

TRIUMPH REVIEW

Detroit Triumph Sportscar Club

Official Publication

www.detroittriumph.org

INSIDE THIS ISSUE:



Friends of Mike Bilyk's visited traveling DTSC members in this fine Spitfire at the Sudeley Castle cottages.



MY FIRST TRIUMPH:
Andy Dixon checks in this month to share his history with Triumphs. Page 9

APRIL EVENTS:

- 2:** Board meeting, Royal Oak
- 9:** Member Meeting, Royal Oak
- 17:** Summer British Knights, Roseville
- 20:** Movie & Pizza Night, Royal Oak



DTSC Members Storm England

Thirty-seven make trip across the pond!

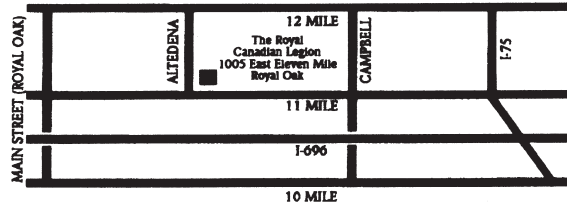
Our England Adventure began March 12th with a private mini-bus gathering up some of the 37 travelers at Mike and Sharon Simon's home and then our home in Livonia for the trip to the airport. We arrived at Detroit Metropolitan Airport at 3:30pm to be greeted by several people from other British car clubs across the country: Dee and Wayne Johnson, of California; Russ and Marj Bees, of Iowa; Sherry and Mark Endicott from Tennessee; Lise and Dale Brown of Windsor, Ontario; Lynn and Scott Turner, also from Windsor; and from Indiana, Glenda and Pat Murray, Debra Payne, and Carol and Dave Walters. These travelers from other clubs would become good friends of the DTSC by the end of our tour.

As we boarded our British Airways flight, we gave the flight crew DTSC lapel pins. Our takeoff was delayed an hour while ground crew struggled to fix an electrical problem. **Jeff Zorn** remarked that Lucas electronics must be in use! Shortly after takeoff the captain welcomed our club by name during his announcements. **Laurie Carlson** tried helping the all-British flight attendants serve refreshments in her best British accent, but was tripped up when one of the crew asked good-heartedly, "Madam are you mimicking us?" That brought big laughs from everyone around.

After the seven-hour flight, we cleared customs and were whisked off to our hotel in London. First on the agenda, we picked up our subway passes and quickly

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Above: Members of the Detroit Triumph Sportscar Club and several other British car clubs from around the country pose for this picture just before boarding the plane to start the trip.



DETROIT TRIUMPH SPORTSCAR CLUB

ESTABLISHED 1959, OUR 43RD YEAR

An official chapter of the Vintage Triumph Register

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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.

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

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. Please send requests to DTSC, Newsletter Editor, at address noted below. Materials for publication should be submitted via email or in writing to the editor: Blake J. Discher, 1363 East Fisher Freeway, Suite 8, Detroit, MI 48207; email to review@detroittriumph.org by the 12th of the month preceding publication. 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!

