Hearty Go Topless on Brunch Run

Thirteenth annual spring run to the River Crab Restaurant
big fun despite unseasonable cold weather in May

By Dave Murphy

Sunday, May 4th saw thirteen cars and twenty-three people cruise up M29 en route to brunch at Chuck Muer’s River Crab Restaurant just north of St. Clair.

Dave Murphy in his new Mini Cooper S led two TR4’s, one TR250, one TR6, one Stag, one Spitfire, one GT-6, one Jensen Healey, one MGB-GT, one Fiat 124 Spider, one BMW (British Motor Works?) 2002 and one Buick Park Arend along Lake St. Clair and the St Clair River.

Although it was early in the season, the morning was sunny enough for the black Spitfire and the white TR4 to go topless. A few others decided to “take it all off” in the afternoon.

We paraded through New Baltimore, Anchorville, Fair Haven, Copeland Corner, Perch Point, Pearl Beach, Pointe Aux Tremble, Pointe Aux Chenes, Algonac, Roberts Landing, Broadbridge Station, Cherry Beach, Martindale Beach, Marine City, Hawthorne and St Clair.

We saw at least six lake freighters on our trip to the restaurant and during brunch. Some speedboats were out racing some of the freighters, but Seadoos and other personal-watercraft were still hibernating.

Just outside Algonac, crews aboard two huge freighters waved to us as they rapidly approached each other seemingly on a collision course in the river. Later on near the

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Above: Several die-hard British car fans braved the cool temperatures to head out in their cars for the annual Brunch Run to the River Crab Restaurant last month.
Detroit Triumph Sportscar Club
Established 1959, our 44th year

An official chapter of the Vintage Triumph Register

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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!
CALL FOR PHOTOGRAPHS
Dave Snyder needs photos for the 2004 DTSC Club Calendar.
Please contact Dave at 586-979-4875.

EVENTS CALENDAR

JUNE
1, Sunday  Orphan Car Show, Ypsilanti  Dick Arend
1, Sunday  Lake Erie British Car Show at Ft. Meigs, Perrysburg, OH
3, Tuesday  Board Meeting  Canadian Legion
6-8  Chemung Canal Trust Historic Races, Watkins Glen  Carlsons
7, Saturday  British Car Day, London, Ontario  Snyders
7, Saturday  CEMA Car Show at Walter P Chrysler Museum, Auburn Hills  Carlsons
10, Tuesday  Member Meeting  Canadian Legion
14, Saturday  Summer British Knights  Local Color Brewery, Novi  Carlsons / Snyders
14, Saturday  Mark & Doug’s Wonderful Island Tour  Put-in-Bay, OH  Rollinson / Cook
19-21  TRA National Meet, Auburn, Indiana  Greg Walker
20-22  Sprint Vintage Grand Prix, Mid-Ohio Race Course, OH
22, Sunday  “Loud Pants” Golf Open  Rochester  Mike Bilyk
26-29  VARAC Vintage Festival, Bowmanville, Ontario  Mike Bilyk / Sue Snyder

JULY
1, Tuesday  Board Meeting  Canadian Legion
6, Sunday  Mad Dogs & Englishmen, Kalamazoo
8, Tuesday  Member Meeting  Canadian Legion
13, Sunday  Larry’s Great Lakes Tour  Toledo, OH  Larry & Sue Tomaszycki
16, Wednesday  Summer British Knights  Bravo Restaurant Roseville  Carlsons/Snyders
19, Saturday  DTSC-LEBCC Erie Canal Driving Tour and Picnic  Ohio  Stan & Carol Fingerhut
27, Sunday  7th Annual DTSC Family Picnic & Pool Party  St. Heights  Snyders
TBA  Scholz Autofest, Capac, MI

AUGUST
1-3  Meadowbrook Festival Weekend
2, Saturday  Wine & Dine at Trackside  Waterford Hills Raceway  Roger Cotting
5, Tuesday  Board Meeting  Canadian Legion
6-10  TRF Summer Party & VTR Convention  Armagh, PA  Pat Barber
9, Saturday  WAMBO, Wallaceburg, Ontario (tentative)
12, Tuesday  Member Meeting  Canadian Legion
16, Saturday  Woodward Dream Cruise Party at the Watches  Jim & Sue Watch
20, Wednesday  Summer British Knights  Local Color Brewery, Novi
22-24  British Car Triathlon V, Stratton Mountain Inn, Stratton, VT
24, Sunday  Larry’s Island Beach Party!  Harsen’s Island  Larry & Sye Tomaszycki

