

TRIUMPH REVIEW

April, 2004

Detroit Triumph Sportscar Club

OFFICIAL PUBLICATION

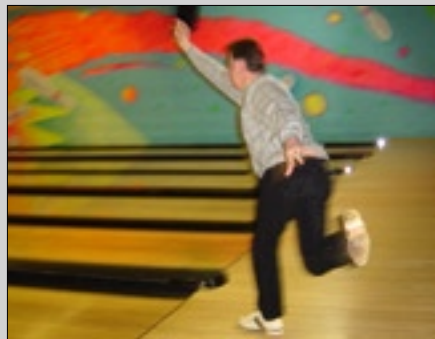
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INSIDE THIS ISSUE:



BRITISH SLOTS: Salvatore Mancuso mans the Start-Finish line at Mike Bilyk's basement 1/32nd scale track. Page 6



BEAUTIFUL FORM! Terry Walters, looking every bit a pro bowler, at DTSC's club bowling adventure. Page 4

APRIL EVENTS:

- 6:** Board meeting, Royal Oak
- 13:** Member Meeting, Royal Oak
- 17:** Spring Tech Session, Dryden
- 18:** Ancaster British Flea Mkt, Ontario
- 21:** Summer British Knights, Novi
- 25:** Brunch Run to River Crab, St. Clair



Is Your Triumph Ready for Spring?

Here is a checklist to help you get your car back on the road

Trust. That's the most important thing to me every time I leave my driveway in one of my TRs. I live in mortal fear of a vehicle-stopping breakdown in some dangerous part of our lovely city or on the side of a busy highway.

I have been accused of – and I will admit that it's true – being somewhat overcautious when it comes to the upkeep of my TRs. I can tell you the condition of nearly every part on them. So far, my strategy has paid off. I've never been sidelined by a mechanical failure to the point where I couldn't at least limp home.

I don't think it is a good idea to just jump in a classic Triumph and start driving it after it has sat still for the winter. So, now that spring is here, you'll find me in the garage the next couple of Saturdays getting my TR6, TR7 and TR8 ready for another driving season.

Pretty much everyone who owns a Triumph can do at least some of the less complex maintenance jobs. So, why not spend an afternoon going over your car? And with our Spring Tech Session scheduled for the 17th of this month, it just makes sense!

Here's what I am doing to my TRs. Obviously, I don't know all there is to know about making them bullet-proof – if such a thing is possible. But this checklist can provide some good ideas for you as you get your cars ready for another fun driving season.

COOLING SYSTEM: The coolant in all my cars is about two years old. I'm changing it. I'm also making sure the radiator and heater hoses are free of cracks, especially near the clamps. And while looking at the hose clamps, I am making sure they are tight. I am also checking the fan belts for tightness, glazing and cracking. A shrieking sound when the engine is cold is a sure sign of fan belt trouble. I am checking the heater and thermo-

Continued on page 7

Above: Article author Richard Truett and his dog Frankie pose with Richard's 1982 Triumph TR8 last summer at the Lake Erie British Car Club's Fort Meigs show in Ohio.

Henry Patterson's TR6 Gets a Fresh Coat of Paint

You may remember an article I wrote for the *Review* on how I replaced the rocker panels on my 1973 TR6. Since then the car has gone through an extreme make-over. I replaced the rockers back in September of 2003. That was just the beginning of my restoration project, a major undertaking for me.

My wife Betsy and I bought the car in June of 2003. The paint was pretty rough but the body and frame were very solid. It is a documented southern car and it lives up to the southern car reputation of 'rust free.' Rust free compared to Michigan cars. It did have some minor surface rust.

Amazingly, the upper rear fender seams had no rust at all. The only surface

RESTORATION UPDATE

By Henry Patterson

rust was due to unattended chips in the paint. Of course the rockers were rusted; but oddly, that was it. A good candidate for a restoration.

With all of the fenders removed for the rocker replacement, I sanded all seven layers of paint to bare metal with a sanding disk and 80 grit paper. Believe it or not I did it all with a common electric drill and disk. It was during this process that I wondered, "what did I get myself into?"

After many weeks of sanding, I reassembled the car and spent another few weeks lining up all the panels to get the gaps as even as possible. With that complete, I spent another huge amount of time filling and leveling all panel surfaces. I also sandblasted any surface rust areas and treated them with a rust converter chemical and applied a thin coat of filler. After all of this, it was time to hand it off to the painter.

It was around Thanksgiving that the car arrived back home with a nice fresh coat of pimento red paint. The painter did a fine job of priming and blocking and applying the final base-coat-clear-coat



finish. His final touch of color sanding and polishing resulted in a beautiful finish.

