Mid-Ohio Fetes 50 Years of Triumph
Sprint Vintage Grand Prix fun despite rainy weather!

Several DTSC members and their TRs attended the Sprint Vintage Grand Prix at Mid-Ohio Sports Car Course in Lexington, Ohio to help celebrate the golden anniversary of Triumph cars in America.

Our weekend adventure began quietly enough with Mike Bilyk, TR4; Mike and Sharon Simon, TR4A; and Dave and Sue Snyder, GT6, meeting at the usual east side start point, Regal Lanes, at 9:00am on Friday, June 14. We drove across to the west side pick-up spot to find Kevin Campo, TR6; and Dave and Laurie Carlson, TR6; waiting to join us for the trip down to the races. A bit further down I-75, our group was joined by Geoff Bush in his newly acquired Spitfire, and we made one more pick-up just south of Toledo where we met Stan and Carol Fingerhut, Spitfire, from the Lake Erie BCC.

After an effortless drive to Lexington, we arrived at Mid-Ohio around noon, and after getting organized, we made our way into the main car park to plan our afternoon. After walking about and checking out the paddock area and catching some practice, we wandered over to the vendor area where we stopped to talk to Ted Schumaker of TSI Automotive and then peruse the concessions. Naturally, we felt obligated to purchase some souvenirs and snagged some event t-shirts and posters as well as a few other items.

Hey, you can never have too many T-shirts! We ran into many people we know from other clubs and had several reunions with new and old friends we have made at past Mid-Ohio F etes 50 Y ears of T riumph Sprint Vintage Grand Prix fun despite rainy weather!

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Above: Geoff Bush is ready for bear in his Spitfire at the Mid-Ohio Sports Car Course in Lexington, Ohio. Bush and many other DTSC’ers made the trek down for the celebration.
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!
GOG TO WAMBO?
Saturday, August 10, 2002

We hope that you can join us on the trip
to Wallaceburg Antique Motor & Boat Outing.

We'll meet at Exit 243 (M-29/23 Mile Rd) off of I-94 at 8:00am at Buscemi's
(the deli next to the Big Boy) for an 8:15am departure.

Registration forms are available at the meetings or by calling Terry Glover at 1-519-627-4432.
The show is limited to 200 cars and we have parking assigned to D.T.S.C. (bring Canadian money).

Some members are planning on going over on Friday, if you are interested call
Sue Snyder at 586-797-4875 for the motel's phone number.

Be sure to bring proof of ID (Birth certificate, passport, driver's license), you must have 2 pieces.

Hope we'll see you!
Bill & Denise Goin
734-692-9970

EVENTS CALENDAR

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<td>17, Wednesday</td>
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London and Fort Meigs Make for Whirlwind June Weekend

The 2002 car show season kicked into high gear during the first weekend of June, with several DTSC members driving their LBCs to both the London Classic in Ontario on Saturday and the British Return to Ft. Meigs in Perrysburg, OH on Sunday.

Our weekend began very early on Saturday morning as Mike Bilyk (TR4), Dave and Laurie Carlson (TR3A), Blake Discher (TR6), Alan Sheets (TR4), Mike and Sharon Simon (TR4A), Dave and Sue Snyder (GT6) & MGB, and Larry and Sue Tomaszczyk (Spitfire) departed our famous I-94 rest stop at 7:30. Unknown to our group, Kevin Campo (TR6) and Rich Truett (TR6) were about 10 minutes behind us, having got caught up in the I-94 detour between 8 Mile and Metro Parkway. Driving at top speed (and dairing the State Troopers to stop them!) they made excellent time and caught up with the DTSC caravan at Canadian Customs.

Once we had all cleared and hit the rest-rooms and currency exchange, we continued on to the East Park Golf Gardens in London, arriving close to 9:30 with plenty of time to get the cars dusted off and situated on the field. We were all prepared to go to work assisting the London club with their BBQ, but they had many members on hand and had all tasks covered, so we just put our chairs and tables under the shade trees near the Triumph rows and relaxed. Dave & Maureen Jonker (MGA) and Dan Campana (Jensen) arrived around 10:30, and Paul & Sheila Dawe (Mini) and Wayne Larose (Mini) were also on the field, bringing the DTSC participation to 19 members and 14 cars - another great effort.

