

# TRIUMPH REVIEW

May, 2004

Detroit Triumph Sportscar Club

OFFICIAL PUBLICATION

www.detroittriumph.org



## INSIDE THIS ISSUE:



**A TRIUMPH REVIVAL?** Not likely according to Richard Truett, who had an opportunity to sit down with executives from BMW, owner of the trademark. Page 6

**SILLY BABBIT!** Know what it is? Find out exactly what babbitt material is and what it's used for. Page 4



**BRITISH CAR WEEK** It's May 22-30 this year. Get out and drive your LBC. An explanation of BCW on back cover.

## MAY EVENTS:

- 4:** Board meeting, Royal Oak
- 6-9:** Blount Car Gathering, Townsend
- 11:** Member Meeting, Royal Oak
- 15:** Willow Run Parade and Cruise-In
- 16:** Spring Photo Clinic, Detroit
- 19:** Summer British Knights, Novi
- 23:** Wine & Dine Trackside, Waterford
- 22-30:** Drive Your British Car Week!



## Spring Tech Session in Dryden

*Overheard: "The best damned tech session I've ever been to!"*

These were the words that President and V8 expert **Brian Sims** said when we were winding down at Beck's Garage in Dryden. Many of the people that were there seemed to echo those words.

My trip over to Dryden on Saturday, April 17th with **Mark Rollison** and **Doug Cook** (TR6's) was uneventful.

Beck's Garage is heaven to Triumph owners who work in their own garages! It has six bays, five lifts (including a front end rack) and every kind of tool and equipment that one could want. That is because member **Russ Beck** repairs everything from Spitfires to skidsteers. There is an office and showroom with a large TV (for the Wings fans).

We got to the garage at about 9:30 AM and **Bob Owsinski** already had his Spit in a bay and was adding an under hood clutch master bleeder. After much consulting with Jeff Hebert, the service manager, and bending and flaring, and backing and forthing, the job was done!

**Pat Barber** was doing a complete brake job on his Stag with **Jim Watch** helping. Jim was gaining experience so he could do his own Stag. This was a complete brake job; turn the discs, new braided stainless flex lines, new rear cylinders, new pads front and rear! After the job was completed Jim Watch was heard to say, "I think I'll pay someone to do my brakes."

Mark Rollinson was very ambitious – he was going to change a clutch in the car he drove there. Mark and Doug started out with Doug in the cockpit and Mark doing the

*Continued on page 2*

Above: Stuart Ehrhardt and Norman Gietzen look at Stuart's 1976 Triumph TR6 at the DTSC Spring tech session at Beck's Garage in Dryden.

## A Point to Ponder

*Speaking of tech sessions...*

A mechanic was removing a cylinder head from the motor of a classic Triumph when he spotted a well-known heart surgeon in his shop. The surgeon was there waiting for the service manager to come take a look at his own Triumph when the mechanic shouted across the garage, "Hey Doc, can I ask you a question?"

The surgeon, a bit surprised, walked over to where the mechanic was working on the Triumph head. The mechanic straightened up, wiped his hands on a rag and asked, "So Doc, look at this engine. I open its heart, take valves out, fix 'em, put 'em back in, and when I finish, it works just like new. So how come I get such a small salary and you get the really big bucks when you and I are doing basically the same work?"

The surgeon paused, smiled and leaned over, and whispered to the mechanic, "Try doing it with the engine running."

## 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 Sportscar 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:  
snyldog@yahoo.com 586-979-4875.

## Tech Session Educational Fun

*From page 1*

underneath work. We lost Doug for hours at a time. He was in the cockpit six feet up in the air. You'd hear, "I've got that 9/16 bolt. Turn it now." And then he would disappear again.

### CLUB EVENT RECAP

By Roger Cotting

**Alan Sheets** came prepared, he brought his TR4 on a trailer. He unloaded it and started on his list that he had on a clip board. He and **Stu Ehrardt** began to change engine mounts. All was well until they needed Sue "Small Hands" Watch to replace a bolt. Work continued on his list until someone else needed the lift.

And all along Crystal "the supervisor," a cute, very serious girl was watching from her roll around seat. She will be a motor head!

**Richard Truett** pulled his TR7 onto the front end rack to very efficiently change his rear wheel cylinders. After he was done, **Larry Tomaszycski** use to rack to measure his

camber, caster and toe in. He recorded these measurement in his book and was last heard muttering something about installing a Lotus front end on his Spit.

**Blake Discher** brought his TR6 into a bay to do some brake work and front end lubrication and was satisfied with all the advice and help.

**Ron Clarke** brought his Spit into a bay and asked people what he should work on. There was a lot of advice from many people. Ron has a list that would make Alan sheets proud!

This is what the Tech Sessions are all about – experienced individuals teaching less experienced folks, and everyone helping out.

It was Stu's turn to work on his car. It needed help. Vacuum lines were changed, carburetors adjusted, and an oil changed to help out on oil pressure. All this was accomplished with

test drives up

and down

Main

Doug

Street.

