

## REVIEW

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**SUMMER BRITISH KNIGHTS:** Recap of first summer outing, it stayed dry! Page 7



**SUMMER PICNIC & POOL PARTY:** Mark your calendar, it's coming up July 28th. Full details inside. Page 4

## JUNE EVENTS:

- 1:** British Car Day, London, Ontario
- 2:** British Car Show, Perrysburg, OH
- 2:** Orphan Car Show, Ypsilanti
- 4:** Board meeting, Royal Oak
- 8:** CEMA Car Show, Auburn Hills
- 9:** Brunch Run to River Crab, St. Clair
- 11:** Member Meeting, Royal Oak
- 14-16:** Vintage Grand Prix, Mid-Ohio
- 15:** Cruisin' Gratiot, Various cities
- 19:** Summer British Knights, Novi
- 30:** Larry's Int'l Tour, MI, Canada



## Foggy, Wet Weekend in Tennessee

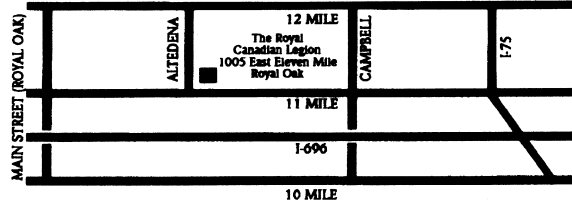
### Keeping dry in Little British Cars becomes top priority!

The weather wasn't looking too good as we got ready to head out for the 15th Annual Blount British Car Gathering in Townsend, TN, and things just got wetter as our trip progressed. Skies were overcast as we met dark and early at 6:00 am on Thursday, May 2nd. The drive was pretty trouble free and we stayed dry until we drove into Tennessee later that afternoon. We hit a couple of major thunderstorms, making visibility very poor and reducing speeds to 40 MPH. Of course Mike & Sharon Simon, Mike Bilyk, Dave Snyder, and Ken & Judy Pardonnet stayed nice and dry in their American cars, while Blake Discher and I suffered the typical "damp" drive in our British cars. You would think, considering their climate, that the Brits could have designed and built more watertight vehicles!

By the time we finally rolled into Maryville, TN for our annual "Southpaw beer stop" at the local grocery mart, the rain stopped. In fact, roads were even dry, although the humidity was outrageously high. After buying the Foodliner out of warm Southpaw (a paltry six cases) we drove another 30 minutes to arrive at the Valley View Lodge in Townsend. The rain continued to hold off as we checked in and got everyone situated in their rooms. An hour later, just as we left for dinner, the rain began to fall. And fall, it did! Several pretty severe storms rolled through as we ate. Winds were pretty forceful, driving the rain horizontally. This wind was accompanied by plenty of lightning and thunder. Lingering over coffee and dessert, we tried to outlast the storms, but as there seemed to be no let-up in the intensity of the rain, we finally decided to head back to the hotel anyway.

*Continued on page 5*

Above: Sue and Dave Snyder's 1980 MGB LE cuts through heavy fog in the Smokey Mountain foothills on the way to the Blount British Car Gathering in Townsend, Tennessee.



## 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](mailto:review@detroittriumph.org) by the 12th of the month preceding publication. Please visit our website: [www.detroittriumph.org](http://www.detroittriumph.org).

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

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



## DTSC Home Movies: Oh What a Night!

It was a classic gathering of 24 2/5 members of the DTSC at the home of the "Eternal Flame" (aka Mike Bilyk for the first DTSC Classic Movie Night. Those in attendance included Dick & Lucille Arend, Our host - Mike Bilyk, Dan Campana, Stu & Joan Ehrhardt along with Hannah and her soon to be twin siblings (hence the 2/5,) Dave & Maureen Jonker, Bob Lesage & Cathy "the Warden" Zatchel, Ivan & Eleanor Love, Doug & Debbie Mitchell, Ken Pardonnet, Mike & Sharon "the Dog" Simon, Brian & Connie Sims, Dave & Sue Snyder, And John & Carol Uloth. With the threat of rain in the air, not too many British cars, but Dave Jonker had his Jensen out (Hey, Dave!) and of course Mike Bilyk's TR4 and Jag were in the garage.

