

# TRIUMPH REVIEW

*Detroit Triumph Sportscar Club*

**OFFICIAL PUBLICATION**

[www.detroittriumph.org](http://www.detroittriumph.org)



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**BAG IT!** Tips on how to store your British car for the coming winter. Page 5



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## NOVEMBER EVENTS:

- 4-5:** Michigan British Reliability Run
- 4:** Board meeting, Royal Oak
- 11:** Member Meeting, Royal Oak
- 23:** DTSC Day at Races, St. Heights



## British Cars Reliable in Run

### Michigan British Reliability Run Nets Over \$12,000 For Kids

We made it! The inaugural Michigan British Reliability Run (MIBRR) is now in the books as a huge success from both a fund-raising and British car enthusiast point-of-view. Most of you know, I drove my 1968 Triumph 2000 Saloon, which performed flawlessly over the 800-mile run.

In regard to the primary purpose, fund-raising, I'm happy to report that the 21 registered teams surpassed the event goal and raised over \$11,500 to help the Michigan Hemophilia Foundation send kids to their summer camp, Camp Bold Eagle. Kids attending camp learn to self-infuse with 'factor' a blood-clotting protein their blood lacks. The foundation has a no refusal policy, meaning that if a child is financially unable to pay the cost of \$2,200 to attend, the foundation picks up the cost for the child. Fund-raising events like this one are what makes that possible. The Executive Director and his wife joined us for the kick-off dinner Friday night at Schuler's Restaurant in Marshall to accept our check and personally express their gratitude. Route books and car magnets were distributed and final driver instructions dispensed. Thanks to the generosity of many of you reading this, the money raised was beyond what I had hoped.

From a British car enthusiast perspective, things couldn't have been much better considering it was Michigan, early October and the roads were outstanding; a good portion of the route was on new pavement! There were a few scattered showers (mostly just drizzle) and a bit of wind, but overall the skies were sunny to partly cloudy and the roads were dry. Sure, it was a bit chilly, but ideal temperatures for LBCs and with a light jacket and the car's heater ...not a problem. There were only one or two very minor

*Continued on page 2*

Above: Drivers on the Michigan British Reliability Run stopped at this roadside scenic outlook to stretch their legs and dip their toes in Lake Michigan.



## Reliability Run Benefits Kids

From page 1

problems in over 16,000 miles of “official” driving (a melted vacuum hose and a broken convertible top snap) so I’d say the “reliability” goal of the MIBRR was also

### TOURING EVENT RECAP

By B. Discher & T. Walters

met. Thanks to Messrs. Lucas, Girling, Triumph, MG and others who suffer (mostly) unjust ridicule of their products’ performance. On the down side, two squirrels decided to challenge two of the cars and lost. Of the 20 cars making the run, Morgans served as bookends for oldest and newest: a 1959 Morgan +4 and a shiny new

2002 Morgan. (One of the teams, slated to drive a 1958 Triumph TR3 had to back out for personal reasons but still contributed to the fund-raising effort.)

After leaving the starting point in Marshall and following the assigned route, we drove through the many small towns that dot the coast along Lake Michigan. The Twin Bay British Car Club (based in Traverse City) was kind enough to post four of their members at a county park about an hour from our first day’s stopping point with hot apple cider and coffee, donuts and a fire in a pit which most of us huddled around as we exchanged road stories. It was a perfect rest stop as we were getting a bit sore from handling the outstanding curving roads at speeds a bit faster than posted. Some teams split off from the main group to drive at their own

pace, but the majority stuck together, communicating with CB radios. Our overnight was at the Fox Haus Motel in Traverse City. I did a live radio interview by telephone with a station back in Detroit Sunday morning before we set out on our second day of driving. Since it was 7:15am, I suspect only a couple of roosters heard it, but it



Clockwise from top: Most of the cars making the run stopped along the Lake Michigan shoreline just north of Petoskey for this group picture. Bernie Thompson and Dennis Ferguson pose with their MGB GT before heading out on the first leg of the run Saturday morning in Marshall, Michigan. Cheryl and Carolyn make up the AutoWeek team. They pose with the 1980 Triumph TR7 at the end of the run in Chelsea, Michigan on Sunday, October 5th. Evelyn Boes bundled up for the brisk weather during the run.

went well. The interviewer asked all the right questions and it was a chance to get some publicity for the run.

