

Events



January 25, 1998	Super Bowl Party — The Clough's
February 14, 1998	Ladies Choice Mystery Tour
March 14, 1998	MTV Awards Banquet, Manchester Inn, Middletown, Ohio
April 18, 1998	Overnight to Coshocton — Bruce's
May 17, 1998	Jim and Jody Hundesty — Tour
July	Pool Party
August 1, 1998	British Car Days
TBA	Covered Bridge Tour
August 8, 1998	British Car Days
TBA	Fall Foliage Tour
November	Dinner Theater?
December 5, 1998	MVT Christmas Soiree

Miami Valley Triumphs Banquet

Evening events—installation of new officers and presentation of awards

Manchester Inn, Middletown, Ohio

Saturday, March 14, 1998

Cost \$20 per person/\$40 per couple

- Cocktails at 6 pm
- Dinner at 7 pm
- Awards at 8 pm

Have your money to Mary Stinson by March 4, Membership Meeting

Buffet Menu: Salad, prime rib, chicken
almondine, cod fillet, sugar snap peas, oven
browned potatoes and desserts

Len Immke Classic Auto Show and Cruise-In

For those of you who don't know this, the Len Immke show is a large two-day show that happens early July in Columbus (okay, actually Dublin). Proceeds go to the Arthritis Foundation. This year's dates are the 10th and 11th of July. The Cruise-In's on the 10th, car show on the 11th. Triumph is this year's featured import make, and I've been picked as the MVT rep to the event. One might remember that last year Doug Braden set up his yearly 6-pack get-together around the car show, and it was so successful that Triumph was picked as the import marque. There will be seven car classes for Triumphs, so plenty of trophies will be around. I've checked the schedule, and the MVT Pool Party is on the 18th, so no excuses! As I learn more I'll pass it along.

Bruce

February 1998

1754 LINDENHALL DR
LOVELAND OH 45140

Marque

Miami Valley Triumphs

The Marque

The **Marque** is the official publication of the **Miami Valley Triumphs** Car Club, P.O. Box 292824, Kettering, Ohio 45429. 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 Poelking Lanes, Kingridge Drive, behind the Dayton Mall. Drinks, dinner triumph talk at 7:00 pm, general membership meeting at 8:00 pm. Anyone interested in Triumphs is most heartily invited.

Officers

President Phil Daye (513) 423-8175	Vice-President Dan Stinson (937) 254-5955	Secretary Ellis Ball (513) 746-5189	Treasurer Mary Stinson (937) 254-5955
Events Kent Southard (937) 855-2017	Membership Mary and Ray Bolich (513) 677-0605	Historian Dan Stinson (937) 254-5955	

Committee Chairs

Technical Committee Dan Stinson (937) 254-5955	Spares Committee Ron Wynne (937) 837-6067	Newsletter Editor Norma & Stan Seto (513) 683-7974 (Phone or FAX)
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Miami Valley Triumph Web Site:

<http://www.celtic-gifts.com/MVtriumphs.html>

From the Pres...

Hope to see everyone at the February meeting. Don't forget nominations for officers and awards. They should be listed in the **Marque**. Voting will be at the March meeting. The calendar of events is still not complete, if you have an event you would like to put on, see our events coordinator.

This is a good time of year to be working on those fixes for your British car, rebuild carbs, fix brakes, etc in order to have those wheels ready for Triumph weather. I hope that it comes soon. I have had enough cold weather.

For '98 I hope more people will show up for rolling events. We would like to see your car regardless of condition. They do not need to be "show cars" to drive.

See you in February.

Phil

MIAMI VALLEY TRIUMPHS MEMBERSHIP APPLICATION

\$20.00/YEAR

mail completed application to:

MIAMI VALLEY TRIUMPHS • P.O. Box 292824 • Kettering, Ohio 45429

NAME _____ BIRTH DATE _____
ADDRESS _____ PHONE _____
CITY _____ STATE _____ ZIP _____

TRIUMPH VEHICLE PROFILE

CAR #1
YEAR 19__ MODEL _____ COMM. NUMBER _____
COLOR: _____ BODY _____ INTERIOR _____ TOP _____
DISTINGUISHING FEATURES _____

CAR #2
YEAR 19__ MODEL _____ COMM. NUMBER _____
COLOR: _____ BODY _____ INTERIOR _____ TOP _____
DISTINGUISHING FEATURES _____

APPLICATION DATE _____ DATE PAID _____

MVT REPRESENTATIVE SIGNATURE

I HAVE THE FOLLOWING EXPERIENCE/EXPERTISE THAT I AM WILLING TO SHARE WITH MVT COHORTS.

