

TRIUMPH REVIEW

Detroit Triumph Sportscar Club

OFFICIAL PUBLICATION

www.detroittriumph.org



INSIDE THIS ISSUE:



RECOGNIZE THIS RARE CAR? Read about it and the awards it won at this year's "Battle of the Brits." See sidebar on page 8.

KART 2 KART RACING: Once again, it's time to jump into your go-kart and race for the fastest time on an indoor track!. Page 5

PARTICIPATION POINTS UPDATE: Roger Cotting has sent along the latest numbers for DTSC Participation Points. Page 3



TECH FEATURE: Fuses, such a small item can cause you big headaches if you don't know the details. Page 5

OCTOBER EVENTS:

- 1:** Board meeting, Royal Oak
- 6:** Fall Color Tour
- 8:** Member Meeting, Royal Oak
- 16:** Summer British Knights, Roseville



Huge Turnout for Battle of Brits

Perfect weather brings out terrific examples of British cars!

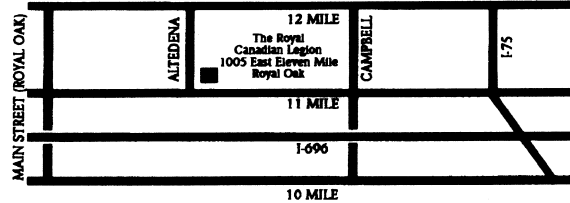
WOW! What else is there to say about this year's *Battle of the Brits*. Everything was perfect - well, almost everything was perfect. We did have some behind the scenes glitches, but the staff made quick decisions and most participants had no idea there were any problems. Finally, after two years of rain and mud, the weather was great.

I think all our pre-event publicity is paying off with increased attendance as we registered a record 434 British cars. I have to admit that **Dave Carlson** and I were getting a bit nervous with only 213 pre-registered, but that's still more than last year. The 231 cars that registered late really pushed us to the limit as we had only hoped for about 350, but more on that later. We do compete with the big Des Plaines, Illinois show every year for the Illinois and west Michigan cars, and for us to draw this many new participants means the word is getting out about our show. I think another thing that boosted this year's attendance was the positive word-of-mouth by past participants. The *Metro Triumph Riders* also recorded a new high with 202 bikes on the field.

The big turnout wasn't the only thing new for 2002. With the building of the giant playscape at the west end of the park, Freedom Hill forced us to come up with a new parking layout for the show field. This turned out to be a good thing because we could actually plan for more parking spaces. If we had stuck to our old plan, there's no way we could have placed 434 cars on the field. Our new layout was set up for 350 cars with a whole lot of overflow space for late comers. Even though we filled almost all of the extra space, we know we can add still more overflow for 2003.

Continued on page 4

Above: This year's Battle of the Brits brought 434 British cars and scores of people to Freedom Hill Park in Sterling Heights. It was the best turnout for DTSC's annual event.



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 20th of the month preceding publication. 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!

EVENTS CALENDAR

OCTOBER	1, Tuesday 6, Sunday 8, Tuesday 16, Wednesday	DTSC Board Meeting Canadian Legion DTSC Fall Colour Tour DTSC Member Meeting Canadian Legion DTSC Summer British Knights Bravo Restaurant, Roseville	DTSC Blake & Lesley Discher DTSC Dave & Laurie Carlson
NOVEMBER	5, Tuesday 12, Tuesday 24, Sunday	DTSC Board Meeting Canadian Legion DTSC Member Meeting Canadian Legion DTSC Day at the Races #3	DTSC DTSC Sue Snyder & Mike Bilyk
DECEMBER	3, Tuesday 10, Tuesday	DTSC Board Meeting Canadian Legion DTSC Member Meeting Canadian Legion	DTSC DTSC