APRIL	2, Tuesday	DTSC Board Meeting Canadian Legion	DTSC
	9, Tuesday	DTSC Member Meeting Canadian Legion	DTSC
	17, Wednesday	DTSC Summer British Knights Bravo Restaurant, Roseville	Dave & Laurie Carlson
	20, Saturday	DTSC Classic Movie & Pizza Night Canadian Legion	DTSC
MAY	2-5	Tour to 14th Blount British Car Gathering, Townsend, TN	Sue & Dave Snyder
	7, Tuesday	DTSC Board Meeting Canadian Legion	DTSC
	14, Tuesday	DTSC Member Meeting Canadian Legion	DTSC
	15, Wednesday	DTSC Summer British Knights Local Color Brewery, Novi	Dave & Laurie Carlson
	TBA	DTSC Mystery Tour	Pat & Tamara Barber
	18-19	British Car Day at Easton Center, Columbus OH	***
JUNE	1, Saturday	Tour to British Car Day, London, Ontario	Sue & Dave Snyder
	2, Sunday	Lake Erie British Car Show, Ft. Meigs, Perrysburg, OH	Sue & Dave Snyder
	2, Sunday	Orphan Car Show, Ypsilanti, MI	Dick Arend
	4, Tuesday	DTSC Board Meeting Canadian Legion	DTSC
	8, Saturday	CEMA Car Show, Walter P. Chrysler Museum, Auburn Hills	Mike Simon
	9, Sunday	DTSC Brunch Run to the River Crab	Dave Murphy
	11, Tuesday	DTSC Member Meeting Canadian Legion	DTSC
	14-16	Sprint Vintage Grand Prix, Mid-Ohio Race Course	***
	15, Saturday	4th Annual Cruisin' Gratiot	***
	19, Wednesday	DTSC Summer British Knights Bravo Restaurant, Roseville	Dave & Laurie Carlson
30, Sunday	Larry's International Tour	Dave & Sue Tomaszycycki	
JULY	2, Tuesday	DTSC Board Meeting Canadian Legion	DTSC
	9, Tuesday	DTSC Member Meeting Canadian Legion	DTSC
	13-14	Mad Dogs & Englishmen, Kalamazoo, MI	***
	15-21	Tour to VTR National (Convention Dates: July 16 - 19), Red Wing, MN	Mike Bilyk & Sue Snyder
	17, Wednesday	DTSC Summer British Knights Local Color Brewery, Novi	Dave & Laurie Carlson
28, Sunday	6th Annual DTSC Family Picnic & Pool Party St. Heights	Sue & Dave Snyder	
AUGUST	2-4	Meadowbrook Festival Weekend	***
	3, Saturday	Meadowbrook Historic Races BBQ, Waterford, MI	Roger Cotting
	4, Sunday	Larry's Island Beach Party! Harsen's Island	Larry & Sue Tomaszycycki
	6, Tuesday	DTSC Board Meeting Canadian Legion	DTSC
	8-11	TRF Summer Party, Armagh, PA	***
	10, Saturday	WAMBO, Wallaceburg, Ontario	Bill Goin
	13, Tuesday	DTSC Member Meeting Canadian Legion	DTSC
	17, Saturday	8th Annual Woodward Dream Cruise Picnic	Jim & Sue Watch
21, Wednesday	DTSC Summer British Knights Bravo Restaurant, Roseville	Dave & Laurie Carlson	
SEPTEMBER	3, Tuesday	DTSC Board Meeting Canadian Legion	DTSC
	8, Sunday	19th Annual Battle of the Brits Freedom Hill County Park	Synders & Carlsons
	10, Tuesday	DTSC Member Meeting Canadian Legion	DTSC
	13-15	Tour to TTC British Car Day, Bronte Provincial Park, Ontario	Sue & Dave Snyder
	18, Wednesday	DTSC Summer British Knights Local Color Brewery, Novi	Dave & Laurie Carlson
OCTOBER	1, Tuesday	DTSC Board Meeting Canadian Legion	DTSC
	8, Tuesday	DTSC Member Meeting Canadian Legion	DTSC
	16, Wednesday	DTSC Summer British Knights Bravo Restaurant, Roseville	Dave & Laurie Carlson
	TBA	DTSC Fall Colour Tour	TBA
NOVEMBER	5, Tuesday	DTSC Board Meeting Canadian Legion	DTSC
	12, Tuesday	DTSC Member Meeting Canadian Legion	DTSC
	TBA	DTSC Day at the Races #3	Sue Snyder & Mike Bilyk
DECEMBER	3, Tuesday	DTSC Board Meeting Canadian Legion	DTSC
	10, Tuesday	DTSC Member Meeting Canadian Legion	DTSC

England Trip

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learned that “The Tube” as the subway is known to Londoners, is the best way to get around town. Our next stop was lunch at a restaurant named The Crypt, part of a church in St. Martin-in-the-Fields. In Trafalger Square, it was at one time an actual crypt and is named for the tombstones that make up the floor. Next, we boarded the “Big Bus” double-decker bus city tour. We took our seats and some of our weary travelers fell asleep, only to be reprimanded for not paying attention by the tour guide! In the evening, dinner was at the Sherlock Holmes Pub, where we discovered British beer: Stella Artois, Fuller’s London Pride, Abbington Ale, and Boddington Ale, to name a few. Some of us enjoyed Shandies (a blend of beer and lemonade) and cider. After dinner the DTSC travelers shared drinks and car stories in the hotel sitting room into the wee hours of the night while some of the die-hard beer drinkers went on their first Pub Crawl.