The second day was easier mentally and physically as we headed further north

*Continued on page 5*



## EVENTS CALENDAR

<b>NOVEMBER</b>	4, Tuesday 11, Tuesday 23, Sunday	<b>Board Meeting</b> Canadian Legion <b>Member Meeting</b> Canadian Legion <b>DTSC Day at the Races</b> Sterling Heights	Mike Bilyk
<b>DECEMBER</b>	2, Tuesday 9, Tuesday	<b>Board Meeting</b> Canadian Legion <b>Member Meeting</b> Canadian Legion	
<b>JANUARY</b>	6, Tuesday 13, Tuesday 24, Saturday	<b>Board Meeting</b> Canadian Legion <b>Member Meeting</b> Canadian Legion <b>Year End Party</b> Sterling Heights	Dan Campana

*Events in BOLD are DTSC sponsored events.*

## Michigan British Reliability Run Loops State

*From page 1*

before finally turning east and then south along Lake Huron. One of the drivers has a sister and brother-in-law with a successful construction business in Alpena located on the route and arranged for lunch in the company's boardroom. The overstuffed (read: comfortable, very comfortable) chairs were tempting many of us to just stay there all day! But we pressed on after a great lunch for the last leg of the Run and the "finish line," Cleary's Pub in Chelsea. There we were greeted by about a dozen clapping and cheering Detroit Triumph Sportscar Club friends who were not able to make the drive but wanted to show their support, listen to our stories and share a few "jars" as they say in England. One of the members of the club was kind enough to pick up my wife Lesley for the ride to Chelsea to welcome us back. Lesley and I are expecting our first child in five weeks, so the doctor suggested she not make the trip lest we wanted to face the possibility of delivering a baby in a corn-

field somewhere in rural Michigan! As the crowd dwindled, Lesley and I got into the 2000 and drove home.

A huge thank you to the teams making the run and to everyone who contributed money to them. More thanks to our corporate sponsor Little British Car Company who covered all expenses associated with the run including the car magnets. Also, thanks to The Roadster Factory, Victoria British and Hagerty Insurance who all donated door prizes for the kick-off dinner. I'd be remiss if I didn't thank John Macartney, of the UK, who was instrumental in assisting me in getting this off the ground. He's organized many of these charity runs and was very willing to share his knowledge and paperwork with me.

Clockwise from top right: Julie Dierkx flashes the sign indicating she needs to pull over soon... very soon! Jeff and Lori Day raised an astonishing \$1,670 in donations for Camp Bold Eagle. Cars gather for a photo at Camp Bold Eagle, just north of Muskegon, Michigan.

It was great fun, I had a blast and I'm already thinking about route ideas for next year!



# Threadlockers Useful in Garage

## TECHNICAL INFORMATION

By Rick Rittberg, Vintage Triumphs of Wisconsin

Bolts, studs, set screws and other threaded fasteners are the "ties that bind" machinery together. Considering that fastener loosening is a leading cause of catastrophic failure in machinery, maintaining proper clamping forces is an important element in fastener effectiveness. Liquid anaerobic threadlockers are an excellent method of keeping fasteners firmly in place, and the following are various relevant points about using these products.

It's not just a bolt. The real function of nuts and bolts is to provide clamping force to hold two components together. If that clamping force decreases, the fastener begins to slip, with failure becoming inevitable.

Thread space is the enemy. There can be as little as 15% metal-to-metal contact between the threads of nut and bolt. The empty space leaves room for movement that leads to self-loosening and loss of clamping force.

Side movement causes failure. Fasteners can work loose for complex reasons but a key cause is side movement. Bolted surfaces can slide sideways as a result of thermal expansion, bending of the assembly, impact or vibration. As this happens, the bolt takes on a rocking motion that causes the threads to wear against each other. In time, the bolt becomes almost frictionless, and the threads can easily unwind.

Threadlockers stop all kinds of movement. Liquid anaerobic threadlockers attack the root cause of loosening by filling spaces between the threads, thus stopping sideways, rotational and other motion. Once in place, the liquid cures in the absence of oxygen (hence the term anaerobic), forming a solid thermoset plastic. The result is a secure assembly that will not loosen under stress.

Sealing stops corrosion. By sealing between thread spaces, threadlockers keep out air and moisture that can cause corrosion - a common cause of fastener failure. Because they are chemical-resistant, threadlockers seal effectively in contact with most fluids, gasses and solvents.

Better performance costs less. Mechanical locking methods are effective to some degree, but are difficult to justify

based on cost. A special nut or washer can cost up to four times as much as an application of liquid threadlocker. Mechanical devices also require extensive and costly inventories to keep the right kinds and sizes (SAE and metric) on hand. Three or four kinds of threadlocker - easy to carry and color-coded - serve the same purpose.