Detroit Triumph Sportscar Club Participation Points

9	Ahlstrom, Tom	3	Flaherty, Fred	6	Mancuso, Steven	32	Smigelski, Dale
9	Ahlstrom, Kathy	13	Flynn, Fred	3	McPhredran, Steve	113	Snyder, Dave
7	Akins	14	Fuller, Jack	3	Merrick, Jess	252	Snyder, Sue
17	Anderson, Mark	9	Fuller, Nancy	9	Meyer, Jamye	18	Snyder, Jamie
6	Anderson, Terri	4	Garr, John	21	Meyer, Jeff	9	Stevenson, Elizabeth
24	Arend, Dick	4	Garr, Sue	3	Meyer, Aaron	29	Tomaszyci, Sue
6	Arend, Lucille	15	Gietzen, Norm	3	Meyer, Aaron	53	Tomaszyci, Larry
43	Barber, Pat	9	Gietzen, Janie	16	Mitchell, Debbie	37	Truett, Richard
68	Barber, Tamara	3	Gietzen, Norman	16	Mitchell, Doug	3	Ulig, Mark
95	Bilyk, Mike	14	Gietzen, Ethyl	3	Moody, Ken	27	Uloth, Carole
4	Bolte, Hans	138	Goin, Bill	6	Moore, Carole	78	Uloth, John
14	Brinker, Mike	27	Goin, Denise	6	Moore, Jim	3	Urbanski, Janet
4	Brinker, Micheal	3	Grant, Bill	26	Murphy, Jack	6	Valentine, Jack
15	Brown, Shel	3	Grant, Pat	12	Mynek, Robert	4	Van Hoey, Walt
11	Bush, Geoffrey	14	Holbrock, Chris	3	Mynek, Barbara	4	Verdejo, Julian
27	Calkins, Steve	7	Holbrock, Gris	14	Nahass, Matt	25	Walker, Greg
24	Calkins, Peggy	3	Hoskins, Dawn	3	Nash, June	8	Walker, Sue
38	Campana, Dan	87	Jonker, David	17	Olsen, Karen	59	Walker, Glen
26	Campos, Kevin	89	Jonker, Maureen	26	Olsen, Bob	78	Walters, Terry
119	Carlson, Dave	4	Kachman, Michael	13	Outland, Rodger	17	Walters, Laura
119	Carlson, Laura	4	Kachman, Carol	49	Pardonnet, Judith	4	Warsinske, Jane
3	Chambers, Bob	6	Kalbfeld, Saul	66	Pardonnet, Ken	72	Watch, Jim
16	Clark, Ron	3	Lambert, Carol	34	Parks, Grechen	68	Watch, Sue
15	Cook, Doug	3	Lambert, Charles	3	Penton, Bruce	16	Wild, Paul
90	Cotting, Roger	50	Larose, Wayne	3	Reiner, Allen	20	Wild, Terry
34	Dawe, Paul	13	Laskos, Linda	7	Reinowski, Dave	6	Young, Maureen
3	Day, Lauri	24	Lawton, Allan	34	Riddell, Steve	7	Young, Bob
16	Derikx, Julie	3	Lawton, Jean	26	Riddell, Maureen	23	Zachel, Kathy
115	Discher, Blake	6	Lawton, Jennifer	7	Ring, Steven	3	Zaleski, Ed
39	Discher, Lesley	3	Lawton, Steve	24	Rollinson, Mark	11	Zemke, Mark
75	Dixon, Andy	3	Lawton, Patricia	37	Royal, Matt	62	Zorn, Janet
12	Ehrhardt, Stu	51	Lesage, Bob	57	Royal, Michele	48	Zorn, Jeff
9	Ehrhardt, Joan	4	Lipari, Marisa	10	Schaller, Hermann		
9	Ehrhardt, Hannah	3	Love, Eleanor	3	Schaller, Geri		
3	Ensley, Don	3	Love, Ivan	54	Sheets, Alan		
3	Ensley, Janet	31	MacKenzie, Darcy	154	Simon, Mike		
6	Fader, Hugh	27	MacKenzie, Fraser	86	Simon, Sharon		
10	Flaherty, Charles	3	Mancuso, Salvatore	49	Sims, Connie		
6	Flaherty, Norma	6	Mancuso, Paulette	49	Sims, Brian		

Points as submitted by Roger Cotting. Does not include VTR, September Review and WW Dream Cruise party.



Photo: Jeff Meyer

Battle of the Brits: New Parking Layout Worked Well

From page 1

The vendors' area was centrally located this year and I know they were much happier in this new spot, as several of them let us know they liked this new layout much better than past years. I've also received several emails with positive comments since the show. Most vendors also expressed their intention to return next time. Having all the registration and the Club tent in the center of the field also made it much easier for participants to take care of business and get information.

The revamped registration routine proved popular with both staff and participants. Thanks to the field entry gate staff, there were no delays or tie-ups when cars entered the field. The many parking staffers also saw to getting all cars parked in the right places with an absolute minimum of delay and confusion. Using the Freedom Hill's permanent booths in the center of the park was a real bonus for us as Dave could set up his computers without worry, and the registration staff could organize things to move right along. There was plenty of space for all the boxes of goody bags and T-shirts. The DTSC set up right next door in another booth and had all our Club regalia on display. The Club staff also took care of the door prizes and our charity sale of *British Car* magazine, which sold out in a short time. We had 25 copies of our new 2003 calendar on hand, and these also sold out!



Quite a few TR3s made it out for the BOTB.

As mentioned earlier, there were a few snags as we ran short of registration forms, windscreen cards and envelopes, but a quick trip home (15 minutes) and we had plenty of supplies. We had ordered 400 T-shirts, anticipating a crowd of 350 or less registered cars, so we also ran short here too. Thanks to KDC Wear (our t-shirt supplier), however, I have all the extra shirts in hand and have sent them out. Several staffers missed picking up their shirts, but



A 1959 Nash Metropolitan. It has a top speed of 78mph and an engine that puts out 52HP. Price when new: \$1,774.60.

most said they weren't worried about them as long as we had more to give the participants. Thanks, you guys. We want to keep all of the participants happy.

Registration closed at 12:30pm and the judges hit the field to evaluate the cars. Participants' Choice voting also began in earnest and soon ballots were being turned in for tallying. By 3:00pm, all ballots were in and we began the task of sorting and listing the winners for each of the 39 Concours and 12 Participants' Choice classes. At 3:50pm, all votes were counted and we were ready to begin the awards ceremony right on time. With 156 awards to hand out, the presentations took over an hour, but the participants present were enthusiastic and supportive to the last, with plenty of applause for each winner. Once all the awards had been presented, we drew car numbers for the "grand prize" of a beautiful, fully stocked English wicker picnic basket, donated by **Jeff & Jan Zorn** of LBCarCo. I am happy to report that this great prize was awarded to DTSC members **Hermann "the German" and Jeri Schaller**. Hermann was very, very happy to claim this prize!