People began to arrive around 7:00, and by 7:30, the joint was jumpin'! Pizzas were ordered, beer was flowing, and everyone was having a grand time shootin' the breeze and catching up on the latest Club news. Right at 8:00 pm, Mike put in the first tape, and we all gathered around the big TV to see some DTSC antics from days past.

Wow, we viewed some strange 70's vintage film of Club activities! You could definitely tell it was 70's action by the clothes and hair styles. Holey moley, did we really used to dress that way? Yikes! You know what's even stranger is that the 70's look seems to be getting popular again with the teen set. If only they knew...well, thank the powers that be that I am much too old and wise to follow that fashion faux pas again! Although we didn't recognize too many of the faces in the old films, there were a few appearances in there by guys in there we all know and love, like Mike "Flamer" Bilyk, "Big Al" Lawton, Doug Mitchell, Bob & Barb Mynek, and long distance members Gil Parker and Bill Smith.

It's hard to believe that anyone in their right mind would abuse Triumphs by racing them in the ice and snow on Lake St. Clair's Anchor Bay, but that's

exactly the type of activity we witnessed. Of course, in the good old days of the 70's, these Triumphs were daily drivers. No one was anticipating the end of production to occur only a few short years in the future. The winter scenes also previewed TRs racing snow mobiles and other marques on the ice, as well as a graphic demonstration Mike Bilyk's "how

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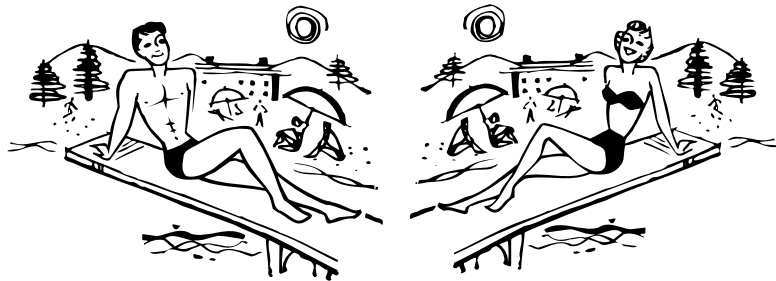
## Welcome New Members

Please extend a warm welcome our newest member:

**Daniel Stanley**  
1217 Falcon  
Dearborn, Mi 48128  
ph: 313-565-1251  
DearbornDan@aol.com  
1980 TR7 Red

## Announcing the 6th Annual DTSC Family Picnic & Pool Party

**Sunday, July 28, 2002 – C'mon in, the water's fine!**



Here we go again, as the Snyders are preparing to host this annual DTSC family event. So come on down and join in the fun. Bring your navigator, kids and cars (British, that is) and be prepared to have a good time

Your hosts and the Club will provide entrees and some sides, and dessert, as well as non-alcohol drinks. Dishes for the buffet table are welcomed, but **OPTIONAL!** If you have a favorite salad fruit, dip or dessert you would like to share please bring it along, but remember, this is strictly an option.

The pool is open rain or shine and there's plenty of lawn parking for your TRs. In case of rain, what the heck! It's rained almost every year, so we don't worry about it! We have plenty of nice soft terry towels for the cars and may even find some for the people. There are indoor things to do, too, like pinball and watching exciting DTSC videos.

Plan to arrive anytime after noon and stay until you've had enough. We plan to chow down about 2:30 and again later, if anyone wants. If you are planning to attend, please call the Snyders at (586) 979-4875 to indicate how many. Be there or be square!

**The Snyders**

**39148 Boston, Sterling Heights, MI 48313 • (586) 979-4875**

## Tennessee's "Dragon" Challenges Several DTSC'ers



Mike Bilyk in his 1962 red TR4 negotiates a turn on "The Dragon."