The weather was sunny and warm as we enjoyed the show. One of our favorite regalia vendors, Kim Chevalier was on hand, and gave us her usual royal treatment with deep discounts on all her wares. Overall, there were about 95 cars on display, with a couple of very nice and unusual models, including a Marcos. DJ Ken Chaplin was also present to keep the participants entertained and tapping their toes. The DTSC people enjoyed Ken's tunes as we voted and partook of the BBQ. Awards were presented early at 2:00 pm, and the Club did well with members' cars earning a total of 10 prizes. Receiving honors were Dan Campana - 1st in Class, Kevin Campo - 2nd in Class, Dave & Laurie Carlson 1st in Class and longest distance traveled, Pual & Sheila Dawe - 1st in Class, Blake Discher - 1st in Class, Dave & Maureen Jonker - 2nd in Class, Mike & Sharon Simon - 2nd in Class, and Dave & Sue Snyder two 1st in Class. Congratulations to all. You know, if we keep this up, they may not let us back in!

The cruise home was relatively calm, except for the occasionaluali blockage causing a vacuum to form and stop fuel flow! I never would have discovered that on my own. I guess my next task will be to locate these valves and make sure they are operating correctly. Then it will be on to the next and mysterious coolant leak (not the water pump) in the MGB. Ah, the little joys of owning a British car are without number. Help, Don!

On to Sunday and the “British Return to Ft. Meigs.” Our group consisted of 10 members and their cars, including Mike Bilyk, Jag XK8; Dave and Laurie Carlson, TR3A; Roger Cotting, Frogeye sprite; Blake Discher, TR6; Bruce and Steven Ring, TR6; Mike Simon, TR4A; and Dave and Sue Snyder, GT6 and MGB. As usual, our “fearless leader,” Mike Bilyk, got us to the show site with no U-turns or problems. The classes for this event were based on year of production rather than marque, so we found our cars scattered all over the field. We did have a nice spot near the GT6 with a tree for shade, so we all gathered there to enjoy the show. Other DTSC members attending were Bob Lesage & Kathy “The Warden” Zatchel, TR6; and Jeff and Jan Zorn, MGA and Land Rover, were present to represent Little British Car Co.

There have been many improvements made to the Ft. Meigs historical site, as the fort is restored, and it has opened to the public. We were surprised, however, to find there has been no restoration to any restroom facilities, so we had to make do with only two porta potties! Ugh! Oh nevermind… the day was out of fuel, even though the gauge read half. Maybe the sending unit had failed or even the gauge itself. So, Dave was off to the corner Shell station with his trusty 2 gallon can. We poured that in and after some really prolonged cranking, the GT6 finally fired up. Still not sure of exactly what the problem was, I set off to see how much gas the car would actually take. Four gallons later and with the gauge now at the full mark, we decided that a faulty reading was also not the problem, but Mike felt that we should have a look anyway, so we tore into the back of the car and unloaded everything to get to the tank.

Closer inspection – a look through the hole for the sending unit – showed us that the tank was indeed full. Now what? We finally figured there must have been a tough vacuum lock or else the seal on the gas cap was so tight, it created a vacuum, preventing fuel from flowing through the line. This did in fact happen several years ago. To make sure this won’t happen again, we cut a slit in the gas cap seal to allow for uninterrupted air flow. We have since learned from Don Ensley that there are two or more flow regulator valves in the return line from the tank to the absorption canister, and that these occasionally become blocked causing a vacuum to form and stop fuel flow! I never would have discovered that on my own. I guess my next task will be to locate these valves and make sure they are operating correctly. Then it will be on to the new and mysterious coolant leak (not the water pump) in the MGB. Ah, the little joys of owning a British car are without number. Help, Don!
Mid-Ohio

From page 1

Triumph events.