As soon as the festivities were over, the staff hustled to get all of our equipment packed into the trailer. With everyone

pitching in, it took only about a half hour, and then it was on to our house for beer and pizza. KDC Wear's Kim also joined in the fun and spent a couple hours schmoozing with us after the show.

Needless to say, the beer and pizza was a well-earned treat for the BOTB staff. Without these hard-working Club members, we could not have such a fine event. You know who these folks were—the ones in the red shirts, smiling and bustling around the show to make sure everything went as planned. I am not going to list them all here as it would take a ton of space – and I'd feel really bad if I forgot to mention someone – but rest assured, all of the DTSC members who helped out really deserve our thanks for a truly awesome 2002 BOTB. Never fear, I will make sure you all get extra participation points from Roger. In fact, I have already sent him the list! I would like to say "Thanks!" to all the staff. You have my gratitude for a job well done.

There are several DTSC members who really went the extra distance for the BOTB this year, working long and hard to make sure the show was a success. They are: **Dave and Laurie Carlson**, registration; **Wayne and Dee Johnson**, all the way from San



This 1968 Bond Equipe Mk1 owned by Sherry Dittman in original condition attracted lots of attention.

Diego to help; **Jim and Sue Watch**, anything and everything that needed doing last minute; **Jaimie Snyder**, lots of things, like showing up at 6:30am on show day to drive the MG; and of course, **Dave Snyder** who works hard all year on the BOTB, especially parking, and listening to me complain!

Special thanks also to goody bag stuffers **Mike Bilyk, the Carlsons, Blake Discher, Dave and Maureen Jonker, and Mike and Sharon Simon**. For helping to layout and stripe the show field on Saturday: **Mike Bilyk, Dan Campana, the Carlsons,**

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Tony Reinowski Memorial Award

Last Call for Nominations

The DTSC will honor the memory of long-time Club member, friend and devoted Triumph enthusiast, Tony Reinowski, who passed away shortly before our Year End Party in January of this year. The Club will present the first annual "Tony Award" at the next YEP in January of 2003.

Please remember Tony's quick wit and outgoing personality, as well as his great storytelling abilities and enthusiasm for British cars as you consider candidates for this award. Remember also, Tony's always smiling and friendly approach to members, new and old alike. Tony always made a point of including new and prospective members in activities and conversations.

As the former treasurer (for many years.) Tony was very active and attended most Club events. He acted as our "ultimate shopper," always finding the best deals on door prizes. Tony took pride in making the DTSC better and more enjoyable for members. As a board member, his ideas were most respected, and his knowledge and opinions valued.

I mention all these things about Tony because I would like you to consider them, as you think of a club member whom you would like to nominate for the Tony Award. Please send nominations in writing and include the member's name, and why you think they should receive this honor. Include a description of how the person reminds you of Tony and which Tony qualities he or she demonstrates the most.

Nominations will be accepted until
November 1, 2002

Send nominations to:
Dave Snyder
39148 Boston
Sterling Heights, MI 48313



Driver Spaces Still Available!

"A Day at the Races"

All DTSC members and their immediate families are invited to join in on the fun for some exciting kart racing on Sunday, November 24th at the Kart 2 Kart facility in Sterling Heights. Driver's fee is \$15.00. All proceeds go to the Children's Home of Detroit

DTSC has reserved two hours of track time from 1PM until 3PM at the European-style indoor kart track, located at 42705 Van Dyke (M-53) just south of 19 Mile Rd. After our heart-pounding hour on the track, our afternoon will continue with awards and dinner at the Rochester Mills Brewing Company, 410 Water Street, Rochester, MI.

All karting participants need to attend the mandatory drivers' meeting at 12:15PM. At this time, drivers will sign their release forms and be fitted for safety equipment. Please feel free to arrive even earlier to take care of these routines. Required safety equipment includes collar and helmet, fire suit is optional. This equipment will be supplied by Kart 2 Kart, or drivers may use their own. Gloves are also recommended, but not provided by the track.

Don't miss the Excitement!

Kart 2 Kart
42705 Van Dyke
South of 19 Mile Rd.
810-997-8800

DTSC Track Time:
1:00 - 3:00PM
Please be prompt!

My First Triumph: Dave Jonker's Brit Car Interest Yields Wife

In light of all the recent *My First Triumph* stories, I guess I would be considered a late bloomer. The year 1995 was not the best year in my life, so I found myself looking around for a diversion.

One day while driving past a used car lot on Gratiot, I spotted a cute little sports car for sale. It turned out to be a late model Spitfire with an asking price of \$6,000. Not having a clue

whether it was a good buy or not, I called on the dad of an acquaintance who I knew owned a TR6.

His advice was that for that price I would be happier with a TR6. So I purchased a copy of the good ole *Tradin' Times* and found a TR6 for sale in Rosville for considerably less than the Spit on the used car lot. Now, one of the theories I have about purchasing anything from anybody – not real scientific, I admit – is my gut feeling about the seller and of course, the general condition of the merchandise being offered in relationship to the asking price.