From page 1

Much to our surprise, the Simons and Pardonnets could not get into their rooms. After a couple of trips over to the lobby - at the opposite end of the complex - for reprogrammed keys - they were still locked out. The desk clerks drove over to our building with their override passes to unlock the two rooms, but that didn't work either. It seems the rain had saturated all the locks on the building and some of them had shorted out and would not respond to anything. OK, so now what? All of the Simon and Pardonnet belongings are now locked in the rooms and unavailable, even if they moved to new rooms. The call went out for a maintenance man. The first guy called refused to come in, so a second repairman was called and he did show up a half hour later. We nicknamed this guy "Skeeter" as somehow, it just seemed to fit! Well sir, Skeeter shows up with his super-duper lock override, guaranteed to do the trick - ummm... but not this time. It seems that nothing is going to make these doors unlock, so after some heavy thought, Skeeter decides to take out one of the window panes adjacent to the door to access the lock from inside. Brilliant! In about ten minutes, the glass was out and the Simon's were able to get in. Skeeter next moved upstairs to the Pardonnet's room to repeat the procedure, but of course, nothing is that simple. There was a huge amount of absolutely mummified glazing around all the panes in this window. Well, after more head-scratching, Skeeter decided he'd just have to break the window! He did!

Now everyone had access to their rooms, but the two problem doors still didn't unlock. Skeeter decided to replace the battery backs in the Simon's door, which was successful. Ken & Judy, however, ended up moving to another room. At last they were still in the same building with the rest of us. In the meanwhile, Blake called it a night and hit the sack. The rest of us stayed out to watch the rest of the repairs as Skeeter replaced the window in Mike & Sharon's room. The whole process was about another 15 minutes. Of course, the whole event added an unexpected three hours to our day! Needless to say, as soon as all was back to normal, we all went to bed.

Friday morning we got up to find more rain, but we decided that would not alter our plans for the day, so as Mike and Sharon took off to visit friends, the rest of us jumped into our cars and headed out for a mountain cruise and photo shoot, and also to challenge the "Dragon" before it was overrun by motorcycles. (For those who may not have heard of the Dragon, it is a stretch of S.R. 129 in Tennessee that has 318 hard curves in eleven miles.) Mike Bilyk led us into the Dragon, but soon left us behind as the MGB (next in line) was having a bit of trouble with its skinny little tires and the wet, debris-covered road. Another new challenge this year was the many patches of heavy fog we encountered. Ah well, 20 or so minutes later, we all pulled safely into Deal's Gap for a pit stop and some nourishment. We then continued on our tour through some very picturesque spots as Blake had us stop a few times for photos. We got some really great frames of our cars, and of course Blake was able to make us look really good as we did several posed and action shots. Once we had finished up this leg of our tour, it was back to Deal's Gap to get ready for our return trip through the Dragon. This time, the challenge was not so daunting as road conditions had improved considerably throughout mid-day. Now it was back



Sue and Dave Snyder's 1980 black MGB LE in the Smokey Mountains.

to Townsend for a late lunch and a much-needed car wash. The rain returned before we were halfway there, but at least we had a dry pass through the Dragon. Back at the hotel, Mike, Blake, and I decided we really had to wash the cars, so we did that chore in the rain. Now they were at least clean, even if wet! While we were getting as ready as possible for tomorrow's show, Terry and Laura Walters arrived, stopping on their way back home from Florida.

As the Simon's returned from their day's activity, we made plans to join a group from the Nashville British Car Club for a leisurely dinner. Thanks to Mark & Sherry Endicott from the NBCC for handling the arrangements. Our group of over 30 filled an entire room of the B & B restaurant, but was a perfect setting for our group. Conversation was lively as the members of the Nashville club were very nice and did their best to make us feel welcome.

One thing all of us "Northerners" had trouble with was the length of the dinner, which was over three hours! Feeling a bit restless, we excused ourselves before dessert and made a beeline back to the hotel. By this time, the rain had stopped again, so we gathered in the parking lot as usual for social hour and tire kicking. There were a few others about as we wandered through a couple of the lots. Soon, however, we were ready to call it a day and get ready for Saturday's show.