SEPTEMBER
2, Tuesday  Board Meeting  Canadian Legion
9, Tuesday  Member Meeting  Canadian Legion
14, Sunday  21st Annual Battle of the Brits  Freedom Hill County Park  Sue Snyder
17, Wednesday  Summer British Knights  Bravo Restaurant, Roseville  Carlsons/Snyders
21, Sunday  TTC British Car Day, Bronte Provincial Park, Ontario

OCTOBER
4,5  Michigan British Reliability Run  Lower Peninsula, MI  Blake & Lesley Discher
5, Sunday  Oakland County Parks Colour Show, Location TBA
7, Tuesday  Board Meeting  Canadian Legion
14, Tuesday  Member Meeting  Canadian Legion
15, Wednesday  Summer British Knights  Bravo Restaurant, Roseville
TBA  Fall Colour Tour  TBA

NOVEMBER
4, Tuesday  Board Meeting  Canadian Legion
11, Tuesday  Member Meeting  Canadian Legion

DECEMBER
2, Tuesday  Board Meeting  Canadian Legion
9, Tuesday  Member Meeting  Canadian Legion

Events in BOLD are DTSC sponsored events.

Have an event idea? We want to hear about it!
Champagne Brit Car Festival Tests Bush’s Mettle

By Sharon Simon

This DTSC adventure starts on Friday May 23rd at 6:00am. To back up a bit, Jeff and Jan Zorn attended the Champagne British Car Festival last year told us about what a good time they had. This year, fellow DTSC members Mike and Sharon Simon, Mike Bilyk and Dave and Lori Carlson met the Zorns (LBCC) at the usual I-275 and Eight Mile Road Meijer’s parking lot staging center. The Carlsons drove their TR250, the rest of us were trailer queens. Finally by 6:20am we were on the road. Most of the drive was uneventful, thank goodness. Lunch -- remember we do eat -- was at a roadside rest stop on I-74 in Illinois.

We arrived around 2:30pm at show headquarters, the historic Lincoln Hotel. Parking for the trailers was around the corner in the Lincoln Square Mall parking lot. The hotel’s front lot was reserved for British car parking. The hotel, a Tudor style building, was built in 1929 with very heavy and dark decor. I felt like we were in a Stephen King novel, and hearing that the hotel had a ghost confirmed it! More on this later.

We unpacked, and a bit later, wandered down to see what cars were in the lot. Friday’s activities consisted of picking up your pre-registration packet, and for those who wanted, a theme dinner/dance was held. This year the Beatles were the topic. Mike and I chose to not attend but did see several car buffs in unique outfits.

Several other DTSC members made the trip down to the show, but left home a few hours later then our group did.

At about 5:00pm in come Larry and Sue Tomaszyczki towing Geof and Lori (Day) Bush’s Spitfire, and another couple who drove from Charlevoix in their Spitfire. As Geof was exiting the Lincoln Avenue exit, about one-half mile from the hotel, a connecting rod blew through his block. All forward motion stopped suddenly. This was a heartbreaker since the Bushes were looking forward to meeting up with the Spitfire Squadron, a Spitfire club holding a “show within the show,” and get a chance to have their Spitfire automobile photographed next to a World War II Spitfire airplane on Saturday. It was only luck that prevented the incident from happening while the Bush’s were driving the back roads to get to the show.

The Spit was maneuvered into a parking place and the bonnet opened for all to see a very large hole in its block. A fee could have been charged for all the looks to pay for the repairs! Eventually though, things did work out. An offer was made to use a car and trailer to get their broken-down Spit to the photo shoot and to the car show on Sunday. Also, another Spitfire was loaned to them to use for the picnic drive on Saturday. That was great news to the Bush’s since they had driven so far to get to the show.

On Saturday we were happy to see the sun and nice weather. The picnic drive did not start until 10:00am so I checked out the Farmer’s Market going on in the same parking lot the show would be in the next day. I would have liked to bring back some fresh plants and vegetables, but ended up just looking at everything offered. A number of Amish were selling their products, fresh foods, and produce. Shortly after 10:00am there was a drivers meeting, and we headed out in groups of 10 to 12 cars.

