to go, so into the cars we got and off we motored.

Back down the hill to Rte. 125 and northwest into the hills. We followed 125 west through West Union, Ohio, county seat for Adams County, and out the other side to Rte 136, where we turned north. The Bolich's left us at West Union, as it was shorter for them to go home up Rte. 41. At Winchester, we turned west again on the famous Appalachian Highway, Rte. 32, and drove to the intersection of Rte. 134. There we pulled into a gas station for a pit stop and so anyone who needed gas could get it. When we were ready to roll again, we went straight north on 134. At about Harwood, we struck off the main roads again and traveled more or less north and west until we hit Rte. 73 east of Caesar's Lake. From there it is a straight shot into Waynesville and the Village Family Restaurant, where Mike and Mara McKitrick, were waiting for us. Not being all that hungry, most of the group settled for something light and most of us headed for home, as Waynesville locks down at about 5 pm. We did see some colorful leaf trees on the tour, but I think we were about a week early, but you can never predict these things. The morning cloudy weather did not help things a great deal, although sunshine in the afternoon did a lot to lift our spirits. Maybe next year we can talk the club into an overnighiter, those seem more like an outing. Total mileage traveled was a little over 200, no car problems and the Bolick's stuck with us, so it was a pretty good trip.



Click for a larger image of the Fall Tour Group



On their very first outing in TS43000L, Jerry & Dianne Simonton had to wait for another TR3 to pass over a one lane bridge. What are the odds?

[Home](#) | [Meeting Minutes](#) | [Articles of Interest](#) | [The Miami Valley Triumph Club Officers](#) | [October '03 Events](#) | [Technical Tips](#)

FIRST OFFICIAL NASS-OHIO WING MEETING

By OHIO Wing Commander, Mike Ross

Inspired by messages posted on the NASS (North American Spitfire Squadron) message board, Ohio Wing had its first official meeting on October 4, 2003 at my garage near Spring Valley, Ohio.



The weather was cool and breezy, but dry. It turned out to be nice enough for a couple guys to drive with their tops down. NASS members in attendance were: Don Slicker from Cincinnati driving a '74 Red Spitfire, Joel Michael from Dayton in a yellow '79 Spitfire, Mike Ross from Waynesville with his green '70 GT6+, Joe Lynch from Columbus and his red '71 Spitfire, and Forrest Gwinn from Kettering in his Buick (his blue '72 Spitfire is under construction). Phil Daye, from Middletown, was there for the morning get-together at the garage. Phil's red '66 Spit was a bit under the weather and had to stay home. Greg Heidenreich, also from Dayton, had to bow out at the last minute due to brake problems, and Chris Campbell couldn't make it due to a previous commitment that had slipped his mind till just a few days ago. Chris was able to help get the garage cleaned up the previous day, though. Since it's the only time I get motivated to clean up the trash and dirt, I really need to have meetings and tech sessions about four times a year just to keep the garage from getting too trashed.



Don Slicker Tim and John Benner Forrest Gwinn Roy Owens

We spent most of the morning checking out each other's cars and comparing engine bay modifications, original equipment and alterations. We were discussing swapping lug bolts for larger ones, and Joel Michael just happened to have a bag of modified Ford Taurus lug bolts he was installing on his Spitfire. It was perfect timing, since a couple of us were contemplating the conversion and were able to see first hand how it was done and what it looked like.



John and Tim Benner John Parker Forrest Gwinn

Then Roy Owens pulled from his boot, a box with a new fuel-sending unit he had bought from one of the major suppliers. He was not happy with it because it differed so much from the original one on his Mk1 RHD Spitfire. It had bare wires exposed to the fuel, and caused Roy so much concern that he was sending it back and going to use the old dipstick method. I just happened to have original sending units from three other cars to compare early and later model sending units with Roy's new one. As you can see from figure 1, the original one from my Mk1 Spitfire has the electrical connections completely enclosed.



figure 1

In figure 2, the unit from my Mk3 Spitfire is less enclosed and is similar to the one in my '70 GT6+ in figure 3, but still much more protected than the new sending unit in figure 4 with the exposed bare wires.



figure 2



figure 3

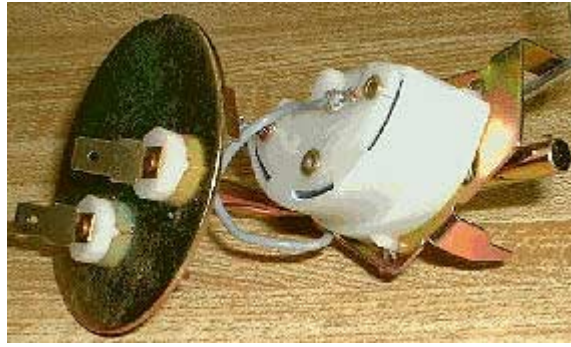


figure 4

Other non-NASS members of the Dayton area “Miami Valley Triumphs” club joined us as well. Tim Benner and his son John arrived in Tim’s black ’67 Spitfire. Unfortunately, they had to leave early for John’s football game, but were able to spend the morning at the garage. Tim is the newest NASS member! He left his dues and registration with me on the spot. John Parker, also from the Dayton area, drove his white ’78 Spit, but was also unable to stay through the afternoon.



Roy Owens drove his red ’64 RHD Spitfire and joined us for lunch at the Quaker Steak & Lube restaurant, in Beavercreek. When we arrived at the car theme restaurant, they had spaces set up for us to park and display our cars right out front. Daniel Ross got in the spirit by wearing his leather flight helmet and goggles.



Mike and Daniel Ross Don Slicker Roy Owens Joel Michaels Joe Lynch



Once inside we were seated just behind and under a beautiful '67 Corvette on a four-post lift. We were not there more than 20 minutes, before another MVT member, Randy Wakefield joined us. Randy drives a camouflaged Spitfire, but wasn't able to drive it due to carburetor problems.

Top to bottom:

Left side: Roy Owens, Forrest Gwinn, Joel Michael, and Don Slicker

Right side: Randy Wakefield, Joe Lynch, and Mike Ross

Several of us hope to join up for a get-together with members of the Indiana Wing later this month in Indianapolis, the Lucas gods willing.



Joe Lynch designed and distributed impressive nametags for all those attending. We liked the design so much; I think we will make it the official Ohio Wing logo, less my name of course.