The rest of our days in London were free for adventure! Afternoon tea at Harrod’s was lovely and Maureen Jonker telephoned her ‘mum’ back in the States. Needless to say, she was thrilled with the call! “Are you enjoying it luv?” This British colloquialism and another, “Excuse my arse,” soon became DTSC London lingo. After tea and shopping at Harrod’s, many of us were off to the theatre to see *Mamma Mia*, followed by dinner at Rules, England’s oldest restaurant. It was a fabulous evening for most, unfortunately it marked the start of the DTSC “Ladies Flu Bug.” It bit a total of six women, beginning with our own Lesley Discher. Bummer!

While in the great city of London many of us took in the sights, including the changing of the guards at Buckingham Palace, riding the London Eye, a giant ferris wheel offering a spectacular view of the city, toured the Tower of London and were truly amazed by the grandeur of Westminster Abby and Big Ben. “Are you enjoying it luv?”

On Saturday it was off to the countryside. Our coach arrived with our most-excellent driver, a chap named Mark. After loading all the luggage we discovered that this coach seated only 32, and we were traveling with 37! A quick call to the bus company, and we soon had an even larger coach, which seated 42. Now we



Bob Lesage and Cathy Zachal prepare to drive an MG during our visit to MG-Rover.



Jeff and Jan Zorn try to squeeze past each other in a car of the Gloucestershire Warwickshire Steam Railway in the Cotswolds.



The Carlsons and the Zorns were honored at the farewell dinner at Sudeley Castle.

were good to go! Our first stop was at the Portobello Antique Street Fair, the world’s largest weekly antique fair. Dave Jonker purchased driving goggles and the Snymers found beer mats. After about an hour and one-half of power shopping, we gathered again for our trip to the Cotswolds.

We arrived at Sudeley Castle in the village of Winchcombe to find the fields abloom with daffodils and the meadows dotted by bleating sheep. It seems the rainy weather of England followed us. “Are you enjoying it luv?” We made haste to our assigned cottages and settled in for the week. Mike Bilyk adorned the front window of his cottage with a DTSC banner and later that week, Sue Snyder hung a newly acquired ‘shirt of flames’ next to it... we had arrived!

The cottages were a short walk from the quaint village of Winchcombe, where most of us shopped, ate, and drank before and after our other various side trips. We soon discovered that before you walk the beautiful countryside, you should put on your “wellies,” knee-high rubber boots for slogging through the muddy fields. Jeff Zorn and Dale Brown became the designated sheep gate openers, they’ll tell you it was mud, mud and more mud everywhere as Jeff discovered when he fell flat on his face opening the gate for the bus one morning. “Are you enjoying it luv?”

Side trips included a visit to the Heritage Motor Centre in Gaydon, where we were given a wonderful tour of the largest collection of historic British cars in the world and Land Rover rides on a treacherous off-road course. Warwick Castle was fabulous. The folks at Madame Tussaud’s Wax Museum now own it so the castle is filled with recreations of scenes of castle life, complete with life size wax figures. We toured several villages in the Cotswolds for meals and that perfect souvenir. Another trip was to the Gloucestershire Warwickshire Steam Railway for a ride on an historic steam train through the beautiful Cotswolds countryside.

The MG-Rover factory tour was very informative and they gave us a surprise

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viewing of the MG X-Power car. The best surprise was when they provided us with 16 cars for our driving pleasure! We tackled driving on the other side of the road, narrow streets, and left-handed shifting. "Are you enjoying it luv?" "Yes, yes!"

A visit to the MG Car Club and TR Registry were next. The MG Car Club served us lunch as we browsed their wonderful rooms of memorabilia. The TR Registry also fed us and took us for spins in a TR2 and a TR4A on our first sunny day in England, and as usual we shopped their souvenir shop until we dropped. On another trip, we were given a private tour of the Hook-Norton Brewery, which included a beer tasting. They've been producing beer there for several hundred years.