OCCUPATION _____ EMPLOYER _____
WORK PHONE _____

Minutes
MVT MEMBERSHIP MEETING
January, 1997 —Poelking Lanes South

- Secretary:** Read minutes from December Meeting.
- V. President:** States that Board Members started to work on MVT calendar of events for 1998 and is asking for any suggestions for upcoming year. The events so far as follows: January 25, Superbowl party at the Cloughs—February 14, Lady's Choice (secret location.)—March 14, Awards Banquet—April 18, (tentative) Coshocton Tour—May 17, Question and answer Park Tour—June (date tentative) Picnic at Scott Childers Farm. July 18, Summer (pool) Party—August 1, British Car Days—September (open)—October (open)—November, (tentative) Dinner Theater—December 5, Christmas Party.
- Membership:** We have one new member Charlie Earhart (not sure of spelling) but welcome.
- Treasury:** Gave balance update.
- Old Business:** Discussed schedule for getting the Marque to members earlier.
- New Business:** February Marque to have 72 Triumph for sale if interested now call Mary Fox-Bolich. Visitor, Gene Kelsey got a 79 Spitfire for Christmas that he is wanting to restore. Found us on the Web. We think he will make an excellent member. At one time he referred to us as a Spitfire Club. And Steve Miller is expanding his mechanical shop. John Clark reported after 3 attempts and \$329 in repairs he passed the E-check (actually I guess he was waived.) An announcement was made—Bruce and Alice are EXPECTING a little girl in mid-May. Bruce asks if anyone has any pink snap-on tools or donations to buy such, contact him.

Open nominations for officers:

For President:

Mary Fox-Bolich withdrew and no new nominations leaves it as follows: Ron Wynne, Phil Daye, Dan Stinson, and Bruce Clough

For Treasurer: Mary Stinson

For Secretary: Ellis Ball and Lorna Ball (Running seperately, not together)

Open nominations for awards:

Keep it on the Road: Dan Stinson, and Chris Yanity

Press on Regardless: Phil Daye, Kent Southard, and Jim and Jodi Hardesty

Most Improved: Ron Wynne, and Stan Seto

Mark of Distinction: Phil Daye, Mary Fox Bolich, and Mary Stinson

NOTE—No new nominations for either officers or awards.

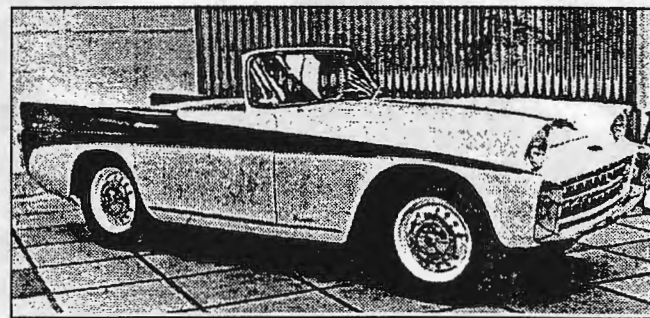
Adjourned.

Cars that time forgot—The Michelotti Triumph TR3

Brothers Raymond and Neville Flower fancied themselves as motor industry operators. Capt. Raymond had initiated an abortive venture to produce an Egyptian racing car, the Phoenix, that competed in the official national racing colour of purple, and the pair also steered the Frisky bubble car into production.

In the fifties they had grand plans to make their own sports cars too, using Triumph TR3 chassis. But the company's engineering chief, Harry Webster, was wary of supplying them... especially as the brothers claimed that an up-to-the minute prototype could be built in a mere three months.

The Flowers, however, were shrinking violets when it came to revealing how. With curiosity raised, Webster gave them one TR3 chassis and challenged them to prove it. Within 10 days he had chosen the most complex of a sheaf of



proposal drawings the brothers presented to him. But Webster's attempts to discover where the car was being made were fruitless: he had to bide his time.

