

TRIUMPH REVIEW

Detroit Triumph Sportscar Club

OFFICIAL PUBLICATION

www.detroittriumph.org



A note from the editor...

You'll notice several changes in how the DTSC's *Triumph Review* is arranged in the coming months. After the great feedback about the July issue's color cover, I hunted for an economical source for including some color content in our newsletter.

For the same price we were paying for all black-and-white, we can now have four color pages. Color will appear on pages 1, 2, 11 and 12 because of the method in which *The Review* is printed.

As a result, I've juggled some "house-keeping" information that appears month after month to make room for articles and pictures. The Events Calendar remains where it has always been.

Finally, you'll read about the "Golden Quill" award our club received for the *Triumph Review*. Although it was I who very proudly accepted the award at the VTR/TRF Summer Party, the award is for everyone who contributed stories, tech articles and photos in 2002, the year for which the award was given. A huge thank you to all of you for making my job as editor an easy one.

In listening to other officials from clubs around the country, it's apparent our club is the envy of many because of the level of involvement and contributions made by you, our members.

Thanks again for your help in bringing national attention to our club!



A Wet VTR/TRF Summer Party

Organizers pull off fun event despite inclimate weather

If you are the kind of person who likes rain, thunderstorms, rain, thunderstorms and more rain, you would have loved this year's TRF (The Roadster Factory) Summer Party and VTR (Vintage Triumph Register) Convention! It rained each and every day of the convention, except the last, the day there were no shows or driving events. Our wetter-than-wet trip started out dry enough on the Wednesday morning of August 6th, but we soon ran into some showers and downpours as our caravan made its way east.

Things were bright and sunny as we left the 8 Mile & Haggerty Meijers and drove south toward Toledo to hook up with a couple more members. Our fair weather continued as we crossed Ohio, but as we approached the Pennsylvania border, skies darkened and before long we were driving through some heavy rain. At least the wet stuff didn't last too long, but it certainly made the humidity and high temps uncomfortable in an LBC! For a change this trip, we avoided any major road construction until we hit PA-22, and even that didn't hold us up too much. Of course, after the rain and construction dirt, our cars were not looking too clean.

As we neared our destination in Indiana, PA, several of the rather large DTSC caravan splintered off for various B&Bs and hotels. Once all were checked in, we set up our dinner plans and spent the remainder of the afternoon relaxing and cleaning cars. The DTSC people attending this year's combined TRF Summer Party and VTR Convention totaled 38, with 24 cars in tow or driven, and although not all of them were with our caravan, we managed to find everyone over the course of the meet. The list of DTSC attendees is long, but we want to recognize everyone there as I think we had

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Above: Steve Riddell takes the turns on the autocross course with little difficulty at the VTR/TRF Summer Party last month in Armagh, Pennsylvania.

Power May be Off, Party Was Definitely On at Watch's

On the afternoon of Thursday August 14 Jim and Sue Watch suddenly became very PO'd (powered off). Along with every other DTSC member (and fifty million others) we lost our power, but not our power to party.

We had already purchased most of our supplies, and Jim purchased ice by 4:30 Thursday to keep everything ready for Saturday. So although there was high tension at our house; by Friday morning we made the decision to switch on the party, power or no power, cruise or no cruise.

Sue activated the DTSC phone grid, so most members knew we were still conducting the party. Later that day, the Cruise officials followed our lead and decided that the cruise would be on. That was good, for there would be something for us to do besides sit in the heat and drink.

After a late Friday run to Auburn Hills for more beer, Ice, and other last minute supplies we were ready to go. Restoration of our own power at 1 am Saturday morning was icing on the cake.

Things got started a little later than normal, with Bob Lesage being the first to show up about 9:30am. After that, there was an uninterrupted flow of member cars until we had about twenty cars lined up on the front lawns. Included were: TR3, TR4, TR6, TR7, Spitfire, GT6, MGB (rubber) MGB (chrome), Bugeye, TVR, Jensen, and Stag. This generated a lot of interest from passersby.

Overall, we had more than fifty DTSC members and guests show up. In addition there were another fifty guests including the Fiat Club. As usual, DTSC live wire Dave Jonker made an effort to fuse everybody into one happy group, while trying to recruit new memberships from every party attendee.



Bob Lesage's TR6 in the foreground of a line of cars parked at the Watch's 'Cruise' party.

Most club members walked a circuit of the Dream Cruise, but the Goins did cruise Woodward in a somewhat unique classic, a Saturn.

The primary feed kicked on about noon, with Sue Watch, Roger Cotting, Brian Sims, and Jim Watch alternating Hamburgers, Brats, Shrimp, Italian Sausage and Dogs on the grill. The secondary feed came on line about 6pm.