Pat Barber rented a car and along with his wife Tamara, Blake Discher and Dale paid a visit to Rimmer Brothers and a place called the Spitfire Graveyard. That evening some of us had a courtyard party and some went to Stratford-on-Avon to see Shakespeare's "A Mid-Summer Nights Dream." "Are you enjoying it luv?" "Yes!"

On Friday we were off to the National Motor Museum at Bealieu. There we walked the grounds and visited the museum's unique collection of more than 250 historic vehicles. The weather was gorgeous; most of us took off our jackets while leisurely walking the picturesque gardens. A stop at Stonehenge for pictures, then back to the castle.

Then came the big surprise we'd been hearing bit and pieces about. The Carlsons and Zorns had made arrangements for Friday night that included a private tour of Sudeley Castle and a farewell dinner in the banquet hall! The tour was special because the castle wasn't slated to open for the season until the Saturday on which we were returning to London. After the short tour, we took our seats for dinner in the great hall illuminated by candlelight. In a very moving ceremony by "knave" Dave Jonker, Laurie and Jan were crowned with tiara's and elevated

to "Queen" status, their men's hard work acknowledged, and both couples were applauded for their efforts in planning a successful trip. We enjoyed a wonderful dinner and were reunited with several surprise guests that we'd met during our side trips throughout the week. To top off a perfect evening, each traveler was given an envelope containing 25 pounds, a result of fine fiscal planning by Dave.

Saturday morning we had a short time to take in the gardens of Sudeley Castle,

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Dave Snyder raises his pint in one of the many pubs we visited throughout the trip.



One of the cottages we stayed in at Sudeley Castle in Winchcombe.



Vehicles in the Heritage Motor Centre.



Tony Hart, of HRS Garages in London holds an impromptu tech session in his shop for several members. Hart is the "Don Ensley" of Stags in London; in fact he only works on Stags.



Mike and Sharon Simon prepare to drive off in an MGTF.



Mark, our very helpful chauffeur for the trip. He made our holiday an extremely smooth one.



Most of us took a private tour of the Hook-Norton Brewery which was followed by a tasting of several of their beers.



Tamara Barber, left, and her guests Michelle and Matt Royal smile for the camera at the Fish Fry.

Fish Fry at the Commonwealth Club

By Andy Dixon

For the third successive year, the Commonwealth Club allowed the DTSC to invade one of their weekly fish fries. The date was March 8th, a little later than in previous years to make room in our busy schedules for the Pinewood Derby. As usual, we were graciously entertained by our hosts, who reserved five large tables for the anticipated fifty-plus DTSC members despite having a large turnout of regular visitors and darts players.

Forty-five club members and guests turned out, a very good showing but still a few bodies shy of last year's tally. We received a couple of apologies, but no doubt preparations for the impending England trip kept some people occupied elsewhere. There was of course much discussion about England - where to go, what to see and where to get Triumph parts in the areas the DTSC tour is focusing on. It wouldn't have been a DTSC get-together without tech talk, parts deals and a dissection of the classified ads, but there was also quite a bit of talk about sporting events. Must have been something to do with all those rugby players at the bar. Whatever the inspiration, some unusual ideas for DTSC off-season events were mooted.

Although the fish fry format has recently changed, from all-you-can-eat to a two-plate maximum, the size of the portions

dished out meant that no one went hungry, and there were many favorable comments about the quality of the food and the atmosphere; why *do* so many people like mushy peas? There also appeared to be more than enough Boddington's for everyone this year. It's worth pointing out that although the Commonwealth Club has a members-only policy six nights a week, the fish fry happens every Friday from 5-8pm in the winter, and 6-9pm during the summer, and is



Bill Goin obviously enjoying himself at the DTSC Fish Fry at the Commonwealth Club in Warren.

DTSC presents:

"Classic Movie Night"

with your host, the eternal flame

Starring:

Some Really Classic DTSC members
&
lots of Classic British Cars

Showtime:

Saturday, April 20, 2002 at 8:00PM
Canadian Legion, Royal Oak

Join the Detroit Triumph Sportscar Club as we view classic movies of DTSC events of the 70's and 80's, featuring DTSC Picnics, DTSC Ice Runs, DTSC Autocross, As well as some trailer painting & VTR Conventions 2, 3, 4, 6, And even more autocross!