After watching a couple of practice runs, we set out for our usual hotel, the Mansfield Amerihost. Upon arriving, we all got checked in and went to unload cars and get settled in our rooms. We were rather surprised to see that although the rooms had been cleaned, we had no towels or pillow cases. A quick check with housekeeping informed us that there was an equipment breakdown in the laundry, but it should soon be solved. Unfortunately this proved to be the first of a number of little things that added to our dissatisfaction with our accommodations. We found it hard to believe that this hotel (where we had stayed last year) had become so shabby in such a short time. We all decided that if we return for next year’s vintage races, we’ll be staying at another location! Oh well, after getting settled and cleaning cars, we gathered for cocktails before meeting for dinner at the local Cracker Barrel. We enjoyed a huge dinner and topped it all off with strawberry shortcake! Wow, what a meal.

Saturday morning didn’t look too good as we met at 6:30 for breakfast, but we were hopeful that the skies would clear. The weather forecast was for hit and miss showers.

“By noon the sky had cleared and the thermometer had moved up into the 80s.”

so we all kept our fingers crossed. By the time we got to the infield at Mid-Ohio, it had started to rain, and unfortunately, this coupled with some pretty strong wind and cool temps, kept things slow all morning. By ten o’clock, there were probably only a hundred Triumphs on the field. We were beginning to think perhaps the show would be a washout. Happily, that did not prove to be the case as the LBCs kept arriving in a slow, steady stream until the infield was almost full. The parking arrangement left a bit to be desired as not enough room was left for some of the models, including GT6s, TR3s, TR6s, and Spitfires, so that some classes had entries parked in various spots. By noon, the sky had cleared and the thermometer moved up into the 80s, making for a really nice day. Everyone got busy cleaning the morning mess from their cars and voting began in earnest. We were pleased to see examples of some of the more unusual TRs, including a couple of nice 2000s and a very pretty Valencia Blue Herald. The field ended up with well over 500 Triumphs and at least another 150 British cars of various marques. DTSC was very well represented with 27 members and 16 cars on hand. The Club contingent included all those from the Friday caravan plus Mark Anderson, TR6; Mike Brinker, new Mins; Geoff and Lori Bush, 2 Spitfires; Steve and Peg Calkins; Doug Cook; Jack Fuller, TR3; Bill and Denise Goin, TR4; Ken and Judy Pardonnet; Steve and Michelle Riddell, TR6; Mark Rollinson, TR4; Larry and Sue Tomaszycki, Spitfire; Greg Walker, TR6; and Terry Walters, TR6. I think we probably had the most cars on the field of any of the local clubs present, although Friends of Triumph were recognized as having the most entries. Remember though, they are a national club.

Between checking out all the cars, voting, cruising the vendors, and spending money in The Roadster Factory’s tent, we had a pretty busy day. Most of the DTSC cars drove the parade laps during the lunch break. By 6:00 pm, we were pretty tired and hungry. We had not planned anything for our entire group, so several went off to various restaurants in the area while a large group stayed for the 50th Anniversary Commemorative dinner at the track. By 6:30, we were at the pavilion – a group of early birds – as staff was still

Continued on page 9
Columbus, Ohio’s “Brits at Easton” a Terrific Show

In what seems to be an emerging pattern for our trips this season, it was cold and cloudy with a threat of rain in the air as we headed off for another car show. The first group of DTSC cars gathered at our east-side starting point at Regal Lanes to cruise across I-696 to pick up the west-siders at the 8 Mile and Hagerty Meijer’s. Our caravan ended up totaling eight British cars, including the driven: Mike Bilyk’s TR4, Blake Discher’s TR6, Lesley Discher’s Stag, Dave and Maureen Jonker’s Jensen Healey, Sue Snyder’s MGB; and also the trailered: Dave and Laurie Carlson’s TR3, Mike Simon’s TR4A, and Dave and Sue Snyder’s GT6.

