

The other day, in my never ending and never completed quest to organize my life, I ran across a copy of our beloved Triumph Review dated May 1982, of which by the way I was editor of. In any case, organizational production ground to a halt as I sat on the basement floor and took a peak at this relic of an age only two years beyond the end of production of our favorite oil dripping vehicles. What follows are some of the tidbits I discovered.

Bill and Mary Chapman, Gilbert Parker, Penny Pinson, Sandy Bragman, Nancy and Jud Cole, Bob Lezotte, Rich Lamb, Bob Caldwell, and Ann Sheer (who among other things, was famous in the club for actually winding up lost on one of our rallies and wound up in Windsor), These were but a few of the names who were in our club back then. What happened to them?

Events? May 1982 was a busy month for DTSCers. On the 2nd was the always popular and always bitter cold English Day, that year held at the Somerset Inn. This was an event where all the clubs in the British Car Council gathered in a parking lot for a sort of “Welcome Spring” event. Most of us just stood around freezing in our parkas. However brunch was available at the Inn for \$4.00 or, according to the flyer, you could bring your “parking lot thermos, (or flask).” Flask?

On the 9th we hosted an autocross in the parking lot of the Chrysler plant on the corner of Van Dyke and 15 Mile Road. Can you believe it? A car race in a parking lot! And can you believe how many layers of chain-of-command and armies of lawyers we would have to go through to even ask for permission to host such an event now? And we all know what Daimler-Chrysler’s answer (or anyone else’s for that matter) would be. **NO!** The world sure has become an unfriendly place in the past twenty-four years.

Our general membership meeting was held at a place called Christoff's on Michigan Avenue in Dearborn on *Monday*, May 10th.

Mike Bilyk hosted a wine tour to Western Michigan the weekend of the 15th. People actually drove their cars that far back then. Strange. Of course when you think about it the only real constant in this club throughout the years has been British cars and alcohol. That explains the previously mentioned flask thing.

And finally on Sunday the 23rd, Bill and Mary Chapman hosted what was called the Maypole Rallye downriver. Downriver? DTSC actually had events downriver? What a crazy mixed up club we must have been.

The review also contained a road test article on the Triumph 2000. Yes, that popular model that sold in the hundreds here in the states. In fact one W. Eather was actually hoping to form a Detroit area Triumph 2000 Owners Group! Since my curiosity was killing me, I actually called the number listed in the Review. It was disconnected, much like M. Eather probably was, for wanting to start a Detroit Triumph 2000 Owners Group. I mean really, how many of these were even around?

And in the Sell & Swap; Mike and Sue O'Sullivan were looking for a hardtop for their 1980 Spitfire. I don't know if they ever found it. But they had one thing that I thought was cool. Matching Triumphs. Actually they were not really matching. She had a Spitfire and he had a TR 6 both in the very same bright green color. Way cool. I heard they eventually divorced. I have always wondered what became of the cars. Also Ed Zaleski was, and still is, trying to sell Triumph parts.

Auto Metric Motors had only two locations then and always had an ad in the Review and you could call owner Larry Smith directly at his Centerline location. I wonder if Larry would take a break from driving his Meadowbrook award winning Scarab and still answer himself if we called now. Another sponsor of

the Review was Michigan Car Storage of Detroit, at which I stored my Spitfire for a couple of winters. They eventually burned to the ground, taking a couple of hundred cars down with them. The last of the law suits should be wrapping up about now. Lost them as a sponsor! Coventry West/Otto Hahne, "A Jaguar and Triumph Specialist", also helped out. He and his business disappeared out of Ferndale under mysterious circumstances one night. No one ever heard from him again. Another sponsor gone. Foreign Automotive Supply on 11 Mile Road; TS Imported Auto Wrecking of Pandora Ohio, "We Have Become Triumph's Factory Competition Dept."; Sports & Classics of Darien, Connecticut; Shelby Auto Trim; and of course our long time dear friend of all cars British and all around great guy, Don Ensley at English Motors, rounds out our advertisers in the May '82 issue.

So there you have it, a look back in time when our cars were newer and awaiting their first restoration. A time before lawyers and a time of racing in parking lots, road rallies, driving flasks and four dollar buffets. But one thing hasn't changed. The wonderful smells beneath the bonnet (something burning?), two lane country roads (any left?), oil on the garage floor, and the wind in our continuously thinning hair!

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