Since I had the interior removed for the restoration I thought it would be a good idea to put a new clutch in. I'm glad I decided to do that. It was a mess! Not only was the clutch worn, the actuator shaft wobbled due to worn bushings, the clutch fork pin was broken, the clutch cover dowel pins were missing, and the clutch cover bolts were too long and bottoming out in the flywheel causing the clutch cover to remain loose. I guess that explains why the clutch shuddered. I'm surprised it had worked at all.

After all of the clutch work was done and the transmission back in, I slowly and carefully reinstalled all of the trim pieces, bumpers, windshield frame, lights, etc... I put a new wood dash in and finished it all up by mid March of 2004.



What a process! It was a great and satisfying experience that I think resulted in a pretty nice car. The car drives much better thanks to the new clutch. Many thanks to Richard Truett and the other DTSC members who helped me through this project. We're looking forward to showing our "new" TR6 to fellow club members.



If you wish to be notified when the 'DTSC Triumph Review' is available online each month, please be certain Dave Jonker has your current email address. The email list is created from his member list. This month's email notice was sent March 31st, if you didn't receive it, your email address is incorrect or missing.

DTSC EVENTS CALENDAR

APRIL

6, Tuesday
13, Tuesday
17, Saturday
18, Sunday
21, Wednesday
25, Sunday

Board Meeting Canadian Legion
Member Meeting Canadian Legion
DTSC Spring Technical Session, Dryden
Ancaster All-British Flea Market, Ancaster, Ontario
Summer British Knights Novi
Annual Brunch Run to the River Crab

Roger Cotting / Russ Beck

Dave & Laurie Carlson
Dave Murphy

MAY

4, Tuesday
6-9
11, Tuesday
NEW! 15, Saturday
16, Sunday
19, Wednesday
23, Sunday
22-30

Board Meeting Canadian Legion
16th Blount British Car Gathering, Townsend, TN
Member Meeting Canadian Legion
Willow Run 60th Anniv. Parade and Car Cruise-in, Ypsilanti
DTSC Spring Photo Clinic, Belle Isle
Summer British Knights Novi, MI
Wine & Dine Trackside Waterford, MI
Drive Your British Car Week

Geof Bush
Blake Discher
Dave & Laurie Carlson
Roger Cotting

JUNE

1, Tuesday
5, Saturday
6, Sunday
NEW! 6, Sunday
8, Tuesday
10-13
12, Saturday
16, Wednesday
18-20
19, Saturday
26, Sunday

Board Meeting Canadian Legion
London BCC Classic Car Show, London, Ontario
LEBCC British Return to Ft. Meigs Car Show, Perrysburg, OH
8th Annual Ypsilanti Orphan Car Show, Ypsilanti
Member Meeting Canadian Legion
Moss Motors International TR Challenge, VIR, Danville, VA
DTSC Summer Tech Session Northville, MI
Summer British Knights Novi, MI
Sprint Vintage Grand Prix / British Invasion!, Mid-Ohio
6th Annual Cruisin' Gratiot Picnic, Eastpointe, MI
Hermann the German's Scavenger Hunt

Geof Bush

Mike Bilyk
Cotting / Sims / Discher
Dave & Laurie Carlson

The Snyders
Hermann & Geri Schaller

JULY

6, Tuesday
9-10
11, Sunday
13, Tuesday
14-17
21, Wednesday
24-25
31, Saturday

Board Meeting Canadian Legion
Michigan Elvisfest and Car Show, Ypsilanti, MI
Mad Dogs & Englishmen, Kalamazoo
Member Meeting Canadian Legion
VTR Convention Richmond, VA
Summer British Knights Novi, MI
Larry's Drive-In Movie Tour Location TBA
"Plaid Pants" Golf Open, Twin Lakes Golf Club

The Snyders

Pat Barber
Dave & Laurie Carlson
Larry & Sue Tomaszycski
Mike Bilyk

AUGUST

3, Tuesday
7, Saturday
7, Saturday
8, Sunday
10, Tuesday
12-15
18, Wednesday
21, Saturday
28-29

Board Meeting Canadian Legion
Mark & Doug's Wonderful Island Tour Put-In-Bay, OH
British Car Show, Dayton, OH
Alden Classic Car Show by TBCC, Alden, MI
Member Meeting Canadian Legion
University Motors Summer Party, Grand Rapids, MI
Summer British Knights Novi, MI
Woodward Dream Cruise Party Royal Oak, MI
Weekend Up North, Canadian Lakes, MI

Mark Rollinson / Doug Cook

Sue Snyder
Dave & Laurie Carlson
Jim & Sue Watch
Holbrooks / Watches

SEPTEMBER

7, Tuesday
12, Sunday
14, Tuesday
NEW! 17-19
19, Sunday
25-26

Board Meeting Canadian Legion
DTSC "Battle of the Brits" St. Heights
Member Meeting Canadian Legion
Indy British Car Days, Indianapolis, IN
TTC British Car Day, Bronte Provincial Park, Ontario
Michigan British Reliability Run www.mibr.com