We were given directions and had a lead driver. The terrain was level so we had only one u-turn the entire drive. It was a great day to do the drive -- lots of sun and pleasant temperatures, not too hot at all. We zipped along two lane roads encountered only a couple of areas that Mike had to slow down to a crawl so as not to throw stones or create a dust cloud for those behind us. We arrived at Homer Lake, a very picturesque spot, for lunch. The sponsoring club had reserved a park build-

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Believe it or Not, There is a World East of New York!

Editor's note:
We first met John Macartney at the Heritage Motor Centre in Gaydon, England. He acted as our tour guide for the day and upon my return, offered to send several essays he’d written that pertain to Triumphs. Of course I gladly took him up on his offer!

I write this in a very light-hearted frame of mind, so there is absolutely no need for anyone to feel offended by what they read.

A few weeks ago, I was at ease in my bed and following a pursuit popularly known as sleeping. As far as I can determine, most people do this at a reasonably predictable period in the twenty four hour diurnal and usually, in Biblical terms, “when darkness covers the earth.”

So there I was in a profoundly horizontal position and being a nuisance to absolutely no-one - not even myself, so it can reasonably be argued that peace prevailed in my house.

The strident ringing of the telephone by my bed effectively shattered my slumber. The instrument alongside my pillows is fitted with a loud bell because once I am asleep, it needs something akin to the bombs of Nagasaki and Hiroshima to wake me. Sleepily, I reached for the receiver and promptly put the mouthpiece to my ear which, in terms of ease of communication, was perhaps not a sensible move. Untangling the flex from my wrist and still groping in vain for the bedside light, I finally managed to answer the call, expecting that for anyone to ring at such an hour, it could only be a family emergency.

It wasn’t - though for the person making the call, it was clear an emergency - of sorts.

“Oh, Jaaaahn?” said a very American voice.

“Speaking,” I replied in a sleepy tone.

“Jaaaahn, this is …… I’m calling you from El Ay - that’s in California?”

“Yes. I’m aware of it’s location.”

“See here, Jaaaahn - I got your phone number off of the ‘net and I wanted to know if you could help me about white sidewalls on a Spitfire?”

“In what respect, exactly?”

There was a brief silence.

“Er, Jaaaahn, I hope I’m not disturbing ya? I’m just leaving the office to go home?”

“Really. Without putting too fine a point on things, I think you should know that I’m asleep. At least, I was asleep until you called”

“Hey. A quick snooze in your favourite chair after supper, huh?”

“No. A little more than that. Truth to tell, I’m in bed -asleep. At least, I was asleep before you rang as it just happens to be three thirty in the morning here.”

There was another brief pause, as though the caller was trying to work out exactly what I had said.

Then came a question I found a little surprising.

“Oh. Did I wake ya?”

The question was followed by an indulgent chuckle.

“In a word, Yes.”

“Gee that’s strange. They won’t have gone to bed yet in New York - and that’s four hours or so ahead of where I am.”

Oddly, there was no further apology - even though I pointed out (as politely as I could) that British Summer Time is plus five hours on whatever it might be in New York - and the difference was constant.

He entirely ignored that and proceeded to acquaint me with a prolonged tale of woe about the difficulty he was having about obtaining white sidewall tyres - the narrow band version. It seems he’d been offered several types with varying band widths - but wanted to be sure “he wasn’t getting screwed.” This statement of prevailing difficulties in the ultimate restoration of a thirty five year old car then headed off into the stratospheric regions of whether suspension trunnions should be greased or oiled - and finally, a detailed resume on the weight of oil to use in SU dashpots - and why, would be most helpful.

I have to say (with regret) it was all getting rather tiresome but I tried to make allowances for the fact the caller was obvi...
“Drive Your British Car Week” Celebrated with Mystery Tour

Written by Jim Watch

At Chairman Mike Simon’s urging, the Club sponsored a mystery tour on May 31 to celebrate “Drive your British Car Week”. Although the weather was unseasonably cold that Saturday, a number of hardy souls gathered at the Canadian Legion in mid-afternoon to watch President Pat Barber pick our dinner location “from the hat.”

After learning that our destination was The Common Grill restaurant in Chelsea, the group settled on our route and set out. It turned out to be a nice beautiful afternoon for a drive through the rolling countryside north and west of Ann Arbor, and our parade of British cars was a fitting salute to the week’s purpose of getting the car out of the garage and on the road.

