

TRIUMPH REVIEW

August, 2004

Detroit Triumph Sportscar Club

OFFICIAL PUBLICATION

www.detroittriumph.org



INSIDE THIS ISSUE:

GHOST OF JOE LUCAS He rears his ugly head just as the July membership meeting was ending. Read how to prevent future appearances. Page 3



DTSC DREAM CRUISE PARTY Jim and Sue Watch are once again inviting all DTSC members and their families to their home for the Woodward Cruise. It's always a fun time! Page 4

MAKE IT A DOZEN We're sending up the distress flag! We need your pictures and articles for *The Review*. Help us get the newsletter back to twelve pages.

AUGUST EVENTS:

- 3: Board meeting, Royal Oak
- 7: Mark & Doug's Island Tour
- 7: British Car Show, Dayton, OJ
- 8: Alden Classic Car Show, Alden
- 10: Member Meeting
- 12-15: University Motors Summer Party
- 15: DTSC Summer Pool Party
- 18: Summer British Knights, Novi
- 21: Woodward Dream Cruise Party
- 28-29: Weekend Up North



Ken Pardonnet's Car Chronicles

He tried going French, but quickly plunged into British cars

Our First Foreign Car, the Citroen 2CV

My brother and I went in together to buy an early post war Citroen 2CV. Two young female school teachers had bought it from relatives in Norway, drove it to southern Italy and then had it shipped home to Livonia.

We had seen 2CVs in French movies in the 1960's and thought they were really interesting. It turned out to be a fun car to have and had many unique features. The speedometer for instance, was mounted near the upper left corner of the windshield and the same cable was used to drive the wiper blade. It also had a dip stick attached to the gas cap for a fuel gauge. The seats were like lawn chairs and could be removed by taking out a few wing nuts. The hood, deck lid, and doors had the type of hinge that, when opened wide, you could slide these parts off the car.

For a while 2CVs held the world altitude record for a four-wheeled vehicle. A fellow went up a goat path in Peru to 17,000 feet. I was told that the explorers who did this drove it backwards for traction because it had front wheel drive. Also, they removed the doors for fording streams. That way the water rushed right through the car instead of tumbling the car down stream. I almost forgot another interesting feature. It had inboard disk brakes on the front. We had fun with it for two or three years and then sold it to a fellow out of Montreal.

My First English Car: Beach Car: Morris Minor Convertible

In 1963 we took the family to Hawaii where I was to take fall semester classes

Continued on page 2

Above: A Morris Minor convertible like the one shown here was Ken Pardonnet's first venture into British car ownership. The car cost only \$100 and served him well in Hawaii.

Ken Pardonnnet Drives French, Then British

From page 1

towards my certification for counseling. We got settled into an apartment, registered at school, and obtained a family car. Then we were told that to live the Hawaiian way we really needed to get a beach car. It could take many forms, but would be mainly used for beach trips and it would have to hold up to the rigors of salty bathing suits and all the gear needed to go to the beach for the day.

I located a car in the paper that suited our needs and budget perfectly. It was a \$100 Morris Minor convertible that could not be shifted. The shift lever just sort of flapped around without doing anything. On further inspection I discovered that it actually could be shifted by taking two hands to the lever, one hand on the lower part of the shaft for a fulcrum and the



A Citroen C2V in Bordeaux, France.

other hand at the top of the shaft to shift the gears.

We bought the car and I actually was able to drive it home. This was no mean feat as it took two hands to shift. It turned out that it just needed a steel pin at the fulcrum point. My reputation was made with all my Hawaiian friends as no one in recent memory had actually driven a \$100 car home. One interesting feature of this car was that it was designated an Africa model. It had no heater and no water pump. However, it did have a very thick radiator for cooling and in addition to the thick radiator, there was a two-bladed, propeller-like fan mounted on the genera-

tor pulley to help move the air. This was the only water cooled car I have owned that had no water pump. This system seemed to work fine in the Hawaiian climate.

In 1963 the "beach road" around Oahu was a dirt track from the Polynesian Cultural Center all the way to the area where they held the surfing championships. We usually used this car when we planned to navigate this area. It was light and had pretty good traction. We sold it when we had to return home to Michigan.