Cook

appeared

a couple of

more times

and Mark was

heard muttering

under his breath.

Jim watch brought

his Stag in to diagnose and

fix his carburetor problem.

Brian, Roger, Jim and Jeff

Hebert and proposed

*Continued on page 11*



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.

## DTSC EVENTS CALENDAR

<b>MAY</b>	4, Tuesday	<b>Board Meeting</b> Canadian Legion	
	6-9	16th Blount British Car Gathering, Townsend, TN	
	11, Tuesday	<b>Member Meeting</b> Canadian Legion	
	15, Saturday	Willow Run 60th Anniv. Parade and Car Cruise-in, Ypsilanti	Geof Bush
	16, Sunday	<b>DTSC Spring Photo Clinic</b> , Belle Isle	Blake Discher
	19, Wednesday	<b>Summer British Knights</b> Novi, MI	Dave & Laurie Carlson
	23, Sunday	<b>Wine &amp; Dine Trackside</b> Waterford, MI	Roger Cotting
22-30	Drive Your British Car Week		
<b>JUNE</b>	1, Tuesday	<b>Board Meeting</b> Canadian Legion	
	5, Saturday	London BCC Classic Car Show, London, Ontario	
	6, Sunday	LEBCC British Return to Ft. Meigs Car Show, Perrysburg, OH	
	6, Sunday	8th Annual Ypsilanti Orphan Car Show, Ypsilanti	Geof Bush
	8, Tuesday	<b>Member Meeting</b> Canadian Legion	
	10-13	Moss Motors International TR Challenge, VIR, Danville, VA	Mike Bilyk
	12, Saturday	<b>DTSC Summer Tech Session</b> Northville, MI	Cotting / Sims / Discher
	16, Wednesday	<b>Summer British Knights</b> Novi, MI	Dave & Laurie Carlson
18-20	Sprint Vintage Grand Prix / British Invasion!, Mid-Ohio		
19, Saturday	6th Annual Cruisin' Gratiot Picnic, Eastpointe, MI	The Snyders	
26, Saturday	<b>Hermann the German's Scavenger Hunt</b>	Hermann & Jeri Schaller	
<b>JULY</b>	6, Tuesday	<b>Board Meeting</b> Canadian Legion	
	9-10	Michigan Elvisfest and Car Show, Ypsilanti, MI	The Snyders
	11, Sunday	Mad Dogs & Englishmen, Kalamazoo	
	13, Tuesday	<b>Member Meeting</b> Canadian Legion	
	14-17	<b>VTR Convention</b> Richmond, VA	Pat Barber
	21, Wednesday	<b>Summer British Knights</b> Novi, MI	Dave & Laurie Carlson
	24-25	<b>Larry's Drive-In Movie Tour</b> Location TBA	Larry & Sue Tomaszycski
31, Saturday	<b>"Plaid Pants" Golf Open</b> , Twin Lakes Golf Club	Mike Bilyk	
<b>AUGUST</b>	3, Tuesday	<b>Board Meeting</b> Canadian Legion	
	7, Saturday	<b>Mark &amp; Doug's Wonderful Island Tour</b> Put-In-Bay, OH	Mark Rollinson / Doug Cook
	7, Saturday	British Car Show, Dayton, OH	
	8, Sunday	Alden Classic Car Show by TBCC, Alden, MI	
	10, Tuesday	<b>Member Meeting</b> Canadian Legion	
	12-15	University Motors Summer Party, Grand Rapids, MI	Sue Snyder
	18, Wednesday	<b>Summer British Knights</b> Novi, MI	Dave & Laurie Carlson
	21, Saturday	<b>Woodward Dream Cruise Party</b> Royal Oak, MI	Jim & Sue Watch
28-29	Weekend Up North, Canadian Lakes, MI	Holbrooks / Watches	
<b>SEPTEMBER</b>	7, Tuesday	<b>Board Meeting</b> Canadian Legion	
	12, Sunday	<b>DTSC "Battle of the Brits"</b> St. Heights	Carlsons - Snyders
	14, Tuesday	<b>Member Meeting</b> Canadian Legion	
	17-19	Indy British Car Days, Indianapolis, IN	Geof Bush
	19, Sunday	TTC British Car Day, Bronte Provincial Park, Ontario	
	25-26	<b>Michigan British Reliability Run</b> www.mibr.com	Blake Discher
<b>OCTOBER</b>	3, Sunday	20th Annual Fall Color Car Classic, Clarkston	Stu Ehrhardt
	3, Sunday	<b>Mark's Highway to Hell Tour</b>	Mark Rollinson
	5, Tuesday	<b>Board Meeting</b> Canadian Legion	
	7-10	Nashville British Car Club Show, Franklin, TN	
	12, Tuesday	<b>Member Meeting</b> Canadian Legion	Snyders / Carlsons
<b>NOVEMBER</b>	2, Tuesday	<b>Board Meeting</b> Canadian Legion	
	9, Tuesday	<b>Member Meeting</b> Canadian Legion	
<b>DECEMBER</b>	7, Tuesday	<b>Board Meeting</b> Canadian Legion	
	14, Tuesday	<b>Member Meeting</b> (Election of 2005 Officers) Canadian Legion	

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

## LBC Engine Bearings 101

All of the original bearings that came in Triumph cars from the late 50s onward were made by Vandervell. In some cases these bearings were lined with "babbit" material. The main bearings in all TR-2 through TR-4 models were Babbit. This material has very good embeddability, is quite soft and tolerant of minor misalignment. It is not capable of carrying very high loads.