Looking out the window on Saturday morning, there was some pretty good fog in the area, but at least it had stopped raining. Although there were a few sprinkles throughout the day, we stayed pretty dry and most of the cars were displayed with soft top folded and bonnets open. Unfortunately, it was impossible to get the cars onto the field without getting a bit mucky on the undersides and wheels, but we all managed to survive with some minor clean-up once parked. By the time we moved our cars after the show, field conditions had improved significantly. Sharon managed to keep her feet dry all day by utilizing the "wellies" she purchased in the UK. Smart thinking as the rest of us had soggy socks all day!

About 11 o'clock, DTSC member Bill Smith arrived in his TR3 bringing the total number of Club entries to six, including Bill's TR3, Bilyk's TR4, the Simon's TR4A, Blake's TR6, and the Snyder GT6 and MGB. We did pretty well in the awards department, too, earning three 2nd place trophies and two 1st places. Congratulations to all. We also secured extra banquet tickets for the Walters and Pardonnets, so we could all have dinner together without the hassle of having to leave the hotel complex. After dinner, it was back to our nightly social hour. We did quit early this time, knowing we would have a long drive home on Sunday.

The return trip was pretty uneventful as we made many rest and fuel stops. I am happy to report that everyone arrived safely home a mere ten hours after departure. The best part of the return trip was no rain and no construction, both of which added time to the trip down. We all agreed that this event is one we will attend again.

Written by Sue Snyder



Ken Pardonnet at the wheel in Blake Discher's 1976 TR6 tames "The Dragon."

# England's John Macartney: Uh-huh, It's Just a Sedan!

*John Macartney and DTSC member Chris Holbrook are contemporaries as both worked together at Standard Triumph in England. Equally, their respective fathers worked for the same company, so it could be argued that Standard Triumph is very much in Chris and John's blood. John now works at The Heritage Motor Centre in the UK where he is responsible for the Centre's interface with Car Clubs worldwide and it was he who acted as tour guide when some members of DTSC visited earlier in 2002.*



John Macartney

*John writes extensively on classic car issues and contributes to a number of Triumph Club magazines worldwide.*

Human beings are creatures of habit and I find myself being reminded of this trait many times during the course of any one year.

In the post-war years, North America had a love affair with the British sports car - and while there's nothing wrong with that, it's clear that many Gaydon visitors from Canada and the States, are really only interested in the sports car side of things.

This is understandable - but it's saddening as well.

In the 50's and 60's, few would deny that US manufacturers made cars that were larger, cheaper and better equipped than many price-comparable European imports. What I find myself regretting, is that many visitors are entirely unaware of four door versions of their favourite British marque - and walk straight past examples that sold successfully throughout the world, apart from Canada and the US.

It's almost as if these cars never existed, and the real reason so many visitors ignore these exhibits is simply because they are *not* sports cars. They

are perceived as having no cachet, they're ordinary - and to the unaccustomed eye, they are almost unworthy of further study.

Consequently, when I hear a visitor claim he or she is a 'total enthusiast' for MG or Triumph, experience has shown that it's unwise to take the comment entirely at face value.

More often than not, the person is really saying he or she is a MG or Triumph *sports car* enthusiast and as the chance may occasionally arise, I like to make new introductions.

I managed to do it with an American visitor.

In the autumn of 1998, I found myself doing a 'caretaking job' for a friend's Triumph while he was moving house. At this point, it needs to be said the friend was an avowed Rover P6 enthusiast and bought the Triumph 'for fun' - and then had it breathed on.

For the next month, 'Flossie' and I got to know one another very well - and for her part, she certainly opened the American's eyes who thought a carbed TR6 was the pinnacle of Triumph's achievement in



the performance department.