My Second English Car: The MG

I first spotted the MG near our house in the Schoolcraft and Outer Drive area. It was covered with snow and looked like it could use a friend. I knocked on the owner's apartment door and told them that if it was for sale I might be interested. They seemed slightly amused that someone would want this undriveable car. We went out to start it and right away I heard the typical hum of loose battery terminals. It finally started despite a broken choke cable. No wonder they considered it undriveable.

When I got it home, I discovered the inoperable heater blower was cured by straightening out the wires and terminals in the broken right rear tail light. I never did quite figure out why these were on the same fuse. (It usually was not done on American cars). I equipped myself with a plastic mustard bottle full of gasoline to squirt on the air cleaners in lieu of a choke cable. I began driving it to

work daily.

One problem I discovered was a loss of power and obvious missing under load in third gear, but only when it was warm! After much checking of the obvious causes, I still had the problem. Half way to work one day I got fed up and snatched open the hood. I was going to do something! Perhaps it was a good thing I did not have a hammer in the car that day. I tried working the throttle and got the miss. Then I looked again and saw it!

At speed the engine torqued over and

Continued on page 4

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OTHER FOREIGN
CARS WELCOME

Ghost of Joe Lucas Appears at July Meeting

At the July member meeting we had a problem with wiring. Best wishes to Jim Brown. Of course, we blame Joe Lucas.

We spend a lot of time and money on our cars in the form of maintenance and rebuilds.

Sheet metal dents, rust, paint. New brakes and tires. New hood and seats. Engine rebuilds. Our cars are perfect. But how much time and attention do we give the wiring harness? This item often gets the least attention but does the most.

Let's look at what we can do to ensure that the wires in our car are dependable.

First and foremost, a wiring diagram for the make, year and model of your car is essential. You wouldn't go on a road trip without a map. A wiring diagram is a map of the car's electrical system. Use it.

The wiring connectors are the first things to check. This is easy, look for

loose connections, corroded connectors or broken wires at the point of connection. The engine compartment is subject to extreme changes in temperature. Cold in the middle of winter, hot while running, very hot that time it over heated.

The connectors are soldered to the wires, heat and age can making the vinyl insulation of the wires brittle. Remember that '65 Dodge that had the cracked dash pad? Yes it was vinyl too. Look for hard and brittle insulation in the engine compartment.

Wiring temperature is also affected by voltage. A short in the wiring will cause a high flow of electrons or voltage that can overheat the wires. This can have the same affect to the insulation as age and moderate temperature changes.

The wiring harness is attached to the body, wheel house inner, and the firewall.

It also is connected to the engine. When the engine is running it's vibrating. The wiring sees the brunt of this.

Other things to be aware of and look for are areas in which the wiring is exposed to the elements, like water and dirt. Wires in water will corrode faster and dirt will hold moisture longer. Points at which the wiring passes through body panels need a good intact grommet that's been installed properly to ensure the harness isn't damaged due to movement and vibration.

The copper wire itself generally doesn't go bad. But changes in temperature, movement, vibration, and simply age, the effectiveness of the wire's insulation is affected negatively. If you have questions about the wiring or any other issue regarding your car, please contact a DTSC car consultant, they've volunteered to help you.

—Written by Brian Sims

DTSC EVENTS CALENDAR

AUGUST

3, Tuesday
7, Saturday
7, Saturday
8, Sunday
10, Tuesday
12-15
15, Sunday
18, Wednesday
21, Saturday
NEW!
28-29

Board Meeting Canadian Legion

Mark & Doug's Wonderful Island Tour Put-In-Bay, Rollinson / Cook
British Car Show, Dayton, OH