When the caravan arrived in Chelsea, parking was at a premium, so we split up to park and then met up on the Main Street. After visiting a couple of art galleries, we hit the local pub before heading to dinner.

The Common Grill is a very nice place, and although we had to wait a bit for them to get enough tables together, the dinner was worth the wait. One pregnant lady in our group could not get enough of the hot fudge, but that was perfectly understandable.

A great time was had by all, and the “drive and dinner” format was perfect for a half day event.

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Summer British Knights

A series of British-only Car Cruise-in nights to be held on the third Wednesday of each month through October, 2003. Evenings, from 6pm until whenever.

All British car clubs and owners are cordially invited to join the Detroit Triumph Sports Car Club in enjoying these summer evenings in the company of fellow British car enthusiasts, while also enjoying great food and spirits.

July and September:
BRAVO! Italian Restaurant
29047 Utica Road, Roseville
586-775-4500

June and August:
Local Color Brewing Company
42705 Grand River Ave., Novi
248-349-2600

For more information contact Dave & Laurie Carlson: davela@juno.com 248-426-6124, or Sue Snyder: snydleydog@yahoo.com 586-979-4875.

Mark & Doug’s Wonderful Island Tour
Saturday, June 14th

Detroit Triumph Sports Car Club members will have the opportunity to experience the beauty and friendly atmosphere of the island of Put-in-Bay. For anyone who has never visited this quaint little island in Lake Erie it’s definitely worth the trip. Put-in-Bay is long know for its plentiful bars and restaurants, colorful local personalities and somewhat eccentric residents.

- Fun Rally
- Visit a Triumph collector
- Have a great Barbeque dinner
- Lots of photo opportunities

We’ll gather at 7:00am on Saturday morning, June 14th at the Pilot gas station located at the Nadeau Road exit off I-75 just south of the merge with I-275 near Monroe. We will then caravan to the island.

GO DRIVING FOR CHARITY

2003 ALL-BRITISH MICHIGAN RELIABILITY RUN

We’re driving 800 miles in 36 hours to send kids to the Hemophilia Foundation’s summer camp, Camp Bold Eagle!

Get a co-pilot and join us October 4th and 5th in this run for a great cause. Open to all British marque vehicles, we’ll depart Marshall, Michigan for a loop around the lower peninsula of Michigan. Visit www.mibr.com, email info@mibr.com, or call 313-289-9280 for complete event info. Get involved, you (and your car) can do it!
TRials and TRibulations in Townsend, TN

Written by Sue Snyder

Six-thirty in the morning may be too early for some, but not for the DTSC group heading down to Townsend, Tennessee for the 15th Blount British Car Gathering. Making the early start were Mike Bilyk - Jag XK8, Ken & Judy Pardonnet - Dustbuster Special, Mike & Sharon Simon - TR4A, Dave & Sue Snyder - GT6 & MGB, and Carol Uloth & Laura Walters - Miata. Blake & Lesley Discher had planned to leave with this group, but some glitches in towing preparation (Blake’s first tow experience) would cause a much later start for the Dischers and their friends, Bruce & Daniela Rideout, driving the TR7 Spider.

Our drive down proved relatively calm, with several fuel and pit stops, before our usual picnic lunch in Kentucky. We didn’t have any problems until after lunch when we were caught in a couple of downpours (Carol & Laura had their top down!) and a couple of accident tie-ups. None of these were any big deal, but they did add some time to the trip. Things moved well until we hit the Knoxville area where the maze of freeways and a huge number of semis helped me to miss the intended exit and lose our caravan. It was a full six miles later that I finally managed to emerge from a “tunnel-O-trucks” and get to an exit ramp. Stopping for directions proved to be a waste of time as the two people I talked to seemed to have less knowledge of the area than I. They were locals, too! I decided to simply retrace my steps until I got to the correct exit and continue on the route to Maryville from there. About 15 minutes later, I made radio contact with Mike Bilyk, who had backtracked from our usual Southpaw shopping spot in Maryville to find me. I was soon reunited with the Club caravan and we continued on our way to Townsend. We arrived at the Best Western & show site and, daring fate, we registered for the exact rooms we had the year before. Yes, the very same rooms from which we were locked out, after a storm had left all the electronic door locks in non-working order! We settled into our rooms and made plans for the evening. We were joined by DTSC members Thom & Billie Phillips - TR4 from Macon, GA. We enjoyed a fine dinner and then spent several hours socializing outside our rooms while waiting for the second DTSC group to arrive. The Discher party finally drove in at 11:30pm after several calls to Mike Bilyk for directions. It seems they too had become lost. At least they could use darkness as an excuse! After trading stories about our trip down, we all retired for the night.