Two mid day rain showers did not shut down the sizzle of the party, but it did dial down the humidity.

Pietro Arena of the Fiat club showed up with his Maserati, and illuminated Chris Holbrook on the workings of a dual

turbocharged intercooled engine.

After the Cruise ended at 9pm the party lost its spark, ground to a halt, and then terminated about 10pm.

Even with the pre-party problems, this was the largest DTSC turnout we have ever had.

Everyone had just gone through a day and a half of heat, no water, and no power. Nevertheless everybody came with a positive attitude, and we didn't hear many negative comments about our shared situation.

As always, thanks to everybody who brought food, thanks to Jeff Zorn for his Canopies, thanks to our neighbor for use of his lawn, and thanks to Sue's boss for the nacho machine.

Written by Jim Watch





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OTHER FOREIGN
CARS WELCOME

Welcome New Members

Please extend a warm welcome to our newest members!

Keith & Sherri Kerby
5458 Ridge Trail, Clarkston, MI 48348
248-969-3728
kzkerby@comcast.net
1973 MGB Roadster, British Racing Green

Simon Iregbu & Nancy Tite
51895 Fairchild, Chesterfield, MI 48051
586-949-4702
1973 TR6

EVENTS CALENDAR

<p>SEPTEMBER</p> <p>2, Tuesday 9, Tuesday 14, Sunday 17, Wednesday 21, Sunday</p> <p>OCTOBER</p> <p>4-5, Sat & Sun 5, Sunday 7, Tuesday 14, Tuesday 15, Wednesday DATE SET! 19, Sunday</p> <p>NOVEMBER</p> <p>4, Tuesday 11, Tuesday</p> <p>DECEMBER</p> <p>2, Tuesday 9, Tuesday</p>	<p>Board Meeting Canadian Legion Member Meeting Canadian Legion 21st Annual Battle of the Brits Freedom Hill County Park Summer British Knights Bravo Restaurant, Roseville TTC British Car Day, Bronte Provincial Park, Ontario</p> <p>Michigan British Reliability Run Lower Peninsula, MI Oakland County Parks Colour Show, Location TBA Board Meeting Canadian Legion Member Meeting Canadian Legion Summer British Knights Bravo Restaurant, Roseville Fall Colour Tour</p> <p>Board Meeting Canadian Legion Member Meeting Canadian Legion</p> <p>Board Meeting Canadian Legion Member Meeting Canadian Legion</p>	<p>Sue Snyder Carlsons/Snyders</p> <p>Blake & Lesley Discher</p> <p>Wayne Larose & Julie Derix</p>
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Events in BOLD are DTSC sponsored events.

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. Evenings, from 6pm until whenever.

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

September:

BRAVO! Italian Restaurant
29047 Utica Road, Roseville
586-775-4500

October:

Local Color Brewing Company
42705 Grand River Ave., Novi
248-349-2600

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

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All English Car & Motorcycle Show

Rattle of the Brits



2003



**Sunday,
September 14, 2003
Freedom Hill Park**



**15000 Metro Parkway, Sterling Heights, Michigan
(16 Mile Road between Schoenherr and Utica Roads)**

**10am to 5pm
RAIN OR SHINE!**



Our 21st Year!

www.detroittriumph.org

Preparing Your LBC for the Reliability Run

Editor's note: Richard Truett details the steps needed for making you British car reliable, whether for the upcoming Michigan British Reliability Run or for any medium to long distance drive.

You've heard it all before: British cars are cursed by The Prince of Darkness. You need two British cars, one to drive while the other is in the shop. And on and on.

As a British car owner, you know that kind of talk is mostly rubbish. Take good care of your British car, and rarely will it let you down. At least that's been my experience in almost 20 or so years of owning and restoring British cars. Well, now I am going to have a chance to put my trust to the test once again. I've signed up for the first Michigan British Reliability Run scheduled for the weekend of October 4th.

This event, organized by Blake and Lesley Discher, is a 36-hour, 800-mile trek around Michigan's lower peninsula and has three goals: First is to raise money to send 50 kids with hemophilia to Camp Bold Eagle. Drivers will be trying to collect \$500 per car, enough to pay for one child's stay at the camp. The second goal is to have a great time with fellow British car enthusiasts while enjoying some of Michigan's most beautiful roads at the start of autumn. Lastly, the Reliability Run gives us a chance to silence the critics who say British cars can't be trusted.

I know they can be trusted. And I'm setting out to prove it.