I called and made an appointment to see the car. When I walked up the drive, the car was in the garage and it was the most beautiful thing on wheels I had seen. My mind was racing, (it had to race because it was in January and mighty cold!) saying to myself, "I'm going to buy this beaut if the owner isn't a jerk and there isn't some obvious problem or defect." Within thirty seconds, my evaluation of the seller was that he was a really nice guy, a "straight

shooter," and this is how I met Dan Campana!

In answer to my query as to the reliability of the car, Dan replied, "you could jump in and drive to Califor-



Dave Jonker's first Triumph, a TR6 purchased in 1995.

nia." Well that sounded good to me, so I agreed to buy the car with one stipulation being that he would not mind if I called him for advice seeing that I was entering the uncharted waters of owning a British sports car. Dan agreed and that was the start of a very nice friendship.

Dan's eventual club membership and his generous willingness to share his expertise has been a great benefit to all of DTSC.

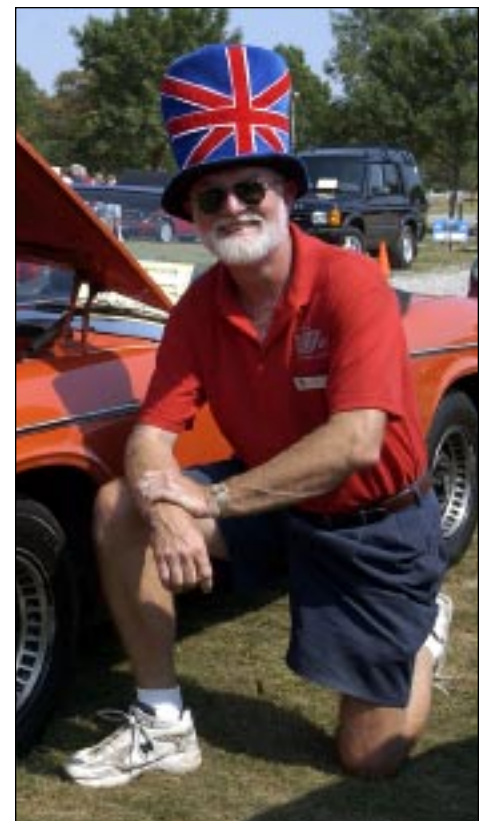
I enjoyed the car for approximately four years. Dan had advised me that this was not a car to restore but to enjoy for about five years, then upgrade. Dan and I attended a number of car shows together and as we walked up and down the rows of cars I informed him that, "school was in session, and I was his student." I learned from the 'master' what constituted a straight car, a good panel fit, paint quality, etc.

The TR6 was all that Dan said it would be, and then some. I have fond memories of the 'Six, especially the fact that it never let me down!

As most of you already know, I met

Maureen at the 1997 Battle of the Brits over the Jensen Healey, and in just over a year we married. Having six cars did not leave much room for her to park, so the inevitable decision had to be made that some cars would have to go, but which ones? I remember going to several club members to ask their advice on which to keep and which to sell. Ed Zeleski, Dan, and the Snyders, were just a few of my advisors. Even though the 'Six was on the list to sell, Dan continued to be a good friend and car confidant. And the rest is history, as they say.

I've enjoyed my association with the club. It's great to meet such a diverse cross section of people united by a common interest, enduring the good natured ribbing by some, like, "get a real car," (in reference to the Jensen Healey vs. Triumph.) There's nothing like the joy of the open road with the top down in company with my loving, indulgent wife, Maureen, who I might add... understands the disease!



Dave sports the coolest (the hottest too!) hat at this year's Battle of the Brits!

Let's Get Technical: Fuses, the Wrong One Will Burn Ya

*Prologue: This article was written to alert Stag owners of incorrect fuse replacement because of differences between how the UK and US rate current capacity. While the article references Stags, this applies to **all** Triumph owners as they use the same fuses! So substitute the word Stag with TR4, TR6, Spitfire etc.*

This is very important information as you will need to check and replace any fuses that do not comply. Failure to do so will result in a burnt electrical harness or worse an electrical fire!

Be aware that some vendors are selling the incorrect fuses! Compare the photos later on in the article. In some cases the bins have a mix of the correct and incorrect fuses. I personally witnessed this along with other Stag owners at a major show recently. In some cases, attempts to point this out results in arguments that we don't know what we are talking about. I guess we don't since Glenn Merrell who wrote the bulk of the article that includes other information from Tim Buja and Joe Pawlak all have electrical engineering degrees and backgrounds. Apparently ohm's law doesn't apply, only dum's law. —Editor

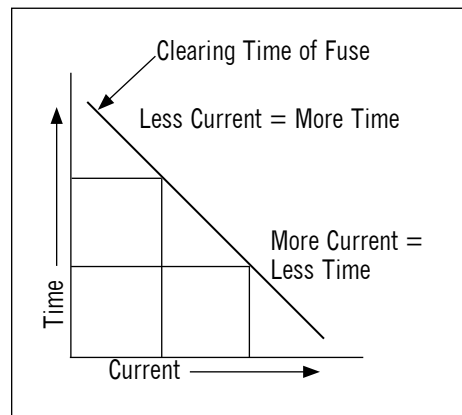


This TR6 had a NEC 35A specified fuse. Looks like the harness burned up to protect the fuse... ouch!