Up early on Friday, Sharon, Laura, Judy and Carol hit the road for an all-day shopping spree, while Mike Bilyk, the Dischers, Bruce & Daniela, Ken Pardonnet, and Dave & I headed for the famous “Dragon” and Deal’s Gap for a day of cruising fun. Mike Simon (retired) chose to take a nap and relax! Once again, we had a great time shooting through the 20 minute autocross that is the 318 turns of the Dragon. When we arrived at Deal’s Gap, there were new Minis everywhere. They had planned a group meet for the weekend to do the Dragon. We saw several other classic British cars as well as the always present motorcycles. We toured along several of the local roads through the mountains and enjoyed some great scenery. We again stopped at an overlook for Blake to get some good shots of the Stag and Spider. On our return trip through the Dragon, Ken put the TR7 through its paces in fine style! It was quite a pleasant day.

About mid-afternoon, we returned to the hotel where we decided to wash and

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“Loud Pants”
Golf Outing
This Month!

WHEN: Sunday, June 22, 2003
WHERE: Twin Lakes Golf Club,
NE corner of Rochester and Buell Rds.
TIME: Participant meeting at noon.
First group off at 1:00 PM

On Sunday, June 22nd, the Club will depart from its normal pastime of the kicking of Triumph tires to the kicking of golf cart tires. The plan is for a relaxing and enjoyable day of playing golf – with one exception!

In order to play in the outing, you must wear “LOUD” pants. Just this spectacle alone should have the cameras clicking all day. The event will be open to the first 24 Club members paying the $50.00 entry fee (checks payable to DTSC.) Foursomes will be selected by drawing names from a hat. The plan is to have men and women distributed equally among the groups. You will not know who your playing partners will be until just before tee off time.

Awards will be presented to the first place team, closest to the pin (front and back nine for both men and women,) and the GRAND prize – a neat gift for the guy and gal with the LOUDEST pants. After play, we will return to the house for dogs and burgers and a change of clothes (if you feel so inclined!)

To register, send your check by mail to Mike Bilyk or turn it in at the next meeting or club event, and remember, “Old men don’t die, they just lose their balls.”

Inter-Club
Driving Tour and Family Picnic

Drift Back in Time on a Mule-Drawn Canal Boat

Canal Experience
Saturday, July 19th

We’ll travel as a group to a member of the Lake Erie British Car Club’s home just before the Ohio border. There, members of that club will join us, and we’ll continue to Providence Metropark near Toledo for a fun-filled family picnic.

Providence Metropark is the only place in the United States where a visitor can board a working, mule-drawn canal boat for a trip on an original stretch of the Miami & Erie Canal, “lock-through” an authentic lock and tour a working, water-powered saw and grist mill.

We’ll provide burgers and hot dogs, you bring a desert or side to share. We’ll be at the Miami Shelter at the park, right next to some terrific horseshoe pits!

We’re gonna’ have a blast...
Don’t miss this event!

We’ll depart at 8:30am sharp from our staging point at the Meijer’s store at 8 Mile and Haggerty Roads just off I-275.

Total driving time approximately one hour 45 minutes on a combination of state highways and paved secondary roads. CB Channel 5.

Questions? Phone Blake at 313-289-9280.
Road Trip to Champagne, Illinois for British Car Festival

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Brunch Run

From page 1

old Colony lighthouse, two C130 aircraft (probably on approach to Selfridge ANG Base) starboard banked quite low over our group. Someone said they saw President George W. Bush in one of the windows giving us the thumbs up.

We had time for our usual stretch-the-legs picture-taking stop at the pretty little riverside park in downtown St. Clair. Two lake freighters (one with a most unusual grey-colored hull) cruised by in the bright blue water making excellent backdrops for group photos on this beautiful sunny day.

