

TRIUMPH REVIEW

Detroit Triumph Sportscar Club

OFFICIAL PUBLICATION

www.detroittriumph.org



INSIDE THIS ISSUE:



MARK & DOUG'S WONDERFUL ISLAND TOUR: Mark your calendars for this event that promises to bring out the partiers and their LBCs to Put-In-Bay, Ohio. *Page 5*

YA GOIN'? Bill and Denise Goin's DTSC Spring Tour to Spring Arbor is just around the corner. *Details, page 4.*

DRIVE YOUR BRITISH CAR WEEK: It's this month, from May 25th through the 31st. Get your LBC out and let people see it!



MY FIRST TRIUMPH: This Spitfire was Paul Wild's first four-wheeled Triumph. He's had a couple of two-wheeled Triumphs too. *Page 7*

MAY EVENTS:

- 4:** Brunch Run to River Crab, St. Clair
- 6:** Board meeting, Royal Oak
- 13:** Member Meeting, Royal Oak
- 17:** Spring Tour, Spring Arbor, MI
- 21:** Summer British Knights, Novi
- 25-31:** Drive Your British Car Week!



Tech Session, Roger's Garage Are Big Hits

Knowledgeable members and an excellent facility combine to help members learn more about their Little British Cars

By Roger Cotting

It started, as all DTSC events should, with food and drink. We had coffee and OJ, bagels and Krispy Kremes. When more people came, they brought more bagels, homemade bread, and more Krispy Kremes! So we were set up for food and beverage for a while.

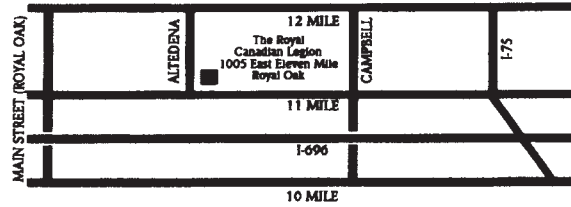
The Tech Session started with a friend, Sam "Mr. Bugeye" Hamilton. Sam ran a Sports car repair place in NJ for 10 years, and then moved to Michigan to work in the hardware business. Sam has raced Bugeyes at Waterford Hills and in SCCA. He is a student in Washtenaw County Community College's auto restoration course.

Sam brought his class project, a 948 CC engine mounted to a self-contained engine stand and ran it with a supercharger through a straight pipe. It sounded great and stirred the blood of each true sports car fan there. He then changed the engine to two SU's and ran the engine again. He showed how he tunes SU's; making changes in the carbs while the engine was running. When he had the SU's right, he revved the engine up to 5000 rpm and the joyous sound of a happy English engine echoed around the country side. Thanks, Sam for your neat project. You are the teacher's pet.

Pat Barber, club president and Ford engineer, gave a presentation on axels or differ-

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Above: Chris Holbrook, right, bleeds the brakes on Larry Tomaszycski's Spitfire as Dick Arend looks on. About 30 members attended the day-long tech session.



Detroit Triumph Sportscar Club

Established 1959, our 44th year

An official chapter of the Vintage Triumph Register

2003 Officers

President	Pat Barber	313-383-4041	patbarber@comcast.net
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Secretary	Tamara Barber	313-383-4041	tamekaye@comcast.net

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Stag	Chris Holbrook	810-229-9010	grizh@yahoo.com
TR7/8	Ivan Love	517-694-5009	ivanlove@acd.net

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!