Threadlockers hold better. Bolts secured with threadlocker keep nearly all their clamping force after more than 1000 cycles.

It will come out. All threadlocker fasteners can be removed, with different grades of threadlocker available depending on the job. Fasteners secured with low and medium-strength grades can be removed with common hand tools, while those secured with high-strength grades can be removed by applying heat prior.

We Want to See  
**Your Smiling Face!**

Tuesday, December 9th  
DTSC Member Meeting

*Election of Club Officers*

This is your opportunity to have input  
in the future of the club.

You must be at the meeting to vote.

Meeting begins at 8:00pm  
See you there!

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# Winter Storage For Our Treasured Classics

## TECHNICAL INFORMATION

By Richard Truett

By any standard of measurement, this was a great year for the members of the Detroit Triumph Sports Car Club. We took home numerous trophies at every show we attended. We went on several terrific road trips, picnics and outings and generally had a great time.

But now the fun has to end until next spring. Winter is coming, and that means snow and salty roads -- not the kind of driving environment that our TRs, Stags, Spitfires, GT6s and others perform well in. And even if they did, we really wouldn't want to subject them to that anyway.

You could just drive your classic into the garage, put a cover over it and forget about it until next April. But to store your car properly so that it fires right up and won't need any remedial repairs next year means that you'll have to spend a few hours getting it ready for hibernation.

Let's start in the garage. Clean an area so that nothing can fall on or against your Triumph this winter. If possible, round up some scrap carpeting and put it on the concrete and drive your car onto it. Carpet underneath your car will help absorb moisture. A few trays of cat litter also does the same. There are huge plastic zipper bags -- portable garages -- that you can buy that will seal out all moisture. If your garage has a dirt floor or is very damp, this is recommended. It basically covers the entire car.

Now, let's get the car ready. Start by

filling the gas tank all the way to the top. This will help prevent condensation from forming inside the tank. Condensation causes rust, which causes headaches and severe pains in the wallet when holes form in the tank or crud plugs up fuel lines. I use 110 octane racing fuel for winter storage. Gasoline loses a bit of its combustibility when stored. 110 octane assures a good tank of fuel in the spring.

Next, drain the oil from the crankcase and refill it with 5w30 weight. The engine needs thinner oil in the winter. Even though you likely won't be driving the car, hopefully, you will be starting it up once a month. The thinner oil circulates faster through the cold engine. Don't change the filter. You'll do this in the spring when you drain the 30 weight oil.

I recommend starting the car monthly and running the engine up to operating temperature. While the engine is running, press the clutch pedal down and put the transmission in first gear. Move the car forward and backward a few feet. This will keep the clutch plate from sticking to the flywheel. It will also help keep the tires from getting any flat spots from sitting in one position.

If you don't plan to start the engine in the winter, then take out each spark plug and, using an oil can, shoot a few squirts of 30 weight oil into each bore. Take out the battery and connect it to a battery tender which will keep it charged throughout the winter.

Top up all fluids, clutch, brake, radiator, power steering, transmission and rear axle, battery water. Check the air in the tires.

Before putting the car in the garage,

wash it and wax it. You don't want bird poop, dirt, tree sap and other schmootz on the paint job all winter. This is also a good time to clean out all the junk from the trunk.

Vacuum the car, making sure to suck up all the old petrified french fries from underneath the seats and all the other crud that has accumulated from this year's driving. Close the fresh air vent and roll the windows up tight. This will help keep out any unwanted lodgers, such as mice, rats and other vermin. Put the car in the garage and cover it with a cloth car cover that lets the paint breathe.

Your car should be fine from December to April -- 150 days. Hopefully you will be, too. There are times during the winter that really miss driving my TRs.

## CarJacket Keeps Your Baby Dry



A unique zippered storage bag for cars and trucks. Storage kit comes with 5lbs of OmniDry desiccant (drying agent), 2-brass locks for both ends of the zipper, plastic tube for antenna, and check-list for car storage tips.

Designed for indoor use only. A fabric car cover is recommended. Jacket material is a 7 mil polyethylene with a webbing, making it very durable and strong.

Zipper is a heavy duty YKK #10 with metal pulls. Use like a big sleeping bag, drive your car on to the bottom, put on cover and zip it up for complete protection.

Full info at [www.carbag.com](http://www.carbag.com).



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*Driver Spaces Still Available!*

## **"A Day at the Races"**

All DTSC members and their immediate families are invited to join in on the fun for some exciting kart racing on Sunday, November 23rd at the Kart 2 Kart facility in Sterling Heights. Driver's fee is \$15.00. All proceeds go to the Macomb County Food Bank.