'Flossie' (unlike my own car) was fitted with a rather modified injection engine and it propelled her along the road with something that I think A.A. Milne once described as 'remarkable celerity.' To enjoy these fruits of passion, it's worth mentioning a little of what had put the urgency in 'Flossie's' step. She had had some creative work done to her combustion chambers and ports - though

not too much. Additionally, she had a slightly wilder than normal TR5 camshaft, revised datum track settings on the metering unit and a tubular 6-3-1 manifold. Harmful emissions were dumped to atmosphere through a 2 1/4" straight through system with a massive rear box,

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**"Flossie put all four feet firmly in the trough and gave her best over the next 10 miles!"**

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affixed to which was a tailpipe that looked as though it had been sawn off a 15 inch naval gun. All in all these very non-standard mods, convincingly did their bit to shove an increased number of supremely energetic horses leaping down her driveline at the merest bidding - and it was all great fun. Encouraging things had also been done in the 'stop' department and the suspension was anything but soft. All this added up to a very interesting output of undisclosed bhp dimensions (though I feel 170 wasn't far off the mark), so 'Flossie' was certainly a car in which you could do some very good business.

Anyway, back to the American visitor at Gaydon.

As we walked to 'Flossie's' parking place, I think he was really very disappointed she wasn't just another TR6.

"Of course, ya don't have a top so there's no opportunity for fresh air as you drive."

That was surprise number one!

'Flossie' had a full length

Webasto sun roof and as it was a nice day, why keep it shut?

In no time at, we were looking at the sky through a hole in the roof about 2 x 3 feet.

We belted up and I showed him the controls and steering. I switched on the ignition.

"Say, what's that noise, back there?"  
"The fuel pump."

*Continued on page 8*

## Summer British Knights - 2002 Style

By Sue Snyder

Well, OK! It looks like this is going to be the year! We began the 2002 series of Summer British Knights cruise-ins one month earlier, and what do you know? There was NO rain! Could this be a sign of good things to come for the 2002 season? 33 British car lovers and 17 British cars made it out for our first night at Bravo's in Roseville, and these were joined by a classic Triumph motorcycle, a classic VW bus, and a classic '90 Miata. The British contingent was a nice mix, including five TR6s, two TR4s, a Stag, Spitfire, two Minis, two MGBs, an MGA, an AH Sprite, Morgan, and an XKE coupe.

Unfortunately, Bravo owner and car enthusiast, Jim Tamburrini, was unable to be there for our first cruise-in this year, having undergone major surgery only a few weeks earlier. Jim's wife, Cathy, was present, however, and spent quite a while outside with our group, checking out all the cars. Cathy couldn't decide which of the cars she liked the most, but she said that really likes red, so of course, the red Brits definitely caught her interest.

As always, we enjoyed a really excellent meal and the company of our Bravo friends, Kim and Sean. The lovely Theresa was even on hand to check out the cars and share our evening. I think that the success of our first evening is a harbinger of good things to come and am already looking forward to the next cruise-in. New for this year's series of British car get-togethers are participant dash plaques. Each British car attending, will receive their dash plaque on their first night out.

I invite and encourage all DTSC members to participate in these events and help us promote interest in the British car hobby. This is a great way to show and create interest in our cars for people who otherwise might not ever see them. Remember, this year, we have TWO locations: on the East side it's Bravo's in Roseville, and on the West side, the Local Color Brewing Company in Novi. We meet on the East side in April, June, August, and October, and on the West side in May, July, and September. Summer British Knights are scheduled on the third Wednesday of the month and start anytime after 5:00pm. Come on out and support our hobby!



Photos taken at the May Summer British Knights get together in Novi.



### 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.*

**June, 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](mailto:davida49@aol.com) 248-426-0124, or Sue Snyder: [snydleydog@yahoo.com](mailto:snydleydog@yahoo.com) 586-979-4875.

# Macartney: It's Just a Sedan!

From page 6

"Mine's mechanical."

"I know, but your car's not fuel injected, is it? This one is."

"Uh-huh? Is that so special?"

"Flossie's engine burst into raucous life."