EVENTS CALENDAR

MAY	3, Saturday	15th Blount British Car Gathering, Townsend, TN	
	4, Sunday	Brunch Run to the River Crab St. Clair	Dave Murphy
	6, Tuesday	Board Meeting Canadian Legion	
	13, Tuesday	Member Meeting Canadian Legion	
	17, Saturday	Spring Tour Spring Arbor	Bill Goin
	21, Wednesday	Summer British Knights Bravo Restaurant, Roseville	Carlsons / Snyders
	25-31	Drive Your British Car Week!	
JUNE	1, Sunday	Orphan Car Show, Ypsilanti	Dick Arend
	1, Sunday	Lake Erie British Car Show at Ft. Meigs, Perrysburg, OH	
	3, Tuesday	Board Meeting Canadian Legion	
	6-8	Chemung Canal Trust Historic Races, Watkins Glen	Carlsons
	7, Saturday	British Car Day, London, Ontario	Snyders
	7, Saturday	CEMA Car Show at Walter P Chrysler Museum, Auburn Hills	
	10, Tuesday	Member Meeting Canadian Legion	
	14, Saturday	4th Annual Cruisin' Gratiot, Eastpointe	Snyders
	14, Saturday	Mark & Doug's Wonderful Island Tour Put-in-Bay, OH	Rollinson / Cook
	18, Wednesday	Summer British Knights Local Color Brewery, Novi	Carlsons / Snyders
	NEW! 19-21	TRA National Meet, Auburn, Indiana	Greg Walker
20-22	Sprint Vintage Grand Prix, Mid-Ohio Race Course, OH		
22, Sunday	"Loud Pants" Golf Open Rochester	Mike Bilyk	
26-29	VARAC Vintage Festival, Bowmanville, Ontario	Mike Bilyk / Sue Snyder	
JULY	1, Tuesday	Board Meeting Canadian Legion	
	6, Sunday	Mad Dogs & Englishmen, Kalamazoo	
	8, Tuesday	Member Meeting Canadian Legion	
	13, Sunday	Larry's Great Lakes Tour Toledo, OH	Larry & Sue Tomaszycski
	16, Wednesday	Summer British Knights Bravo Restaurant Roseville	Carlsons/Snyders
	19, Saturday	DTSC-LEBCC Erie Canal Driving Tour and Picnic Ohio	Stan & Carol Fingerhut
	27, Sunday	7th Annual DTSC Family Picnic & Pool Party St. Heights	Snyders
TBA	Scholz Autofest, Capac, MI		
AUGUST	1-3	Meadowbrook Festival Weekend	
	2, Saturday	Wine & Dine at Trackside Waterford Hills Raceway	Roger Cotting
	5, Tuesday	Board Meeting Canadian Legion	
	6-10	TRF Summer Party & VTR Convention Armagh, PA	Pat Barber
	9, Saturday	WAMBO, Wallaceburg, Ontario (tentative)	
	12, Tuesday	Member Meeting Canadian Legion	
	16, Saturday	Woodward Dream Cruise Party at the Watches	Jim & Sue Watch
	20, Wednesday	Summer British Knights Local Color Brewery, Novi	
	22-24	British Car Triathlon V, Stratton Mountain Inn, Stratton, VT	
24, Sunday	Larry's Island Beach Party! Harsen's Island	Larry & Sye Tomaszycski	
SEPTEMBER	2, Tuesday	Board Meeting Canadian Legion	
	9, Tuesday	Member Meeting Canadian Legion	
	14, Sunday	21st Annual Battle of the Brits Freedom Hill County Park	Sue Snyder
	17, Wednesday	Summer British Knights Bravo Restaurant, Roseville	Carlsons/Snyders
	21, Sunday	TTC British Car Day, Bronte Provincial Park, Ontario	
OCTOBER	4-5	Michigan British Reliability Run Lower Peninsula, MI	Blake & Lesley Discher
	5, Sunday	Oakland County Parks Colour Show, Location TBA	
	7, Tuesday	Board Meeting Canadian Legion	
	14, Tuesday	Member Meeting Canadian Legion	
	15, Wednesday	Summer British Knights Bravo Restaurant, Roseville	
	TBA	Fall Colour Tour	TBA
NOVEMBER	4, Tuesday	Board Meeting Canadian Legion	
	11, Tuesday	Member Meeting Canadian Legion	
DECEMBER	2, Tuesday	Board Meeting Canadian Legion	
	9, Tuesday	Member Meeting Canadian Legion	

Events in BOLD are DTSC sponsored events.

**Have an event idea?
We want to hear about it!**



SIGN OF THE TIMES: In Orlando, Florida, in the 1970s and 80s, if you owned or loved a British car, chances are you spent your parts and repair dollars under the roof of the city's lone British Leyland dealership. (Thanks to Richard Truett for this great, memory-jogging photograph.)

2003 Survey: Feedback on Your Feedback

By Pat Barber

Late last year, the DTSC included a survey in the *Triumph Review*. The purpose of this survey was to help provide the board some feedback on your experiences in the club. Our goal is to provide you the most out of your membership. The board and the club officers spent several months compiling and reviewing the results. Now we want to provide you some feedback on your responses.

Here is a sample of some of the things we learned:

- From the approximately 160 members in the club, we received 48 responses to the survey.
- Slightly less than half (44%) the respondents regularly attend the monthly membership meeting.
- Of the respondents who did attend the monthly meetings, 90% found them useful.
- Ninety-four percent of the respondents attended at least one British car event last year and 27% attended more than 10 events.
- Fifty percent of the respondents said they would attend events lasting multiple days.

- Ninety-eight percent of the respondents have at least one operating British car.

The survey contained several open-ended questions asking you what you thought about the club, the *Triumph Review*, and how you first became interested in British cars. The responses were overwhelmingly positive and indicated we were doing many things to your liking.

As hoped, some responses were more candid and indicated that we had to make some changes. Based on your feedback, we have increased the pace of the membership meetings to allow us to cover additional topics such as mini tech sessions and the monthly discussion topics.

The officers and board members of the DTSC thank you for your feedback. We recognize this is your club and it is your financial support in the form of dues that helps us to generate events and information exchange that benefits our members.

Your getting involved is also required for our club to remain successful. Brief articles about an event you attended or something you learned while working on your car would be great! It's an easy way to get and stay involved.