We angle parked most of our cars in our own usual stylish row in the lot across from the restaurant, and sat inside together at two long tables overlooking the St. Clair River. The fare was the usual seven plate repeat visit smorgasbord affair, with everything from lox to lamb chops, omelets to asparagus, crabs legs to key lime pie, and chicken to cheese cake available. The Dixieland band played for a spell at each table and also performed requests, such as Happy Birthday for our Dick Arend.

During the meal we thought we could finish up our day at any time. We had a scheduled meeting in the parking lot where we would be joined by the World War II Spitfire Squadron. We had planned to take a group photo with the planes and, if we wanted, to have an individual shot with the plane and our car. The photo shoot was being handled by the Spitfire Squadron who had arranged for a photographer to take a panoramic shot of all the cars with the plane and, if you wanted, an individual shot of your car and the plane together. That was going to take some time. After going through the hangars and viewing several WWII planes -- it looked like a private museum -- we decided to leave. We headed back to the hotel for Friday night’s street dance.

The hotel’s dinning room hostess told us the hotel was haunted. Long ago a woman died on the hotel’s fourth floor. The hostess and her boss saw something moving when they knew no one else should have been there. We were not bothered by any spirits other than the wine supplied to us by Mike Bilyk Saturday night.

Sunday was show day. We awoke at 6:00am to get ready. The Zorns were up earlier to set up their vending area. We discovered we couldn’t get out on the show grounds until 9am so we went out for breakfast. Since show participants could pick up registration packets on Friday, the entry process was far less stressful for the club members. We later learned the show is run by just six people! Two members handled parking; one asked if you had pre-registered, the other guided you to the designated parking area for your marque. Two other members handled the day-of-show entries. The people’s choice ballots were counted by two more members.

This year’s participant count totaled 163 with the day starting off cool and cloudy. By late morning we had full sun. Jeff and Jan Zorn were right; all in all we had a great time. Lots of laughs and a few “Oh No!” moments. The organizers are working out some changes for next year and several of us plan to attend this fun show again.

Several DTSC members did well in the balloting: Hard Luck Award, Geof and Lori Bush; models, Geof Bush; MGA class, first place, Jeff and Jan Zorn; TR-4 / TR4-A and TR250, first place, Mike and Sharon Simon; second place, Dave and Lori Carlson; third place, Mike Bilyk. The Spitfire Squadron announced their results as well: model year 1971 to 1980, first place, Geof and Lori Bush.

Battle of the Brits Volunteers Needed

If you care to help out with the many tasks needed for this year’s Battle of the Brits, please contact Sue Snyder at 586-979-4875.
Announcing the
7th Annual DTSC
Family Picnic & Pool Party

Sunday, July 27th – 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

Macartney

From page 5

ously an enthusiast - but I wasn’t prepared to put up with it much longer. Politely, oh so politely, I asked for his number and promised to call him back when I had obtained the answers to his questions.

I indicated “it wouldn’t take all that long.”

He was as pleased as punch at this revelation and said he awaited my call with interest.

“Would I be long?” he asked.

I said I didn’t think I would and could probably let him know within twenty four hours. Would that be alright?

He thought it would.

We hung up - and somehow I returned to my slumbers.

At about lunchtime the next day and having determined the approximate width of narrow white sidewalls, I returned the call.

A very sleepy voice answered after what seemed an eternity of a ringing tone.

“Huh?” it grunted.

In my very best and cheerful voice of the-sun-has-got-his-hat-on-and-it’s-coming-out-today, I said, “sorry to bother you, but just before I go down to the pub for my lunchtime pint, I thought I’d give you the answers to the questions you posed a few hours ago about your Spitfire. Apologies for the delay, but it’s taken all morning to get reliable answers to your questions - but here we go. Whitewalls were about an inch and a half, though Dunlops and Goodyears were slightly different.”

All of a sudden, I found myself somewhat rudely interrupted.

“Who the ^$£*%(&^ is this? Do you know what time it is?

“Er, Yes. It’s about a quarter to one here.”

“Perhaps it is buddy - but it’s three o’clock in the £$%^&* morning here!!!!!!!!”

“Oh, did I wake you? It’s lunchtime in England and mainland Europe’s only an hour ahead of British Summer Time.”

After just one more expostulation on his part, there was an audible click in my earpiece and the dialling tone was heard.

Isn’t human nature a very strange thing?

