

# TRIUMPH REVIEW

January, 2004

Detroit Triumph Sportscar Club

OFFICIAL PUBLICATION

www.detroittriumph.org



## INSIDE THIS ISSUE:



**MY FIRST TRIUMPH:** Back in in 1963 Jim Miller drove this 1958 Triumph TR3. After selling it, he missed it ever since. His wife Beverly changed that! Page 4

**YEAR END PARTY PLANNED:** It's happening Saturday, January 24th at the Best Western Sterling Inn. Make your reservations for this fun-filled annual event. Page 5

**2004 EVENTS CALENDAR:** Mark your calendars with events you'll want to participate in. Have an idea for an event? Let a board member know! Page 3

**PINEWOOD DERBY:** Get building! Test your skills against other DTSCers. We'll be racing February 15th. Back cover

### JANUARY EVENTS:

- 6:** Board meeting, Royal Oak
- 13:** Member Meeting, Royal Oak
- 24:** Year End Party, Sterling Heights



## Detroit to San Diego in a TR6

### Paul Doolittle Goes West in Search of a Respray for his Triumph

I bought my first (and only) 1976 Triumph TR6 in New Orleans in 1998. Ever since that time I've been gradually fixing the mechanical stuff on it, but was waiting until I had the time and the money to restore it cosmetically.

I'm a Commander in the Navy and I was transferred to Selfridge ANGB from San Diego in 1999. During my time in San Diego, I got to know a really good Triumph mechanic named Randy Zoeller, who did most of the work for the San Diego Triumph club. He told me he could do a good cosmetic restoration for about \$5,000. I kept that figure in mind and asked around the Detroit area what it might cost to do the job here. Everyone I talked to said the same work would cost around \$20,000. So I figured, what the heck, it was probably worth it to drive the car back out to San Diego for the winter and let Randy go to work on it.

I spent some time and money last summer getting the TR6 up to snuff. The fine shop of English Motors, up in Shelby Township, did a bang-up job of tuning the engine and replacing worn u-joints, and the car was ready to go by October. I planned to take the quickest route to San Diego. As a result, my trip would take me on the interstate through Michigan, Indiana, Missouri, Oklahoma, Texas, New Mexico, Arizona and finally California.

#### Day 1: A Late Start

I left my home in Beverly Hills on a Friday, a perfect fall afternoon. The weather was clear and warm and I kept the top down the whole way for 300 miles to Anderson, Indiana. The drive was great except for road construction in Jackson, Michigan. (Michigan natives told me when I moved here that Michigan has two seasons - Winter and

*Continued on page 2*

Above: Paul Doolittle parked his 1976 Triumph TR6 along the freeway shoulder to snap this photograph of the car with the St. Louis Arch in the background.

# Paul Doolittle is Westward-Ho in His 1976 TR6

From page 1

Road Construction. They also told me the orange and white construction barrel is the Michigan state flower!



## Day 2: Tulsa or bust!

I departed at 0745 (that's 7:45 a.m. for you civilians.) Anderson, Indiana is about 30 miles north of Indianapolis and I hoped to get to Tulsa or thereabouts by the end of the day. The weather had turned cool and cloudy so the top was up for a while. After a few hours though, the sun came out and the top came down! The car was running perfectly. It just hummed along with that beautiful six cylinder purr. I stopped in St. Louis just to get the photo shot with the arch in the background, and then it was off again.

The Navy has moved me frequently over the last 20 years, so I've driven back and forth across the country a couple of times. But I had never taken I-44 through Missouri and Oklahoma before, so this part of the journey was new to me. Lo and behold, about half way through Missouri I see signs for the town of Doolittle. Never knew a town was named after me, but it looked kinda small, and being pressed for time, I didn't stop. I'll have to see what I can find out about it some other time.

After driving on a little further, I saw a sign that told me I was driving on Gene Taylor Highway. Now therein hangs a tale. You see, Gene Taylor is a friend of mine. We went to College together and belonged to the same fraternity. Today he's a U.S. Congressman (fifth district Mississippi.) So the sign prompted me to ring up my buddy in Washington D.C. and ask him why an Interstate in Missouri was named after a good ole' boy from Mississippi. Was this some typical bureaucratic screw-up where someone had mixed up the Postal abbreviations between Missouri and Mississippi and commissioned the sign in the wrong state or what? Gene's office straightened me right out. There was once

another Congressman from Missouri who happened to spell his name exactly the same way, and the highway had been named after him. Glad I sorted *that* out!

