

TRIUMPH REVIEW

Detroit Triumph Sportscar Club

OFFICIAL PUBLICATION

www.detroittriumph.org



The Detroit Triumph Sportscar Club is joining with the Canadian Legion, Post 84, to help The Haven this holiday season. The Haven is Oakland County's only 24-hour emergency shelter dedicated to assisting female victims of domestic violence or sexual assault and their children. In most cases, victims and their children arrive with only the clothing on their backs. Please, let's help them build a little hope with our contributions.

Emergency shelter needs include paper towel and toilet paper, napkins, alarm clocks, twin and full sheet sets, diapers and baby wipes, juices, baby food and powdered formula, canisters of kool-aid and other drink mixes.

Please bring your donation to the December member meeting or drop it off at the Canadian Legion any time.

Thank you!

May everyone have a safe and joyous holiday season!



DECEMBER EVENTS:

- 2:** Board meeting, Royal Oak
- 9:** Member Meeting, Royal Oak



DTSC'ers Too Fast, Too Furious

Fun Event Nets \$615 for Macomb County Food Bank

Once again, lots of DTSC members and families enjoyed some great racing action at DTSC's 2003 Kart Race. The day was very exciting as both men and women put the pedal to the metal out on the track. Several members also drove their LBCs to the Kart 2 Kart facility in Sterling Heights. All were pleased to greet Geof Bush & Lori Day in their Spitfire, Dave & Laurie Carlson in the TR3, Roger Cotting in his recently finished TR8, Blake Discher and the TR6, Dave & Maureen Jonker in Dave's beautiful Old English White MGA, Brian & Connie Sims in the TVR, and, of course, our illustrious host, Mike Bilyk in his red TR4. These lucky members were able to get in some driving practice on the way to the track as well as out on the track. Luckily, the weather was warm and dry, even though overcast, and it was nice to see the cars out for possibly the last time this year.

This year DTSC men were separated into four weight classes, while the women split into two groups in the effort to win an award ribbon and bragging rights for the upcoming year. All the "old timers" with previous kart experience showed their stuff with some very fast lap times, while the novice drivers demonstrated just how quick they could learn the ropes. The competition was hot and heavy (well, not really!) as the groups got out on the track for practice. The "Hermannator" Schaller was looking especially threatening in his all-black driving suit as he declared, "I'll be back!" and jumped into his kart.

Continued on page 2

Above: Dave "Speedy" Snyder, left, attempts to overtake Terry "Eat My Dust" Walters in one of the practice rounds at the Kart-2-Kart track on Sunday, November 23rd.

Kart-2-Kart Races Thrill Many

From page 1

The DTSC drivers were divided into four groups for practice and qualifying, with two men's, one ladies and one mixed group taking their laps together. Once each group had finished both prac-

CLUB EVENT RECAP

By Sue Snyder

tice and qualifying runs, the Kart 2 Kart "officials" regrouped drivers into four new "race" squads based on average times in qualifying. The final race session started with drivers in each of these groups lined up in the starting grid, similar to a grand

Clockwise from top right: Bob Osen on his way to a fastest time of 30.18. Dan Campana prepares to drop the wind screen on his helmet. A corner worker assists Dave Carlson after Dave spun going into a turn. Cheryl Vincent, in car number 11, rounds a hairpin turn.



prix start. Although Kart 2 Kart officials used the final position after the "race" to rank drivers, the DTSC "officials" elected to use each driver's best lap time of the day to determine final standings. DTSC also decided to use the best lap time from the first two sessions (practice & qualifying) to rank drivers in their classes for awards. Once again this year, Bob Osen ran the men's best time of day with a 30.18 lap, while Connie Sims again dominated the women with a 31.33.

Once all groups had finished the "race" session, most of the DTSC group headed over to downtown Rochester and the Rochester Mills Brewing Company.

Once everyone had settled in, there was lots of discussion and many could relive the earlier excitement. Awards were presented to the top drivers in each class and a fine dinner was enjoyed by all. The biggest winner this day was the Macomb County Food Bank, which will receive a check in the amount of \$615.00 from the Club. Of course, this would not be possible without the generosity of our race sponsor, Mike Bilyk. Thanks Mike, for again sponsoring the DTSC and its members in a fine event. We couldn't do it without you.