The rod bearings that came in all TR-2 through TR-6s were lined with Vandervell's famous VP-2 material. This is a tri-metal lining consisting of sintered copper on a steel shell with a lead-indium alloy layer on top of that and finally a tin plated layer on top. These bearings have good imbeddability, very high load carrying capacity, and are somewhat tolerant of misalignment and momentary losses of oil pressure. These are great bearings! They are rated for carrying loads of up to 10,500 psi.

Glacier bearings are two layer bearings that consist of an aluminum bearing alloy on top of a steel back. If all conditions are perfect they work very well. They do NOT have good embeddability, are quite hard and are very unforgiving. If anything goes wrong with the oiling system, or there is any misalignment, they will instantly fail and wipe out the crank journal. Their load carrying capacity is about 6,500 psi.

Clevite makes a trimetal bearing that is cast copper-lead and can withstand loads of 12,000 psi.

When AP Engineering who owned Glacier bought Vandervell around 10 of 12 years ago, they started discontinuing the VP-2 bearing wherever they had a Glacier substitute. They did this because the Glacier bearings (the aluminum type) are much cheaper to produce.

They only continued production of the VP-2 bearings when they were producing them for a car manufacturer as an original equipment supplier and the car manufacturer insisted on the VP-2 material. The Vandervell Bearings are definitely far superior to the Glaciers. I will only use Glacier as a last resort when I have no other choice. I recently asked Vandervell if they would produce a run of bearings for me on a special order basis. They said that they would, but required a minimum order of 400 sets of bearing at an approximate cost of \$30.00 per set. And all of the

*Continued on page 5*



## Hermann the German's Scavenger Hunt

Saturday, June 26th  
12:00 noon

Please join us for an exiting day while driving through the countryside, finding clues, achieving tasks and collecting Rally Championship Competition Points.

We will start at the front office parking lot of Recticel North America  
5600 Bow Pointe Drive  
Clarkston, MI 48346

(Take I75 to Sashabaw Road Exit. (Exit # 89). Turn south on Sashabaw Road and cross the intersection Waldon Road. After 0.3 miles turn left into Bow Pointe Drive.)

The end-point of the drive, determination of the winners, and victory celebration will be at the home of the Schaller's at 9062 Softwater Woods Drive, Clarkston, MI 48348.

RSVP no later then 6/19/04  
- (248) 625 7565 or Hermann.  
Schaller@recticel.com

### President's Message

## Bench Racing

Hello All,

How many of you spent some time this month tweaking MPG's from your cars? GREAT! And as promised, I did also. Speaking of working on our cars, on behalf of the club, I thank **Russ Beck** and **Roger Cotting** for one of the best spring tech sessions ever. Thanks to both of you for a great job well done!

I'd like to recap a topic we discussed at last month's member meeting the Michigan Catastrophic Claims Assessment (MCCA) fee that we all pay, and pay per vehicle. This fee started off many years ago at five dollars per vehicle registered. It was eventually upped to \$20 per vehicle. This year it leaped to \$104 per vehicle.

For the Sims household this equates to \$721. Remember, \$104 per vehicle. This is before plates and insurance. And before your own health insurance. This fee is to cover the cost of health care bills of an under or uninsured motorist who is involved in an injury accident. A poor execution of a poor form of socialized health care, I think.

There is an avenue for owners of older vehicles to save \$84 of this fee. By using "historic" or "authentic" plates, the MCCA fee is reduced to \$20 dollars per vehicle. The registration fee is also reduced. But this isn't without its drawbacks. The vehicle cannot be used for routine transportation. And it is limited to car club events and activities, parades, car shows, etc. This in and of itself isn't usually an issue because *some* classic car insurance policies limit your yearly mileage anyway.

Please visit <http://www.michigan.gov/sos/> for all the details. And, please buckle up!

Safe Motoring,  
Brian Sims

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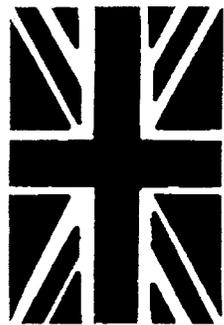
## Calling All DTSC Members

It is never too early to begin recruiting for Battle of the Brits staff for the 2004 show. Support your club and sign on to help out at this year's Battle of the Brits.