Bill & Denise Goin invite you to join them for a



Spring Tour to
Ye 'Ole
Carriage Shop
Spring Arbor, Michigan

Saturday, May 17th

We'll depart from the Pizza Hut on Rawsonville Road, south of I-94, exit 187, at 10am.

We'll proceed through the countryside to Ye Ole Carriage Shop where we will be the guests of Lloyd and Judi Ganton.

Their museum contains a Jackson, Michigan-made automobile, a large Coca-Cola collection and collectible toys.

After the tour we will have lunch at their indoor A&W.

For more information please call 734-692-9970 (Before 8pm)

Mark and Doug's Wonderful Island Tour At Put-In-Bay in June

By Mark Rollinson

Detroit Triumph Sports Car Club members will have the opportunity to experience the beauty and friendly atmosphere of the island of Put-in-Bay, Ohio on Saturday, June 14. For anyone who has never visited this quaint little island in Lake Erie it's definitely worth the trip.

Put-in-Bay is long known for its plentiful bars and restaurants, colorful local personalities and somewhat eccentric residents.

DTSC members who sign up for *Mark and Doug's Wonderful Island Tour* will gather at 7:00am on Saturday morning, June 14th at the Pilot gas station located at the Nadeau Road exit off I-75 just south of the merge with I-275 near Monroe. We will then caravan to the island.

It should take about two hours to reach Catawba Point, Ohio and the Miller Ferry Dock. We'll then transfer club members and their LBCs as possible across to Put-in-Bay. The ferry departs from Catawba Point to Put-in-Bay every 30 minutes and costs \$12 each way. There is a \$5 charge for passengers, excluding the driver of the ferried

vehicle.

Once on the island we will drive to the Perry Monument and wait a bit for any late arrivals. The 352-foot memorial commemorates the decisive U.S. naval victory during the War of 1812. Commodore Oliver Hazard Perry commanded the American fleet and defeated the British fleet that controlled Lake Erie. The victory made possible the recapture of Detroit by the Americans, lucky for us!

One hundred and forty years later the British began a counter offensive on the U.S. in the form of rock musicians and cargo ships laden with oil leaking sports cars.

The monument is open to the public and there is an elevator that takes visitors to the observation deck where visitors can enjoy a commanding view of several miles. We will use the monument as a central gathering point for club members arriving on the island in the morning. Parking around the Put-in-Bay square, near the monument, is usually at a premium. Club members may elect to leave their LBCs at the monument and walk to the square if they wish.

At 11:30am we'll caravan to the home of long time Triumph collector and Put-in-Bay resident Rich Hahn and his wife Noreen. In case of emergency the Hahn's home phone is 419-285-2411 and Rich's cell phone is 216-470-6916. The street address is 750 Mitchell, Put-in-Bay, Ohio. At noon we will have a bar-be-que of hotdogs, hamburgers and beverages of your choice at the Hahn's home while inspecting Rich's collection of Triumphs and vintage vehicles including a 1959 TR3A. This TR3A is perhaps one of the few remaining cars on the island that actually raced on Put-in-Bay in sanctioned competition.

He also owns a 1965 TR4A, a TR8, a 1962 Pontiac Bonneville, a 1962 Studabaker Hawk, a Sunbeam Alpine roadster, and a 1952 Dodge Army truck among others.

We'll drive a fun rally from the Hahn's home at 1:30pm. The rally will be a *fun* rally and not a TSD, so don't call your insurance provider.

After the rally we will drive a short distance to the island home of seasonal Put-in-Bay resident Bill White. Bill also has an excellent car collection comprising mostly Fords and Mercurys dating from the 40's and 50's. His sole LBC is a 1954 MGTF roadster.

At 5pm we'll return to the Hahn's home for more beverages and goodbyes and awards to the winners of the road rally.

Members will be informed of the ferry schedule so that everyone can depart in plenty of time to return to the mainland. The Miller Ferry owners have encouraged us to have our cars in line for the ferry beginning at 6:15pm in anticipation of many day visitors who will be leaving Put-in-Bay on Saturday evening before the final ferry of the day which departs at 8pm.

An option for club members who wish to spend the night on the mainland and return to Put-in-Bay Sunday, or for members who cannot make it down on Saturday, is to arrive on Sunday morning, June 15th. Beginning at about noon there will be a vintage vehicle parade around Put-in-Bay. Members who wish to return may participate in the parade. These parades take place very Sunday afternoon beginning in the spring and lasting through fall.

Anyone interested in securing accommodations for Saturday night in Port Clinton, Ohio can contact Mark Rollinson at 517-552-2484 for a brief listing of hotels in the area. Hotels on Put-in-Bay require a two-night minimum stay.

Now Available

MID-OHIO ALL-TRIUMPH RACE VIDEO

The video of the All-Triumph race of last June 16, 2002 at Mid-Ohio is now available for order.