Racing Results

BEST LAP OF DAY:

(Alphabetically)
 Mike Bilyk - 31.50
 Geof Bush - 31.37
 Nathan Bush - 31.89
 Dan Campana - 31.44
 Dave Carlson - 32.14
 Dave Cohee - 31.79
 Doug Cook - 32.76
 John Corriveau - 32.17
 Roger Cotting - 32.00
 Lori Day - 33.24
 Julie Derikx - 32.26
 Blake Discher - 32.53
 Bonnie Holas - 31.60
 Steve Holas - 31.60
 Dave Jonker - 31.56
 Maureen Jonker - 33.26
 Wayne Larose - 31.63
 Bob Lesage - 31.16
 Jamye Meyer - 34.57
 Jeff Meyer - 31.50
 Mark Olexa - 32.06
 Nick Olexa - 31.63
 Bob Osen - 30.18
 Karen Osen - 32.08
 Bob Owsinski - 32.37
 Mary Owsinski - 33.23
 Ken Pardonnet - 33.00
 Hermann Schaller - 31.48
 Jeri Schaller - 33.20
 Alan Sheets - 30.83
 Brian Sims - 31.50
 Connie Sims - 31.13
 Dave Snyder - 32.74
 Sue Snyder - 31.73
 Meagan Trimble - 34.66
 Cheryl Vincent - 31.74
 Tony Vincent - 31.26
 Heather Walters - 31.27
 Terry Walters - 32.40
 Kathy Zachel - 34.71



RESULTS BY CLASS

Men's Lightweight

Alan Sheets - 30.83
 Nick Olexa - 31.63
 Jeff Meyer - 31.67
 Nathan Bush - 31.89

Men's Middleweight

Bob Osen - 30.18
 Bob Lesage - 31.16
 Tony Vincent - 31.26
 Geof Bush - 31.37

Men's Lt. Heavyweight

Hermann Schaller - 31.48
 Steve Holas - 31.60
 Dave Cohee - 31.79

Men's Heavyweight

Mike Bilyk - 31.50
 Wayne Larose - 31.63
 Dave Carlson - 32.32
 Roger Cotting - 32.35

Ladies Lightweight

Connie Sims - 31.33
 Heather Walters - 31.99
 Cheryl Vincent - 32.04
 Julie Derikx - 32.26

Ladies' Middleweight

Sue Snyder - 31.73
 Karen Osen - 32.08

EVENTS CALENDAR

DECEMBER	2, Tuesday 9, Tuesday	Board Meeting Canadian Legion Member Meeting Canadian Legion	
JANUARY	6, Tuesday 13, Tuesday 24, Saturday	Board Meeting Canadian Legion Member Meeting Canadian Legion Year End Party Sterling Heights	Dan Campana
FEBRUARY	3, Tuesday 10, Tuesday 15, Sunday	Board Meeting Canadian Legion Member Meeting Canadian Legion Pinewood Derby Canadian Legion	Sims - Walters- Uloth
MARCH	2, Tuesday 9, Tuesday 21, Sunday	Board Meeting Canadian Legion Member Meeting Canadian Legion Shower for Wayne & Julie Windsor, Ontario	Laurie Carlson
APRIL	6, Tuesday 11, Sunday 13, Tuesday 18, Sunday 25, Sunday	Board Meeting Canadian Legion <i>Easter</i> Member Meeting Canadian Legion Ancaster All-British Flea Market, Ancaster, Ontario Annual Brunch Run to the River Crab	Dave Murphy
MAY	1, Saturday 4, Tuesday 9, Sunday 11, Tuesday 22-30	16th Blount British Car Gathering, Townsend, TN Board Meeting Canadian Legion <i>Mothers' Day</i> Member Meeting Canadian Legion Drive Your British Car Week!	
JUNE	1, Tuesday 5, Saturday 8, Tuesday 10-11 19, Saturday 19, Saturday 20, Sunday	Board Meeting Canadian Legion London BCC Classic, London, Ontario Member Meeting Canadian Legion Moss Motors International TR Challenge, VIR, Danville, VA 6th Annual Cruisin' Gratiot Picnic, Eastpointe, MI "Plaid Pants" Golf Open <i>Fathers' Day</i>	Mike Bilyk The Snyders Mike Bilyk
JULY	6, Tuesday 11, Sunday 13, Tuesday 14-17	Board Meeting Canadian Legion Mad Dogs & Englishmen, Kalamazoo Member Meeting Canadian Legion VTR Convention Richmond, VA	Pat Barber
AUGUST	3, Tuesday 7, Saturday 10, Tuesday 12-15	Board Meeting Canadian Legion British Car Show, Dayton, OH Member Meeting Canadian Legion University Motors Summer Party Grand Rapids, MI	Sue Snyder
SEPTEMBER	7, Tuesday 12, Sunday 14, Tuesday 19, Sunday	Board Meeting Canadian Legion 21st Annual "Battle of the Brits" St. Heights Member Meeting Canadian Legion TTC British Car Day, Bronte Provincial Park, Ontario	Carlsons - Snyders
OCTOBER	5, Tuesday 12, Tuesday	Board Meeting Canadian Legion Member Meeting Canadian Legion	
NOVEMBER	2, Tuesday 9, Tuesday	Board Meeting Canadian Legion Member Meeting Canadian Legion	
DECEMBER	7, Tuesday 14, Tuesday	Board Meeting Canadian Legion Member Meeting (<i>Election of 2005 Officers</i>) Canadian Legion	