Alden Classic Car Show by TBBCC, Alden, MI

Member Meeting Canadian Legion

University Motors Summer Party, Grand Rapids, MI

8th Annual DTSC Summer Picnic & Pool Party, Allen Park

Summer British Knights Novi, MI

Woodward Dream Cruise Party Royal Oak, MI

Weekend Up North, Canadian Lakes, MI

Sue Snyder

Pat & Tam Barber

Dave & Laurie Carlson

Jim & Sue Watch

Holbrooks / Watches

SEPTEMBER

5, Sunday
7, Tuesday
12, Sunday
14, Tuesday
17-19
19, Sunday
25-26

Ford Yacht Club Car Show Grosse Isle

Board Meeting Canadian Legion

DTSC "Battle of the Brits" St. Heights

Member Meeting Canadian Legion

Indy British Car Days, Indianapolis, IN

TTC British Car Day, Bronte Provincial Park, Ontario

Michigan British Reliability Run www.mibrr.com

Bob Owsinski

Carlsons - Snyders

Geof Bush

Blake Discher

OCTOBER

3, Sunday
3, Sunday
5, Tuesday
7-10
12, Tuesday

20th Annual Fall Color Car Classic, Clarkston

Mark's Highway to Hell Tour

Board Meeting Canadian Legion

Nashville British Car Club Show, Franklin, TN

Member Meeting Canadian Legion

Stu Ehrhardt

Mark Rollinson

Snyders / Carlsons

NOVEMBER

2, Tuesday
9, Tuesday

Board Meeting Canadian Legion

Member Meeting Canadian Legion

DECEMBER

7, Tuesday
14, Tuesday

Board Meeting Canadian Legion

Member Meeting (Election of 2005 Officers) Canadian Legion

Events in **bold** are DTSC sponsored events.

If you wish to be notified when the 'DTSC Triumph Review' is available online each month, please be certain Dave Jonker has your current email address. The email list is created from his member list. This month's email notice was sent May 2nd, if you didn't receive it, your email address is incorrect or missing.

In Memorium

Fellow DTSC member, Ron Clark, passed away on July 14, 2004. Ron was a familiar face at DTSC member meetings and events. He was always smiling, and loved his maple 1979 Spitfire. His family made several comments to that affect during his memorial service.

Ron had just proudly shown off his new tires and upholstered seats (which he did himself) at July's member meeting, the night before he passed away. Ron will be missed, DTSC prayers go to his wife, Lori, and his sons.

You're Invited: "Dream Cruise" with Jim and Sue

The Granddaddy of them all happens Saturday, August 21st.

In 1994 a small cadre of volunteer enthusiasts and business people along Woodward Avenue organized a one day celebration remembering the cruising days of the 50's, 60's and 70's. They thought that this would probably be a one time affair.

Ten years later, what is said to be the largest one day automotive event in the world continues to grow. It has reinvigorated cruising on other major roads throughout the Metro Area, and has turned cruising Woodward in vintage cars into a summer long event.

Once again, you can be part of it all by attending the 10th Annual Woodward Dream Cruise Party at Jim and Sue Watch's house. Over a million people attending the cruise are not invited; but your family, kids, and any friends you want to bring are welcome.

Conveniently located within walking distance from the center of the action on Woodward (see picture), our party venue has received a three and a half stars rating in the DTSC party red book guide for three years in a row. Past years have featured nachos, corn dogs, rain showers, and who can forget last year's power outage?

This is an open house party, so come when you want to anytime after 8 am. The party lasts until the traffic clears and the police open up the streets (11:30pm - midnight).

We provide convenient on and off street parking, burgers, dogs, bottled water, the grill, cooler capacity, soft drinks, Indoor Plumbing, and shade to all comers.

Please BYOB, but please remember that open alcohol is not permitted on Woodward. If you want to, bring a small dish to pass.

We are west of Woodward, and on the day of the cruise the best way to approach our house is from Greenfield.

Go north on Greenfield to Normandy (13 ½ mile). Go right (east) on Normandy for ¼ mile until you reach Parkway. Turn right on Parkway, and then immediately turn left on Parkview (the street that goes up the hill).

We are at 4008 Parkview, 248-549-1368. Hope to see you here!

-Jim & Sue Watch

Pardonnet

From page 2

a pin hole opened up in the upper radiator hose. This ever-so-fine jet of coolant was caught in the fan wash and was blown back to the distributor cap. There it did its job to foul the spark, and almost immediately evaporated! Voila, the problem was solved! When I got it all fixed up and painted, it looked much like Dave Jonker's MG.

Now that my work was finished I turned it over to my wife to drive. One day she picked up her girlfriend and whilst driving around they thought they might as well do some grocery shopping. When they came out of the store and opened the trunk, they both started laughing. It was obvious that a couple of trips back and forth were going to be needed to get the groceries home. We sold the car in late spring as the money was needed for our summer travel expenses.

TR6: My Fourth English Car

I saw my first TR6 in 1969 westbound on I-80 in Nebraska. I knew instantly that someday I would try to obtain one! We were headed out for a summer camping trip with the family in our 1959 Chevy four door with Mark IV air conditioning and an 8-track cassette player. Behind was our cargo trailer loaded with all of our camping gear. The contrast to traveling in the family car and a two-seater was very evident. The only thing our Chevy had in common was that TR6 was that both cars were red. We cruised along with the young couple in the TR6 off and on all day.