The one hour and 23 minute video covers a description of the track by Uncle Jack Drews, interviews with the drivers by Mike Hughes (of UK), Susan Hensley and Don Elliott, drivers describing their cars and an entertaining lap by lap commentary of the race by veteran vintage race car drivers Joe Alexander, Bill Dentinger and Uncle Jack.

The production was produced using video compiled from six in-car cameras and eight track side and paddock cameras.

To order your copy send your check for \$20 (Canadian \$29) to:



Kent D. Howard
W330 S3435 Bryn Mawr Road
Dousman, WI 53118-9719



Triumph TS1 to be Unveiled at TRA National in Auburn, IN

By Dottie Richards

The beginning of Triumph's TS1 has been well documented in several publications, so we will touch upon it only briefly here. Completed under the direction of production manager C.D.S. Phillips, the Canadian V.P. of Standard Motors on July 22, 1953, TS1 was scheduled for presentation at the Canadian Motor Show the following October. The 2nd car, TS2, was built at the same time, and was destined for the Dublin Motor Show.

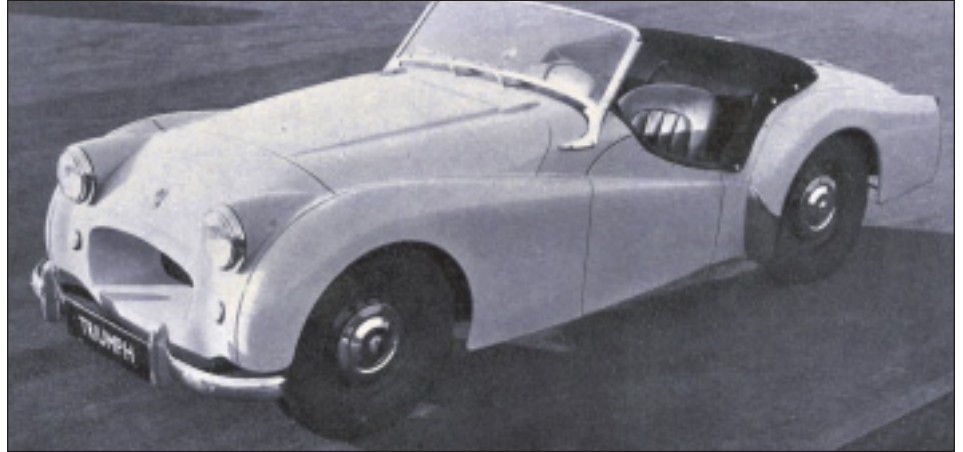
Both cars were striking, with Pearl White paint, rear wheel arch covers and Geranium trim. The extensive handwork needed to complete these 2 show cars made it imperative that parts be kept sorted; the word "Canadian" was penciled on TS1's upholstered cappings to indicate the car's destination.

Once shown at the Canadian Motor Show, TS1 was sold to private hands.

The first two owners of TS1 were the Mckenzie brothers from Ontario, Canada. They shared driving time and costs, and though they remember TS1 fondly, they also recount many of the problems they had with it.

Since it was the first car, and hand built at that, many parts were different than later production TR2s. The aluminum spare tire compartment cover was lost on a drive, and after going to the dealer for a replacement, it was discovered that the TS1 cover was smaller than those on production cars, as they were redesigned to accommodate optional wire wheels.

Luckily the dealer fabricated one in steel for their car. The brothers also expanded the car's radiator to combat over-



The Triumph TR2 which was designed from Triumph's prototype TS1. The restored TS1 will be displayed for the first time in 30 years at the TRA National in Auburn, Indiana in June.

heating problems. Fearing never ending and expensive custom repairs, they sold the car. Tom recalls, "TS1 was a fast little devil, very speedy." He also mentioned that while he and his wife were delighted with the car, they had never had the top down!

The second owner, Richard Hewitt of Rexdale, Canada, purchased the car in 1955. He says he never raced TS1, but extensive repairs done suggest to some that he had. He had the car apart many times, and the nature of the construction again confirmed it was a prototype.

A front end collision destroyed the front apron, and required him to expand the front fenders to fit the replacement. Fortunately, the original grill was not damaged.

Hewitt modified the exhaust to run straight out the rear, bypassing the muffler for better performance. There wasn't room under the car for the change, so he

cut a hole in the inner fender to accommodate it. The air cleaners were replaced with Austin Healey ones that were easier to clean, and the windshield was relocated to allow for the fitting of a fiberglass hardtop. Hewitt kept the original carbs but replaced the original pistons with Vanguard ones, increasing compression for more snap and claimed the car could get 45 miles per US gallon. Hewitt kept the car for 20 years and 157,000 miles of Canadian rain, sleet, snow and mud.