Hello All, I have noted that several USA Stag owners are smoking wires and having some fusing issues (also converting from Imperial Units in the Stag / Triumph Handbooks to US units using the same term pints, quart, gallon that are quite different quantities from what we use here in the USA). This electrical topic seems to come around a few times when owners are twisting the key after a long or short restoration, and the Brits read these postings and think we are crazy.

To keep this article as simple as possible, the fuses and ratings in your Stag Handbook and ROM are **not** USA specifications, these are IEC (International Electrotechnical Commission) ratings. The

difference is in the way fuses are marked for "load" and "interrupt" (blow/open to use common terms), because the "time-current" design specifications of these fuses are different. This is why USA owners burn down their British Cars, not necessarily because of Lucas, but because the fuses were replaced with the wrong type and rating fuse and our lack of understanding of the wiring in British Cars. Sorry if this seems a bit engineerese, but I are one.



Fuses have an inverse time-current characteristic. The greater the overcurrent the less time it takes for the fuse to open. This is referred to as the clearing time of the fuse.

For example, if you are replacing a Stag 35 ampere fuse, note that it has two "IEC" ratings: 17.5 amps and 35 amps if it is the original style with the paper inside. Also note its physical dimensions are 5mm x 20mm. This indicates it is a metric specification fuse protecting IEC rated wiring, with an IEC current rating.

On the other hand, a NEC (National Electrical Code, USA using Underwriters Laboratory test specification #198G) fuse specification only has one time current rating, that being the rating of the ampere specification where the fuse will "interrupt", "open" or blow within a specified time at a specified overcurrent. Also, a North American specification minifuse will measure .25 inch x 1.25 inch. A NEC fuse rated at 35 amps will not open at 35 amps, and the wire attached to it in your Little British Car is not rated to carry 35 amps either.

Why is this so important? The smoke coming out of your Triumph for one. The wires in your Stag are also sized for the cur-

rent carrying capacity based on this same IEC time-current interrupt factor of the fuse and accessories using the IEC rated wire. Basically, the approach to interrupt time of the fuse between the IEC and NEC specifications are completely different, to wit:

The NEC specification states that the fuse must not open with a load (current) less than 110% of its current rating. So for a 35 ampere NEC fast acting minifuse, it will supply 38.49 amps (+/- 10%) all day and all night long, or until your Triumph is a pile of ashes along the highway.

On the other hand, the IEC specification for the 17.5/35 ampere 5mm x 20mm fast acting fuse states that it should supply 17.5 amperes all day and night long, and when in the 17.6-35.0 amp range, must interrupt based on a time-current formula, where when the fuse reaches 35 amps, must immediately interrupt or open. The 35 amps is the rating it is supposed to actually blow to protect your wires.

See the difference? NEC 35 amp fuse supplies 38.5 amps before it opens, an IEC 17.5/35 amp fuse reaches 35 amps and opens, a net difference of 3.5 amps plainly, but more importantly, the IEC fuse will open some "x" time later even if supplying 30 amps continuously for a longer period of time, where the NEC fuse will not.

So the next time you open your USA Stag fuse cover, note that those USA specification .25 inch x 1.25 inch Little Fuses also do not fit properly into the fuse clip. Maybe the design of the fuse clip is trying to tell you to use a 5mm x 20 mm IEC specification fuse? Right, that is what they were designed for, an IEC fuse.

The IEC specification fuse does not cost any more or less than a similar NEC specification fuse. You can buy them at just about any department store, supermarket, hardware or auto parts store. So why are you still using the wrong fuses in your Stag? I hope this helps prevent the burning up of any more Triumphs.

PART 2

Since the ISOA Snic Braaapp article enhanced by Joe Pawlak and the subsequent reprint of it in the April 2002 Anniversary Edition of the Stag News, there has been quite a bit of discussion about what

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Rare Cars on Display at this Year's Battle of the Brits

From page 4

Roger Cotting, Blake Discher, the Johnsons, Ken Pardonnet, the Simons, Rich Truett, the Watches, and Paul and Terry Wild. I would also like to thank our two biggest sponsors, LBCarCo, and KDC Wear for their continued support. Thanks to the generosity of Jeff and Jan Zorn and Kim Chevalier we are able to provide high quality printed materials and T-shirts for BOTB participants. Thanks, thanks, and more thanks to to all!

Looking forward to BOTB 2003, I think we should expect another well-attended, high quality event. I have received many emails and notes from participants, expressing their delight with the show and their intent to return. Many of the BOTB staff also reported hearing similar comments at the show. Vintage Triumph Register (VTR) chief judge Darryl Floyd, made sure to tell me he would be back next year and that he would definitely "spread the word" about

BOTB. As for our two survey questions, 80% of those responding were in favor of increasing the registration fee and keep-



This 1934 Vauxhall BX Roadster is one of 54 produced. It is the last known example of this car. The chassis was built in England and shipped to Australia. The body was assembled by Holden of Australia. The car is owned by Judy and Terry Frisch.

ing the t-shirts, instead of dropping the t-shirt and keeping the registration fee the same. Sixty-eight percent of respondents to the second question indicated they would prefer to keep awards as they are now, instead of switching to an all-ZConcours style of judging.