DTSC has reserved two hours of track time from 1PM until 3PM at the European-style indoor kart track, located at 42705 Van Dyke (M-53) just south of 19 Mile Rd. After our heart-pounding hour on the track, our afternoon will continue with awards and dinner at the Rochester Mills Brewing Company, 410 Water Street, Rochester, MI.

All karting participants need to attend the mandatory drivers' meeting at 12:15PM. At this time, drivers will sign their release forms and be fitted for safety equipment. Please feel free to arrive even earlier to take care of these routines. Required safety equipment includes collar and helmet, fire suit is optional. This equipment will be supplied by Kart 2 Kart, or drivers may use their own. Gloves are also recommended, but not provided by the track.

### ***Don't miss the Excitement!***

**Kart 2 Kart**  
42705 Van Dyke  
South of 19 Mile Rd.  
810-997-8800

**DTSC Track Time:**  
1:00 - 3:00PM  
*Please be prompt!*

## **Here's How to Submit Articles for the Review**

The success of The Review depends on club members to submit stories and pictures of their British cars and the fun they have driving them. Getting your story and photos published is easy if you follow the procedures outlined below:

**Text:** I prefer to receive articles in electronic form. If you have a computer, you can just email a Notepad or Word document to me. The page layout software I use can translate just about any word processor's format, or if it's easier for you, you can cut-and-paste your article directly into your email program. I have to re-type any articles that come to me on paper, and I'm a slow typist, but I still want them!

**Photographs:** In this age of digital cameras, it's easier than ever to submit pictures for the Review. The easiest thing to do is send me the file just as it produced by your camera. If you have a conventional film camera, you can either send me a print for scanning or scan the print yourself. If you send a print, I will scan it and return it to you, usually within one week.

If you care to scan a print yourself, or want to tweak a digital picture you've taken, it is important to scan at high resolution. The Review's columns are 2.3 inches wide, so your picture needs to end up at least five inches on the long dimension so I have the freedom to print the picture two columns wide. In other words, if it's a vertical picture, scan it so it is five inches tall; if horizontal, five inches wide. Most important of all is the PPI, or pixels per inch, setting. Some scanners refer to this as DPI, or dots per inch. This setting must be at least 240. Of course, increasing this figure increases file size dramatically, so there is no need to set it higher. Lower settings result in unsatisfactory reproduction in print. You can save the image as a J-peg (.jpg extension) provided you use a quality setting of at least 10 in Adobe Photoshop v6.0; or quality 8 in earlier Photoshop versions and other imaging programs.

If all that sounds confusing, just send a print and I'll take care of the numbers. Or, give me a call and I can walk you through the process.

With your contribution, the Review will continue to be the fun-to-read, valuable publication it has always been.

# Fall Color Tour a Fun-Filled Driving (and Eating) Day

## TOURING EVENT RECAP

By Wayne Larose

We really lucked out on the weather for the fall colour tour on Sunday, October 19th. It was a sunny, cool, crisp fall day and only us hearty Canadians drove the entire tour topless.

The tour drivers began gathering at the McDonald's at around 8:30 in the morning at the foot of the Ambassador Bridge to get some good early morning grub. We had an excellent turnout for one of the last tours of the driving season of 2003 with a 2000 Saloon, a Mini, two TR4s, one TVR, a Jensen-Healey, an MGA, a GT6, a Ginetta, a Bugeye Sprite, a TR3, four Spitfires; an E-Type Jag, two Fiats, an MGB, a Stag and four American cars. In total, about 50 people made the tour.

Quite a change for us Canadians, considering we only live two minutes away, all we had to do was roll out of bed instead of the usual getting up two hours earlier due to the bridge traffic.

The tour began with Mike Simon and his Gypsy call and the purr of our engines were a dead give away. We were off at 9:30am sharp to our next destination, the Pelee Island Winery.

It was a scenic route along the Detroit River and Lake Erie shoreline to the town of Kingsville. On our arrival at the winery, we were greeted by the tour guide. Waiting inside was a welcome glass of Reisling Dry for each of us.

The one-and-one-half hour tour of the winery was both informative and interesting. We saw how wine was made and stored in huge wooden barrels, steel vats or small barrels depending on which flavours the winemaker was seeking. A short film about the winery and vineyards with its unique micro-climate on Pelee Island in Lake Erie was next.