In Missouri you start seeing a lot of signs for Historic Route 66. I got off the interstate a couple of times to check it out, but quickly found out that trying to follow that old route would greatly impede my progress. I hear that people are trying to gradually restore most of the route, but unfortunately, much of the highway is already gone.

I pulled into Claremore, Oklahoma, the birthplace of Will Rogers, at about 7:00pm, and then my adventure with "Motel Okie Hell" began:



I needed a good night sleep after 650 miles in that little car, so I found what looked to be the best motel in town, a Best Western. It was probably the best motel in town, but I don't think any other chain has made the effort to put a competing facility in Claremore in the last 30 years. As I was walking to the room I managed to take a chunk out of my scalp when I hit my head on the edge of the roof that came down over the porch and I'm only 6'1" tall. That first room they assigned me to stank of cat urine so badly I had to ask for another one. The new one was marginally superior in that it smelled like a dead body. After checking under the bed (just to be sure), I figured I wasn't going to get anything better and resigned myself to walking around the soaking wet spot in the carpet whenever I needed to use the bathroom. I had several hours of sleep

(about one at a time) being awakened regularly by the nearby freight trains (a la "I Love Lucy" and "My Cousin Vinny" episodes.)

## Day 3: Next stop Albuquerque!

So, after that refreshing rest, I managed to get a *real early* start (around 0930) and get back on the road through Oklahoma. It was another beautiful day and I was surprised at how pretty the Oklahoma countryside was; much nicer than Texas, in my opinion. Tulsa looks like a nice town to live in.

In Oklahoma City I caught up with another 1976 Triumph TR6! It was mimosa yellow with Indiana plates and was driven by an older couple. Does anyone know who these people might be?

Well, after a few miles, we parted company and I continued on my way. Gradually the green Oklahoma countryside began to give way to the "sagebrush ocean" of west Texas and New Mexico. The TR6 continued to run perfectly.

About 180 miles outside of Albuquerque, near Tucumcari, New Mexico, I thought it might be a good idea to try to take Route 66 the rest of the way into town. I figured the highway would probably be fairly straight and open with light traffic through the desert. Fortunately, a gas station attendant warned me not to drive it, because the main bridge along the route was out. Just another example of why travelling the old Route 66 is not such a good idea.



I pulled into Albuquerque just after dark and found a nice hotel. My wife's parents were from Albuquerque so I knew a little about where to stay and where not to. The TR6 was still running perfectly