I don't plan on just jumping in one of my TRs and just hitting the road, though. I still haven't decided which TR to take, my 1971 TR6 or my 1982 TR8. I know the condition of every part on both cars, and I feel sure both can easily clock the 800 miles. Still, I'm spending a solid weekend on what I call "preemptive maintenance" on whichever car I chose. And you should

too.

I've compiled a checklist that applies to any classic British sports car. Use this as a guide to prepare your car for the Run.

BRAKES:

- Remove the rear drums and check the wheel cylinders for leaks.
- Make sure there is plenty of lining on the shoes.
- Check to see that the springs are in good condition
- Inspect the drums to make sure they are not scored or grooved
- Make sure the emergency brake is working; adjust it if necessary.
- Check the front brake pads for wear. Since the front brakes do most of the stopping, you can expect greater wear.
- Check the caliper piston seals for leaks; make sure the pistons move freely. Inspect the rubber brake hoses for cracks.
- Make sure the wheel bearings are packed

with grease and adjusted properly. If you haven't repacked the wheel bearings after a summer of driving, now is the time to do so.

•You can have the rotors resurfaced while the hubs are off. This will improve your car's braking performance.

•Lastly, check the brake master cylinder for leaks. Top it up if necessary. Don't just look on the cylinder itself leaks. Look inside the car where the pedal connects to the cylinder. Chances are leaks will start here. If it is clean and dry, your brake system should be good to go.

TIRES:

•Make sure there tread is wearing evenly. If not, find out why and get it fixed. Uneven tread wear usually can be fixed with front end alignment.

•Look inside the glovebox door or in the owner's manual for the correct tire pressure, NEVER go by the pressure printed on the side of the tire. The inflation pressure on the side of the tires tells you the MAXIMUM pressure you can put in the tire, not the pressure recommended by the car's manufacturer.

•Make sure the spare is in good shape and that it is inflated properly.

•Check to see that the jack, lug wrench and handle are in the trunk.

ELECTRICAL SYSTEM:

•Top up the battery's water level.

•The cable connections should be clean and tight. Check the ground to the frame and the positive wire to the starter.

•Turn on the lights and make sure both high and low beams are working. Check the running lights, turn signals, brake lights and reverse lights.

•Make sure there are no burned out instrument lights. We'll be driving plenty at night. Burned out instrument panel lights will

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CAN WE COUNT ON YOUR SUPPORT?

On Saturday, October 4th, up to 50 vintage British cars will depart Marshall, Michigan for a demanding, two-day, 800-mile run around the lower peninsula of Michigan to raise money to send kids with hemophilia to summer camp.

The event is based loosely on runs held yearly in Britain with the same goal: to help a worthy charity and have fun while doing so.

To sign up, help sponsor a car, or for more information, visit www.mibrr.com.
Donations may be made by check or online using PayPal

Mail checks payable to Hemophilia Foundation to:
MIBRR, 1363 East Fisher Fwy., Suite 8, Detroit, MI 48207

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Roger Celebrates 60th In His New Garage... the Envy of Many

"Oh my, what a party it was!" That was the caption of an e-mail Elizabeth got from her friend. And it was true.

We had cooperation from all sides: the weather, the Triumph club, the Austin Healey club, my friends and family, and, most of all, the pig. Of course, he was not happy about it, but the rest of us were.

We had a wonderful car show – the Simon's Triumph sporting new driving lights, Hermann's sharp TR6, the Carlson's two Triumphs, Terry Walters' superb yellow Chevelle, and a host of others. There were four Bugeyes, and two Ferraris, a rare Boxer and a red (!) 308 all the way from Toronto. The yard was resplendent with beautiful cars.

We had the party at my place because Waterford Hills and the two Concors de Elegance are having some political problems and didn't hold the vintage races this year. We hope they can get it together for next year.

The party was also to celebrate my 60th year on this planet. Thank you all for the gifts that you brought. I wonder how you all knew that wine was welcomed? Thanks to all who traveled to this event- Robert from Tucson, Dale from Connecticut, Gary (my old racing partner) from Kentucky and

my brother, Chuck from Massachusetts, whose appearance was a total surprise!

Many thanks to Chris, my son, and to my old friend Ray who did the cooking. And lastly to Elizabeth who held it all together.

My TR8 was brought out of winter storage and restored to almost pristine beauty by Dale the detailer. It looked so good that I vowed that it would be at the Battle of the Brits and it's on schedule to make it there.

We had about 80 people to help us celebrate and, of course, to help us eat the pig and all of the rest of the food that everyone brought.

To quote a long time member of the club, "I love these eating contests that we have!"

I can't wait until next year!