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

**Have an event idea? Want to host a club gathering?
Just drop an email to one of the officers or board members explaining your idea!**

Contemplating a Positive to Negative Ground Conversion?

There comes a point in the life of a purist when the convenience of maintenance and accessory management takes over. There will always be a continued debate over the physics of electron flow, electron hole theory and various other aspects involving the direction of sub-

TECHNICAL INFORMATION

By Joe Pawlak,
Illinois Sports Owners Assn.

atomic particles in your early Triumph. (I knew a Electrical Engineering degree would come in handy some day.) The fact of the matter is that switching from a positive ground system to a negative ground system is easy and should be considered as a short winter project. Two big reasons to consider this a "to do" project are:

1) Easy addition of reliability enhancements such as electronic ignition, electric fuel pump etc., and,

2) The ability to add a decent radio/CD/tape deck to your car without going through a major exercise in isolating the audio device from the car chassis.

If you must keep the illusion that the car remains a positive ground, then keep the Red battery cable hooked up to the negative ground terminal of the battery. Just don't let anybody "jump" start your car.

The steps to complete the project are as follows:

1. Disconnect the battery cables and remove the battery

2. If you have a original radio, remove it. Hopefully you are not replacing it with one of those 8 track units.

3. If you have a ammeter, you'll need to reverse the wires connected to it unless you want to remember that when the needle goes negative you are charging and when it goes positive you are discharging. Reversing the leads is much easier.

4. Diodes Schmiodes. Some distributors may have a diode across the points rather than a condenser, reverse the connections to the diode. Also some electric fuel pumps (if you have one) may have a diode going across them as well. If unsure,

there may need to be further discussions needed about your electrics. (How about a electrics clinic?)

5. Flip flop the wires going to the coil. Leave the big fat one in the middle alone. So you'll be connecting the (-) side of the coil to the wire going to the distributor and the (+) side of the coil to the wire going to the ignition switch.

6. Flip flop the wires going to the heater fan motor. If you don't, the fan motor will rotate backwards. If it's a centrifugal (squirrel cage) fan, you'll only have around 40% flow into the car. If it's an axial (bladed) fan, it will suck air out of the car instead of blowing air in. Either way, you'll be colder than you want to be. (It is not necessary to change the leads at the starter motor. The starter uses a series-wound motor that will always rotate the correct way with either polarity.) Some Triumph owners have installed an auxiliary electric radiator fan. If your car has one, you'll need to flip flop these leads. If you don't, this fan will attempt to blow air in the opposite direction of the engine driven fan. This will cause an overheating problem.

7. Replace the battery. This time you'll be rotating it 180 degrees so that the negative battery terminal is connecting to the cable strap that attaches directly to the body/chassis.

8. Disconnect the two leads to the generator. Temporarily connect one end of a length of wire to the positive terminal of the battery. Touch the other end of the wire to the F terminal on the generator (the one the smaller lead is connected to, the wire is brown with a green stripe) several times briefly. You'll get a few sparks and thats ok unless you have a natural gas leak happening. This repolarizes the field windings so you get the proper output.