*Continued on page 7*

## DTSC EVENTS CALENDAR

<b>JANUARY</b>	6, Tuesday 13, Tuesday 24, Saturday	<b>Board Meeting</b> Canadian Legion <b>Member Meeting</b> Canadian Legion <b>Year End Party</b> Sterling Heights	Dan Campana
<b>FEBRUARY</b>	3, Tuesday 10, Tuesday 15, Sunday	<b>Board Meeting</b> Canadian Legion <b>Member Meeting</b> , Canadian Legion <b>Pinewood Derby</b> Canadian Legion	Sims - Walters- Uloth
<b>MARCH</b>	2, Tuesday 6, Tuesday 9, Tuesday 21, Sunday	<b>Board Meeting</b> Canadian Legion <b>DTSC Bowling Night</b> Location TBA <b>Member Meeting</b> Canadian Legion <b>Shower for Wayne &amp; Julie</b> Windsor, Ontario	Laurie & Dave Carlson Laurie Carlson
<b>APRIL</b>	6, Tuesday 11, Sunday 13, Tuesday 18, Sunday 25, Sunday	<b>Board Meeting</b> Canadian Legion <i>Easter</i> <b>Member Meeting</b> Canadian Legion Ancaster All-British Flea Market, Ancaster, Ontario <b>Annual Brunch Run to the River Crab</b>	Dave Murphy
<b>MAY</b>	4, Tuesday 8, Saturday 9, Sunday 11, Tuesday 22-30	<b>Board Meeting</b> Canadian Legion 16th Blount British Car Gathering, Townsend, TN <i>Mothers' Day</i> <b>Member Meeting</b> Canadian Legion Drive Your British Car Week!	
<b>JUNE</b>	1, Tuesday 5, Saturday 6, Sunday 8, Tuesday 10-12 18-20 19, Saturday 20, Sunday 26, Saturday	<b>Board Meeting</b> Canadian Legion London BCC Classic Car Show, London, Ontario LEBCC British Return to Ft. Meigs Car Show, Perrysburg, OH <b>Member Meeting</b> Canadian Legion Moss Motors International TR Challenge, VIR, Danville, VA Sprint Vintage Grand Prix / British Invasion!, Mid-Ohio 6th Annual Cruisin' Gratiot Picnic, Eastpointe, MI <i>Fathers' Day</i> <b>Put-In-Bay Island Tour</b> Put-In-Bay, OH	Mike Bilyk The Snyders M. Rollinson / D. Cook
<b>JULY</b>	6, Tuesday 9-10 11, Sunday 13, Tuesday 14-17 24-25 31, Saturday	<b>Board Meeting</b> Canadian Legion Michigan Elvisfest and Car Show, Ypsilanti, MI Mad Dogs & Englishmen, Kalamazoo <b>Member Meeting</b> Canadian Legion <b>VTR Convention</b> Richmond, VA <b>Larry's Drive-In Movie Tour</b> Location TBA <b>"Plaid Pants" Golf Open</b>	The Snyders Pat Barber Larry & Sue Tomaszycski Mike Bilyk
<b>AUGUST</b>	3, Tuesday 7, Saturday 7, Saturday 10, Tuesday 12-15 21, Saturday	<b>Board Meeting</b> Canadian Legion British Car Show, Dayton, OH Alden Classic Car Show by TBBCC, Alden, MI <b>Member Meeting</b> Canadian Legion University Motors Summer Party Grand Rapids, MI <b>Woodward Dream Cruise Party</b> Royal Oak, MI	Sue Snyder Jim & Sue Watch
<b>SEPTEMBER</b>	7, Tuesday 12, Sunday 14, Tuesday 19, Sunday	<b>Board Meeting</b> Canadian Legion <b>DTSC "Battle of the Brits"</b> St. Heights <b>Member Meeting</b> Canadian Legion TTC British Car Day, Bronte Provincial Park, Ontario	Carlsons - Snyders
<b>OCTOBER</b>	5, Tuesday 12, Tuesday	<b>Board Meeting</b> Canadian Legion <b>Member Meeting</b> Canadian Legion	
<b>NOVEMBER</b>	2, Tuesday 9, Tuesday	<b>Board Meeting</b> Canadian Legion <b>Member Meeting</b> Canadian Legion	
<b>DECEMBER</b>	7, Tuesday 14, Tuesday	<b>Board Meeting</b> Canadian Legion <b>Member Meeting</b> ( <i>Election of 2005 Officers</i> ) Canadian Legion	

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

**Have you renewed your dues for 2004?  
If not, this could be your last copy of the DTSC Triumph Review!**

# My First Triumph: Beverly Miller Surprises Jim

Driving a 1958 red TR3 again has brought back many thoughts of the 60s.

In January, 1963, I graduated from Cody High School and started at Henry Ford Community College in Dearborn, Michigan. I needed to drive to classes, so I started using the family Chevy to go back and forth to Dearborn from Detroit, only about six or seven miles.

During the summer of 1963, I worked for an engineering firm in Detroit as a draftsman and started saving my money for my own set of wheels. Naturally, I wanted a sporty car to get me to school and back. I would read the want ads daily in the Detroit News especially the "Foreign and Sports-car" section.

Early in the fall of 1963 I came across an advertisement for a 1958 Triumph, a sporty car to drive to college. As I remember, I paid \$650 to a man who had bought the TR3 second hand and had driven it regularly around town.

It was red and "very cool" and that's exactly what I "needed." I drove the TR all that winter; it did have a heater, but the snow came in around the side curtains. Although it was fun to drive in rain or snow, but it was even more fun when it was sunny, and on those days I would take the long way home just to lengthen my drive time. At some point I decided it needed a racing stripe, so I taped a white stripe down the hood and trunk.

In the summer of 1964, I felt that my little car needed a new paint job. I had a friend with a spray gun and compressor so we waited for a nice sunny day and proceeded to spray the car outside on the lawn. Remarkably, the paint job came out quit nice for us first timers, and I thought the car looked great.