In 1974, Gordon Warburton took over TS1. Three years later, he registered at the Triumph Register of America National Meet, as the owner of a TR2 with commission number TS1. President Joe Richards, also in attendance, immediately took notice.

All doubts were dispelled after a long conversation with Warburton, who indicated he intended to restore the car and

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TRA 2003 National Meet - Auburn Indiana - June 19, 20 and 21, 2003

On July 22nd, 1953 the very first production Triumph (TS1) was born at Banner Lane in Coventry. On June 19, 20 and 21st, 2003, the Triumph Register of America will celebrate TS1's 50th birthday at the annual TRA National Meet, in wonderful Auburn, Indiana. **TS1 will be unveiled in its first public appearance in almost 30 years.** This National Meet will be filled with tours of the world famous museums of Auburn, a fun rally set against the rolling countryside of northeastern Indiana, tech sessions, concours and participant's choice balloting held inside an air-conditioned facility. And of course, the awards banquet honoring TS1 as well as those who help preserve the grand Triumph marquees. Come to Indiana in 2003, it will be a national meet to remember for years to come.

Auburn, Indiana is the collector car capital of the world and it is fitting that our classic Triumphs come to the home of the classics next June 19, 20 & 21st. We have three world class auto museums for your pleasure. The National Auto & Truck Museum of the US, the world famous Auburn - Cord - Duesenberg Museum and the third is the new 200,000 square foot "Victory and Auto Museum" built by Dean Kruse. The "Victory and Auto Museum" is the nation's largest collection of WW2 vehicles plus 60 motorcycles of WW2 and other memorabilia. A truly unique setting in a unique community. A 30,000 square foot part of the museum will be devoted to the TRA national meet. **Bring your classic Triumph to the home of the classics!**



For More Information: **Leu Metelko**, lmet4@icinet.com
Amy Nea, amynea@columbus.edu
Host Hotel, Auburn Inn - 1800-444odge



Registration forms
 will be available
 soon on the TRA Website:
www.triumphregister.com

Member Paul Wild's First Triumph Was a Bicycle!

When I was fourteen years old (back in 1973,) I gave up my Schwinn Stingray bike for a 3-speed, sky blue Triumph Bicycle. I loved that bike and rode it everywhere putting approximately 5,000 miles on it. My mother liked it so much that she purchased a black 3-speed for herself.

When I was 16, I purchased a 1967 Triumph Bonneville 650 motorcycle. I tore it down and rebuilt it. I extended the forks and gave it a completely new custom paint job. The longest trip that I took with the motorcycle was from Detroit to Chicago on a camping trip, enjoying the feel of the open road. A couple of years later, I got in a minor accident with it. I repaired the motorcycle, but I was never comfortable riding it again. I ended up selling it.

Then, when I was 18 years old, my brother's friend was selling his red, 1965 Triumph Spitfire. I was enrolled in auto class at that time, and re-building engines was a part of the curriculum. I bought the Spitfire for \$800 and got my first taste of overhauling a 4-cylinder engine. The rear end was shot, but it ran. The Spitfire was not my primary car. I drove it mainly on picnics with my girlfriend that I was trying to impress. It must have worked, because we have been married now for 25 years.

In 1999, I got the bug again to own an LBC. After attending a few British car shows and investigating Triumph models in books, I decided I wanted a TR3A. My wife searched the Internet and just happened to find a white 1958 TR3A for sale. Low and behold, it was in Waterford, Michigan – less than an hour from my home!

We went to see the TR3A, and I fell

instantly in love. The previous owner enjoyed doing the bodywork and interior trim work, so the car looked great. However, he did very little mechanical work to it. That was perfect for me, because I wanted to do the mechanical work. I tinkered with minor improvements including the windshield wipers, turn signals and luggage rack. My first major project was to rebuild the front end. I removed the rear axle and replaced the leaf springs. Then I scraped and sandblasted the underside and repainted and undercoated it. I also sandblasted and repainted the wheels only to find out that the rims were bent. That

ended up in my favor. I had really wanted wire wheels, and now had to buy them. I bought wire wheels and new tires for a birthday present to myself.

The first car show that I entered was *The Battle of the Brits*. At the show I joined the Detroit Triumph Sportscar Club and have really enjoyed my association with the club. My wife and I have enjoyed all of the outings that we have attended.

In July, 2002, I entered my TR3A in the *Mad Dogs and Englishmen* show in Kalamazoo. I was surprised and thrilled to have my car win "Best Featured Marque" and "Best in Class!"



Welcome New Member

Please extend a warm welcome to our newest member!

Art & MarySue Johns

1447 Buckingham

Birmingham, MI 48009

248-642-2464

a-johns@msn.com

1962 TR4 BRG

B-r-r-r-r... Baby it's Cold Outside

Written by Sue Snyder

Cloudy skies, chilly temperatures and a brisk breeze kept numbers down for DTSC's first Summer British Knights cruise-in at Local Color on April 16, but those who did attend had one fine evening celebrating the kick-off of the 2003 driving season.