Tony Reinowski Memorial Award

Call for Nominations

The DTSC will honor the memory of long-time Club member, friend and devoted Triumph enthusiast, Tony Reinowski. The Club will present the second annual "Tony Award" at the next Year End Party in January of 2004. The first recipient of this, our club's most prestigious award, were Dave and Maureen Jonker.

Please remember Tony's quick wit and outgoing personality, as well as his great storytelling abilities and enthusiasm for British cars as you consider candidates for this award. Remember also, Tony's always smiling and friendly approach to members, new and old alike. Tony always made a point of including new and prospective members in activities and conversations.

As the former treasurer (for many years,) Tony was very active and attended most club events. He acted as our "ultimate shopper," always finding the best deals on door prizes. Tony took pride in making the DTSC better and more enjoyable for members. As a board member, his ideas were most respected, and his knowledge and opinions valued.

I mention all these things about Tony because I would like you to consider them, as you think of a club member whom you would like to nominate for the Tony Award. Please send nominations in writing and include the member's name, and why you think they should receive this honor. Include a description of how the person reminds you of Tony and which Tony qualities he or she demonstrates the most.

Nominations will be accepted until November 1, 2003

Send nominations to:
Dave Snyder
39148 Boston
Sterling Heights, MI 48313

Making Your LBC Reliable for any Long Drive

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make for added eyestrain. Lastly, make sure the emergency flashers are working.

•Check the horn, heater blower motor and windshield wiper and washer. Top up the washer fluid.

ENGINE:

•If your motor hasn't been given a tune-up all summer, give it one now -- even if it is running perfectly. You'll save the old parts and bring them with you as spares in case something goes wrong with your car or someone else's car. Replace these parts: Points, spark plugs, condenser, rotor, distributor cap. Change the oil and filter. Adjust the valves if necessary.

•Check the radiator and heater hoses. Anything that looks suspect should be replaced. If the coolant is more than two years old, change it and replace the thermostat at the same time. Keep the old thermostat as a spare.

•Adjust the carburetors by making sure they are in synch and that the mixture is just

right. If it's too rich, you'll be wasting gas. If it is too lean, you engine's performance will suffer. Check the fuel lines for tightness. Make sure the rubber is in good shape. If the air cleaners are old, clean or replace them.

•Run a wrench over every nut and bolt on the entire engine. Make sure the nuts and bolts on the intake and exhaust manifolds are tight. Check the water pump for tightness. Do the same for the oil pan, timing cover, fuel pump and head bolts.

TRANSMISSION, CLUTCH AND AXLES:

•Start by topping up the transmission and differential with the proper gear oil. While you are underneath the car, look for leaks around the transmission's rear seal. A little weeping is normal. Anything else should be fixed before you go.

•Check the clutch slave cylinder for tightness and for leaks. Make sure the clevis pin that holds the rod from the slave cylinder is in good shape and that the cotter pin is intact.

•Top up the clutch hydraulic fluid. Look inside the car where the clutch master connect to the pedal. Make sure there are no leaks.

•Lubricate your car's U-joints with a grease gun.

•While you have that gun out, lubricate the rack and pinion.

WHAT TO PACK:

Now that your car is tuned up and topped up you are almost ready to hit the road. The last thing you need to do is make a roadside care package of tools, spare parts and vital fluids. A plastic battery box from an auto parts store makes a great storage container because it fits in the trunk.

Pack the box with:

•Two quarts of oil

•A container of brake fluid

•The old spark plugs, points, condensor,

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DTSC Participation Points Running Totals