I continued to drive the car until I went away to Northern Michigan Univer-

sity in Marquette and concluded that the Upper Peninsula was no place for a little red sports car. It sat in our driveway for that year until I came home for the summer. Driving in the summer of 1965, I remembered why I liked the car so much,



it was great to cruise with the top off in the summer sun.

After setting for another winter at home in the driveway while I was away at school I decided that it would be best to sell my little red toy to someone who could drive it. I can't recall the person who bought it but I seem to remember I sold it for around \$400. If only I had known then what I know now.

After that, there were many sunny days when I dreamt about driving my little red Triumph with the wind in my hair and the sun in my face. At least I had those great memories.

Fast forward to 2003. I am driving a red 1958 TR3 again because my wife Bev-

erly decided I needed a special birthday gift in 2005. Beverly starting looking early because a TR in good condition might be very hard to find. With the help of our friend Tim, she started searching.

Several cars came up available but were either too far away or cost too much. Sometime in the early summer of 2003 she got a call from Tim to say he had found one advertised for sale near Lansing. After several telephone conversations with the owner and his mechanic, Bev and Tim decided to go take a look.

When they drove up to the farmhouse, there it was. A red 1958 TR3 just like the one she had remembered driving in 1963. After a thorough inspection and a couple of test drives, it was decided that this was the one.

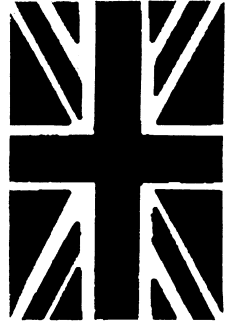
The plan was to wait until my birthday in 2005 and keep this a secret, but luckily for me, our friend Tim spoke up and said, "life is way too short, give it to him now."

I had been away and upon returning home, Bev told me she had a surprise and we were to take a mystery trip. Driving west towards Lansing I had no idea where we were going. When we started driving the back roads west of Lansing I *really* didn't know what was going on.

We pulled into a driveway, up to a pole barn, and Bev jumped out and said open the barn door. When I opened the door there it was with balloons and a "Happy Birthday" sign on the windshield!

I drove it home, taking back roads all the way. I felt like I had traveled back in time to 1963. Every so often I still have to look in the garage to make sure the TR3 is really there and that it wasn't a dream.

I can't wait for the warm weather when I can be back on the road again in this fun little car with the wind in my hair and the sun in my face. Thank you Bev and Tim!



**English Motors, Inc.**  
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**You're Invited!**

**DTSC's  
2003 Year End Party**

Saturday, January 24, 2004  
6pm Social, 7pm Dinner

Best Western Sterling Inn  
34911 Van Dyke Avenue, Sterling Heights

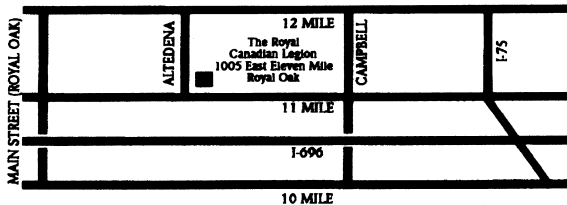
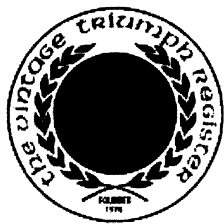
You are cordially invited to celebrate the past season and the beginning of the 2003 season at our Year End Party.

Participation Points Awards  
Most Miles Driven Awards  
Service to DTSC Recognition  
Introduction of New Officers  
Fabulous Door Prizes

Arrive early for social hour and spend a fun-filled evening with your fellow club members. There will be a cash bar and buffet style dinner featuring beef, chicken, salmon, relish tray, six different salads, vegetables, pasta and desert, coffee and tea. The Sterling Inn has an award winning chef that prides himself in serving excellent food.