The drive down to Columbus was relatively calm with only one construction site encountered. Of course, US 23 is always an adventure, and this trip was pretty typical. After passing through the towns of Fostoria, Waldo, Carey and Delaware, we hit the outskirts of Columbus – and the Columbus traffic. It seems there is always lots of traffic on US 23 in Columbus! Soon, we approached the Easton Center, but finding the hotel amidst the maze of new construction projects in the area proved to be quite a challenge. It’s a good thing we had our CBs, as several people were splintered from our caravan. After a few misses, however, we all found the hotel and managed to get checked in. Finding adequate parking also proved to be somewhat difficult as the nearby construction had things quite messed up. Luckily, Dave Snyder discovered a loading area for a section of the mall just behind our hotel. The space was not being used and was just big enough to accommodate the three trailers and tow cars. Just as we parked in this area, another large trailer came by searching for space. Timing is everything!

After a bit of car washing and polishing, we moseyed on over to a nearby Logan’s Steakhouse for dinner. While waiting for a table, we went into the bar for drinks and watched the third period of the hockey game. Boy, it was a treat to see McCarty score his hat trick on Patrick Roy. Go Wings! After indulging a large and leisurely dinner, it was back to the hotel for our usual evening get-together. The cold weather made it pretty impossible to party in the parking lot, but a couple of us still went over to the lobby to socialize. Others opted for early bedtime or quiet relaxation in their rooms.

Sunday dawned bright, if cool, and we were all up early to feast on the full breakfast provided by the hotel. We did the Club proud, eating enough for any 20 people! The scrambled eggs and sausage were really tasty. Needless to say, we all enjoyed the start of this day. After checking out of our rooms and giving the cars a final spit and polish, we drove the short hop over to the show area a few hundred yards away, got registered, and situated our cars in the appropriate spots. The show set-up was not as we had expected from our previous experience at this event. It seems that the show had gotten rather large and the local shop owners complained about losing their prime parking spaces, so the show parking was moved to a large lot adjacent to the mall center. The featured marque – Austin Healey – as well as the Morgans, Jaguars, and Rolls Royces were parked in some of the mall courts, however, which proved to be unfortunate, as many spectators and participants never realized they were there.

Several people expressed concerns about the organization of the car classes. The TR3s and TR4s were all in one group, which we thought was rather unusual, to say the least. This also made for a really large class. The show organizers also couldn’t decide what to do with Lesley’s Stag, so they stuck it in with the TR7/8 group. After some discussion with them, however, Blake convinced them to reclassify the Stag as “Other British.” On the downside, this group included a myriad of other cars that really had nothing in common, including several Sunbeams, a Hillman, a Triumph 2000, Dave Jonker’s Jensen Healey and another Stag, plus too many others to name. This also turned out to be a really large class.

I guess everyone has their own ideas about limiting classes (it has to be for economic reasons,) but I think I’ll try to continue adding more classes as needed for BOTB to keep our participants happy and smiling.

The voting was participants’ choice, so as soon as we all felt most cars had arrived, we started off on that chore.

Continued on page 8
D.T.S.C.
The Detroit Triumph Sportscar Club
is pleased to present

“Summer British Knights”

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

August & October:
BRAVO! Italian Restaurant
29047 Utica Road, Roseville
586-775-4500

July & September:
Local Color Brewing Company
42705 Grand River Ave., Novi
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 and spirits.

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

A while back, Tony Reinowski put a note in The Review, regarding a wheel refinishing service, offered by Belle Tire, utilizing powder coat technology. Recently, I decided to give it a go.

I contacted Austin Corona at Belle Tire, and although they had never refinished wire wheels before, Austin felt that they could do it. After several attempts, with some of my scrap wire wheels, we developed a system that produced some very nice results.

I’ve left my scrap wheels with Belle Tire, as samples of the “chrome” and “chrome-aluminum” finishes. Also, Belle will retain the special plugs for the hubs (to protect the splines) and the “hoops” to hold the wheels during the powder coating.