We'll also have a special feature presentation of the hit film "Triumphs Across America"

Join us earlier at 7:00PM for pizza and snacks. Please bring your own beverages.

All films rated: G
Bring the whole family!!

open to all comers, members or not. You don't even have to be British, so if you enjoyed yourselves at this DTSC event, how about making a point of returning occasionally to support the Commonwealth Club? Anyway, to those who did attend, thanks for the company and the non-stop conversation. My throat is recovering!

One other item: The fish fry is clearly the high point of Lesley Discher's social life. She was so anxious to get her money's worth that she showed up a little early - four weeks early, to be precise! Gretchen and I were there enjoying our meal and were rather surprised to see Lesley and friend Duayne strolling in, but we all had a good laugh about it and even called Blake, on tour with the Detroit Symphony Orchestra in Wales, to share the joke. So you see, you can come in any time!



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



“Summer British Knights”

A series of seven British-only Car Cruise-in Nights to be held on the third Wednesday of each month, April through October, 2002. Evenings, from 6pm until whenever we decide to leave.

Eastside location: April, June, August & October

BRAVO! Italian Restaurant
29047 Utica Road
Roseville, MI 48066
(586) 775-4500

Westside Location: May, July & September

Local Color Brewing Company
42705 Grand River Avenue
Novi, MI 48375
(248) 349-2600

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, spirits and hospitality of :

Mr. Jim Tamburrini and the staff at BRAVO!
&
the staff at the Local Color Brewing Company

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

England Trip

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then we boarded the coach for the return trip to London.. We hurried to check into the airport hotel and were off to the tube for one last visit to London and its pubs! On Sunday we made our way to the airport for group check-in, the final round of duty free shopping in the airport, and the eight-hour flight to Detroit.

If you ask any of the travelers what a gentle, little trundle is, we'll answer, a drive in the country. Wellies are British boots, the chemist is the pharmacist, nating is talking, and knockers means to drink beer. Steak and ale pie, and bangers and mash are favorite foods. Spotted dick, sticky toffee pudding, and jam cake with custard are wonderful desserts. And, oh, the weather in England in March? Rainy, but mild. But ask anyone, "Did you enjoy it luv?" and the answer will be a loud and clear, "yes, yes, yes!"

Submitted by Dave & Laurie Carlson

Competition Points become Participation Points

By Roger Cotting

Because of the way we DTSC members use our cars these days, I think that the Competition Awards should be The Participation awards. We seem to do more touring, going to events, and just having fun motoring in our British cars than we do auto crossing, drag racing or TSD rallyes. This concept came from the suggestion of Terry "The Pinewood cars will roll!" Walters from an Ohio newsletter. One change, which will help our club, is getting 5 points for signing up a new member. Happy motoring! The following are the points for Participation awards for 2002:

Autocross	5
Drag racing	5
TSD or Gimmick Rallye	5
Event Chair (Must write recap for the Review)	20
Touring with British car	4
Touring non_British car	3
Funkhana	3
Article/story for Review	10
Member meeting with British car	4
Member meeting with out British car	3
Concors Judged	5
Concors People's choice	4
Concors display only	3
Signing up a new member	5

I'll submit totals to the Review for publication. Remeber, if it is not a DTSC event you, must send me the results or other evidence that you were there. Roger Cotting, 56050 Eight Mile Rd., Northville, MI 48167. Rbc43@comcast.net

DTSC "Most Driven Member Competition" Entry Form

Once again, members of the DTSC will be comparing how much they actually drive their British sports cars during the year. We encourage all members to drive their British cars and to register to enter the "Most Driven Member" competition. This is a friendly game to earn bragging rights for the Year-End Party and one that we hope will encourage all DTSC members to get out and drive their cars.

To enter the "Most Driven Member" competition, provide the following information:

DTSC Member _____ Navigator _____

Address _____ City _____

State/Province _____ Zip/Postal Code _____

Country _____ E-mail address _____ Phone _____

British vehicles I wish to enter: (please include year, marque, model and color)

1. _____ April 1st odometer reading: _____
2. _____ April 1st odometer reading: _____
3. _____ April 1st odometer reading: _____
4. _____ April 1st odometer reading: _____

Email or give to: John Uloth, 4822 Grange Hall Rd., Holly, MI 48442. Phone: 248-634-7715, email: juloth@tir.com. You may also give the information to any club board member or officer.