**\$35 per person**  
(DTSC has subsidized a portion of your dinner.)

Please mail your check payable to DTSC to arrive by January 17th to:  
Dan Campana  
19170 Ike  
Roseville, MI 48066  
586-773-5257 (before 9pm please)



## Detroit Triumph Sportscar Club

Established 1959, our 44th year

*An official chapter of the Vintage Triumph Register*

### 2003 Board of Directors

**Pat Barber**, president 313-383-4041, patbarber@comcast.net  
**Jim Watch**, vice president 248-549-1368, jrwatch1@comcast.net  
**Dave Carlson**, treasurer 248-426-0124, davida49@aol.com  
**Tamara Barber**, Secretary 313-383-4041, tamekaye@comcast.net

### 2003 Board of Directors

**Mike Simon**, chairman 586-954-1407, mishon2@netzero.net  
**Dan Campana** 586-773-5257  
**Blake J. Discher** 313-289-9280, bdischer@blakedischer.com  
**Fraser Mackenzie** 248-538-9525, framac1@aol.com  
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**Brian Sims** 248-814-8441, britishriders@aol.com  
**Sue Snyder** 586-979-4875, snydley@comcast.net  
**Richard Truett** 248-336-0472, rover827@aol.com  
**John Uloth** 248-634-7715, juloth@tir.com

### Other Key DTSC Positions

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**Blake J. Discher**, Newsletter Editor 313-289-9280, bdischer@blakedischer.com  
**Pat Barber**, Webmaster 313-383-4041, patbarber@comcast.net  
**Sue Watch**, Participation Points 248-549-1368, jrwatch1@comcast.net  
**Mike Bilyk**, Historian 248-601-9658  
**Sue Snyder**, Publicity - Regalia 586-979-4875, snydley@comcast.net

### Vehicle Consultants

TR2/3: **Jack Fuller** 248-426-0626, jfuller1@twmi.rr.com  
 TR4/4A: **Mike Simon** 586-954-1407, mishon@ameritech.net  
 TR250/6/7/8: **Richard Truett** 248-336-0472, rover827@aol.com  
 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](http://www.detroittriumph.org).

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

## For Sale and Items Wanted

**1972 TR6**, Comm. No. CC85723-U. Damson/Tan with excellent black soft top. Racing cam, Allison exhaust, heavy duty clutch, new battery, extra set (4) rims/Michelin red lines. 11,484 miles on complete engine rebuild. Included: service manuals, reference books and all records. Very solid driver with rust free frame & chassis. Not a concours show car, but an excellent, very reliable driver. Good original body & paint. Thoroughly inspected by DTSC TR6 expert. Asking \$8,000. Bereavement sale. Pat Grant at 517-851-7006, pgrant@voyager.net. (1/04)

**1963 TR3B**, white/black SU s rebuilt last year, partial restoration 25 years ago, mechanically sound, driven very little last 20 years, always garaged & covered, body fair/good, no rust, interior good, top, tonneau, & side curtains in good shape, wire wheels \$7900 or best offer, Jeff (586) 468-1126. (1/04)

**18 Foot Flatbed Car Trailer**, dual axle, two mounted tool boxes. This was formerly the Snyder's trailer. \$1,200. 248-426-0124, Dave or Laurie Carlson. (12/03)

**TR6 front fenders**, (pair - L&R). Still in-the-box British Heritage parts purchased from TRF, not junk from the other side of the other pond. For "early" models but will also easily fit "late". Why weld and patch when you can bolt on perfect fit pieces!? \$400.00 for the pair. Call Terry at 734-464-8149 or email to twalters@twmi.rr.com. (11/03)

**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.

## Welcome New Members

*Please extend a warm welcome to our newest members!*

### Chris Barron

14890 Almont Rd.  
 Allenton, MI 48002  
 810-395-1730  
 raybarron2003@yahoo.com  
**1976 TR7**

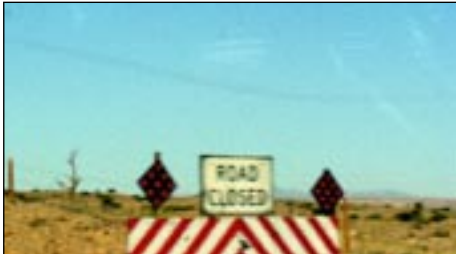
### Russell and Angie Beck

5180 N State Rd.  
 Davison Mi. 48423  
 810-653-0128  
**1967 Spitfire Mk2, 1976 TR7 white**

# TR6 Up to the Task in Drive Across America

From page 2

even after racking up another 650 miles. The car was holding up a lot better than my body, which was beginning to get a little stiff. I also discovered that the left



side of my face was getting really sunburned; even with the sunscreen I'd put on. The Southwest still gets pretty hot in October and the heat was starting to take its toll on me. Fortunately, the Comfort Inn in Albuquerque was really "comfortable," so I got a good night sleep.