There will be a sign-up sheet at the May, June and July meetings, or you can phone Sue Snyder at 586-979-4875 or send her an email at [snydleydog@yahoo.com](mailto:snydleydog@yahoo.com).

Be sure to let her know your shirt size and be sure to sign up before July 20th to guarantee you'll get your correct size.

Thanks!



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## Editor's Ramblings

*ram-bling adj.*

To talk or write in a discursive, aimless way.

Last week I received an email that shook me up, but gave me inspiration. As I think everyone knows, this year's charities for the Michigan British Reliability Run are the American and Canadian Diabetes Associations.

The email read, and I'm paraphrasing: "I wanted to let you know that I made a donation of \$100 to sponsor such and such a team in the run. My wife was a patient of hers (one of the team's members.) She passed away April 8th after a long struggle with diabetes. Thank you for the work you are doing to support diabetes research. It is a devastating disease and every dollar raised brings us one step closer to a cure."

As I said, after reading a letter like that, day to day issues in my own life don't seem as huge as they did before, and I'm inspired to work even harder to achieve the goal of \$20,000 in this year's run.

If you can, register your car and get involved. If not, please make a donation, each dollar raised helps find a cure.

## Engine Bearing

*From page 4*

bearings had to be the same size! I checked with Moss Motors and The Roadster Factory and neither of them were interested in going in with me on the order. I looked around further and was able to get some trimetal rod bearings in .010 undersize only to fit TR-2 through TR-4s. They are made by ACL and are rated at 8,500psi.

They are not as good as Vandervell bearings but are better than Glaciers.

When I spoke to the "powers that be" at Moss, Their reaction to me was that they could sell all the Glaciers they could get their hands on and that there was no demand for the better quality bearings. The only way we are going to get good quality parts out of these companies is constantly badger them and to spread the word through groups like this when the parts are not up to snuff.

Regards, Greg Solow  
The Engine Room  
Santa Cruz, Ca

# Triumph Brand Resurrection Highly Unlikely

The North American International Auto Show in Detroit this January gave me a unique chance to find out firsthand if there is any future for Triumph other than the smashing new motorcycles rolling out of the Hinckley, England factory.

Sadly, and as you will see, ironically, the answer appears to be no.

Because the Detroit show is one of the world's largest and most important, every automaker that sells cars in the United

## A BIT OF TRIUMPH HISTORY

By Richard Truett

States dispatches their top executives to the Motor City to mingle with the press for a few days before the show opens to the general public. BMW is no exception.

As you may know, when BMW sold off the Rover Group four years ago for 10 pounds (that's right, *ten* pounds, or about \$18 at today's conversion), it kept the Tri-



umph name. In 2003, there was speculation in the European press that BMW was at least thinking of reactivating the name. That makes sense since Triumph was started by a German, Siegfried Bettmann, a German immigrant, founded the Triumph name in London in 1885 for a line of bicycles and then moved the company to Coventry a decade later. From there he branched out into motorcycles and then cars.

During the Detroit show, I had the opportunity to ask Tom Purves, BMW's U.S. boss and BMW Group Chairman Helmut Panke, if there were any plans to revive Triumph. Purves agreed the name has a passionate and loyal following, that he is a fan of classic TRs and that BMW places great value in the name. But he also said that it would be too expensive for BMW to try to revive Triumph.

Panke, in a speech to industry officials, said BMW's ownership of Rover Group taught the German company many lessons, chief among them is that a car company cannot be all things to all people. It must have a clear vision, pick a sector of the market and focus on building the best products that are true to the company's vision. Owning Rover proved to BMW that it could not build premium vehicles under the BMW brand as well as have Rover serving the mass market.

Panke said that the arrangement stretched BMW's engineering and financial resources so much that both brands suffered. He also said that today's consumers are too smart to be fooled by badge engineering. So, sticking a hallowed name from Triumph's past onto a reworked BMW is not something the company will do while it is under the leadership of Panke. He said firmly that BMW will not add to its Mini and Rolls-Royce brands.

That effectively closes the garage door on Triumph for the foreseeable future. I listened closely to Panke and I believe he was not being coy. His words were crystal clear and he left no room for doubt.

So, partially because of the Rover debacle, BMW will not bring back the Triumph name. I asked Purves why BMW kept the name if the company has no plans to use it. "Why let someone else have it?" he answered.

Surprisingly, I was not too disappointed to hear BMW officials say that Triumph will remain inactive. While it would be wonderful to see the Triumph name on a new sports car, I know that it would not be the same as it was before. Any new Triumph would not come from the same places that our cars came from. It would just be a car – probably a very good car – with the Triumph name.

There will never be any authentic Triumphs made ever again. That possibility ended a long time ago when the Coventry plant was closed, when Triumph's suppliers folded or were absorbed into other companies, and when British Leyland destroyed the brand through incompetence.