"S\*\*\* !! - what's that under the hood?"

Some sorta V8?"

"No," I replied matter of factly, "that's the noise you get in this model of Triumph. It gets better, too."

For the first two minutes, we growled through Gaydon's roads - and finally arrived at the main gate. By this time everything was very happy and warm up front - and then I let her have her head.

Make no mistake, 'Flossie' put all four feet firmly in the trough and gave of her best over the next ten miles of straight high speed road, twisting country rat-runs and badly surfaced lanes. What's more, the further we went, the less he said and an entirely unplanned but brief skirmish with a current model from Jaguar, demonstrably proved the big Triumph hasn't really become too out-

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... I know I shook hands with a total Triumph enthusiast - not just a sportscar nut.

---

dated on the performance side of things.

Still he remained unconvinced.

"Triumph never made a car like this as a stock model. If it had, it would have sold them in the States."

A partly true statement, but I wasn't going to admit it - and the 2000 never sold there in any number, so it was withdrawn in 1967.

'Flossie' obligingly grabbed overdrive third at 65mph. "We couldn't sell them in the States," I called over the noise of the slipstream passing the hole above our heads, "the fuel injection didn't meet California emission levels."

He stared fixedly through the windscreen as the speedometer needle surged to three figures before we had to brake hard for a country crossroads. To my infinite relief, Warwickshire County Council have since had the foresight to install a roundabout at that location now, which makes things a lot easier - albeit potentially exciting when wet leaves are present.

Off again down a dead straight road that first saw the light of day during the Roman occupation nearly 2000 years ago.



This is Alexa Hamilton's 2.5 PI Saloon similar to the one John talks about in this article. It's Valencia Blue with a black interior and left hand drive. The car has Stag 14" wheels and the fuel injection has been replaced with dual SU HS6 carbs. It's a rare car, with only two known to be in the States, the other one being a RHD model imported from England recently. This car was reportedly imported by a US serviceman who used a 1967 2000 Saloon number plate to get it in. It is still registered under that commission number today. Alexa is the Communications Director of the Triumph Register of Southern California.

First, second, third, overdrive third, overdrive fourth - back end squatting hard, snout up in the air and a snarling bellow from the back end.

'Flossie' was having the time of her life! "S\*\*\*, doesn't this goddamned car ever run outa breath?"

"I dunno. Maybe it does - but so far, I usually run out of road before the breathlessness becomes apparant."

Eventually, we returned to Gaydon and parked up. Saying nothing - I sat there for a few moments, watching him trace a finger gently along the polished instrument panel.

Presently he spoke.

"This is a Triumph I could more than live with. We never knew versions like this were part of the range made here."

It was time to go inside and I noted his reluctance to leave the car was rather more than his demonstrated enthusiasm to go out in it half an hour earlier. We returned to the museum - and perhaps inevitably found ourselves once more in the Triumph display. Interestingly, we weren't with the sports cars this time around - and to my infinite pleasure, he spent the next hour looking at and asking questions about the Triumph saloons.

Unfortunately (for him) the Dolomite Sprint wouldn't fit in his suitcase.

When he eventually took his leave for

London airport - and late as well for his flight home, I know I shook hands with a total Triumph enthusiast - rather than just someone who was having a love affair with the sports cars in isolation.

But that wasn't quite the end of the story.

Some months later, I received an email that made me laugh long and loud.

Dear John,

*I expect you may remember taking me for a ride in 'Flossie' last Fall, when I was in England? I hope she and you are well? About a month after we met, I had to spend three weeks in France on business and hooked up with some Triumph enthusiasts over there who made me very welcome - even though I can't speak French. What I want you to know, is that one of the guys I met was selling his left hand steer Triumph 2.5PI SEDAN - and what's more, I bought it! She arrived here two weeks ago and I've had the time of my life since then, getting to know what it's like driving a real Triumph. I've already scared myself half to death - but what-a-car!*

*Keep smiling, and if you find any more looking for a loving home, send 'em over!*

*Take care*

*Ralph*

Uh-huh, it's just a sedan?