Tour participants were given five other types of wine to sample and shown how to properly prepare their palates before tasting each. Some members of the group wanted a re-tour just for more free samples! You just can't take some people anywhere!

After the tour we visited the winery's

store for some take out and related gifts. Everyone went their own way for a quick lunch and by 1:30pm we were back on the road to our next destination.

At about 2:45pm we arrived RM Classic Cars in Chatham, Ontario after a scenic drive along Lake Erie where we saw several vehicles from a 1950s car club just leaving. Nice to see other people driving their

hobby cars too.

We gathered in the lobby for a quick introduction to the facility and were divided into two groups. On the tour we saw various cars from the 1930s and 40s in various states of completion. There were Packards, Cadillacs, an Auburn, Dusenbourg and Tucker to name a few. RM cars

*Continued on page 11*



The gang gathered outside the RM Classic Cars building for a group photograph.

## Richmond (VA) Triumph Club to Host 2004 VTR Convention



The Richmond Triumph Register (RTR) is honored to host the 2004 Vintage Triumph Register National Convention, Wednesday, July 14 through Saturday evening, July 17, 2004. Mark your club calendars today!

Join us in the heart of historic Virginia for what promises to be four fun-filled days. In addition to traditional convention events, we are planning driving tours to visit nearby Civil War battlefields and colonial plantations. Saturday's car show will be held on the grounds of the Virginia Aviation Museum. Arrive early or stay late, and spend a few more days visiting

nearby Colonial Williamsburg, Yorktown, and Charlottesville, home of Thomas Jefferson's Monticello.

The convention will be held at the Richmond Sheraton West Hotel, site of the 2000 VTR Mid-Atlantic Regional Convention. Those of you who attended that convention know that the Sheraton is one of the best car club oriented hotels on the east coast, with ample one-level covered parking and extensive convention facilities. Call 888-565-7654 to reserve the special VTR rate of \$85 (plus tax) per night, or visit [www.sheraton.com](http://www.sheraton.com) for more hotel information.

Registration forms will be distributed through the VTR, and on-line registration is expected to be available in December. For more information, contact RTR at 804-746-9409 (voice or fax) or e-mail us at [info@vtr2004.com](mailto:info@vtr2004.com).

Check [www.vtr2004.com](http://www.vtr2004.com) for regular updates. This site contains a downloadable VTR flyer, a "Frequently Asked Questions" page about VTR 2004, and a VTR2004 logo which can be copied for newsletters.

Expect more in 2004! See you in Richmond!

Sincerely,

Jeff Dewey, VTR 2004 Chair

# Roger's British Cars: One Smiles, One's Fast!

## MY FIRST TRIUMPH

By Roger Cotting

My first Triumph came to me rather late in life. It was a retirement present from me to me for making it through 34 years of working for the same company and coming out alive and relatively well.

I liked the "shape of things to come" and the fact that it had a 215 cubic inch V8 motor.

So I started looking in *Hemmings*, on the internet, and in local papers. I found TR8's all over the place – Florida, California, Illinois, and New York. I wanted a driver that didn't need a lot of work, a first for me! I found the one that looked good to me in Ann Arbor.

A friend and I went to look at it. It was a silver convertible and it was waiting for me, and it ran! We took it for a drive. It was fast, everything worked, and it was fun!

I put a down payment on it and talked to the seller. He said that it had been modified by Pontiac Sports Cars: they put a Carter four barrel carb, cam shafts and a flow through exhaust system on it.

"Cool," I said. "Must be fast!"

"Oh yeah," he said.

Because I've had many LBC experiences prior, I arranged for my son to take me over there and follow me home. It was a great ride – a fast, sexy, and loud (!!!!) convertible under the beautiful starry sky.

And did I mention, that this was the first LBC out of 20 or 25 cars that I could *drive* home. It was too good to last.

A quarter of a mile from our exit it quit running. Dead battery! My son and I pushed it off the exit and called AAA. The car arrived home on a rollback, but it was home. Next morning, I put in a new battery and it was fine.

The fellow had all the service records, a group of TR8 Club monthly newsletters, and a curious little half fold booklet called *The Review*.

I read a couple of them and decided to look for the club meeting place. I went to the Canadian Legion hall and was welcomed with open arms. So that's how I came to join the club.

(By the way, the *The Review* is far, far better than those of 1993. A series of loud, enthusiastic hurrahs for all the people responsible for this publication.)

But I digress. I drove the TR8 for the

next season until the fuel pump quit. I put it in storage and did a few things like get married, sell two houses and move to the country. There, I could build the garage of my dreams. That took a while, but did get done.