## Why Triumph?

A man named Siegfried Bettman started a small Company in London in 1885. He then moved that company to Coventry in 1888, and became the Mayor of the City in 1913 and 1914.

The company was called "Triumph" because the word has the same meaning and spelling in most European languages, and the product produced was bicycles!

Oh, one more thing, Siegfried was a German!  
– Brian Sims

## 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](http://www.mibrr.com), email [info@mibrr.com](mailto:info@mibrr.com), or call 313-289-9280 for complete event info. Get involved, you (and your car) can do it!



## Who is This? What is the Car?

Can you guess who this club member is and also identify the British car she is standing next to?

*Answer revealed next month!*

## Wine and Dine at Trackside



To celebrate British Car Week, please join us at Waterford Hills Racetrack

**Saturday, May 23rd  
10am to 5pm**

Bring your chair, something to drink, and a dish to pass if you wish.

Ray and Roger will be cooking up a storm!

*If you drive your British car, you get in free. If not, you'll pay a \$10 fee to get into the facility. We'll be set up next to the accessory stand on the hill. Ask anyone if you are not sure where that is.*

Since it is British Car Week, you can parade your car on the track.

Contact Brenda Butler at  
248-348-3097 to make arrangements.

Please RSVP to Roger Cotting a  
248-486-6087 or [rbc43@starband.net](mailto:rbc43@starband.net)



## PLAID PANTS GOLF OUTING

Once again, DTSC is hosting its second golf outing on Saturday, July 31st at 1:00pm at the Twin Lakes Golf Club located at the N.E. corner of Rochester and Buell Roads.

If you attended last years event, the golfers and non-golfers attire would have made a blind person squint. In order to play this year you will have to wear both plaid pants and plaid shirt; a combination that would only match in the dark!

We'll play only nine holes this year, but we will use the same format as last year, which was a best-ball scramble.

Cost for this spectacle is \$35.00 (checks made payable to DTSC) and should be in no later than the July membership meeting. Golf partners will be randomly pulled from a hat at the July meeting. The outing will be limited to the first 20 club members paying the entry fee.

After the golfing and laughs end, we will return to my house for pizza , refreshments and B.S. golf stories. Even if you don't golf, come out for a few laughs - but don't forget to be properly dressed!

Thanks,  
Mike Bilyk

Detroit Triumph Sportscar Club  
Board of Directors' Meeting Minutes for April 6, 2004

#### Present:

Patrick Barber, Dave Carlson, Laurie Carlson, Roger Cotting, Blake Discher, Wayne Larose, Bob Owinski, Ken Pardonnet, Mark Rollinson, Sue Snyder, Jim Watch, Terry Walters, Brian Sims, Richard Truitt, Russ Beck.

The meeting was called to order at 8:15pm. All attendees were welcomed and given a meeting agenda.

Pat Barber explained Doug Cook's resignation from the Board.

#### Committee Reports

- **Membership** - Membership chair David Jonker reports 134 active members
- **Treasurer** - Dave Carlson provided a detailed financial recap for the month. Members wishing further information should contact Mr. Carlson directly.
- **Secretary** - Laurie Carlson asked the board if they wanted the minutes of the meeting e-mailed to all board members. All said they would. It was agreed that condensed version of the Minutes would be published on the website.
- **Website** - Bob Owinski reported the web provider's server had crashed and our web site was up, down, and up again. Bob also announced he'd signed up for three months of Easy Board for our site at a cost of \$10. This would give all members the opportunity to post messages for fellow members regarding tech questions, and upcoming events.

#### Recent Activities

- **Bowling** - The Carlson's reported 30 members attended the event and felt all had a great time. Several members in attendance stated we should do this again in the near future.
- **Slot Car Racing** - Sue Snyder reported on behalf of Mike Bilyk that 35 members attended the event and showed their racing skills at another successful new event.
- **Shower** - Sue Snyder reported 30 people showed up for Wayne and Julie's shower in Canada. They enjoyed a very good brunch, some humor from Wayne's mom about her son growing up.

#### Old Business

- **Update to the Bylaws** - A general discussion took place regarding the wording of the term limit provisions in the bylaws. It was agreed the wording is sufficient and a turnover of the Treasurer's position would occur every two years as stipulated. It was also agreed we would no longer permit write-in candidates since the bylaws do not provide for them. The Bylaws will be published in the Member Directory beginning in 2005.
- **Review of the Event Proposal Form** - The Board approved the Event Proposal Form and instructed the webmaster to post it on the club website.

#### New Busine

- **Financial Report** - Jim Watch handed out a projection of club expenditures in order to give the board an idea what exactly our expenses are now and should be in the future.
- **New Member Letter** - The Board approved the new letter and agreed that it was time to for the change.
- **Club Business via email** - The Board agreed that only discussions should take place via email and no decisions will be made via email. But if an emergency does come up the President, Vice President, and Treasurer may make decisions and report them to the board.