Ahlstrom, Cathy	4	Coobatis, Jamie	4	Holbrook, Griz	8	Mynek, Robert	13	Snyder, Jaimie	39
Ahlstrom, Tom	4	Cook, Doug	43	Hummer, Herb	7	Norris, Alice	28	Snyder, Sue	236
Anderson, Mark	16	Cook, Pat	21	Johns, Art	3	Norris, Leonard	32	Solt, Ken	4
Anderson, Terri	3	Corriveau, John	4	Jonker, Dave	55	Northcutt, Carolyn	12	Sparks, Mary	10
Arend, Dick	30	Cotting, Roger	120	Jonker, Maureen	46	Northcutt, Ken	35	Spencer, Ken	3
Arend, Lucille	7	Cox,Carolynn	3	Kapuz, Dave	3	O'Meara, Dennis	4	Stevenson, Elizabeth	24
Bammel, Walt	3	Cox, Jim	7	Knight, Jim	24	O'Neill, Dave	6	Theus, Russ	3
Barber, Pat	103	Danek, Ken	8	Koch, Kathy	4	Osen, Bob	12	Tippett, Barry	4
Barber, Tamara	73	Davis, Scott	4	Koch, Rick	7	Osen, Karen	9	Tomaszycki, Larry	77
Berman, Steve	3	Dawe, Paul	7	Kutwick, Mike	4	Owsinski, Bob	31	Tomaszycki, Sue	42
Bilyk, Mike	105	Day, Lori	11	Kyte, David	6	Pardonnet, Judy	45	Truett, Richard	55
Boru, Tony	3	Derikx, Julie	27	Lambert, Carol	7	Pardonnet, Ken	61	Tyrer, Norman	7
Bradley, Dave	3	Discher, Blake	164	Lambert, Charles	7	Parker, Nelson	3	Uligh, Mark	8
Branch, Jeff	28	Discher, Leslie	87	Lambert, Joe	4	Pierce, Cathy	4	Uloth, Carol	37
Brown, Janet	4	Ehrardt, Joan	3	Larose, Wayne	37	Rapp, John	4	Uloth, John	47
Brown, Keith	4	Ehrardt, Stu	3	Laskos, Linda	10	Reiner, Alan	3	VanBenschoten, Matt	4
Burnstrom, Ken	4	Eisele, Rick	3	Lawton, Al	12	Reiner, Charles	3	Wagner, Adrienne	4
Bush, Barb	3	Flaherty, Charles	21	LeSage, Bob	58	Reiner, Karen	3	Wagner, Richard	4
Bush, Geoffrey	11	Flaherty, Norma	3	Lesperance, Del	4	Reinowski, David	3	Walker, Greg	21
Bush, Larry	3	Fuller, Jack	31	Lightfoot, Gary	15	Riddle, Steve	4	Walters, Laura	21
Calkins, Peg	43	Fuller, Nancy	18	Mackenzie, Darcy	13	Rinschler, Gordon	3	Walters, Terry	62
Calkins, Steve	41	Galante, Joe	3	Mackenzie, Fraser	22	Rollinson, Mark	61	Watch, Jim	75
Campana, Dan	61	Gaulzetti, Janita	3	Malcolm, Ryan	4	Rouston, Joann	4	Watch, Sue	62
Campo, Kevin	10	Gearns, Bruce	3	Mancuso, Paulette	8	Schaller, Hermann	36	Weller, Greg	4
Carlson, Dave	124	Gier, Carolyn	4	Mancuso, Salvatore	5	Schaller, Jeri	22	Wild, Paul	20
Carlson, Laurie	137	Gier, Mark	4	Mancuso, Stephen	8	Seibert, Karen	4	Wild, Terry	4
Casenas, Luis J.	4	Gietzen, Janie	12	McConnell, Jerry	7	Sheets, Alan	32	Wilkinson, Mike	18
Catin, Bill	4	Gietzen, Norm	15	Meyer, Jayme	10	Simon, Mike	76	Young, Bob	4
Clare, Peter	3	Goin, Bill	53	Meyer, Jeff	30	Simon, Sharon	77	Young, Marlene	4
Clark, Lori	8	Goin, Denise	31	Mitchell, Debbie	8	Sims, Brian	59	Zatchel, Kathy	26
Clark, Ron	36	Grundy, Peggy	4	Mitchell, Doug	12	Sims, Connie	33	Zemke, Mark	6
Cloffey, Kelly	4	Guibord, Robyn	18	Mitchell, Tom	4	Sims, Doug	4	Zorn, Jan	42
Collins, Dennis	4	Hall, Tom	4	Murphy, Dave	27	Smigelski, Dale	61	Zorn, Jeff	78
Coobasis, Joann	4	Holbrook, Chris	30	Mynek, Barbara	10	Snyder, Dave	159		

This Year VTR and Roadster Factory Combine Events

From page 1

the largest group from any VTR Chapter on hand. Our group is shown in the box below. Man... what a group! This has to be a record for member attendance at a non-club sponsored event. I think this should definitely give the DTSC bragging rights on which is the most active VTR Chapter (not including the host club, of course!)

After a rather quiet dinner and evening, we retired to rest up for the busy days to follow, and busy they were. After



Graham Robson, left, autographs a book on the Triumph 2000 for Blake Discher.

meeting the Macon contingent for an early breakfast, we drove out to The Roadster Factory grounds in Armagh to get registered and check things out. By the time we arrived at 9:15am, there was already a line-up at the registration tent, so we hustled over to get signed in. After a bit of confusion and a lot of paperwork, we were officially "in" and rarin' to go. The first thing we did was to secure some parking for our cars on the drier parts of the TRF grounds. We checked out the vendors who had set up shop on the not too dry field and also checked out the TRF sale.