When I combined *Wine and Dine at Trackside* with my 60th birthday, people came from all over to help celebrate. Dale Witwer, a friend for 38 years, and a real car guy, volunteered to get the TR8 looking good. And did he ever! The car looked shiny and fast in front of my garage. So I said that if he could do that, I'd have the car ready for the *Battle of the Brits*, six weeks hence.

So I wrenched, cleaned, and ordered parts. And, with the help of my friends, I made it to the show.

My first love is the Bugeye. I first drove one in 1962 and was bitten by the bug. In 1969 I joined with Gary Nicol in owning a racecar and drove in SCCA from 1970 until 1976.

In 1970, I built my own car and we raced as a team in red, white and blue Penske colors.

In 1972, I moved to Trenton and joined with the Great Red Wave in Ann Arbor.

So now I have a little car that smiles at you and a wedge-shaped silver car that goes real fast!



## DTSC Participation Points To Date

Ahlstrom, Cathy	4	Gietzen, Norm	18	Pierce, Cathy	4
Ahlstrom, Tom	4	Goin, Bill	56	Rapp, John	4
Anderson, Mark	34	Goin, Denise	31	Reiner, Alan	3
Anderson, Terri	3	Gomulinski, Larry	4	Reiner, Charles	3
Arend, Dick	36	Green, Mike	42	Reiner, Karen	3
Arend, Lucille	7	Grundy, Peggy	4	Reinowski, David	3
Bammel, Walt	3	Guibord, Robyn	18	Riddell, Michelle	18
Barber, Pat	142	Hall, Tom	4	Riddell, Steve	30
Barber, Tamara	107	Holbrook, Chris	48	Ring, Bruce	4
Bassick, Andre	3	Holbrook, Griz	26	Ring, Steven	4
Bassick, Julianna	3	Hummer, Herb	7	Rinschler, Gordon	3
Berman, Steve	11	Iskra, Dave	3	Rollinson, Mark	90
Bilyk, Mike	153	Johns, Art	7	Rouston, Bob	4
Boru, Tony	3	Johns, Sue	4	Rouston, Joann	8
Bradley, Dave	3	Jonker, Dave	114	Schaller, Hermann	51
Branch, Jeff	36	Jonker, Maureen	105	Schaller, Jeri	34
Brinker, Mike	18	Joseph, Al	4	Schiefer, Lucy	4
Brown, Janet	4	Kapuz, Dave	3	Schiefer, Terry	8
Brown, Keith	4	Knight, Jim	27	Seibert, Karen	4
Burnstrom, Ken	4	Koch, Kathy	4	Sheets, Alan	59
Bush, Barb	3	Koch, Rick	7	Simon, Mike	141
Bush, Geoffrey	11	Kutwick, Mike	7	Simon, Sharon	119
Bush, Larry	3	Kyte, David	6	Sims, Brian	81
Calkins, Peg	60	Lambert, Carol	11	Sims, Connie	58
Calkins, Steve	58	Lambert, Charles	11	Sims, Doug	7
Campana, Dan	81	Lambert, Joe	4	Smigelski, Dale	77
Campo, Kevin	10	Larose, Wayne	40	Snowden, Robb	4
Carlson, Dave	150	Laskos, Linda	10	Snyder, Dave	217
Carlson, Laurie	163	Lawton, Al	15	Snyder, Jaimie	39
Casenas, Luis J.	4	LeSage, Bob	69	Snyder, Sue	295
Catin, Bill	4	Lesperance, Del	4	Solt, Ken	4
Chachich, Mike	4	Lightfoot, Gary	15	Sparks, Mary	18
Clare, Peter	3	Mackenzie, Darcy	13	Spencer, Ken	7
Clark, Lori	8	Mackenzie, Fraser	22	Stevenson, Elizabeth	28
Clark, Ron	40	Malcolm, Ryan	10	Sullivan, Theresa	4
Cloffey, Kelly	4	Mancuso, Paulette	8	Taylor, Denise	4
Collins, Dennis	4	Mancuso, Salvatore	5	Taylor, Phil	4
Coobatis, Jamie	8	Mancuso, Stephen	8	Theus, Russ	3
Coobatis, Joann	8	Mazurkiiewicz, Rich	4	Tippett, Barry	4
Cook, Doug	99	McConnell, Jerry	7	Tomaszycki, Larry	102
Cook, Pat	69	Menhe, Bryson	3	Tomaszycki, Sue	67
Corriveau, John	4	Meyer, Jayme	10	Truett, Richard	55
Cotting, Roger	127	Meyer, Jeff	34	Tyrer, Norman	7
Cox, Carolyn	3	Mitchell, Debbie	11	Uligh, Mark	8
Cox, Jim	7	Mitchell, Doug	44	Uloth, Carol	62
Danek, Ken	12	Mitchell, Tom	4	Uloth, John	72
Davis, Scott	4	Moore, William	4	VanBenschoten, Matt	4
Dawe, Paul	7	Motha, Rick	4	Wagner, Adrienne	4
Day, Lori	11	Murphy, Dave	49	Wagner, Richard	4
Derikx, Julie	30	Mynek, Barbara	10	Walker, Greg	39
Discher, Blake	195	Mynek, Robert	13	Walters, Laura	24
Discher, Leslie	112	Norris, Alice	31	Walters, Terry	83
Doolittle, Paul	4	Norris, Leonard	35	Watch, Jim	82
Ehrardt, Joan	3	Northcutt, Carolyn	16	Watch, Sue	66
Ehrardt, Stu	3	Northcutt, Ken	39	Weller, Greg	4
Eisele, Rick	3	O'Meara, Dennis	4	Wild, Paul	28
Flaherty, Charles	21	O'Neill, Dave	9	Wild, Terry	8
Flaherty, Norma	3	Osen, Bob	20	Wilkinson, Mike	21
Fuller, Jack	38	Osen, Karen	17	Young, Bob	4
Fuller, Nancy	18	Owsinski, Bob	42	Young, Marlene	4
Galante, Joe	3	Pardonnet, Judy	51	Zatchel, Kathy	34
Gaulzetti, Janita	3	Pardonnet, Ken	70	Zemke, Mark	6
Gearns, Bruce	3	Pardonnet, Mike	3	Zorn, Jan	63
Gier, Carolyn	4	Parker, Nelson	3	Zorn, Jeff	103
Gier, Mark	4	Phillips, Billy	8		
Gietzen, Janie	15	Phillips, Tom	8		