**Ken Pardonnet** addressed the board and thanked them and how he appreciated servng on the board.

#### Upcoming Events

- Reviewed the events calendar.
- The Commodore of the Legion addressed the board and said on Monday, May 31st a Memorial Day Parade will take place, leaving from the Legion Hall. He requested a Triumph sports car to drive the Grand Marshall in the parade. Mr. Sims will announce this to the general meeting on Tuesday, April 13th and ask for a volunteer. The Commodore will also find out if we can have additional cars in the parade.
- Bob Owinski would like to have our club join him at the Ford Yacht Club for a car show September 5th on Grosse Ile. The board approved the event also approved the budget money of \$150 for his event.

Meeting adjourned at 9:30pm

Respectfully submitted By Laurie Carlson, Secretary

## Participation Points

Terri Anderson	3	Darcy Mackenzie	6
Mark Anderson	15	Fraser Mackenzie	19
Dick Arend	3	Paulette Mancuso	7
Bob Baker	3	Stephen Mancuso	7
Tamara Barber	10	Dennis Marble	18
Pat Barber	26	Cheryl Marble	3
Chris Barron	3	Jon Matyas	6
Russ II Beck	19	Jayne Meyer	6
Angie Beck	6	Jeff Meyer	13
Mike Bilyk	42	Jim Miller	19
Jeff Branch	10	Dave Murphy	10
Geoffrey Bush	3	Barbara Mynek	7
Steve Calkins	18	Robert Mynek	7
Peg Calkins	12	Alice Norris	15
Dan Campana	42	Leonard Norris	19
Dave Carlson	38	Ken Northcutt	12
Laurie Carlson	39	Dave O'Neill	3
Lori Clark	3	Bob Owsinski	26
Ron Clark	21	Judy Pardonnet	6
Pat Cook	3	Ken Pardonnet	12
Doug Cook	19	Henry Patterson	23
John Corriveau	16	Kathy Pierce	6
Roger Cotting	36	Mark Rollinson	19
Ken Danek	10	Jeri Schaller	6
Robin Danek	3	Hermann Schaller	19
Lori Day	3	Alan Sheets	13
Leslie Discher	13	Sharon Simon	9
Blake Discher	26	Mike Simon	18
Paul Doolittle	10	Connie Sims	35
Joan Ehrhardt	6	Brian Sims	55
Stu Ehrhardt	10	Dale Smigelski	17
Charles Flaherty	3	Dave Snyder	32
Nancy Fuller	9	Sue Snyder	54
Jack Fuller	15	Mary Sparks	9
Janie Gietzen	9	E. Stevenson	10
Norm Gietzen	15	Nancy Stringfield	4
Bill Goin	16	Nancy Tite	3
Robyn Guibord	9	Sue Tomaszycski	7
Griz Holbrook	3	Larry Tomaszycski	11
Chris Holbrook	13	Richard Truett	28
Don Hotke	6	Carol Uloth	6
Simon Iregbu	3	John Uloth	19
Maureen Jonker	26	Laura Walters	12
Dave Jonker	25	Terry Walters	54
Al Joseph	3	Sue Watch	22
Jim Knight	3	Jim Watch	22
Rick Koch	3	Terry Wild	3
Carol Lambert	3	Paul Wild,	3
Charles Lambert	17	Mike Wilkinson	12
Julie Larose	18	Ed Zaleski	4
Wayne Larose	18	Kathy Zatchel	6
Linda Laskos	3	Mike Zelenek	3
Al Lawton	6	Jan Zorn	3
Bob LeSage	21	Jeff Zorn	15

# Tech Session in Dryden a Huge Success

From page 2

solutions. We would try one and take a test drive up and down the street. Back in and try another. Out for a test drive. Back in. Finally Larry Hebert brought welding apparatus, a torch, drills and grinding equipment over to the car. He welded, torched, drilled and ground. Again out for a test drive. The car came back with Jim smiling. He and Larry high fived and the job was done.

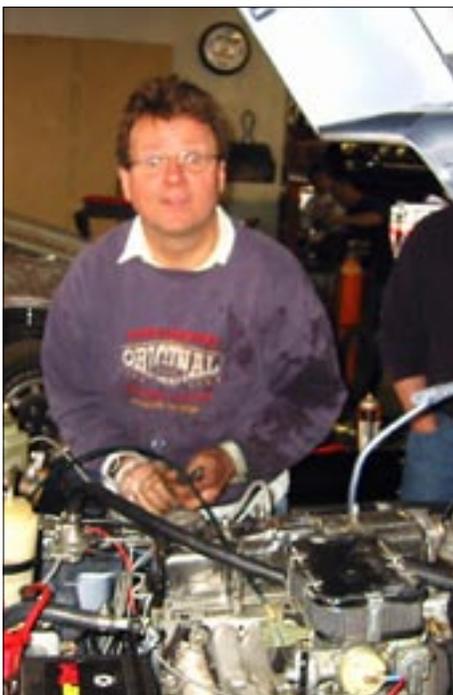
At five o'clock Russ switched off the open sign, Brian went across the street for beer and we all watched Doug and Mark finish up. The car came off the lift, Doug climbed out, the car fired up and the clutch worked!