My First Triumph: Andy Dixon Falls Hard for HLW356C



This is Andy's first Triumph, a 1965 Mark II Spitfire as purchased in 1991. Removal of fiberglass body panels were the first change he would make to the vehicle.

Although I've been a car nut for as long as I can remember, I came late to the joys of driving and car ownership. Lacking the money for either driving lessons or a car meant that I had got quite used to public transport, my trusty bicycle and Shanks' Pony (English slang for foot power) during my time as a student. Even when I got a job and was banished to the darkest corner of the British Empire (Wales), I got by comfortably enough by begging lifts and being a non-contributing member of a carpool. It wasn't until my employer informed me that I must either learn to drive or lose my job - I guess they didn't appreciate the irony of a steering engineer who'd never (legally) driven a car - that I plonked down some of my hard-earned cash for a set of driving lessons.

At the ripe old age of 23, my chances of success were much improved, despite the vicious hills of Swansea town centre, which tested clutch/brake coordination to the max. On the morning of my driving test, I was almost ready to give it in as literally the first sight I saw on leaving the apartment complex was fire crews cutting a fatally-injured girl out of a nasty wreck - right in front of me! Nevertheless, a pass

was duly obtained and in early 1991 the search for a car began.

My first quest was for a reliable daily driver, and although I really wanted a 1978 Opel Ascona, I couldn't scrape up the required \$1800 and ended up buying my father's 1979 Austin for a nominal sum. The Austin being a worthy but somewhat pedestrian machine, I almost immediately set out to offset it with a sports car. What led me to Triumphs, I don't recall; no-one I knew had one (BMW's and Audi Quattros were all the rage), none of my family had one while I was growing up and although we used to frequent the Earls Court Motor Show (back to the days when Spitfires were still in production!), the Triumph models hadn't left a particular impression on me.

What I really wanted was an MGB. Not one of those raised-suspension, rubber-bumpered, putrid-coloured pieces of crap like my aunt drove, but a proper chrome-bumpered convertible in a strong, manly colour. Trouble was, they were priced beyond my reach. They were priced so high that I found that for the same money, I could get a TR6 (with hind-sight, it can't have been a very good

TR6). So, off I went to look at the most macho Triumph of all.

It didn't take long behind the wheel to figure out that a 150-bhp rear-wheel drive sports car (this being England, there was none of this Federal Emissions nonsense, thank you very much!) was more than a novice driver ought to be let loose with, so I stepped down a notch and started looking at GT6s instead. The right car eluded me, but on the way home from viewing another disappointing Mk. III GT6, I stopped to look at a 1965 Mark 2 Spitfire - just for the practice, I told myself. Shortly afterwards, the money which had been burning a hole in my pocket was gone and HLW356C was mine, my first Triumph (see photo at left.) It has a lot to answer for.

(Author's note : cars in Britain are usually referred to by their registration number, in this case HLW356C. This unique combination is issued when the car is first registered and stays with the car until it is officially scrapped. The last digit {or the first digit on post-1983 cars} indicates the year of registration and the second and third digits {sixth and seventh digits on post-1983 cars} denote the town in which the car was registered.)

Firstly, the fibreglass panels had to go. These were sold for a goodly sum to a well-known TSSC (Triumph Sports Six Club) racer and replaced by an assortment of various-coloured panels from other cars being scrapped across South Wales. Then there was the issue of weather protection - the car came with what appeared to be a decent hood (top to all you colonials), but for some reason it always blew off with a loud crack as soon as the car hit 50mph. Anyone who knows anything about Welsh weather will

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Have an interesting story about how you came to love British cars? Please share it with your fellow club members! Send it to dtsc@blakedischer.com along with a photo.

Dixon's First Triumph

realise that this is a serious drawback. So, thinks I, the solution must be a hardtop. Unfortunately, it never occurred to me that there might be a club for fellow Triumph sufferers or that maybe specialists existed to help with parts - had it done so, I might have realised that all that was missing were the studs holding the edges of the hood to the header rail.