Before too long, we decided to grab some lunch and got ourselves situated to wait for the 2:00pm VTR judges' meeting. VTR's chief judge, Darrell Floyd got the meeting started on time and we were right in the midst of some questions when once again the heavens parted and we were deluged. It rained so hard, that it was almost impossible to hear Darrel's answers to some of the questions. The rain did nothing to cool things down and soon the day was quite steamy.

While Darrel and Ivan Love took the new judges out for a practice run on Ivan's TR8, the rest of us once again went over to the field tent to relax a bit. By now, there

was quite a lot of standing water on the field and we were getting concerned about holding the VTR concours here the following day. Soon enough, event officials decided to postpone the VTR concours and hold it in conjunction with the TRF show Saturday evening in downtown Indiana, where the cars would be parked on paved streets. This announcement was met by DTSC members with a sigh of relief as we had already heard tales of terror involving tractors pulling LBCs out of the mud.

We decided to hang out a bit more as it was only a short time until the TRF "Field Party" BBQ dinner. While we were waiting, DTSC members set up a few tables and helped spread table cloths. At the same time, we decided to reserve a couple of the larger tables for the club. This proved to be a good move as there were more diners than seats, but everyone did get a good meal. Brian and Connie Sims were none the worse for wear, even though they were among the campers in "Swampland" on the TRF grounds.

DTSCers at TRF/VTR

Mark Anderson - TR6
 Pat & Tam Barber - Stag
 Mike Bilyk - TR4
 Mike Brinker - TR6
 Steve & Peg Calkins - TR3A
 Doug & Patty Cook - TR6
 Blake & Lesley Discher - 2000
 Mike Green - Spitfire & 2 TR250s
 Chris & Griz Holbrook - Stag
 Dave & Maureen Jonker -
 Jensen Healey
 Doug Mitchell - Stag
 Dave Murphy - TR6
 Thom & Billie Phillips
 Steve & Michelle Riddell - TR6
 Mark Rollinson - TR6
 Alan Sheets - TR4
 Mike & Sharon Simon - TR4A
 Brian & Connie Sims - TVR
 Dave & Sue Snyder - MGB & GT6
 Larry & Sue Tomaszycski - Spitfire
 John & Carol Uloth - TR6
 Greg Walker - TR3A
 Terry Walters
 Jeff & Jan Zorn - MGA

Deciding to forego the planned "drive-in" movie at TRF, we were off to Indiana and some dry pavement. (The TRF drive-in was basically a sheet and a TV projector under a canopy.) Stopping by the local "Bates Hotel" where a few of the DTSC / 6-Pack guys were staying, we were soon into parking lot party mode. This is one hotel where we didn't have to worry about getting kicked out of the lot as the 6-Pack boys had verily taken the place over. Alright! Some time later, we headed off to bed as we had another early morning call for breakfast with the Phillips family.

Friday morning was really quite nice, if a bit cool as we met Thom & Billie at the Holiday Inn and departed for our by now regular breakfast spot. By the time we were back at the hotel, things were looking really good for the Vern Brannon Hill Climb. The more adventuresome (or should I say speed crazy) DTSC members were pretty excited about participating in this event as none of us had ever tried it before. We got to the tech inspection and breezed through that, and then got ready to race. There was a whole lot of confusion going on, however and the hill climb start was delayed by well over two hours. By 11:30, we were getting a bit frustrated by all the waiting. It was getting pretty warm and humid and there was no shade to speak of around the paddock area. We did have some fun waiting, as we watched the Simons and Uloths run through the Gymkhana. At least somebody was doing some driving.

A short time later, the hill climb was finally ready to go and we all watched Steve Riddell take off in his TR6 for the first session. Alan Sheets, Mike Bilyk and Sue Snyder were all running in the second group and Mike Simon was in the fifth group, so we knew we had a long day ahead. Steve was all smiles as he came through the paddock after the practice run and we all looked forward to taking our turn. As it turned out, none of us finished in the top three for our classes, but we all had a total blast running the event. Maybe the only one who might disagree would be Mike Simon, who had to take his runs in the pouring afternoon rain. I know one thing, I'd definitely do this again. It's

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VTR/TRF Combined Event Soggy, But Very Successful

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every bit as much fun as autocross!

Meanwhile, while all this was going on, Steve & Peg Calkins had headed over to the raceway for the afternoon drag races. Steve also raced his beautiful TR3 down the strip in the rain, but even so, he managed to capture a second place award. Anyway, after watching Mike run the rain, we were all pretty wet and miserable, so we headed for the hotel and a shower, not to mention a car wash!