We thank Russ and his crew for closing his business to allow us to have the best damn tech session ever!

*Written by Roger Cotting*



Clockwise from below: The welcome sign. Doug Cook in the car, helps Mark Rollinson install a new clutch and throw out bearing. Bob Owsinski works on his Spitfire. Jim Watch and Pat Barber get some advice on turning brake rotors. Russ Beck shows the DTSC quartz wall clock he was given as a thank you for hosting the technical session at his Dryden garage.



## Goin' to VTR?

Want to take your time and travel the back roads to Richmond? Join us on Saturday, July 10th at the Pilot Gas Station, on I-75 south at exit 18 / Nadeau Rd. We will depart at 8:00am sharp.

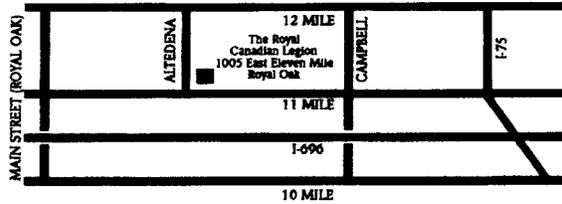
Weather permitting, we'll take the back roads through Ohio to West Virginia, Saturday; Sunday we will take the back roads through West Virginia to Virginia and on Monday we will take the Blue Ridge Parkway and back roads to Richmond.

This allows Tuesday and Wednesday to tour Williamsburg, Jamestown, the 1862-1864 Civil War campaign, Virginia Beach, the Confederate Capital, Quantico, Norfolk, and more.

If you can't leave early Saturday catch up with us Saturday night, only 5-1/2 hours by the interstate highways.

You will need room reservations for Saturday, July 10th in Mineral Wells, W. Virginia. Call the Comfort Inn: 304-489-9600. For Sunday, July 11th in Lexington, Virginia, call the Hampton Inn: 540-463-2223.

Monday thru Saturday we'll be at the VTR hotel, the Sheraton Richmond West: 804-285-2000. Need more information? Call Bill Goin: 734-692-9970 before 8:00pm please.



## Detroit Triumph Sportscar Club, Inc.

Established 1959, our 45th year

*An official chapter of the Vintage Triumph Register*

### 2004 Officers

**Brian Sims**, president 248-814-8441, britishriders@aol.com  
**Jim Watch**, vice president 248-549-1368, jrwatch1@comcast.net  
**Dave Carlson**, treasurer 248-426-0124, davida49@aol.com  
**Laurie Carlson**, secretary 248-426-0124, davida49@aol.com

### 2004 Board of Directors

**Pat Barber**, chairman 313-383-4041, patbarber@comcast.net  
**Roger Cotting** 248-486-6087, rbc43@starband.net  
**Blake J. Discher** 313-259-4460, bdischer@blakedischer.com  
**Wayne Larose** 519-253-8870, wlarose@cogeco.ca  
**Mark Rollinson** 517-552-0514, mrollinson48843@aol.com  
**Hermann Schaller** 248-625-7565, schaller.hermann@recticel.com  
**Sue Snyder** 586-979-4875, snydley@comcast.net  
**Richard Truett** 248-336-0472, rover827@aol.com  
**Terry Walters** 734-464-8149, twalters@twmii.rr.com

### Committee Leaders

**Dave Jonker**, Membership 586-771-3227, dutchmandave1@sbcglobal.net  
**Blake J. Discher**, Newsletter Editor 313-259-4460, bdischer@blakedischer.com  
**Bob Owsinski**, Webmaster 313-278-8524, rmo@virtualgrp.com  
**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!

## Did You Know?

S.U. as in carbs, is an acronym for "Skinners Union"? The "Skinners" were brothers that owned and operated a leather business. The interest in carburetors was more of a hobby. The early S.U. carbs had leather "bellows" fitted instead of a piston to control airflow and were first produced around the turn of the century, the previous century!

## Welcome New Member

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

### Bob Baker

938 E. 2nd  
 Royal Oak, MI  
 248-890-6831  
 bbaker@paramid.com  
 1969 TR6 CC25460

## For Sale and Items Wanted

**Parting out 1976 TR7 Coupe**, many useful body and trim pieces and some mechanical pieces for sale. John McDonald 313-226-2170(w) or 519-736-2573(h). (4/04)

**Four 260 R13 radial tires** with about 500 miles. Perfect for TR7, GT6 or Spitfire. \$83.10 takes all four. Perfect tread. No defects. Richard Truett 248-336-0472. Can bring to next meeting. (3/04)

**Set of 4 - 72 spoke painted wire racing wheels**, and one 56 spoke painted standard wheel. All wheels are 15", and were bought new and painted bright silver, with less than 600 miles on them. \$375.00 for the lot. Llew Reszka 248-684-5853 evenings. (2/04)

**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.

# Spitfire Voted Best Oldtimer For Beginner's Restoration

There was an interesting article in OLDTIMER MARKT, which is Europe's largest magazine for classical cars and motorcycles.