Less than three months later the striking two-seater you see here was deposited at the Triumph works. "It was beautifully made, exquisitely trimmed and a runner," remembers Webster.

A hearty lunch with the delivery driver eventually elicited the fact that the car came from Italy and the drawing board of one Giovanni Michelotti.

It proved to be the inspiration for the Triumph Herald and sparked a 10-year relationship between Michelotti and Triumph that resulted in such classics as the TR4, Spitfire, GT6, 2000, Dolomite and Stag.

The Flower brothers never did get that deal, though. I wonder what became of them...

—Giles Chapman

TR Jokes

Found dthese on the Internet:

Q: Why do TR7's have factory installed fog lights?

A: So you can see the tow rope at night!

Q: Why do TR7 coupes have rear window defrosters?

A: To keep your hands warm while pushing in winter!

Q: How do you instantly double the value of a TR7?

A: Fill the gas tank

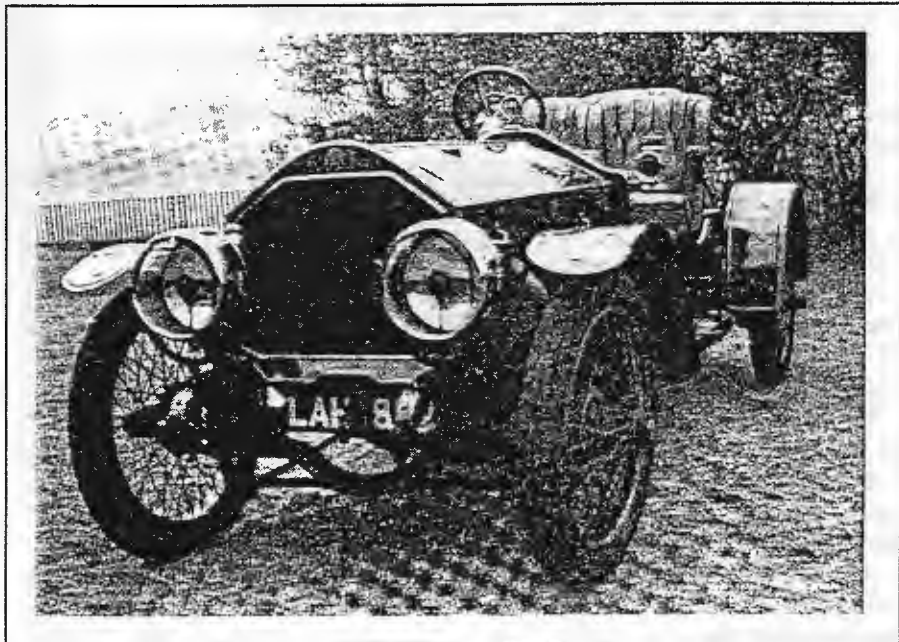
I can tell these jokes since we have a TR7!

Bruce

VETERAN—EDWARDIAN—VINTAGE

A section devoted to old-car matters, both current and contemporary

English Magazine, Motor Sport, Vol. XXXIII, No. 1, January 1957



Majestic—Mr. Douglas Fitzpatrick's 1907 Maybach-engined Metallurgique awaits the pleasure of MOTOR SPORT's Testers

Old cars are always fascinating but especially so when they are endowed with good performance. When this performance is such that modern sports cars have difficulty in keeping pace an experience unique in motoring is in store, and such we enjoyed when sampling Douglas Fitzpatrick's 21-litre Maybach-engined Metallurgique.

The occasion was a November Sunday that threatened fog, but a Standard Vanguard Sportsman made excellent speed from Essex to the deserted roads of Norfolk, and after a hurried lunch in Holt we presented ourselves at Mr. Fitzpatrick's beautiful home, Sheringham Hall, at a decently early hour.

The car awaiting our pleasure in the courtyard of the old coach house was out of this world—a monster in the tradition of the 1908 Itala, 200-h.p. Benz and Chitty-Chitty-Bang-Bang.

This Metallurgique is of 1907 origin, having been a special 60/80 model, with the 150 by 140 mm. 10-litre engine, giving 100 b.h.p. at 1,400 r.p.m., used for record-attacks in Belgium. For this reason, probably, it was possessed of a back-axle ratio of 1.27 to 1, the axle casing specially spacious to house the big pinion.