That evening, most of the DTSC group met for dinner, thanks to

some quick planning by Tom & Billie, and we had a very nice meal in a room all our own at one of the very good restaurants in Indiana. After a most leisurely time, we drove back to the hotel, with a quick stop for a drink with the "Bates Hotel" boys. The Simons, Sims, Barbers, Cooks, Mark Rollinson and the Dischers decided they missed the drive-in enough to go do the real thing, so they headed off to one of the nation's last drive-ins, the Palace Gardens Drive-In to catch "Spy Kids 3" in 3-D (with the cool glasses) and "Pirates of the Caribbean." The rest of us hit the sack, as we still had one more day of 'eventing' to go.

Saturday, after one more huge breakfast, we got the cars ready and headed over to the autocross course. Once again, we had to pass tech inspection before participating. This event was so well organized, however, that we had no delays, and most of the DTSC crew had finished by noon. This year's course was pretty difficult to read and some of us, who shall remain nameless, didn't fare too well. It was still plenty of fun, however, putting our LBCs through the cones. When everyone was

done at the autocross, we had plenty of time to get back to the hotel and get the cars all polished up for the evening concours shows.

We spent the next couple of hours washing and cleaning. Of course, no



Mike Bilyk gets set to run the hillclimb event at the VTR/TRF summer party.

sooner had we finished, when again, the rains came. Man, this was getting really old by day four of our trip! Oh well, everyone else's cars would be wet, too! Get out those chamois, boys and girls. The rain actually stopped for a while as we drove downtown to get situated, and we were hoping for a respite. Alas, it was not to be, as once again, it poured. Unfortunately, this rain lasted for almost two hours, making it extremely difficult for both judges and participants. It was a real pain trying to evaluate cars while holding umbrellas and clipboards and peering through rain soaked windows, but we got the job done. I'm glad to say that several DTSC members stepped up to be VTR judges this year, some old and some new, and they are a credit to the club for supporting the VTR. By 9:00 pm the judges had all finished and several of the DTSC group met at a pub for a quick dinner before taking our weary selves back to our various resting places.

Sunday, we had time to get packed up and checked out before heading over to the awards brunch. Once again there was a delay in getting things started, but

around noon, things were rolling as the first awards were announced. One good thing about combining these events is there were plenty of awards to go around, on the other hand, it seemed to take forever to hand them all out! We didn't hit the road until almost 4:00pm, but the DTSC entries did quite well snagging awards in several driving events and for the car shows. (A list of winners will follow.) Well, the DTSC was on the road again heading for home and, naturally, we ran into a bit of rain. It just wouldn't seem right if we didn't get more rain! We had no major tie-ups, however, and we were soon motoring into Michigan. I'd guess most of us were home by about 10:00pm, which was late enough after a long day.

Overall, I think we all had a pretty good time and enjoyed the meet, but I still have a few reservations about combining two such events as the TRF Summer Party and the VTR Convention. There

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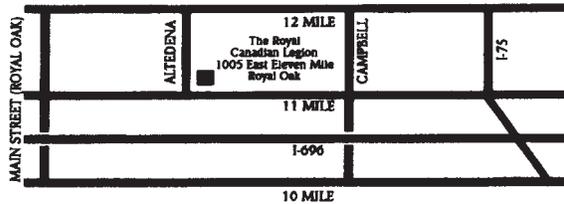
Reliability Run Prep

From page 7

rotor and distributor cap

- Rebuild kits for the clutch master and slave and brake master. Chances are you won't need these. But as a British car owner, you should have these rebuild kits in the garage anyway. It won't hurt to bring them along.
- If your car has inner tubes, bring a spare tube. Thanks to the spare tire, you can survive one flat with no delay. Two flats could be a real pain in the arse.
- A can of fix-a-flat
- Fuses
- An extra fan belt
- A set of open end wrench, socket wrenches, screwdrivers, pliers, vice grips and a hammer. Several shop rags or towels.
- A gallon of coolant.

OK. That's about it. Except for one last thing: Those of us who are veteran British car owners know that our cars have a way of telling us when something is not right. We know the noises they make. We know how they smell, where the needles should be in the gauges and so on. If you feel something isn't right, check it out before you go.



Detroit Triumph Sportscar Club

Established 1959, our 44th year

An official chapter of the Vintage Triumph Register

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 Stag: **Chris Holbrook** 810-229-9010, grizh@yahoo.com

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

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

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

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

Please visit our website: www.detroittriumph.org.