8. Reconnect the two leads to the generator.

That's it! All you need to do now is call Tim or Joe to help fix the other electricals (just kiddin'). Everything electrical on the

Mike Bilyk's VTR Autocross Record

While sitting around one day, waiting for the snow to melt I decided to research my autocross results for the 26 VTR Conventions I have attended. Having raced in 18 of the 26 autocrosses, I have never encountered any mechanical breakdowns, just a few mental ones. The 1982 Convention resulted in suspension failure while towing to the event and a replacement part was not available.

Year	Position	Car
1976	1st	GT-6
1977	1st	GT-6
1978	1st	GT-6
1979	2nd	GT-6
1980	1st	GT-6
1981	F.T.D.	GT-6
1982	Broke	GT-6
1983-1988		No car
1989	4th	TR-3
*1990	2nd	Mustang
1991-1992		No car
*1993	1st	Toyota
1994	2nd	TR-4
1995	1st	TR-4
1996	1st	TR-4
1997	1st	TR-4
**1998	2nd	TR-4
1999	1st	TR-4
2000		No car
2001	1st	TR-4
2002	1st	TR-4

* Rental car class

** Bumped up to TR-6 Class

car will/should work like normal. I promptly installed a Pioneer SuperTuner Tape deck plus 4 speakers in the car (present from Kathy). Jimi Hendrix, Cream and the Yardbirds never sounded so good. (a 60's vintage car should have 60's vintage tunes, right?) Better than the AM with the 2" speaker. So I'm not concours material, but I at least *drive* my car!



English Motors, Inc.
ENGLISH CAR REPAIR

Don Ensley
(586) 786-1187
51200 Milano Dr.
Suite D
Macomb Twp., MI 48042

Hours
MON. - FRI.
8 - 5:30

OTHER FOREIGN
CARS WELCOME



DTSC Pinewood Derby

Sunday, February 15, 2004 at 1:00pm
Royal Canadian Legion
Eleven Mile Road, Royal Oak



The contest consists of designing and building a small wooden racecar from a kit that meets certain prescribed criteria and specifications. The derby is run in heats to determine fastest cars with the cars starting by gravity from a standstill on a track and run down an inclined ramp to a finish line, unaided.

PLEASE READ CAREFULLY - CLASSIFICATIONS HAVE BEEN MODIFIED

Design. The intent of the Organisers and the Club is for cars to be purpose built for this event and that the shape, color, accessories, decals, etc. should be that of a British marque or model. It is further intended that new cars be designed, constructed and entered in this year's event.

Competition Classes and Awards. Races will be held and awards given in the following three (3) categories: 1) Men's Division - new entries, 2) Women's Division - new entries, and 3) Vintage Division (cars entered in one of the prior DTSC Pinewood Derbys and/or classic Pinewood Derby cars from your first childhood). Additionally, Best In Show Awards will be presented to the best and/or most authentic Triumph and other British marque as judged by the Event Organisers. Men's and Women's Divisions entrants only (new cars for 2004) will be eligible for the Best in Show Awards. Note: Entrants in the Men's and Women's Divisions will also be allowed one additional entry in the Vintage Division.

Registration/Inspection. Registration and scrutineering will occur on the day of the event, for the hour immediately preceding the races. Each car must pass weigh-in and inspection by the Official Inspection Committee before it will be allowed to compete. If at registration a car does not pass inspection, the owner will be given 10 minutes in which to make the necessary adjustments. No adjustments or modifications will be allowed on any car after it passes inspection unless the car is damaged in handling or in a race.

Kits/Material. For most, it is highly recommended that the Official Grand Prix Pinewood Derby Kit be purchased which includes the correct axles and wheels as well as the basic wooden body to facilitate building your model and meeting the race specifications. They are available at many local hobby/sporting goods stores that handle Scouting materials for about \$4.00.

Entrance Fees/Costs. A \$5.00/entrant fee to help cover the costs of trophies and awards for the Derby will be assessed to those who participate in one of the three Divisions noted above and purchase their own Kit or materials. The cost per entrant will be \$10.00 if you would like the Organisers to provide you with the basic Kit noted above as well. No additional fees will be charged to also enter a vehicle in the Vintage Division for those registered in the Men's and Women's Division. The Club will provide a light afternoon meal as part of the entry fee, however, all beverages must be purchased from the Legion on your own.