It seems that the late E.A.D. Eldridge, of Isotta-Maybach and Fiat "Mephistopheles" fame, acquired the car. It later passed into the hands of a gentleman named Mr. Cole living quite near to the present owner, but unknown to him until, by a lucky stroke of fate, about six years ago, Mr. Fitzpatrick heard rumors of a giant car decaying on his premises, went to investigate and decided he must add the Metallurgique to his stable.

1998 MVT Spring Tour: Romp to Roscoe

By Bruce

Start making your plans now to be with us this April for a weekend tour of Ohio. The main attraction will be Coshocton and Roscoe Village, but you can be sure that we'll be stopping off at other attractions along the way. No, no dog-gone baskets this time (if the males can help it). We're planing on leaving early Saturday morning (sorry Mary Bolich, you'll have to get your butt out of bed early) from our favorite place, the Bob Evan's Restaurant at I-71 and US 35. The motoring will be via the roads less travelled, and via a quaint shop or two, up to Coshocton. Coshocton's attraction is Roscoe Village, so we'll have plenty of time to see the place (and drink a beer or two at the tavern). Saturday night's lodgings are at the Roscoe Village Inn, and you can be sure that we'll have our dinner reservations there also. I'm sure we'll be coming back Sunday via a bunch of antique stores. Make your reservations early since rooms are filling up fast. If you can't get in give Bruce a call at (937) 376-9946 and we'll try to find you alternatives. Oh, by the way, Bruce would also want to know if you are coming along, so give him a call. The hotel's number is:

Roscoe Village Inn: (614) 622-2222

For those of you who complain of us not 'doing anything', here's something to wet your whistle. There will be plenty of driving on this trip, and not on boring interstates! We'll be having a tech session the weekend before to get the cars ready to go. See you there, and watch for the big plans as they unfold in the upcoming Marques!



The Last Time Cloughs Led a Tour Phil Fed Their Spit Steroids!

(Broke Down) By The Banks Of The Little Miami

Bruce Clough

1998 Already?

Holy Orange Bowl Parade, Batman-it's 1998. Seems like only yesterday I was commenting on the coming in of 1986, but that was a younger, and less wise Bruce. Hey, let's face it, I had 7 TRs sitting around at that time, and only two ran! Now every car I have sitting around runs.

1998 will be a banner year around our place. Not only will the TR4 have a working radio, but there will also be the addition of a baby daughter. That's right, we're expecting. So how much is a set of pink Snap-On Tools? Should I start buying the Spitfire and parts now? I doubt if the Buick will be a big hit with her. I think I've gotten out of the stage of my life where I had to have lots of TRs sitting around, so I ought to have plenty of time to spend with the little snotgoblin, and that's what's right, right?

For those of you with other, more mechanical projects, how's about making a resolution to getting them on the road this year? It's not that hard, you just have to get started. That's the hardest part. The stupid thing is taking up room in the garage anyway, why not use it? Yeah, it's cold, but that's what overalls are all about. Go to any Farm & Fleet store and get those thermal clothes. They really work. I restored several cars in the dead of winter, and was a better person for it, or at least I think I am, or at least I convince myself I am. There's nothing like grunting under a car in a garage well below freezing inside. Builds character.

Hey, have you seen the latest Eastwood catalog? They now are advertising a home powder coating kit. Just put it in the oven at 400 degrees for a few minutes, but be sure that's not the oven used for food cooking. Yeah, right. Just how many males do you think that's going to keep out of the kitchen? I know I've been caught cooking painted parts, and even put a painted manifold through an oven cleaning cycle to bake the paint (worked real well, but Alice almost turned me into a eunuch). They even show a little picture of an oven in the ad! I believe that this is actually a conspiracy by appliance manufacturers to increase demand. Just imagine how many wives are going out to replace ovens speckled with melted plastic! Better buy that Whirlpool stock now.

For Sale

Looks like I've still got some stuff around here that I don't need, in this case, documentation. Here's a short list. It's TR2 & 3 stuff—I'm keeping the TR4 manuals even though I have the car memorized. If you see anything of interest, let me know. Gosh, I'm starting to feel a bit like Charles Runyan! Hmm, does Bellbrook need a real pub?