Several respondents asked for an earlier awards ceremony, so we are looking into making that happen for 2003. We will

also be looking at ways to trim necessary expenditures for the next BOTB, so that a fee increase will be a "last resort" measure. It is important to understand that we have lost our single biggest source of income - parking fees from spectators. Although Freedom Hill will allow us to charge as much as \$3.00 above their \$7.00 fee, we feel this is not an acceptable idea, as it would greatly reduce the number of spectators



A 1969 Jensen S4 MkII with all-wheel drive owned by Andy and Bernie Polen.

attending. *The Metro Triumph Riders* have also expressed their reluctance to raise the parking fee. Please remember, we want to increase interest in the British car hobby,

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Classic Race Car Takes Several BOTB Awards

This 1950 Healey Silverstone race car was designed and built by Donald Healey of Warwick, England. Powered by a Riley 2.5 liter, 4 cylinder, 140 cu. inch, 104hp engine, it is one of just 22 known to be in the United States. It is the 18th of 105 built between July, 1949 and September 1950, and was last raced by Jim Bennett in 1963.

The car has a ground clearance of only six inches and is its body is stressed aluminum alloy on tubular bracing. Its wind-screen is of the sliding, removable type.

Owners Jim and Elaine Bennett of North Royalton, Ohio won first place in class in Concours, second place in Participant's Choice "Favorite Other Marque Roadster/Racer," and "Best in Show." Congratulations and thanks for bringing such a great car to our show!

Written by Blake J. Discher

TOYS FOR TOTS 2002 CAMPAIGN

Give yourself the gift of making a child's holiday season brighter!



DTSC is once again collecting Toys for Tots. Bring an unwrapped, new toy to the November or December member meetings. Toys should be in their original packaging. We'll deliver them in December to the Children's Home of Detroit.



If you don't have time to shop, cash donations will also be accepted.



Our British Cars Require the Proper British Fuses

From page 5

constitutes “proper” fuses for our Stags and Little British Cars (LBC’s). I hope to do a bit of definition and correction from that previous article, and simplify, if that is possible, what actually is a proper fuse to use, where to locate them, and how to identify them.

Clarification:

In Part One, I referenced IEC 5mm x 20mm fuses. Although these are IEC fuses with the correct interrupt ratings for your car, they will not fit in your fuse holder as they are too short. You need a longer fuse, more like 6.5mm x 29mm measurements, or about 1.125 inch long and up to 0.25 inch diameter. But, size is not the only requirement! *Do not just put a UL/CSA AGC style fuse in your LBC.* Like the title of this article states, the wrong one will burn ya, or your car. Now, more on the subject.

To sum up the information thus far, the fuses supplied from Triumph were built to conform to British Standards (BS) for wire protection, *not* standards in the USA commonly known as UL/CSA for Underwriters Laboratories / Canadian Standards Association. British Standard Fuses basically conform to European Electrical Standards commonly known as International Electrotechnical Commission (IEC) Standards.

These standards organizations all have different ways of specifying the fuses that are used in their respective parts of the globe, mainly because the wires the fuses are designed to protect are not the same physical size in the size and composition of the wire; or the size, composition and type of the insulation actually covering the wire. As an example, BS wire might be 0.1 mm of wire cross section measurement where UL wire might be 0.1 inch of wire cross section. You know that a millimeter and an inch are not the same units, so the protecting device (fuse) needs to be designed for the differences.

Lost? Well unless you are an electrical engineer or technician, do not feel bad. After all, this is a science, an electrical science that people go to the university then gain experience for a good part of their life before mastering.

Some electrical basics 101: Current is

energy measured in units called amperes or amps. This energy translates into heat when it “flows,” hence the word “current.” Remember that current is energy and translates into heat. I won’t go into volts, loads or resistance, but you do need to know that volts are what gives the current the ability to flow. The more volts, the more ability or potential for current flow and the potential for more heat. Let’s stop there.

Let’s see if I can get this fuse thing to a simplification of the base problem and parts. There are a myriad of fuses out there that will *physically* fit in your LBC.

The little glass fuse with the paper inside: Originally, your Triumph was supplied with a small fuse with metal ends and a glass cylinder center piece manufactured by Lucas Electric. Inside the glass was a tiny piece of paper that said “Lucas” with two number ratings of the fuse, and a wire

to carry the current. It measured approximately 1.125 inch long and about 0.20 inch in diameter.

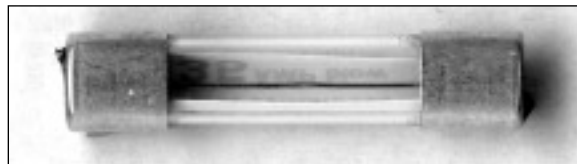
The first number rating right after “LUCAS” is the number in amperes (current) that the fuse will “open”, “blow” or “interrupt the current”. In the paper fuse examples here above, you see a LUCAS 35A, two no brand 35 amp with paper inside, a Clear Hooters 25 amp. The second rating in the Lucas style fuse was a number followed by the words “amps continuous” In the picture examples, you see 25 amps continuous, 17.5 amps continuous. This is the real important information, because that is the current rating of the normal use of the wire going to your Triumph accessories like your headlights, radio and instruments. Remember this second point for a few minutes.