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

For Sale and Items Wanted

1959 TR3A Black/black rust free. Paint less than 2 years old. Overdrive transmission works perfectly. Recently rebuilt engine with new pistons and rods. Rebuilt SU carbs. New leather seats, new carpet kit, electric fan. \$9,500 or best offer. Located in Royal Oak, very near Canadian Legion. Call Jon at 734-673-9805. (9/03)

1964 Triumph TR4, White/Black, \$4500, 77k, good top and tonneau, non-std cast Al wheels, new tires, new master and clutch cyls, recored rad/aux fan. 248-685-2103 or 248-496-2637, any reasonable time. (8/03)

1967 Triumph TR4A IRS Excellent low mileage car. Red with black Interior. \$6,900. ddoolin@visteon.com or 313-590-0210. (8/03)

TR6 Hardtop No glass. Call Bryan at Autometic 586-758-7400. Also has info on TR6, approx. \$2,500. (8/03)

Restored factory steel TR6 hardtop. New headliner, rubber seals and hardware. Painted Triumph brown and includes the rare hardtop boot that lets you leave the convertible top in place. This is the whole package in perfect condition. Even comes with a wheeled stand! Best offer. Richard Truett, 248-336-0472 (08/03)

1972 Triumph TR6 Emerald green/black, rust-free Arizona car, all records. 44,000 miles, overdrive, Panasports, S/S sports exhaust, uprated and lowered suspension with Spax shocks, SU carbs, electric fan, CD Player. Some spares and manuals included. \$9,500 or best offer. 248-706-1330 evenings and weekends; 248-273-0404 ext. 522 days. (8/03)

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.

DTSCers Snag VTR/TRF Driving, Concours Awards

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was almost too much to do in too short a time and many people did not get to all the events they wanted. There was little time to relax between events, so we seemed a bit rushed. Then there were the mechanical problems suffered by some of our LBCs. Let's see, the Barber's Spitfire broke the cam shaft and had to be left in Put In Bay, Ohio. The Calkins' TR3A had a bit of paint cancer on the rear wing. The Snyders' MGB suffered a cracked windscreen, and their GT6 laid n egg - err, differential, as well as cooking an alternator! All in a day's fun, right? Ah well, these are the trials and tribulations of British car ownership. On the bright side, Club members were pretty successful on the awards scene as evidenced by the following list:

Special congratulations to Blake Discher for the Golden Quill Award recognizing the excellence of the DTSC Triumph Review. This award is presented annually by VTR for outstanding quality of the chapter clubs' newsletters. Blake's effort as editor of the Review was recognized as well as the effort of the members who contribute to our monthly publication. This is, by far the best of all the awards we received! Congratulations, Blake!

Written by Sue Snyder



From top: Some of the gang at the Palace Drive-In. Mike Bilyk apparently had trouble with cones (just joking!) Mark Uhlig on the autocross course. Sue Snyder prepares to run the hillclimb. Alan Sheets sits in line to run in the hillclimb event.



And the winner is ...

Moving Event Awards

TRF Drag Race

2nd in Class - Steve Calkins

TRF Autocross

1st in Class - Mike Bilyk

2nd in Class - Alan Sheets

VTR Autocross

1st in Class - Mike Bilyk

2nd in Class - Sue Snyder

Concours Awards

TRF Concours Awards

1st in Class - Dave & Sue Snyder

- MGB

2nd in Class - Dave & Maureen

Jonker - Jensen Healey

3rd in Class - Jeff & Jan Zorn -

MGA

3rd in Class - Mike & Sharon Simon

- TR4A

3rd in Class - Dave & Sue Snyder

- GT6

VTR Concours Awards

1st in Class - Mike Green TR250

1st in Class - Peg & Steve Calkins

- TR3A

2nd in Class - Blake & Lesley

Discher - 2000 Saloon

2nd in Class - Pat & Tam Barber -

Stag

3rd in Class - Mike Green - TR250

VTR Participants' Choice Awards

1st in Class - Dave & Sue Snyder

- GT6



“Honey, How Well Can You Hula Hoop?”

As part of the funkhana event at the 2003 VTR/TRF Summer Party in Armagh, Pennsylvania last month, a co-driver had to jump out of the car and use a hula hoop.

Needless to say, as you can tell by these pictures taken by Mike Bilyk, it looks as though the female half of these teams handled the task. Nice work!

From upper left, clockwise: Tamara Barber, Carol Uloth, Sharon Simon and Lesley Discher.

Detroit Triumph Sportscar Club

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Date Confirmed!

Fall Tour

Sunday, October 19th

Wayne & Julie have put together a great tour that includes a winery tour and a visit to an automotive restoration museum.

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