- *Glenn's Triumph Repair and Tune Up Guide, Fifth Printing, 1970.* Chilton Book Company, Philadelphia. Good condition, contains good troubleshooting tips and road tests. Just try to find this one at swap meets. Hard bound, 124 pages. \$25
 - *Triumph TR2 & TR3 Spare Parts Catalogue.* Brooklands reprint of original STANPART issue. Good shape, soft bound, 370 pages. \$15
 - *Bentley TR2/3 Workshop Manual.* What I used to put all them '3s back together. It's cut apart with each page in it's own plastic sleeve, then placed in a three-ring binder. Great for garage work with dirty hands. \$25 Call Bruce
-
- **1972 TR-6** Interior door pieces and trim, black with white trim. Includes panels and back section. Must see to appreciate — Best offer.
 - **1971 or 1972 TR-6** Radiator. Don't know if it leaks or not. Best offer.
Call Ken Toliver • Monroe, OH • (513) 539-7443

It had been re-engined between 1919-1921 by Mr. Cole and his partner Mr. Tillet, with a monster T-head, four-valve-per-cylinder 1910 Maybach engine of a type sold for use in "boats or airships." This vast power unit, with its six separate iron cylinders, fitted snugly once the chassis had been lengthened to accommodate it. The original Maybach carburettors had been replaced by Claudel-Hobsons but the old manifolding called for lighter "gas-works" and so two 52-mm. S.U.s have been fitted, specially made for the car and the only sop to modernity. Three new Y-shaped exhaust manifolds were made up, exhausting into quite a small-bore exhaust pipe and cylindrical silencer.

Mr. Fitzpatrick disliked the radiator, with a pointed header-tank to give an extra two gallons of water, and bade Delaney-Gallay construct a new one to correct 1907 outline. It is a beautiful thing, carrying the authentic badge, found also on the remarkably unworn foot-pedals. At the same time the queer two-seater body put on about 1919 was abandoned and the chassis provided with three very comfortable bucket seats by Coachcraft Ltd.

The original flywheel with Metallurgique expanding brass-lined clutch is retained, likewise all the transmission and running gear. The crown-wheel and pinion had stripped but Ken Phantom made up new parts.

The side-valve Maybach engine is thought to develop 180 b.h.p. at 1,200 r.p.m. but may give more. It drives through a beautiful gearbox with ratios (note this) of 5.06, 2.56, 1.75 and 1.27 to 1. 880 by 120 tyres being unprocurable, new 935 by 135 Dunlops are used on the original wheels, resulting in speeds of over 20, 41, 60 and 81 m.p.h. per 1,000 r.p.m. in the different gears.

Our inspection of this magnificently-finished chocolate-brown Edwardian completed, 22 gallons of water were supplied to the radiator, 12 gallons of petrol to the 25-gallon fuel tank, Mr. Fitzpatrick's German mechanic, who accompanies the Metallurgique on all its journeys, pulled the engine over with a bar normally clipped along the chassis frame, and switching-on the trembler coils, the proud owner caused the engine to burst into life. In no time at all she was warm and we were away.

Riding on this Metallurgique is to put the clock back to an age long past, and even in 1919, think what a phenomenal possession this car represented. When 85 m.p.h. from an E-type 30/98 was the peak of motoring, imagine being overtaken by a car doing only a little over 1,000 r.p.m.

Moreover, this Edwardian, for all its size and 36 cwt., can be driven fast in safety. It handles extremely well, so that pulling it off the crown of a country lane to avoid collision with a spell-bound saloon is not in the least "dicey," while a casual motor-coach driver enabled us to discover how well it stops from 70 m.p.h., albeit on locked back wheels!

Four pedals confront the driver, two being brake pedals, working, respectively, transmission brakes behind the gearbox and ahead of the pinion casing, one of these pedals also freeing the clutch, which has its own pedal, supplemented, of course, by the accelerator. The hand brake applies the back-wheel brakes. Originally metal-to-metal was the order of the anchorage, but racing at Brands Hatch set the shoes afire, so Mintex liners are now in use and Ferodo racing linings are contemplated for this season.