Under the title "Beginner Drugs," the experts from the magazine voted for the best 10 oldtimers to restore for beginners. They put a sticker to the front page: "Restoring can become addictive. You better never start with it."

The first place went to the Triumph Spitfire, because it is easy to disassemble, spare parts are widely available and not expensive, it is possible to carry every part through a basement door for working on them during long winter nights, and all technical items are very accessible.

The report tells the story of two oldtimer fans, who used to work on Alfa Romeos and Minis, but then switched to the Spitfires, because the Alfas were too difficult to handle and to expensive in restoration.

The second place went to the BMW Isetta, third to Citroen 2CV, fourth to Mercedes 170S, fifth to Ford Model A, sixth to MG TC, seventh to VW Beetle, eight to Fiat 500, ninth to Volvo Amazon (120-series) and the tenth place went to the Opel Commodore A. Please keep in mind that this is a German / European view, which explains why there are not more American cars listed.

The Triumph Spitfire was praised for the fun to drive, but a warning was given regarding the reliability of the engine. The article stated that the Spitfire in it's days was not able to drive long distances with full throttle, which meant to drive on the *Autobahn* with a steady speed above 100mph, and that also newly restored engines will not be able to last long if the driver doesn't consider the long stroke lay-out. A sportive driving style would result in more money being spent for repairs.

*Written by Hermann Schaller*



# First Summer British Knights at New Location



The season's first Summer British Knights April 21st was a great night despite the overcast weather all day Wednesday with rain on and off. Thirty-three avid British car enthusiasts came out and 18 British cars were driven to the inaugural monthly gathering at Gatsby's Restaurant in Novi.

Finally, at about 6:00pm, the sun broke through the clouds and no rain was in sight. Cars were starting to arrive, people were tire kicking and telling how a few of them drove through heavy down-pours on the way to the restaurant, saying a little rain wouldn't keep them from joining the group.

Mary Catherine, the owner of Gatsby's, purchased new tables and chairs for the deck and they are British Racing Green! Great taste. The parking lot will be resurfaced before the next Summer British Knights. The food is home-cooking with several menu specials each day, and a very special desert prepared just for us.

For those of you that couldn't make it, please consider joining us in May for a fun evening of socializing and tire kicking.

*Written by Dave and Laurie Carlson*



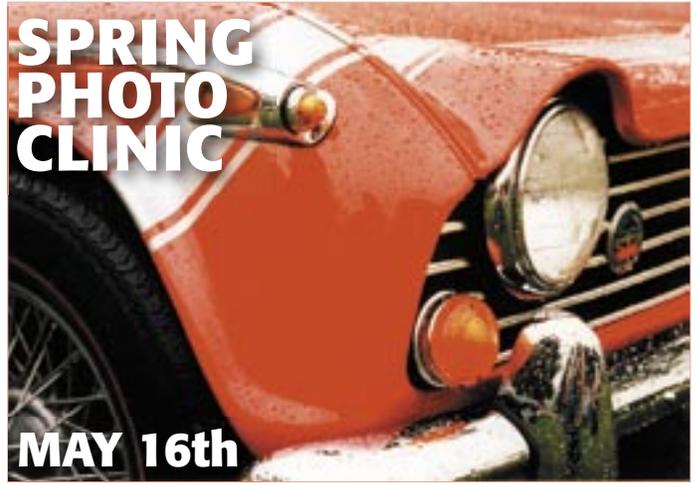
May 22-30, 2004

*What is British Car Week?*

Simply put....

British Car Week is an awareness week. It is an annual week intended for all owners of classic British cars to roll their favorite car out of the garage and drive it throughout the streets and byways of their communities. By doing so, it will help spread awareness of these exciting machines of the past, and will in turn help support the clubs and businesses that help support our very fulfilling hobby.

Who knows? By doing so you just might be responsible for sparking the interest of someone who will help carry on the wonderful tradition of pleasurable driving at its finest.



**SPRING  
PHOTO  
CLINIC**

**MAY 16th**

Learn to photograph your British automobile and get pictures like you see in the car magazines! Join us on Belle Isle to learn valuable tips and techniques.

The scenery should be great and our cars should be ready to roll. Bring your camera, film (or data cards), polishing cloths, armorall, windex, and whatever else you baby your baby with. We'll meet rain or shine.

We'll depart from Regal Lanes on Mound at I-696 at 8:30am Sunday morning and drive en-masse to lovely Belle Isle. After the clinic, we'll have lunch at Sindbad's on the River.

**Detroit Triumph Sportscar Club**

1363 East Fisher Freeway, Suite 8  
Detroit, MI 48207

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