Fuses of the Colonists: Back in the USA, we have the AGC / MDL little glass fuse with no paper inside (LittleFuse, Cooper/Bussman, what-EVER!), and a 35A AGC stamped on the side of the metal cap.

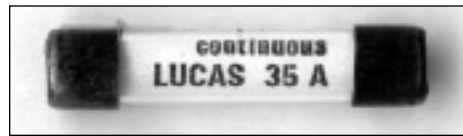
So, the first time something in your Triumph wiring went bad, it blew a fuse and maybe you had no instrument lights or tail lights, or headlights, or radio. Commonly, you may have stopped by an automotive supply store like PEP Boys with the blown fuse in your hand and the counter person gave you a box of these AGC fuses with the same rating as the bigger number printed on the Lucas fuse paper. If that happened to be 35A, they gave you an AGC 35 fuse to put in its place. After all, it looks like it fits in the clips, and the numbers are the same, so okay, you buy it. It is only \$1.00 for the box anyway. This was the first mistake, because remember, USA fuses are designed to UL/CSA specifications. They protect *different* size wire, wire your LBC does not have in it. Remember this second point for a few more minutes.

Pardon me but don’t “interrupt” me while I am working! Okay, so now you have power again to your lights, radio, etc and drive happily down the road. Next you start to smell plastic burning. If you were wise, you immediately stopped the car, turned off the ignition, jumped out and disconnected the battery ... right!

Continued on page 11



Notice the wire behind the paper.



Lucas 35 amp



No-Brand 35 amp



Clear Hooters 25 amp



Typical USA-style ACG/MDL Buss brand

Welcome New Members

Please extend a warm welcome to our newest members!

Scott and Kathy Davis
220 Jones
Mt. Clemens, MI 48043
586-468-0461
stdmgm@hotmail.com
1975 MG Midget

Richard and Kathy Koch
4766 Holloway Road
Adrian, MI 49221
517-424-5533
rkoch@tc3net.com
1959 TR3A red, 1964 TR4 white

Len and Alice Norris
1131 East Main
Flushing, MI 48433
810-659-1063
norrislw@aol.com
1980 TR7 blue

Kenneth & Carlyn Northcutt
8190 Appleton St.
Dearborn Heights, MI 48127
313-562-1286
no email
1976 Spitfire 1500 White

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,
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*All British car clubs and owners are
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umph Sportscar Club in enjoying these
summer evenings in the company of
fellow British car enthusiasts, while
also enjoying great food and spirits.*

October:

BRAVO! Italian Restaurant
29047 Utica Road, Roseville
586-775-4500

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

From the President's Garage...

As I write this month's message, I am filled with joy. I am writing from my desk on the Monday after *Battle of the Brits*. I want to thank all who participated in this year's show. There were a lot of red-shirted workers seen scurrying about Freedom Hill Park as we loaded the show field with 434 cars, making this the biggest and best show in your club's history. I could not be happier that it took place on my watch. If you're alone while reading this, reach around and pat yourself on the back. A lot of effort went into this year's show, but I believe that the future benefits for the club will prove it was worth it.

When we begin to publicize the number of vehicles in attendance, I am sure it will begin to stimulate interest from our current sponsors and is sure to gain us some new ones. This will become all the more important if we continue to grow the show from the current level. But this brings up an even more important issue, which is member participation in the running of the show. I feel we had sufficient staff for this year's show, but if it continues to grow we're going to have to look for ways to further assist Sue and Dave Snyder and Dave and Laurie Carlson with future shows.

We also have to start grooming replacements for these folks, as I am certain they will want to take a break from the rigors of running the show at some point. We all need to start thinking about ways to help them with future shows and start to find club members who will be willing to take over the reins for future shows. No single job associated with the *Battle of the Brits* is that difficult. However, any job is difficult without sufficient staff to handle the load. What this all boils down to is this: when the call goes out for *Battle of the Brits* volunteers next year, don't be shy – step up and do your part to contribute your time and talents to the biggest and most successful event on the DTSC calendar. Until next month,

Your President,
Mike Simon



This 1954 TR2 owned by Les Stauske is the car I chose to receive the *Battle of the Brits* "President's Preference Award."

National Automotive History Collection at Library to Sell Surplus

The National Automobile History Collection at The Detroit Public Library is opening up its huge vault of automobile literature for a massive sale the weekend of November 2-3.

Triumph fans will have plenty of reasons to check it out. There are owners manuals, original factory sales brochures, press kits, repair manuals and sports car magazines dating back to the 1950s for sale.

There will be a preview Friday night, November 1st, from 5 to 9 p.m. Sale hours are 9 a.m. to 5 p.m. Saturday and Sunday. Member Richard Truett will place aside anything you see during the preview to reserve it for you to purchase during the sale days. The sale is located in an old library building at 801 West Baltimore Ave. In Detroit. Call Paul Scupholm at 313-532-1870 for more information.

The Correct Fuses Will Save Your Car

From page 9

More probably, you kept driving, and your wiring ended up doing the job the fuse was supposed to do, that was "interrupt" the circuit, and your lights went out again. If you were even more unfortunate, the wire was in an area where there was additional things to catch fire, and you noticed flames and or heavy smoke. "Damned Lucas wiring," you screamed disgustedly as you ran for some means to put the fire out.