Braving the cool conditions and the threat of precipitation were 30 British car enthusiasts and 13 British cars. DTSC members present included Pat and Tam Barber - Stag, Mike Bilyk, Jeff Branch - MGB, Dave and Laurie Carlson - TR6, Roger Cotting - Sprite, Blake and Lesley Discher - TR2000, Jack Fuller, Chris and Griz Holbrook - Stag, Bob Lesage, Ken and Judy Pardonnet, Dale Smigelski - GT6, Dave & Sue Snyder - Mini, and Jeff & Jan Zorn - MG Magnette. Joining the DTSC group were several members of the newly formed Michigan Mini Motor Club with seven new Minis. We were glad to see all these new faces and look forward to sharing future SBKs and other events with the MMMC.

Although the weather was cold, the activity was pretty warm as most of the group remained outside on the patio and about the parking lot. Thanks to the owner of Local Color, we were able to keep toasty warm under the patio heaters for quite a while. Once the sun set, however, everyone moved indoors for a bit of dinner. Discussions on all kinds of motoring topics highlighted the rest of the evening as several tables of LBC (Little British Car) fans enjoyed a fine repast. A fine time was had by all, and almost everyone indicated they would be at the next Summer British Knights at Bravo Restaurant in Roseville. Hopefully it will be warmer for the next cruise-in on May 21st. At any rate, DTSC will be there - come rain or come shine!

Drift Back in Time on a Mule-Drawn Canal Boat



Canal Experience

Saturday, July 19th

We'll travel to the Providence Metropark near Toledo to meet with members of the Lake Erie British Car Club for a fun-filled family picnic.

You'll have an opportunity to board a flat-bottom, mule-drawn canal boat to travel back in time on the Erie Canal and tour a saw and grist mill.

We'll provide burgers and hot dogs, you bring a desert or side to share. More details to follow next month.

Celebrating Easter at British Flea Market

Written by Sue Snyder

We were kind of surprised to find out that this year's Ancaster British Flea Market and Car Show was scheduled to be held on Easter Sunday, but a few of us decided to attend the event anyway. Departing bright and early at 6:30am on Easter Sunday, we arrived at the Ancaster site just in time for the 10:00am start. There were plenty of other British car enthusiasts and bargain hunters present, with a line several hundred yards long waiting to enter Marritt Hall for the parts sale. Surprisingly enough, the parking lot was almost full when we got there. So much for the holiday keeping people away!


Our little DTSC travelling party included Mike Bilyk, Dave and Laurie Carlson, and Dave and Sue Snyder. Walking from our cars to get into the que in front of the hall, we ran into Dave Murphy, driving his new Mini. Dave was waiting in another line - of British cars - waiting to drive into the show lot. After a short visit with Dave, we moved out front and got

in line to enter the show. Things moved pretty quickly and within 15 minutes we were inside and ready to shop. While making the rounds of vendor's tables, we met DTSC member Wayne Larose, who had his great little Mini out in the show area.

Mike Bilyk, with the Carlsons and Snyders right behind, made a bee-line for the KDC Clothing kiosk and our good pal, Kim Chevalier. After a most enthusiastic reunion with DTSC's favorite clothier, we got down to some serious shopping. As always, Kim gave us some fantastic deals and we came away with several new items bearing our favorite marque logos. After carrying all our new wearables out to the cars, we returned to check out the rest of the vendors and all the cars on display. One more trip around the hall and we found it was past 1:00pm and time to think about heading for home. We stopped by the KDC Clothing booth once more to bid *adieu* to Kim, then it was into the cars and on the road.

Our trip across the border at the Blue Water Bridge proved smooth going in both directions. I believe carrying our passports had a lot to do with this, and we will have them for all our trips to Canada during the upcoming months. I advise all DTSC members to remember to carry their passports as well as documentation for all vehicles they are taking across the US-Canadian border, including trailers.

We once again enjoyed our trip to the Ancaster event and will most likely attend again next year - by the way, the date for the 2004 Ancaster Flea Market is April 18th.



English Motors, Inc.
ENGLISH CAR REPAIR

Don Ensley
(586) 786-1187
51200 Milano Dr.
Suite D
Macomb Twp., MI 48042

Hours
MON. - FRI.
8 - 5:30

OTHER FOREIGN
CARS WELCOME

"Loud Pants" Golf Outing Announced

WHEN: Sunday, June 22, 2003

WHERE: Twin Lakes Golf Club,
NE corner of Rochester and Buell Rds.

TIME: Participant meeting at noon.

First group off at 1:00 PM

On Sunday, June 22nd, the Club will depart from its normal pastime of the kicking of Triumph tires to the kicking of golf cart tires. The plan is for a relaxing and enjoyable day of playing golf - with one exception!