If such controls seem complicated, the driver is encouraged by the docility of the engine, which is happy down to 300 r.p.m. in that very high top gear. The car's weight distribution, too, is good, being 18 1/2 cwt. on the front wheels, 17 1/2 cwt. on the back. Only as we rode a straight Norfolk by-road at 95-97 m.p.h. did the Metallurgique become rather eager in its manner of running—sitting high and unprotected, with the

long bonnet feet below one, the sensation was better than 130 m.p.h. in a 300 SL

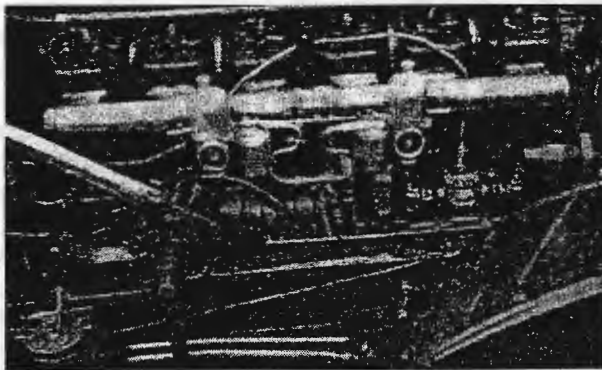
When really motoring, Mr. Fitzpatrick goes up to a daring 1,300 r.p.m. and after cruising at a lazy 80-90 m.p.h. we came to a straight road and assayed some acceleration figures. Here comes the big surprise. The very steady Elliott rev.-counter enabled 0-60 m.p.h. and --80 m.p.h. readings to be taken, using third and top, respectively, and the times of 11.7 and 21.8 sec. will mean everything to those who collect performance data. To cap this astonishing performance, a two-way s.s. 1/4 mile was timed. This came out at 17.1 sec., with the best run, uphill but after the better start, in 17.0 sec. To humor the transmission, a very short rolling start was permitted, which might add one or 1 1/2 seconds to the time, but when it is remarked that a 300SL Mercedes-Benz requires 16.1 sec. and a Jaguar XK140 takes 17.4 sec. for the s.s. 1/4 mile the pleasure and purpose of owning this 1907/1910 hybrid become clearly apparent!*

Riding back in state on the rear seat to Sheringham Hall we were at peace with the world, for only occasionally does even the Editor of a sporting motor paper experience motoring of this calibre. Over tea in Mr. Fitzpatrick's charming drawing-room, amongst his treasured musical boxes, we completed our picture of this unique motor car and its keen owner. Lubrication is dry-sump, we learned, from a 10-gallon reservoir under the back seat, three beautiful eccentric pumps providing for feed and scavenge. The car carries appropriate lamps, including a splendid pair of Zeiss acetylene headlamps with ingenious driver-controlled flame-masks for anti-dazzle purposes. Liberal warning that the Metallurgique is coming up on one is provided by a handle-turned Bleriot Klaxon horn. Ignition is by two matching Bosch magnetos firing two plugs per cylinder, and rear suspension is 3/4 elliptic. The pistons are cast iron, and the steering-wheel calls for 1 1/3 turns, lock-to-lock. In all, the present owner was covered about 2,000 miles since the car's five-year rebuild, and has raced it at Brands Hatch, Bexhill and Silverstone.

As the car was put back into its garage we recalled the thrill of our brief ride, wind howling about one's head, the acceleration immense—no other word is adequate— as the big engine took hold and hurled the great car forward. Then it was time to investigate the other cars in the Fitzpatrick stable—and what a stable! He has three Rolls-Royces, one of them the remains of his supercharged Phantom I, which will be rebuilt with a light four-seater body. He has a special 1933 Riley with big crankshaft and hydraulic brakes,

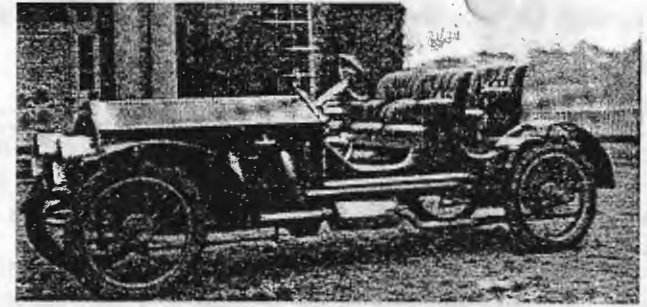
an Austin Seven Special, the 1906 Wolseley-Siddeley, and the 1902 Achilles he drove in last November's Brighton Run.