Page reserved for information on  
Larry's International Tour  
(Please see your mailed copy)

## DTSC Movie Night

From page 4

to eat a hot dog while wearing a full-face ski mask.” The other bygone DTSC activities documented in the film were the Summer Picnic and “Beer Games” as well as the painting of the infamous DTSC trailer. The picnic footage was pretty interesting as it featured some fun events like spare tire autocross, “Gentlemen start your engines” races, a walking “blindfold” funkhana, and 3-legged obstacle course. All of the picnic footage was quite entertaining and G-rated. We did, however witness a really frightening “butt-crack” shot of someone who’s “Flaming” rear end shall remain anonymous. I mean we are talking major Norge repairman crackage, here, like the Grand Canyon of butt cracks! Trailer painting included some pretty clever designs, even though the painting methods were pretty primitive. Too bad we still don’t have the old trailer, but someone five-fingered the whole shebang a few years later. It is apparent that one thing that hasn’t changed over the years is the DTSC members’ love of food!! Every activity we saw included mass consumption. So what else is new?

The second feature, entitled “Triumphs Across America,” was a 45-minute history of the marketing and sales of the Triumph marque in the US and Canada. The film included several interviews with current Triumph enthusiasts and we were all excited to catch our own Eleanore Love with her TR7 in one scene. This was a pretty good documentary and covered all the TR models since the TR2. Mike found this film on our recent DTSC England Adventure.

At the conclusion of the second film, most members headed out, while a few stayed on for more socializing. By 11:45, everyone was on the road. All in all, it was a very pleasant evening, and I would like to thank Mike Bilyk for once again hosting the DTSC at his home and providing food and entertainment.

*Submitted by Sue Snyder*

## 12th Annual DTSC Brunch Run to the River Crab



Has the occasional warm day got you thinking about taking your sportscar for a drive in the country?

How does joining other enthusiasts cruising along winding roads as waterfront scenery rolls by enroute to a smorgasboard brunch accompanied by a live Dixie Land jazz band sound?

### SOUND APPETIZING?

Then join me, Dave Murphy, in my Java Green TR6, on an enchanting drive along Lake St Claire and the St. Claire River to:

## The River Crab Restaurant (north of St Claire Michigan) Sunday 9th June, 2002

Meet me in the parking lot of either the Drury Inn at I-75 and Big Beaver in Troy for a 9:00 a.m. departure  
- or -

The parking lot one business east of the Big Boy Restaurant at I-94 and M-29 (23 Mile Road) for a 9:45 a.m. exit!

Last year, we had a parade of 27 cars carrying 58 people. There were TR-3s, Spitfires, a GT-6, TR-6s, TR-4s, at least one TR-4A, an MG-A, an MGB, a Sterling, a Jag XKE V12, a Jag XJ-6, a Jensen-Healey, an Austin-Healey, two Minis, a Morgan and even a Triumph motorcycle!

*Brunch is at 11:30 a.m. and I've already made reservations for you.*

## It's Your Newsletter, Please Submit Stories and Pics

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

**Text:** I prefer to receive articles in electronic form. If you have a computer, you can just email a Notepad or Word document to me. The page layout software I use can translate just about any word processor's format, or if it's easier for you, you can cut-and-paste your article directly into your email program. I have to re-type any articles that come to me on paper, and I'm a slow typist, so they may not get into the *Review* in a timely manner. I'll still take them though!

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

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

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

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

— by Blake J. Discher  
Editor, *The Review*

## For Sale and Wanted

**Used Triumph and MG parts:** **TR3A:** chrome and painted windshield posts \$15 pair. **TR4:** short block (liners & pistons out, go with) \$35. **TR6:** short block (no cam, early) \$30; gas caps \$5; twin inlet muffler (exc) \$30; 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 (restorable) \$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 misc 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 MGTD:** 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 248-828-8243 or email needs to trispare@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)

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](mailto:review@detroittriumph.org).



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