In order to play in the outing, you must wear "LOUD" pants. Just this spectacle alone should have the cameras clicking all day. The event will be open to the first 24 Club members paying the \$50.00 entry fee (checks payable to DTSC.) Foursomes will be selected by drawing names from a hat. The plan is to have men and women distributed equally among the groups. You will not know who your playing partners will be until just before tee off time.

Awards will be presented to the first place team, closest to the pin (front and back nine for both men and women,) and the GRAND prize - a neat gift for the guy and gal with the LOUDEST pants. After play, we will return to the house for dogs and burgers and a change of clothes (if you feel so inclined!)

To register, send your check by mail to Mike Bilyk or turn it in at the next meeting or club event, and remember, "Old men don't die, they just lose their balls."

If you are not a golfer, come on out anyway and hand out refreshments and heckle wayward golfers on the 5th tee. All non-players will be asked to judge the loudest pants, and please feel free to wear your own "classy" attire.

REGISTRATION DEADLINE: JUNE MEMBER MEETING

Mike Bilyk, 2616 Pebble Beach Dr.,
Oakland, MI 48363
248-601-9658

Participation Points to Date

Anderson, Mark	9	Holbrook, Chris	14	Reinowski, David	3
Anderson, Terri	3	Hummer, Herb	3	Rollinson, Mark	6
Arend, Dick	3	Jonker, Dave	18	Schaller, Hermann	16
Bammel, Walt	3	Jonker, Maureen	19	Schaller, Jeri	6
Barber, Pat	31	Kapuz, Dave	3	Sheets, Alan	21
Barber, Tamara	21	Knight, Jim	12	Simon, Mike	16
Berman, Steve	3	Kyte, David	3	Simon, Sharon	23
Bilyk, Mike	25	Lambert, Carol	3	Sims, Brian	38
Branch, Jeff	9	Lambert, Charles	3	Sims, Connie	16
Bush, Barb	3	Larose, Wayne	19	Smigelski, Dale	13
Bush, Geoffrey	3	Laskos, Linda	6	Snyder, Dave	36
Bush, Larry	3	Lawton, Al	6	Snyder, Jaimie	6
Calkins, Peg	15	LeSage, Bob	18	Snyder, Sue	41
Calkins, Steve	19	Lightfoot, Gary	12	Sparks, Mary	3
Campana, Dan	39	Mackenzie, Darcy	9	Spencer, Ken	3
Carlson, Dave	12	Mackenzie, Fraser	12	Stevenson, Elizabeth	6
Carlson, Laurie	15	Mancuso, Paulette	8	Tomaszycki, Larry	13
Clark, Ron	9	Mancuso, Salvatore	5	Truett, Richard	31
Cook, Doug	9	Mancuso, Stephen	8	Uligh, Mark	4
Corriveau, John	4	Meyer, Jayme	3	Uloth, Carol	12
Cotting, Roger	25	Meyer, Jeff	13	Uloth, John	12
Cox, Carolyn	3	Murphy, Dave	9	Walker, Greg	3
Cox, Jim	3	Mynek, Barbara	7	Walters, Laura	6
Dawe, Paul	3	Mynek, Robert	7	Walters, Terry	38
Day, Lori	3	Norris, Alice	6	Watch, Jim	21
Derikx, Julie	13	Norris, Leonard	7	Watch, Sue	18
Discher, Blake	70	Northcutt, Ken	12	Weller, Greg	4
Discher, Leslie	7	Osen, Bob	9	Wild, Paul	3
Flaherty, Charles	17	Osen, Karen	6	Wilkinson, Mike	9
Flaherty, Norma	3	Owsinski, Bob	9	Young, Bob	4
Fuller, Jack	6	Pardonnet, Judy	15	Young, Marlene	4
Fuller, Nancy	6	Pardonnet, Ken	15	Zachel, Kathy	3
Gietzen, Janie	9	Pierce, Cathy	4	Zorn, Jan	14
Gietzen, Norm	9	Reiner, Alan	3	Zorn, Jeff	34
Goin, Bill	9	Reiner, Charles	3		
Guibord, Robyn	12	Reiner, Karen	3		

Compiled by Sue Watch

TS1: The Canadian Connection... Eh!

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put it on display. Phone numbers were exchanged with Joe asking that he give him a call if he ever decided to sell the car. Three years later, in 1980, that call came.

Warburton had decided to sell TS1, as the cost to restore was beyond him. Still wanting a TR however, he agreed to give TS1 to Joe Richards for a solidly restored everyday TR driver and some cash. Joe purchased a 1960 TR3A, and had the car restored to the point where Warburton was to select his paint and trim colors, but the arrangement changed. Warburton no longer wanted a TR, he instead wanted something more reliable, and he wanted only cash for TS1.