Compiled 10-14-03 by  
Jim and Sue Watch

## You're Invited!

### DTSC's 2003 Year End Party

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

Best Western Sterling Inn  
34911 Van Dyke Avenue, Sterling Heights

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

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

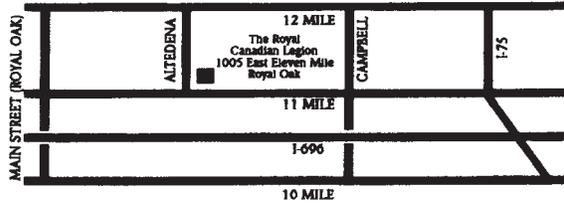
Arrive early for social hour and spend a fun-  
filled evening with your fellow club mem-  
bers. There will be a cash bar and buffet  
style dinner featuring beef, chicken, salmon,  
relish tray, six different salads, vegetables,  
pasta and desert, coffee and tea. The Ster-  
ling Inn has an award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

\$35 per person

(DTSC has subsidized a portion of your dinner.)

Please mail your check payable to DTSC to  
arrive by January 17th to:

Dan Campana  
19170 Ike  
Roseville, MI 48066  
586-773-5257 (before 9pm please)



## Detroit Triumph Sportscar Club

Established 1959, our 44th year

*An official chapter of the Vintage Triumph Register*

### 2003 Board of Directors

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

### 2003 Board of Directors

**Mike Simon**, chairman 586-954-1407, mishon2@netzero.net  
**Dan Campana** 586-773-5257  
**Blake J. Discher** 313-289-9280, bdischer@blakedischer.com  
**Fraser Mackenzie** 248-538-9525, framac1@aol.com  
**Ken Pardonnet** 248-737-2564  
**Mark Rollinson** 517-552-0514, mrollinson48843@aol.com  
**Brian Sims** 248-814-8441  
**Sue Snyder** 586-979-4875, snydley@comcast.net  
**Richard Truett** 248-336-0472, rover827@aol.com  
**John Uloth** 248-634-7715, juloth@tir.com

### Other Key DTSC Positions

**Dave Jonker**, Membership 586-771-3227, dutchmandave1@comcast.net  
**Blake J. Discher**, Newsletter Editor 313-289-9280, bdischer@blakedischer.com  
**Pat Barber**, Webmaster 313-383-4041, patbarber@comcast.net  
**Sue Watch**, Participation Points 248-549-1368, jrwatch1@comcast.net  
**Mike Bilyk**, Historian 248-601-9658  
**Sue Snyder**, Publicity - Regalia 586-979-4875, snydley@comcast.net

### Vehicle Consultants

TR2/3: **Jack Fuller** 248-426-0626, jfuller1@twmi.rr.com  
 TR4/4A: **Mike Simon** 586-954-1407, mishon@ameritech.net  
 TR250/6/7/8: **Richard Truett** 248-336-0472, rover827@aol.com  
 GT6/Spitfire: **Pat Barber** 313-383-4041, patbarber@comcast.net  
 Stag: **Chris Holbrook** 810-229-9010, grizh@yahoo.com

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

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

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

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

Please visit our website: [www.detroittriumph.org](http://www.detroittriumph.org).