## Day 4: On to Yuma

Now the really scenic part of the journey began. The weather that morning was absolutely perfect. Crystal clear blue skies, about 72 degrees, no humidity. But I kept the top up to ward off the sun. I discovered that unzipping that back window really helps the airflow; this was the first time I ever had the chance to do that.

Once you leave Albuquerque you climb up into the mountains as you head toward Flagstaff, Arizona. By the time you've reached Flagstaff you're at 7,000 feet and surrounded by tall Douglas Fir trees. Along the way to Flagstaff you pass through the Petrified Forest National Park. Interstate 40 runs right through it, so I highly recommend you get off and visit if you ever drive this route. It's probably the most easily accessible national park in the whole country.

Flagstaff is also the jumping off point for the Grand Canyon. From Flagstaff it is about another two hours drive north to



the South Rim. In Flagstaff I had to put the top down again because it was just so beautiful outside. Even though I was at an elevation of 7,000 feet, the TR6 still performed mightily. The speed limit on most western portions of the interstate system is 75mph and I had no problem holding my car at 80mph plus, the same speed everyone else was driving.

From Flagstaff, my route took me south to Phoenix. About 60 miles north of Phoenix I came to a complete stop for a major, fatal accident. Cars were parked on the interstate for about an hour waiting for the authorities to clear it. Of course, everyone got out of their cars and came up to me to ask about the TR6, and that helped to pass the time. Glad I was carrying water 'cause it got desert-hot and dry that afternoon. There's a good view of



some Saguaro cactus in this photograph. For your information, the only place in the world the Saguaro cactus grows is in the Sonoran Desert of Arizona and northern Mexico. Remember that interesting factoid when you play your next game of Trivial Pursuit!

The accident put me behind schedule and made for a long, very hot day. So I was a hurtin' puppy when I pulled into Yuma, Arizona (near the California border) about 9:00pm that night. I now know Yuma is one of the hottest places in the United States. It was about 95 degrees outside when I checked in with the clerk at the

front desk. I started whining about the temperature, and she just laughed because everyone there was grateful for the cool fall weather they were having after a summer when temperatures averaged about 120 degrees. But at this point I was only about four hours away from San Diego and the car was still in

better shape than I was, so I knew my troubles were almost over!

## Day 5: Destination San Diego!

I woke up early since my body was still on Eastern time, and got right on the road. I wanted to get through the low desert and into the cool mountains before the sun had a chance to start baking me again. I started climbing into the Laguna Mountain range, the last western mountain range before you hit San Diego, at about 10:00am, and the car was still running perfectly. By the way, the heat had very little effect on the operating temperature of the engine. The hot weather ther-



mostat I'd installed kept the car running at normal temps for the entire trip.

I checked into my hotel at the San Diego airport around 1:00pm and did a little sightseeing by the beach before I drove the car into Randy's shop.

Now Randy has the car and I plan to



pick it up next April. I *don't* plan to drive it back, although I have complete faith that it would make it. I just don't want to risk damage to the new paint job and chrome on the return trip. So I plan to trailer it back – with my own trailer, bought special for the occasion.

Ain't Triumphs grand?



## **DTSC Pinewood Derby**

**Sunday, February 15, 2004 at 1:00pm**  
Royal Canadian Legion  
Eleven Mile Road, Royal Oak



The contest consists of designing and building a small wooden racecar from a kit that meets certain prescribed criteria and specifications. The derby is run in heats to determine fastest cars with the cars starting by gravity from a standstill on a track and run down an inclined ramp to a finish line, unaided.

**TECHINICAL INFORMATION APPEARED IN DECEMBER, 2003  
ISSUE OF THE DTSC *TRIUMPH REVIEW***

Additional information regarding logistics, conduct of the race, heats, etc. will be provided on race day. Any questions/concerns with these specifications or other event issues should be referred to the Organisers, Brian Sims at (248-814-8441, britishriders@aol.com) or Terry Walters at (734-464-8149, twalters@twmi.rr.com).

(Vintage Pinewood Derby cars shown courtesy of member Ken Pardonnet)

**Have you renewed your membership for 2004? Do it today!**

### **Detroit Triumph Sportscar Club**

1363 East Fisher Freeway, Suite 8  
Detroit, MI 48207

ADDRESS SERVICE REQUESTED

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