After a few months, Joe Richards sold the TR3A and in October, 1980, took a trip to Canada to see TS1, he was frightened by what he saw. TS1 was no longer a car; it was a jumbled mass of pieces scattered about in boxes. With great apprehension, a deal was made. Warburton provided Joe

with all of the memorabilia and photos associated with TS1, including a letter and photo from C.D.S. Phillip, the vice president of Standard Motors Canada alongside the car when it was new. Joe is now steadfast in his restoration of TS1.

Joe Richards says, "A chance to recreate a piece of automotive history was a serious responsibility that I took on with great pride and passion."

Not The End Of The Story

Written by Greg Walker

Anyone following TR history knows that at last year's TRA National Meet, in Wadsworth, Ohio, John Saunders was the guest speaker. The Triumph Register in England had asked him to be responsible for research and proper restoration of TS2. Needless to say his stories were of great interest, especially as he recounted the tremendous help he received from Joe Richards of Ohio.

Continued on page 10



D.T.S.C.
The Detroit Triumph Sportscar Club
 is again pleased to present



“Summer British Knights”

A series of British-only car Cruise-In nights to be held on the third Wednesday of each month through October, 2003.

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

For more information contact Dave & Laurie Carlson: davida49@aol.com 248-426-0124, or Sue Snyder: snydleydog@yahoo.com 586-979-4875.

Triumph TS1 in Show

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Most TRA members are aware of Joe's long restoration of TS1, and have been waiting in eager anticipation to see the finished car. The winter newsletter from TRA opens with the following info: *On July 22nd, 1953 the very first production Triumph, TS1, was born at Banner Lane in Coventry. On June 19-21, 2003, the Triumph Register of America will celebrate TS1's 50th birthday at the annual TRA National Meet, in wonderful Auburn, Indiana. TS1 will be unveiled for it's first public appearance in almost 30 years.*

How can any of us pass up an opportunity to see our beginning? Usually TRA is out in Pennsylvania, Maryland, or other distant states, but this year it's within a few hundred miles of us, just an afternoon drive away.

For further information on making the trip to Auburn, speak to me, fellow DTSC'er Greg Walker at 519-256-3465, or go to www.triumphregister.com on the net. Hope to see all of you there!

IS YOUR LBC UP FOR IT?



We're driving 800 miles in 36 hours to send kids to the Hemophilia Foundation's summer camp, Camp Bold Eagle!

Get a co-pilot and join us October 4th and 5th in this run for a great cause. Open to all British marque vehicles, we'll depart Marshall, Michigan for a loop around the lower peninsula of Michigan. Visit www.miber.com, email info@miber.com, or call 313-289-9280 for complete event info. Get involved, you (and your car) can do it!

For Sale and Items Wanted

Range Rover for sale in great condition. 1998 4.6 HSE, Champagne color, fully equipped including Front and Rear Roo Bars (light and grill guards). 64K on the clock and 60K service just preformed on car. Fantastic condition. 6 CD changer, heated seats, heated front and rear windows, memory seats (driver and passanger), trailer package with converter (tow rating 6500/7500lbs). Asking only \$25K or nearest best offer. 248-489-1855, Jeff. (4/03)

For sale: Clean used J-Type Overdrive gear-box for TR6. Was working when pulled from a car with 72,000 miles. Comes complete with solenoid. Fits 73-76 TRs. \$1,000 or best offer, Richard 248-336-0340. (3/03)

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



DTSC Tech Session an Opportunity to Share Knowledge

From page 1

ententials, as some call them. In typical engineer fashion, he had an easel pad, a magic marker, and an axle to disassemble. He went through the disassembly, explaining each part and its function. He answered questions and was done. Everyone had a better



understanding of axels and I had a bunch of pieces of a GT-6 diff on my bench.

Larry Tomaszycycki brought his Spit (not his Yugo) in for a brake bleed. He and Chris Holbrook worked on the car and got it to stop better than before.

Dale Smigelski arrived with his GT6 needing new tie rod ends. He replaced them with the help of Bob Lesage and about 10 onlookers. They set toe-in and Dale took it out for a test ride. He returned with a terrible engine miss. No problem! This is a tech session. After much scratching of heads and more discussion, we decided it was a valve problem. So, off came the valve cover and a push rod was reconnected to the rocker arm and all was well. At least for the foreseeable future!

Blake brought his taxicab (1968 Triumph 2000) in for a check around. The

license plate said "RARE TR." After much looking, prodding, mumbling, four people got in and took it for a ride.

While this was happening Laurie Carlson and friends organized the food and Roger went out to cook. There was soup, barbecued shrimp, hamburgers, brats, and all the rest of the food people brought. There was only one brat left so I think we had the right amount of food! And there were no beverages left so we did that right too!

The garage was started in November and finished (Elizabeth says it will never be finished) at 9:30am the morning of the tech session. I have to thank my wife Elizabeth for putting up with me for the duration of the construction and for affording me this opportunity to have the "Garage Of My Dreams."

As the sun faded in the west and the weary people left, the tech session was a big success!



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