If you would like have your wheels done, here are the particulars:

- **Contact:** Austin Corona, 313-271-9300, acorona@belletire.com
- **Location:** 3500 Enterprise Dr., Allen Park. (I-94 & Oakwood, note: this is the only location providing this service.)
- **Prices:** - For all colors (some 256 colors are available by special order), $25 per wheel. “Chrome” and “chrome-aluminum” are $35 per wheel. Clear coat is an additional $15 per wheel.

The above prices include dismounting, sandblasting, powdercoating and remounting. Balancing is best done with a bubble balancer, as most tire stores do not have the proper adapters for dynamically balancing wire wheels.

Please feel free to telephone me with any questions at 734-427-2055 or via email at fbflynn@peoplepc.com.

Submitted by Fred Flynn

“Brits at Easton”

From page 6

With the cars spread over several areas, this took a good hunk of time. Once we finished voting, Laurie Carlson and Maureen Jonker helped Dave and I distribute BOTB flyers to all the participating cars. Thanks guys, it always makes that task easier if several people help! Then it was time for lunch, so it was off to the Cheesecake Factory. Mike Bilyk and I had been waiting all year for this one! There was quite a line of people waiting to be seated, however, so most DTSCers went off in search of other restaurants. Not to be denied our cheesecake, Mike, Dave, and I got ours to go so there was no waiting, and we had our instant gratification. Who needs nutrition? We just needed cheesecake. We even considered bringing a whole cake home, but the $40.00 price tag and the fact that none of us had a cooler large enough ended that idea. I guess we’ll just have to wait until next year.

Back to the show to visit with the Zorns who had come over from Carlysle, and our old pal, Ted Shumacker. Soon enough it was time to present the awards and we all went over to see how we fared. We were rather surprised to see that there were only one or two awards for several of the classes, in spite of their size. This included the very large TR3/TR4 class. We did question that decision and were loudly joined by several of the other participants. The DTSC group did manage to get a few winners, though with Blake’s TR6 claiming a 2nd in that class, while the Snyder’s GT6 and MGB both earned top marks in their groups. We were all surprised and excited when Lesley’s Stag beat out some of the other cars in the huge “Other British” category to grab the first place plaque, especially as one of the entries from that group was Best in Show. Congratulations to all!

With the presentation of awards over, we strolled back to our cars to pack up and get back to the hotel for final pit stops, loading cars on trailers, etc. Soon enough we were back on the road for home. Over all, the day was pleasant, and even though we may not agree with some of the classifications and such, I think we will return to Brits at Easton. After all, there’s more cheesecake to be eaten!

Submitted by Sue Snyder

London and Fort Meigs

From page 4

was just too nice to let that get in the way. We looked over the cars as we filled out ballots, selecting our choices for each car group. The Lake Erie British Car Club provided some great goodie bags and door prizes and we collected several of these. Once again, we also managed to collect quite a few awards with Jeff & Jan Zorn taking 2nd in the 1956-1962 group, while Dave & Laurie Carlson earned 3rd in their class. Mike Simon’s TR4A was selected as 1st in the 1963-1967 group. The Snyder GT6 beat out a very nice red XKE coupe to take 1st in the 1968-1973 class, and Blake Discher’s TR6 placed 2nd in the 1974-1977 class. Snyder’s MGB was 1st in the 1978-1982 category and Mike Bilyk’s Jag was chosen 2nd in the 1983 to present class. The DTSC also won an award for “Best Club Participation,” another tribute to our active members! Bob Lesage & Kathy Zatchel were 1st in the trivia contest, with 36 of 40 questions answered correctly, and were closely followed by Dave & Laurie Carlson with 34/40. What a Club! Brains and nice cars!

After a fuel stop, we hit the road for the trip home. There were no unexpected adventures today, making everyone happy. Although fall, it was an enjoyable and worthwhile weekend of events. I am sure some or all will return for next year’s shows at London and Perrysburg. Join us, you’ll have a ball.