Vehicle Specifications:

Width. The overall width of the car shall not exceed 2 3/4 inches.

Length. The overall length of the car shall not exceed 7 inches.

Clearance. A minimum of 3/8" clearance to underside of body must be maintained in order to clear track lane strip.

Weight. The weight of the car shall not exceed 5 ounces as determined by the "official" scale. No loose materials of any kind (such as lead shot) are permitted in the car. The car may be hollowed out and built up to the maximum weight (Kit weighs substantially less than 5 ozs.) provided the additional material is securely built into the body, not taped on for example.

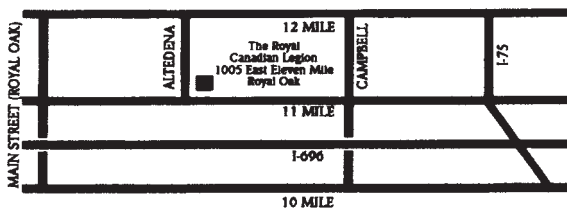
Wheels. Only the Official BSA/Cub Scout Grand Prix Pinewood Derby wheels and axles are permitted. Wheels may be sanded slightly to remove any imperfections, but the treads must be left flat. Burrs and other minor imperfections in the axles may likewise be removed with a fine emery cloth, etc. Wheel bearings, washers and bushings, etc. are prohibited.

Springing. The car shall not ride on any type of springs or suspension. The car must be freewheeling with no starting device.

Details. Details and accessories such as steering wheel, driver, motor, windscreen, etc. are permissible as long as they do not exceed the maximum width, length and weights.

Additional information regarding logistics, conduct of the race, heats, etc. will be provided on race day. Any questions/concerns with these specifications or other event issues should be referred to the Organisers, Brian Sims at (248-814-8441, simscl@ameritech.net) or Terry Walters at (734-464-8149, twalters@twmi.rr.com).

(Vintage Pinewood Derby cars shown courtesy of member Ken Pardonnet)



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.

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

18 Foot Flatbed Car Trailer, dual axle, two mounted tool boxes. This was formerly the Snyder's trailer. \$1,200. 248-426-0124, Dave or Laurie Carlson. (12/03)

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 tomount, matched set. \$300. **Two tan spitfire seats**, ex. cond. \$100. 248-828-8243 or trispere@aol.com. (10/03)

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.

Welcome New Members

Please extend a warm welcome to our newest members!

Howard & Susan Kerwin
 4127 Winterset Lane
 West Bloomfield, MI 48323
 248-855-3569,
 kerwin4127@comcast.net
1973 TR6 Yellow

Dennis & Cheryl Marbus
 45837 Karam Dr.
 Shelby Twp., MI 48315
 586-247-5160
 marbledc@comcast.net

James & Beverly Miller
 26105 La Muera
 Farmington Hills, MI 48334
 248-478-9794
 millerjm@mail.resa.net
1958 TR3 Red

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

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!

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 members. 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 Sterling 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)

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Major credit cards accepted

2004 DTSC Membership Renewal

Remember, your 2004 DTSC dues are due on January 1, 2004. Please use this form to renew your membership and update your information for the DTSC Directory. DTSC dues are still a great value at only US\$30. If you do not wish to cut this form from the Review, it is available online on the club's website at: <http://www.detroittriumph.org>.

DTSC Member _____ **Driving Companion** _____

Address _____ **City** _____

State/Province _____ **Zip/Postal Code** _____ **Phone Number** _____

Country _____ **E-mail address** _____

I am interested in the following activities: Tech info Mech help Tours Rallies Shows Social

I can volunteer to help the club in it's activities and events.

British vehicles owned (please include year, marque, model and color)

1. _____

2. _____

3. _____

4. _____

Send to: Dave Jonker, DTSC Membership Chair, 22609 Carolina, St. Clair Shores, MI 48080

Detroit Triumph Sportscar Club

1363 East Fisher Freeway, Suite 8
Detroit, MI 48207

ADDRESS SERVICE REQUESTED

FIRST CLASS MAIL