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

## For Sale and Items Wanted

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

**FREE:** Bare blocks MKII GT6, MKI GT6+ head, crank shaft, exhaust manifold. Two boxes of parts: gauges, coils, rear lens, triple intake manifold (Weber), starters, alternator, etc. Must take all. Moving. Jim 586-296-5787. Roseville. (10/03)

**Four red line TR6 Michelin tires & rims**, ex. cond, ready to mount, matched set. \$300. **Two tan spitfire seats**, ex. cond. \$100. 248-828-8243 or trispare@aol.com. (10/03)

**TR6 Complete Monza Performance Exhaust System** including Manifold \$200  
 Contact: Stuart Bailey 248-706-1330 or e-mail: swb4@daimlerchrysler.com (10/03)

**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)

**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.

### NOTICE

In accordance with club bylaws, this is official notification to the general membership of which members are seeking elected office. Nominations may be made through the December meeting. Voting will take place at the December member meeting at the Canadian Legion. You must be present to vote.

Office of President:  
 Blake J. Discher  
 Brian Sims

Office of Vice President:  
 Hermann Schaller  
 Jim Watch

Office of Secretary:  
 Laurie Carlson

# Fifty Members Enjoy 2003 Fall Color Tour

From page 7

caters to the concourse show circuit with many of their restorations going to the famous Pebble Beach Concourse Car Show where many have gone on to win Best in Show.

One restoration on a 1930s Mercedes SS, one of two built, cost in excess of US\$400,000, a little out of our budget eh? The owner of that car was offered \$6.5 million for the car shortly after restoration and turned it down.

After the work area we visited the showroom which housed various cars and motorcycles, including some one-of-a-kind prototypes such as a Corvette coupe and a Pontiac Bonneville from the 50s. After pictures were taken and our questions answered, we assembled for a group photo.

Just after 4:00pm we started our engines and headed north for the most important part of the tour... you guessed it, food!

We took a nice twisty road along the Thames River to Lighthouse Cove on Lake St. Clair. We arrived at the Lighthouse Inn at a bit later. Most of the group went inside, but some stayed outside and took pictures in front of the lighthouse. Dinner was quick and delicious as was the desert.

We celebrated a great day of driving and friendship as well as two wedding anniversaries: the Goins and the Cottings.

After dinner we congregated outside to plan our routes home. Some people left on their own but the remaining people split into two groups of seven and headed off into the sunset; one group going to the Walpole Island ferry and the other back to the Windsor-Detroit tunnel.

A great ending to a great day! Thank you for helping make our tour a success, Julie and Wayne.





### **A Triumph of a Cake!**

Lesley Discher's 1971 Triumph Stag is pictured on this cake made for a baby shower thrown for her and husband Blake's upcoming child. Just to keep them jumping, Blake Kingsbury Discher II arrived three weeks early, born October 27th. He weighed in at seven pounds, 12 ounces and was 21 inches long. Everyone is doing fine.

## **Welcome New Members**

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

**Brenda & Andrew Butler**  
20756 Hannah Ct.  
Novi, MI 48375  
248-348-3097  
amba520@yahoo.com  
**1972 GT6 MKIII Ember Glow**  
**1972 Ginetta G15 Dark Blue**

**Jon & Patsy Matyas**  
2853 Royal  
Berkley, MI 48072  
248-398-7012  
**1973 Spitfire Mint Green**  
**1970 Buick Electra 225 Gold**  
**1941 Buick Special Black**

**Jeff & Karl DeBoer**  
1515 Cambridge Rd.  
Ann Arbor, MI 48104  
734-995-0085  
jdeboer@shapetomorrow.com  
**1969 GT6+ Red**  
**1972 GT6 MKIII Plum**

### **Detroit Triumph Sportscar Club**

1363 East Fisher Freeway, Suite 8  
Detroit, MI 48207

ADDRESS SERVICE REQUESTED

**FIRST CLASS MAIL**