Instead, I set off on a quest for a hardtop. Sir Lancelot would have been daunted (at least, he would have been if he'd been on my budget). In the end, I had to buy a complete car to get my hardtop and ATA497B (a 1963 Mark 1) was added to my collection. It was in a sorry state from years in a field, so after salvaging the hardtop, bootlid and engine, I cut it into four pieces with tinsnips, beat them flat with a sledgehammer and took them to the dump in the back of the Austin. Given the rarity of Mark 1s, I often torture myself about that but restoration was certainly beyond my abilities at the time and was almost as certainly not financially viable.

Anyway, now I had a hardtop, albeit a red one (nothing else on the car was red) with a large and well-executed painting of the cartoon character Dennis the Menace on top. My family hated it, but at least HLW356C now had an all-steel body and a fetching hardtop in a contrasting colour (see Figure 2). I enjoyed it in this state for a while, and it really did make a big difference to my quality of life. It was an escape from my miserable, damp little hovel half-buried in a hillside in the dodgy part of Swansea (those that have seen the movie "Twin Town" may well wonder if there are any parts that aren't dodgy) and I spent virtually all of my free time out in it. It gave me the opportunity to explore the backroads of my new home on the "follow-your-nose" principle and many a sunny day was spent in a combination of sportscar driving and hiking in remote areas. I learned more than most natives about the geography of Wales and got to meet most of the very nice AA patrolmen, some of them several times. All part of owning a Triumph.



HLW356C proudly displays its multi-colored all-steel panels and cartoon-character herdtop, 1992.

Eventually, though, age and previous bodged repairs started to take their toll; for example, the passenger door developed a habit of flying open when negotiating roundabouts at speed. I had neither the facilities nor the skills for a body restoration, so when a work colleague offered me a low-mileage, rust-free bodyshell, I jumped at it. The bodyshell belonged to YTU585F, a 1967 Mark 3 of which I was the third owner behind my colleague and his mother. Once the car was in my possession, it became obvious that it was much too good to separate - rust-free, 22,000 mile Spitfires didn't pop up very often in Britain during the 1990s. As a result, I began a body-off restoration on my new acquisition and continued to drive HLW356C, body flex and all.

It couldn't last, however. The old Mark 2 was clapped out and it showed this by breaking down with increasing frequency and in more serious ways. The end came one sunny Sunday, descending the steep mountain road into Nant-y-Moel - I was using the gradient to try to reach the magic 100mph, and with the needle oscillating wildly around 90-95mph the car ran over a cattle grid. These are steel gratings, spaced so that the hooves of cattle slip between the bars, preventing them from leaving a fenced area. They set up a terrible vibration in an old car hitting them at speed, and all kinds of parts fell off or stopped working properly. I was able to limp home, but the car went

straight into its cold, damp lockup, never to move under its own steam again.

Now I needed another, running sports cars. By this point, I was hooked on Triumphs in general and Spitfires in particular, so without looking at any other marque I picked up BHC580C, another 1965 Mark 2 but this time with a 2-litre 16-valve Dolomite Sprint engine instead of the 1150cc lump of its predecessor (see the 2000 DTSC calendar for a picture of this car). It was a natural progression from HLW356C, offering a massive improvement in the one area where a basic Mark 2 falls short, at least on mountain roads - horsepower.

HLW356C was sold to a breaker a while later when I lost the lease on the lockup. I was very sorry to see it go, a car in which I had had so much fun and made so many discoveries. It had introduced me to a great marque, its fans and to the old-car world in general, and had been directly responsible for the purchase of my second, third and fourth Triumphs (and indirectly responsible for many more afterwards). It had given me the idea, confirmed in no uncertain terms by its successor, that when it comes to sheer driving fun, there is nothing to touch a Spitfire for value. As a result, I still have YTU585F and BHC580C tucked away in storage, waiting for me to return and enjoy them again. A fitting legacy, I think, for a First Triumph.



Caption Contest!

If you have any idea what Dave Jonker might be doing with this cauldron, drop an email to review@detroittriumph.org. We'll print the better captions in the next issue!