Submitted by Sue Snyder
Mid-Ohio

From page 5

making last-minute arrangements. Being a bit early did have benefits, however, as we got primo seating and first call at the bar and the buffet!

After dinner, we were addressed by the show’s organizer and special guest speakers Kas Kastner of TR racing fame and author Bert Levy. Following these speakers, the concours trophies were presented for the Triumph Commemorative Car Show. DTSC entries took a total of three awards with both Mike Bilyk’s TR4 and the Snyder GT6 earning first place in class and Terry Walters’ TR6 grabbing the third spot in that very large group. Considering the number of Triumphs present and the size of these classes, we think we did pretty well. After the awards presentation, things began to break up, so our group headed back to the hotel for our usual social hour, which was convened in the Snyder suite. By midnight, all had gone to their rooms to get some rest before Sunday’s activities.

Sunday’s weather was much better for racing, with sunny skies, some cool breeze and cool temps. We began our day with a fortifying feed at the local Bob Evans, and then drove over to Mid-Ohio to see the racing action. There were a few hectic moments on the track as a couple of drivers lost it, bringing out full-course cautions. There were no serious accidents or injuries, however, so after a couple of brief delays, the racing continued. Once again, several of the DTSC drivers went out for parade laps before the big all-Triumph challenge. Immediately following lunch, all the TRs lined up for the featured race. The field was huge with 47 cars entered. In spite of the crowded field, the drivers managed a flawless start and the race was on. After a couple of laps, the field had spread out and there were several close matches for the top spots. The lead changed twice before the ultimate winner (also the top qualifier) crossed the line in a red TR5.

There were a few hectic moments on the track...

Following the big race, we decided it was time to leave and our caravan met at the main gate to head for home. Our only planned fuel stop turned into a bit of a fiasco as we got stuck behind the “Beaver Hillbilies” of Michigan spilling over several pick-up trucks and fuel pumps. We had a feel for the type of driver ahead of us by the “Bad Ass Babes Drive Bad Ass Trucks” decal in the rear window. After waiting several long minutes for these folks to pull out after paying for their gas, Dave went up and asked the driver to pull up as by this time, the rest of our caravan had finished and were waiting for us. Well, after the driver gave Dave an earful, he did move, but we got a pretty good idea of type of family they were when the preschooler gave Dave the finger as they reluctantly pulled up so we could get to the gas pump. Whooeeee, it’s always an adventure when you’re dealing with these types. Finally fueled up, we were able to begin the trip home in earnest.

Just as we were feeling good about a short trek home, our drive was again suddenly interrupted when Greg Walker made a nose dive for the shoulder. Without a radio to tell us what was up, we all stopped to make sure things were OK. Greg’s water pump had decided to become a bit erratic, making a horrendous clank on every revolution, and rendering his car undrivable. In an effort to finally unload the dreaded Fuller Hard Luck Award, it was Jack Fuller to rescue as he quickly swapped his own TR3 (on the trailer) for Greg’s, and had Greg drive the Fuller TR3 home, while Jack followed with Greg’s TR3 in tow. After a quick stop to fill Jack’s 3 with petrol, we once again hit the road. This time we made it all the way without incident, stopping only once for a break, while Greg and Jack worked out details for getting Greg and his TR3 home. Being the nice guy he is, and really wanting to unburden himself of the Hard Luck Award, Jack followed Greg all the way to his home in Windsor to be sure he made it safely. What a guy!

All kidding aside, Jack’s unselfish efforts for a fellow DTSC member is a great example of why our club is so great. Thanks, Jack, we all appreciate what you did for Greg and it makes us happy to be a part of the club. Finally, home at last, we relaxed and had a drink before enjoying a leisurely dinner and unloaded cars and parts. We will probably be returning to the SVGP next year, depending upon featured marques and the schedule, of course. It really was a good trip!