At one gas stop we talked to them and found they were English. They had shipped the car to New York from England and were driving cross country to a new life in California. My envy was tempered somewhat in my smugness that we had air conditioning and they did not. Air conditioning was a good thing to have on that very hot day in Nebraska.

In 1974 I did locate a TR6 parked not far from Mackenzie High School in Detroit. It obviously needed a friend. I located the owner and we made a deal. He'd purchased it from a dealer in Windsor, Ontario when he was in the Armed Forces at Selfridge. The thing I could not figure out was that he had a red sports car painted a robin's egg blue.

I did some engine work and drove it about 10,000 miles when I detected a rod or piston pin knock on number five. About this time, washers under the mounting

Continued on next page

Moving on to Other Challenges

The January, 2005 issue of DTSC's The Triumph Review will be the last for which I serve as editor.

By that time I will have been at it for four years, plenty of time to put my mark on the publication, and time to turn the typewriter over to someone new. You'll recall I was handed the editor's cap by Terry Walters, under whose leadership the Review went from a typewritten, mimeographed few sheets of paper to a full sized, offset printed newsletter.

Now it's time for another DTSC member to step up to the plate, take the reigns from me and put their stamp on newsletter. With today's desktop publishing software, the job continues to get easier and easier. I'll of course help the

new editor get started if he or she wants the assistance.

I've got my eye on getting involved with Vintage Triumph Register, the national Triumph club, of which DTSC is a chapter. But more on that later. For now, I need a replacement. If you are interested, please give me a call! —Blake J. Discher

Pardonnet

From previous page

bolts for the clutch slave cylinder were no longer enough to get the clutch to disengage. Those things, plus a noise like a rough sounding bearing on the transmission main shaft caused me to park the car. Actually, it is still parked, but I'm working on getting it going again.

Bench Racing

President's Message

Sorry for the absence of this column, but I've been battling a virus that came from nowhere. Well, "it" came from somewhere, via the internet! Hopefully I'm back on line now and continue with my life.

Wait a minute! I had a life before computers. What's happening here? The auto industry is *all* computers now. It's been twenty years since a car left the factory with a carburetor on it. Fuel management is by computer now. Distributor? A chip handles that, timing and fuel. Not happy with your car's performance? Re-map the 'On Board Computer.' Chips. On board computers. On-Star. What are you going to do when you car gets a virus?

At least we still have our Triumphs. But we still have electrics to deal with. At the July member meeting a gentleman Jim Brown, from Canada attended. When the meeting was over and time to leave Jim's car's wiring over heated and smoked until Wayne disconnected the battery, *without* a wench!

Thanks to Wayne's quick thinking and monster grip he stopped the flow of electrons and stopped further damage to the car's electrics. Many club members offered help, suggestions, and maybe some comfort to Jim and this problem.

To me this shows that this club has a great membership that not only cares about our LBCs, but also cares about people in need. I'd like to thank the people that helped Jim Brown. And I hope that Jim has good fortune with getting his car on the road again.

— Brian Sims

Announcing the 8th Annual DTSC Family Picnic & Pool Party

Sunday, August 15th, 2004 – C'mon in, the water's fine!



Here we go again, but this time, the Barbers are preparing to host this annual DTSC family event. So come on down and join in the fun. Bring your navigator, kids and cars (British, that is) and be prepared to have a good time

Your hosts and the club will provide entrees and some sides, and dessert, as well as non-alcohol drinks. Dishes for the buffet table are welcomed, but OPTIONAL! If you have a favorite salad fruit, dip or dessert you would like to share please bring it along, but remember, this is strictly an option.

The pool is open rain or shine.

Plan to arrive anytime after noon and stay until you've had enough. We plan to chow down about 2:30 and again later, if anyone wants to. If you are planning to attend, please call the Barbers at (313) 383-4041 to indicate how many. Be there or be square!

The Barbers
6577 Robinson, Allen Park, MI 48101 • (313) 383-4041

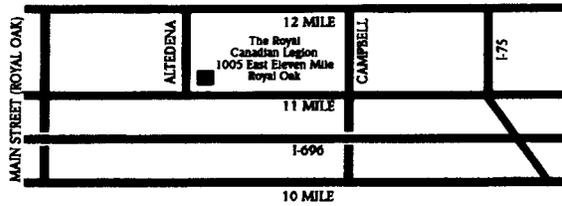


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Detroit Triumph Sportscar Club, Inc.