In the spirit of helping out a fellow enthusiast, you do your best to get the required info. Then, having obtained it, you make a transatlantic call at your own cost - and at peak rates I might add, only to get the phone slammed down on you before you’ve even really started to answer the points raised.

And when you do all this, the very last word shouted at you as the call is terminated, is “***hole!” - and the satellite handled it perfectly.

Crisp, clear, unmistakable - it went zinging out into space and was promptly bounced back to our steam operated telephone system and without further let or hindrance, into my little three hundred year old cottage home.

I conjecture that ‘***hole’ has never travelled so fast - or perhaps even so far? I’m inclined to think that because of its clarity, it might have even possessed state-of-the-art ‘digital’ properties. What a triumph for technological science!

But doesn’t such a response tend to corrupt your faith in human nature, or am I just a mite too sensitive?

Needless to say, I wasn’t even allowed the opportunity of saying “Did I wake ya?” - but as I replaced the receiver in the cradle, an old saying crossed my mind.

It runs along the lines of a pot calling a kettle black?
British Cars in the Smokey Mountains

From page 7

spiff up our cars for the Saturday show. The shoppers had not yet returned, so we decided to get car washing done before dinner. No sooner had we got our supplies ready, than a huge storm hit the scene, complete with horizontal rain and many lightning strikes. We gave up the car wash idea and moved to our rooms to watch the storm. Things got antsy with the rain beating higher and higher up on those doors, until we were sure we would have a repeat of last year’s adventures. At least we were inside, though. In any event, the rain stopped a couple of inches short and our rooms were safe. The storm moved out as quickly as it had arrived, but the sky remained overcast as we again began car washing chores. Pretty soon the shoppers arrived (they had also managed to get lost), and we made plans for dinner and a visit to the Bluegrass music festival right down the road. After dinner, we returned to the hotel and then walked the short distance to the festival. There were plenty of people in attendance and we were impressed with the huge number of very talented musicians around. We stayed to listen for a while, and the two Mikes & Sharon also indulged in some home-made ice cream. Back at the hotel, we gathered outside for our regular evening parking lot session.

Saturday found everyone up early, preparing their cars for the show. A couple of us went over and lined up early to get on the field, but the show organizers sent us back to wait by our rooms!!! At least they did make all cars wait until 9 o’clock, so we weren’t the only ones waiting. As soon as we could, we got our cars situated and selected a spot to stake out for our group.

One of the many informal groups that got together to jam at the Bluegrass Festival.

The weather was just perfect for a show with plenty of sun, mild temps and a cool breeze, and we settled in for an enjoyable day of viewing British cars, voting on our favorites and, of course, vending. Absent from this group were Carol, Judy and Laura, who had once again hit the road to shop! I managed to do fine shopping right there at the show and purchased a few car related items. At 3:30pm, the awards were presented and the Club cars managed to gather in two 2nd places and also a pair of 1st place awards. We were somewhat perplexed by the peoples’ choice of a super modified MGB “hot rod” as the Best in Show, when our own favorite - an early 60’s Jaguar sedan - did not win. Stranger things have happened, though, and you never know what will happen with peoples’ choice.

Right after the awards, many cars left for a short mountain tour. Our group chose to remain behind and get our cars safely off the show field. Those who were traveling with trailers quickly got loaded up, so we could have a couple of hours to relax before dinner. Some of the group had purchased tickets for the Blount BBQ, while others chose to visit local restaurants to dine. After dinner, we once again gathered outside our rooms for social hour and to discuss departure plans for Sunday morning. We did celebrate the Club victories, but most retired early to be ready for the 7:30 am start home.

Sunday arrived bright and dry as we made ready to leave, but unfortunately, the Discher’s trailering woes continued when Blake’s newly installed brakes failed to adjust for the extremely steep exit from the hotel. After several attempts to adjust the brakes, the guys managed to get Blake turned about so he could exit via a much less steep road and we were on our way. We did make an immediate stop for fuel, where we decided that Blake’s tires were seriously under inflated. Once that was taken care of, we were on the road for home. Blake commented that the trailer pulled much better with the tires up to pressure and his brakes also began to work again. The MGB developed an electrical problem as I lost my turn indicators. This was also a minor glitch (although I am ready to install my new fuse block as I write) and our trip home ran very smooth. I think all agree that it was a fun weekend and one worth repeating.

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