Submitted by Sue Snyder
Connie and Brian Sims Host Educational DTSC Tech Session

The theme of this year’s tech session, held on Saturday May 11th at Brian and Connie Sims’ Lake Orion residence, was “Get Your Motors Running (Right)!”. It had been the subject of much discussion and e-mail traffic between the four planners (Brian Sims, Terry Walters, John Uloth and myself) in the preceding weeks, as we debated the relative wisdom of a technical presentation versus practical work on a car. In the end, it was agreed that more members would benefit from a review of tune-up procedures and routine maintenance than from something more specialized, so then it was only a matter of finding a suitable car.

This proved to be more trouble than expected. Although each of us has a car in dire need of much work - Terry with his TR250, Brian with Connie’s TR3 and John and I with our TR4s - none of us had one in need of just maintenance. Enquiries around the club soon produced a few willing victims, however, and so early in the afternoon of the appointed day, we set up shop and waited.

Brian had done a really nice job of clearing out the row of motorcycle restoration projects that usually occupies the east side of his workshop, and of cleaning up and laying out several dismantled examples of important Triumph parts. A spare distributor, a pair of Strombergs and a water pump were neatly laid out for the curious to investigate (and to provide a diversion if the flow of members’ cars dried up). All this in addition to the TR3, TVR, several spare engines including Ford V8s and enough motorcycle pieces, tools and posters to keep any gearhead happy.

It was a warm but cloudy day, with rain threatening later, but the British car turnout was still decent. It’s not very often that two of our members are working on Jensen-Healeys, so this was cleaned up and fitted and Dave was sent out for a test drive. He came back reporting that although the misfire had lessened, it was still present; the distributor really needed to be rebushed but since no-one had the necessary parts with them, it was going to have to wait.

Next up was John Uloth’s TR3. John’s complaint was an intermittent high idle, and although lubricating the throttle linkage and balancing the carbs helped somewhat, the vacuum leak due to the wear in the butterfly shafts was too great to overcome without rebushing, so he too went home uncurled.

While all this technical stuff was going on, other members were wandering through the restored British motorcycle collection in the basement, shopping at the small autojumble on the lawn, being amazed by the orderly collection of elderly bike parts awaiting restoration in the workshop loft or just socialising, inside or out. And of course, it wouldn’t be a DTSC event (or at least, not a popular one) without food, so Connie had laid out a spread inside or out. And of course, it wouldn’t be a DTSC event (or at least, not a popular one) without food, so Connie had laid out a spread in the basement which provided more than enough for everyone. Gotta love that ground beef & beans.

The last vehicular victim of the day was Blake Discher’s, whose brakes were pulling sharply to the right following a pad change just prior to the twelve-hour drive (each way) to Tennessee for the Blount show. This was diagnosed as being due to grooved rotors and when Blake proudly produced a pair of new rotors fresh from E-Bay, they were duly installed. I left at this point, and therefore was unable to witness the subsequent testing, but I’m told that combined with a bearing re-pack, the new rotors worked like a charm.

Although Terry, John and myself were listed officially as co-hosts alongside Brian, I’m sure they won’t mind my saying that he deserves the lion’s share of the credit for a very successful Tech Session. I know I didn’t contribute much of anything to the actual car work - mainly because I couldn’t get through the throng of people clustered around each engine bay, which is a very good sign for the future of the club cars. We never did get to work on the dismantled parts Brian had so carefully prepared, but there was enough vehicle-level work to keep everyone happy.

While writing this article I canvassed my co-conspirators for comments on the Tech Session, and John Uloth’s response is worth repeating verbatim, as it nails the reason why such events are critical to clubs like ours: “I always learn something from the session as there are many ways of doing a project and the way you have been doing it isn’t always the best or most correct. Also many questions were answered by the group on the cars in the yard, some by comparing with other cars and some from group experience. There were some new members there, and I think they gained from talking to the more experienced members about their cars and problems with their cars”. One of the “more experienced” members who was passing on some of his considerable knowledge was Chris Holbrook, always eager to get under the hood and discuss improvements.