Established 1959, our 45th year

An official chapter of the Vintage Triumph Register

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Jim Watch, vice president 248-549-1368, jrwatch1@comcast.net
Dave Carlson, treasurer 248-426-0124, davida49@aol.com
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 GT6/Spitfire: **Pat Barber** 313-383-4041, patbarber@comcast.net
 Stag: **Chris Holbrook** 810-229-9010, grizh@yahoo.com

Being a member of DTSC is fun, owning a Triumph is optional, you can drive whatever you want. Just send your dues of \$30 to our membership chair, Dave Jonker, 22609 Carolina, St. Clair Shores, MI 48080. Your dues help cover the costs associated with this newsletter. **Talk to any club member and join today!**

All members are welcome and encouraged to attend board meetings and regular meetings.

Regular membership meetings of the Detroit Triumph Sportscar Club are held on the second Tuesday of each month. Board meetings are held on the first Tuesday of each month. All meetings begin at 8:00pm at the Royal Canadian Legion, Post 84, 1005 East 11 Mile Road, Royal Oak, Michigan. Please see map above for location details.

Triumph Review is the official publication of the Detroit Triumph Sportscar Club and is published monthly for club members and editors of other British car clubs in the United States and Canada on a reciprocal basis. **The electronic version is available on the first of each month, the printed copy is mailed to arrive before the member meeting of each month.** The editor requests your contribution or submission be made either electronically or in writing by the 20th of the month preceding publication. Classified advertisements are free to members. Mail written materials to DTSC, Newsletter Editor, 1363 East Fisher Freeway, Suite 8, Detroit, MI 48207; electronic submissions should be emailed to review@detroittriumph.org. I will try to make it as easy as possible to get your submission published. Opinions expressed are those of the individual authors and not necessarily those of the club as a whole.

Please visit our website: www.detroittriumph.org.

Ideas for articles relating to club activities or of general interest to Triumph and other British car owners are welcome!

Welcome New Members

Please extend a warm welcome to our newest members!

Rod Anderson, Chelsea
TR6 Sapphire Blue

Waine & Sharon Brock, Troy
1960 TR3

Carter & Sylvia Cross, Rochester
1976 Spitfire 1500

For Sale and Items Wanted

TR6 Hardtop, carmine red, good/excellent condition, all mounting hardware. Make offer 248-723-0790 (8/04)

WANTED: TR6 Bonnet and trunk lid, in good shape. Call member William Moore 586-791-3008

1959 TR3A - Black over black painted in '02. Rebuilt engine, hi-po cam, new leather seats, new carpet, new Cooper tires, new starter, new vinyl top, new fuel pump, igniter ignition system. Overdrive trans works like new and engine begs to stretch it's legs. \$9,750. Located in Royal Oak. Phone 734-673-9805. (7/04)

1974 TR6 Mimosa yellow, runs well, needs body work, very minor frame rust. Good project car, solid. Good driver as is. One owner for 19 yrs. \$6,000 or best. 248-214-7710. (6/04)

Spitfire Walnut Dashboard (fits only 1973) \$373.69 list new, sell for \$200 or best offer. Jon Matyas 248-398-7012. (6/04)

1960 TR-3 in storage for 27 years, has ashtray, starting crank, jack, all original, no rust, great car! \$4,500.00 248-647-6286. (6/04)

1964 Triumph TR4 white, black top and interior. Hobbyist restoration, non-standard wheels and radial tires. Drives well but engine needs work. \$3,400. Tom Fisher 248-685-2103 or 248-496-2637.

1975 Triumph TR6. Pimento red, new top, new carpeting, new stainless steel dual exhaust, new Michelin tires, and has approximately 55.6K miles. Runs great! Always in storage from October through May each year - never saw snow. Price to be determined. 773-562-2360 or work: 313-983-0310.

Triumph TR 2-8, Spitfire, GT6, Stag, Herald, Vitesse & TR10 parts. Call Ed at 248-828-8243 or email needs to trispare@aol.com

For Sale and Items Wanted ads are published in the DTSC Review as a free service for our members and others with items of interest to our members. Ads are printed for three consecutive issues or the editor's whim, taste and fancy unless a longer duration is requested. Send info to review@detroittriumph.org.