So why did this happen? Well, remember the second point that the Lucas fuse we used as an example was a 17.5 amps continuous / 35 A. The Lucas fuse would carry those 17.5 amps all day long, and if the current exceeded 17.5 amps approaching 35 amps, it would "open," "blow," or "interrupt" the current flow to protect the wiring so it could not exceed 35 amps.

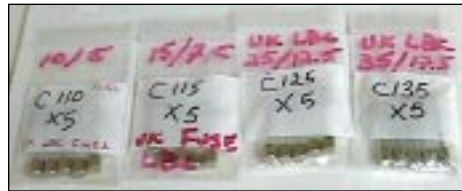
And remember the third point that you replaced the fuse with an American UL/CSA AGC 35A fuse? Well, that little fuse was working away, doing exactly what it was designed for, allowing up to 35 amps, (and a little more – like even 10-20% more) through the wire in your LBC, the very same wire that is *not* supposed to carry that 35 amps.

Now remember that current flow translates into heat, and the more current the more heat? That is why the wires melted or a fire started, too much current allowed through the wire.

Now for the Right Stuff!

First, only buy fuses that are manufactured in England or Germany (Bosch), and only buy them from suppliers who buy them from England or Germany. This is the only way to be 99% sure that you have the *proper* fuse for your car. Do *not* use UL/CSA AGC/MDL style fuses in your car even if you know how to properly size them

to protect the wire in your LBC. Why? Because the person you *sell* your car to may not know how to properly size the fuses, and may just end up making the same AGC error most people make in their LBCs. This can also happen if you take your car for service and the mechanic errors with the incorrect fuse.



It's a good idea to keep fuses separated by amperage rating.

Where to buy the Right Fuses

For starts, try British Wiring, Inc., 20449 Ithaca, Olympia Fields, Illinois 60461, phone 708-481-9050. These folks buy their fuses from the UK and know that you must use IEC rated fuses for your British wiring. If you source your fuses from other British Parts suppliers in the USA, *ask them where they get their fuses!* Also, you can get them from the UK, James Paddock is our chosen supplier for Stag parts of all kinds.

Gotta Keep 'em S-e-p-a-r-a-t-e-d!

When you buy your fuses for your LBC, clearly mark them on the container that they are UK style IEC fuses for use in your car. Do your inventory, toss out any AGC style fuses, or those you do not know the source.

I hope this clears up some of the confusion and helps keep your LBC from being a burned pile of ash on the side of the road.

Written by Glenn Merrell, President
Triumph Stag Club USA
(with enhancement and editing by Joe
Pawlak and Tim Buja of ISOA)

For Sale and Items Wanted

Michelin Red Line Tires: Set of 4, 185-15X, deep tread (6-7/32) with good tubes. \$25 each OBO. Dick Arend, 734-242-3139. (10/02)

Six wire wheels: Fit 1967 Austin Healy/MG Midget. Asking \$300 for the lot. Ed Damer, 517-485-8576. (10/02)

Complete Monza Performance Exhaust System: For TR6, includes manifold, \$200. Stuart Bailey, 248-706-1330 or swb4@daimlerchrysler.com (10/02)

For Sale: New, still in the box, "Made in England" TR6 sheetmetal: Front fenders (1&r), rear fenders(1&r), associated fastener kits, rocker panels(1&r) and rear deck filler neck center section. Willing to sell the lot for what I paid and I'll "eat" the truck freight costs (front fenders) and UPS shipping (other pieces). Have the TRF Invoice to demonstrate costs. May consider selling in pairs, etc. if entire lot does not move after a reasonable time. Please contact Terry Walters at twalters@twmi.rr.com or 734-464-8149. (9/02)

Wanted: Rear fenders (steel) for TR4/4A/250. Must be in excellent to easily repairable (e.g. pin holes only) condition. Please call Terry Walters, 734-464-8149, email: twalters@twmi.rr.com (8/02)

TR3 Radiator, one year old with hand crank hole \$100. Mike Bilyk 248-601-9658. (8/02)

MGB and Midget body panels, all new, made in England. James Savage 248-689-7259. (8/02)

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

For Sale and Items Wanted ads are published in the DTSC Review as a free service for our members and others with items of interest to our members. Ads are printed for three consecutive issues or the editor's whim, taste and fancy unless a longer duration is requested. Send info to review@detroittriumph.org.

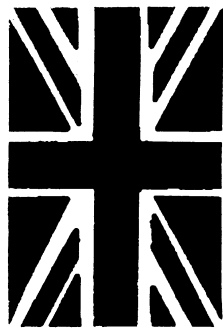
BOTB: Perfect!

From page 8

not make the quick buck.

On a final note, we will definitely be prepared for a larger number of cars in 2003. Our plan now is to have materials for 450 cars, and also to be able to provide for at least 50 over that number. Of course, the weather will always be a factor, and we can't predict that, but we feel it is important to be prepared for as many cars as might show up on a "good" day. Our event has definitely become one of the premiere happenings in the British car world, and we want to keep it that way!

Written by Sue Snyder



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