Talking of new members, I ought to mention a fellow called Bruce, and his son Brad, who drove all the way from Grand Rapids just for the Tech Session. They are close to completing the restoration of a TR3 (1960 if I remember correctly) which has been in the family for a number of years, stored in boxes as they moved around (sound familiar to anyone?), and were looking to meet other people with Triumph disease. They came to the right place. Thanks to them for making the effort and we hope to see them over on that side of the state at some point. Thanks also to all the DTSC members who showed up, especially those who allowed their cars to be messed with, and to Brian and Connie Sims for being such good hosts.

Submitted by Andy Dixon
Welcome New Members
Please extend a warm welcome to our newest members!

Stuart and Jane Bailey
4990 Arrowhead
West Bloomfield, Mi 48323
248-706-1330
swb4@diamlerchrysler.com
1972 TR6 Emerald Green

Hans Bolte
4943 Harbor Pointe Dr.
Waterford, Mi 48329
248-396-0346
hbolte@comcast.net
1975 TR6 BRG

Ron and Lori Clark
325 East Lawrence Ave.
Royal Oak, Mi 48073
248-585-1452
ron@genissipharm.com
1979 Spitfire 1500 Brown

For Sale and Items Wanted

For Triumph TR3A 1959:
5 rims (recently sandblasted and painted) with tires, 4 hubcaps with medallions, 2 SU carburetors.
Contact Paul Wild 248-344-9848 or ptwild@comcast.net (7/02)

Used Triumph and MG parts:
TR3A: chrome and painted windshield posts $15 pair.
TR4: short block (no cam, early) $50; gas caps $5; twin inlet muffer (exc) $50; grille $10; grille emblem $5; R/H rear light set chrome $25; rear 1/4 bumper and ceterpiece (rechromable) $15; wheel dishes (four) $5 each; ash tray $4; alternator (polished, tested OK) $45; dashboard (restor-able) $25; clutch fork & pin $10; front turn signal lenses $15 pair. MGB: (two) doors good pull out handles $30 each. Misc: various gauges $5 each; octagonal wire wheel lug wrenches $10 each. Other mize TR and MG parts available. Peter Vandervord. 586-463-6773 (h) or 586-360-9072 (m) (5/02)

English Car Magazines: “Thoroughbred & Classic Cars” (41) editions dating 1994 - 1998. $1 each sold as one lot. “Classic Cars” (70) editions dating 1987 - 1997, $1 each sold as one lot. Peter Vandervord. 586-463-6773 (h) or 586-360-9072 (m) (5/02)

1953 MGD: Chocolate met. tan int.
Professionally rebuilt gearbox, clutch and thrust bearing, resleeved master brake cyl., new carpets, heater. Good motor, aluminum coffin tappet and valve covers. Body, paint, chrome, interior and tires excellent. Period Lucas spotlights. Older restoration, stored since ‘87. $15,900 or best. Peter Vandervord. 586-463-6773 (h) or 586-360-9072 (m) (5/02)

Triumph TR 2-8, Spitfire, GT6, Stag, Herald, Vitesse & TR10 PARTS. Call Ed at 248-828-8245 or email needs to trispare@aol.com

Harsens Island Beach Party!
Sun., August 4, 2002

Storming and cruising the sights of Harsens Island, watching the colorful steamers pass, swimming on sandy shores, and a smashing bar-b-que picnic. In other words, just plain old having a good “roll your socks down” time!

So come join us on Harsens Island for a Beach Party!

TWO STAGING POINTS:
10:00am at the Big Boy Restaurant, Rochester Road and Big Beaver
OR
11:00am at the car dealership across from the Big Boy Restaurant on 23 Mile Road, 1/4 mile east of I-94.

MORE INFO ON THE DTSC WEB SITE:
www.detroittriumph.org

You may also call
Larry or Sue Tomaszycki
248-548-8831

Editor’s note: Because of the high number of events in this issue, the monthly “My First Triumph” will return next month. May and June Board Meeting minutes may be found on our website: www.detroittriumph.org.
Detroit Triumph Sportscar Club
1363 East Fisher Freeway, Suite 8
Detroit, MI 48207

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