Hearing that we intended to drive that evening to Scole to see if the headlamps from the 1908 G.P. Itala still adorn the public bar of the "White Hart," Mr. Fitzpatrick suggested we should do this in his 1938



ALL 21 LITRES OF IT!—A view of the induction side of the huge Maybach airship engine now in the Metallurgique chassis, showing the two S.U. carburettors "hung" on the original manifold.

Phantom III Rolls-Royce Park Ward saloon. This fine car looks very modern. We were told that its engine was worn out and due for an R.-R. overhaul but no fumes were detected and it cruised effortlessly at 60-70 m.p.h. losing the Vanguard Sportsman on acceleration at certain parts of the



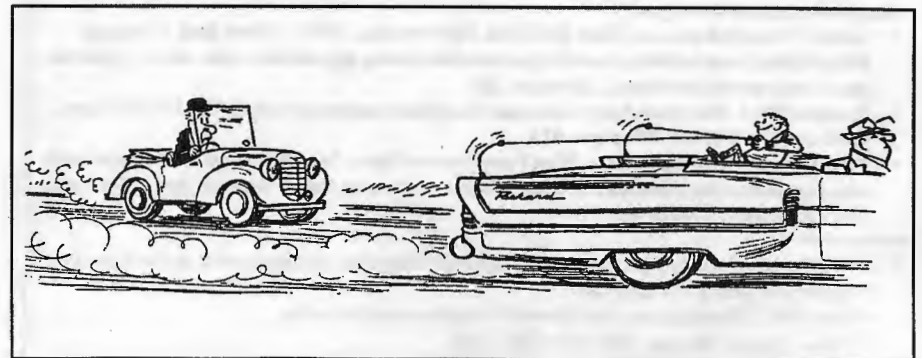
EDWARDIAN GIANT—Seats for three intrepid mortals are provided on the Metallurgique

range. Like all good big cars, from within this one gave the impression of being small. To ride through the night in this Phantom III was an experience as soothing as the drive in the Metallurgique had been exhilarating, the famous radiator, standing just proud of the bonnet, outlined, with the "silver lady" mascot, in the beam of the big headlamps, the instruments, including the big speedometer with its dead-steady, white-tipped needle, lit gently by the concealed dashlamps. Thus we proceeded, through Norwich and beyond, to the whisper of 7 litres of V12 engine and occasional very subdued creaks from the beautiful coachbuilt body.

Mr. Fitzpatrick told us that it is nice to have i.f.s. on this model, and that it functions so well that if you drive up a curb in turning you are quite startled as the back wheel drops with a thud onto the road. We were also interested to learn that Rolls-Royce Ltd. still carry out and make available modifications for Phantom IIIs from time to time, such as a new exhaust system giving greater power and a higher axle ratio which improves petrol consumption by one m.p.g. (Mr. Fitzpatrick gets an excellent 10-12 m.p.g. from his P. III), which were on the car in question.

So to Scole—and there were the two Ducellier Dynamo electric lamps from Clutton's great Itala screwed by their mounting-brackets to the wooden beams of the bar ceiling, lighting the boards of the throwers of darts. As we sipped our drinks, Nasser and the Russian invasion of Hungary receded, until it was time to resume the Vanguard, and later the Volkswagen, and drive 200 miles through the fog towards Monday and the petrol shortage and threat of war... —W.B.

FOR LAUGHS—



BALLOT

Nominations for officers:

Nominations for awards:

For President:

- Ron Wynne
- Phil Daye
- Dan Stinson
- Bruce Clough

For Treasurer:

- Mary Stinson

For Secretary:

- Ellis Ball
- Lorna Ball

Keep it on the Road:

- Dan Stinson
- Chris Yanity

Press on Regardless:

- Phil Daye
- Kent Southard
- Jim and Jodi Hardesty

Most Improved:

- Ron Wynne
- Stan Seto

Mark of Distinction:

- Phil Daye
- Mary Fox Bolich
- Mary Stinson

Mark your ballots and mail to:

Miami Valley Triumph Club
PO Box 292824
Kettering, OH
45429-3537

no later than March 1, 1998