Summer British Knights

*A series of British-only Car
Cruise-in nights to be held on
the third Wednesday of each
month, April through September.
Evenings, from 6:00pm until
whenever.*

*All British car clubs and owners
are cordially invited to join the
Detroit Triumph Sports car Club in
enjoying these summer evenings in
the company of fellow British car
enthusiasts, while also enjoying
great food and spirits.*

New location, all months:
Gatsby's Restaurant
45701 Grand River, Novi
248-348-6999

For more information contact Dave & Laurie Carlson:
david49@aol.com 248-426-0124, or Sue Snyder:
snydleydog@yahoo.com 586-979-4875.

IS YOUR LBC UP FOR IT?



**We're driving 800 miles in
36 hours to send kids with
diabetes to an educational
and fun summer camp!**

Get a co-pilot, jump in your little British car, and join us September 25th and 26th in this run for a great cause. Open to all British marque vehicles, we'll depart Sarnia, Ontario, Canada, for a loop around Lake Huron.

Visit www.mibrr.com, email info@mibrr.com, or call 313-289-9280 for complete event info. Get involved, you (and your car) can do it!

Detroit Triumph Sports car Club Board of Directors' Meeting Minutes for July 6, 2004

Present: Patrick Barber, Dave Carlson, Laurie Carlson, Blake Discher, Wayne Larose, Bob Owsinski, Jeri Schaller, Hermann Schaller, Brian Sims, Sue Snyder, Richard Truett, Terry Walters, Jim Watch.

The meeting was called to order at 8:15pm.

Committee Reports

- **Membership** – Dave Jonker shows 153 active members.
- **Treasurer** – Members may contact Dave Carlson directly for details. Registration for BOTB was up seven registrations over last year at this time.
- **Secretary** – Laurie Carlson asked the Board if the minutes should be published in *The Review*. All board members agreed they should.
- **Website** – Bob Owsinski added a For Sale section on the website and that he will let the message board expire do to the lack of usage by the club members.

Recent Activities

- **Tech Session** – Brian Sims reported they tore down Ken Pardonnet TR6 engine. Twelve members attended the session and it was very informative. There was no article written for the Review.
- **Summer British Knights** – Laurie Carlson reported they had 15 cars despite of the rain.
- **Scavenger Hunt** – Hermann reported the weather was great and had 15 cars participating. The board complemented the Schaller's for the awesome job and Jeri's cooking which was superb.
- **Gratiot Cruise** – Sue Snyder reported it was a fun day and well attended.
- **Fort Meigs** – Sue Snyder reported the weather cooperated and the club did great in the award ceremony.
- **London Car Show** – Sue Snyder reported we had great weather and once again the Club did well in the awards.

Old Business

- **Hagerty Insurance Grant** – Jim Watch reported nothing had been done but Blake will contact them since he has other business to conduct with them.
- **Waterford Hills** – Brian Sims reported he will send out an e-mail containing the new dates for another British Days at the track.
- **Battle of the Brits** – Sue Snyder reported the dash plaques are in. The shirts have been ordered for the workers. This year they will be platinum with blue thread. The give away shirts will be blue with platinum thread.
- **New Club Name Tags** – Sue Snyder reported they would be magnetic. The cost will be approximately \$6.00 each. The name tags will be presented to the members after BOTB.

New Business

- **Tech Sessions** – It was suggested that a special team be created to help fellow club members who have problems with there cars. The idea was tabled. Brian Sims offered to have a welding tech session. Richard Truett suggested and indoors bench tech session for the winter months.
- **Future Events** – November through March, the board approved - Kart-2-Kart for Nov. 21st, Fish Fry at the Commonwealth Club Feb. 18th, Dakota Inn March 12th, bench tech session Jan. 29th. Other suggestions: Jeri Schaller "The Cooking Studio" in Windsor. We would receive cooking lessons and dinner. Yankee Museum and Yesterdays in Ann Arbor were other ideas that were brought up. The Halloween Party with the Canadian Legion was declined.
- **Year End Party** – Dan Campana proposed three locations to the board. The board unanimously approved Laurel Manor in Livonia.
- **Tax Exempt Status** – Dave Carlson reported he is still waiting for the letter from the State of Michigan.

Meeting adjourned at 9:30pm.

Respectfully submitted By Laurie Carlson, Secretary

The Calkins and the Walkers in their TR3As



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