March 5th Board Meeting Summary

Attendance: Tamara Barber, Dan Campana, Dave Carlson, Laurie Carlson, Blake Discher, Ken Pardonnet, Mike Simon, Dave Snyder, Sue Snyder, Larry Tomaszycski, and John Uloth.

The meeting was called to order at 8:00pm.

Committee Reports:

Membership: Dave Jonker sent a report verifying 101 paid memberships. Postcards to be mailed as reminders.

Treasury: Member information only, direct inquiry to Dave Carlson.

Competition Points: Mr. Snyder reports that he was unable to contact Roger Cotting. He will be asked to get the first listings ready.

Web site: Pat Barber is absent. No report on the web site.

Recent Activities:

February 24: The Pinewood Derby was a huge success. More than 40 people attended. There were 37 entries. Everything ran smoothly. The current expense total to the club is \$170.00 including Diane's tip, however, there are still unpaid expenses. Additional info to follow.

Upcoming Activities: Information elsewhere in this issue.

New Business:

- Mr. Tomaszycski was reminded that he will be in charge of the March member meeting. He was given a list of items to be stressed. Volunteers will be needed to do the drawings. Mr. Uloth asked that the "Most Driven" contest be mentioned, since contest counting begins on April 1st.
- A question was asked if Mr. Barber had made any progress on the member survey. More information to be reported next meeting.
- A payment of \$210.00 was sent for insurance purposes. Members interested in personal insurance can obtain it through VTR.
- A discussion was held on the "Tony Award" and the criteria for receiving it. We will most likely ask for the reasons why a member should receive it. The possible suggested criteria includes the persons activity in the club, their cars, humor, shopping finesse, approachability, etc.
- Ms. Snyder suggested we continue sending the review to Eileen Reinowski. We might think about keeping a surviving spouse of any deceased members.
- The dates of the Mystery Tour will be announced at an upcoming meeting.
- Mr. Discher asked about space utilization in the Review. Specifically whether we should have entry forms for various functions in the Review. He asked if members actually clip out these forms and suggested not printing the actual form but instead listing pertinent information needed and provide both email and snail mail addresses to which the info should be sent. We may want to utilize email for members reports, such as signing in to update their mileage.

The meeting adjourned at 8:58 p.m.

Respectfully submitted by Tamara Barber, Secretary

For Sale and Wanted

Triumph TR 2-8, Spitfire, GT6, Stag, Herald, Vitesse & TR10 PARTS. Call Ed at 248-828-8243 or email needs to trispere@aol.com (04/02)

Restoring my 1967 TR6, original owner. What I need are all four fenders, rear valance, head light buckets, trunk lid, splash pans, front valance. Call Ken Moody at 734-676-1098. Email kmoody27@comcast.net (04/02)

For sale: Factory steel hardtop for Triumph TR6. Comes with new headliner and most of the fitting hardware. No rust. One minor ding. Russet Brown. Overall good condition, \$900 OBO. **1982 TR7 engine,** one of the last ever built. 50,000 miles, runs great, no leaks, no smoke. Hear it run before I pull it, \$499. Call Richard 248-336-0472. (04/02)

A collection of 1972 TR6 parts including hood, trunk lid, differential, camshaft, crankshaft, rocker arms, valve covers, oil pan, gaskets, pistons, and dashboards. Best reasonable offer takes the whole shebang. Mary Jane Schildberg 734-422-7663. (3/02)

1980 Triumph TR7 30th Anniversary Edition: Original owner, never's seen winter; rarely rain, 65,000 miles. Stored the last five years, new top. Best offer. 231-929-0258 or stratuschas@aol.com. (3/02)

Breaking for spares: 1965 TR4A, live axle. Suspension, gearbox (non-o/d), propshafts, axle, most outer sheetmetal and some trim available, plus good hood frame (beige) and original Standard-Triumph push-button radio. Call with your needs. Andy Dixon 586-751-4557. (2/02)

For sale and Wanted ads are published in the Review as a free service for our members and others with items of interest to our members.

Ads will be published for three consecutive issues or the editor's whim, taste and fancy unless a longer duration is requested. Please send info to the editor using email to review@detroittriumph.org.



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