Carlsons - Snyders

Geof Bush

Blake Discher

OCTOBER

3, Sunday
3, Sunday
5, Tuesday
7-10
12, Tuesday

20th Annual Fall Color Car Classic, Clarkston
Mark's Highway to Hell Tour
Board Meeting Canadian Legion
Nashville British Car Club Show, Franklin, TN
Member Meeting Canadian Legion

Stu Ehrhardt
Mark Rollinson

Snyders / Carlsons

NOVEMBER

2, Tuesday
9, Tuesday

Board Meeting Canadian Legion
Member Meeting Canadian Legion

DECEMBER

7, Tuesday
14, Tuesday

Board Meeting Canadian Legion
Member Meeting (Election of 2005 Officers) Canadian Legion

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

Tale Of Pins, Balls and Frogs



What a hoot! On Saturday, March 6th, 28 DTSC members came out to bowl at the Novi Bowl and Dave Carlson and Steve Calkins were the team's cheerleaders. We got under way at 3:00pm sharp after a few warm up throws. Some of us sure could have used a little more practice.

The lane assignments had been done by the owner of Novi Bowl.

Peg Calkins brought her team foam frog hats to wear for good luck – what a sight. As the afternoon got going and the beer got flowing, our bowling improved, or so we thought. Laurie Carlson, with Steve's encouragement, decided to change her ball three times since her game wasn't going so well. (Of course, it had to be the ball's fault.) She choose the balls not by size or weight, but by color.

You could really tell the avid bowlers by their form, the fact that they had their own ball and shoes, and of course, by their clothing. Especially the one person wearing a pink flamingo bowling shirt!

The Dischers brought little Blake out for his first event. They were teamed with the Jonkers and they all ended up with the same score the last game. Great job!

We all bowled three games, cheering and reassuring each other through gutter balls and being robbed of strikes and spares. After bowling we headed into the bar and enjoyed a sumptuous feast. During dinner we sat around and discussed how we could improve our games and enjoyed a few laughs.

Awards were presented after dinner. Third place went to Roger Cotting, second to Len Norris, and first place went to Dave Snyder. Each of the winners was awarded an official bowling pin with the DTSC logo painted on. As is usually the case, a prize was awarded to the bowler needing a little more practice. Elizabeth Cotting was awarded her own Bunny Bowling Game so she can practice her game.

Thanks to everyone who came out: Roger and Elizabeth Cotting; Steve and Peg Calkins; Dave, Sue and Jaimie Snyder; Pat Grant; Ken and Robin Danek; Terry and Laura Walters; Bob LeSage and Kathy Zachel; Dave and Maureen Jonker; Blake, little Blake and Lesley Discher; Paul and Terry Wild; Dan Campana; and Jack and Nancy Fuller.

There were many requests to repeat this event. Jerry Harris, owner of Novi Bowl, has offered us his parking lot for displaying our cars... along with a few games of 9-pin or Glow Bowling, and of course dinner.



President's Message

Bench Racing

Hello all,

It's already April, springtime, although you couldn't tell by the weather! This is the time of year when a young man's fancy turns to Ethyl, high Ethyl if you please! With the smell of Castrol "R" in the air it's rather tempting to sit in the garage and play with the stick shift. But with the Spring tech session just around the corner, and the open road beckoning, you know it's time to pull out your LBCs and prepare them for the road less traveled.

And now, the cost of gasoline is threatening to increase to three dollars a gallon; yes, that isn't a typo. A 55 gallon drum of crude oil is expected to almost double, so the cost of gasoline must surely increase as well. It becomes even more important to keep our LBC running efficiently.

And some of the lessons learned for our LBCs can also be applied to our BFCs, or Big Fuel Consumers. As a club whose main interest is in driving our sports cars, getting the most out of them can only help to promote our passion and motoring in general.

Some of you may ask, "What's he preaching about... Mr. dual quads?" Well, guilty as charged. But I'm getting 22 miles per gallon and will do my part to tweak even more MPGs out of it.

There are other factors that effect fuel consumption, and we don't always think about them. Tyre pressure and front end alignment are two important factors. These also affect the life of your tyres. If you feel that you should be getting more MPG, ask a DTSC vehicle consultant for advice. Or come to the spring tech session on April 17th!

At the end of the day, we can still have fun with our LBCs, and also be "fuel wise."

Green lights only,
Brian

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Written by Dave and Laurie Carlson

Spring Tech Session April 17th

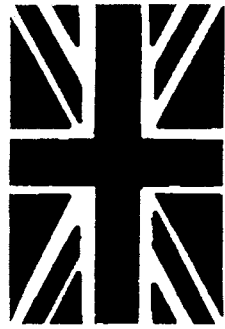
Russ Beck has agreed to host a Tech Session on April 17th at his shop located at 5525 Main Street, in Dryden. Phone 810-796-3065.

He says that the restaurant next door to him has a small parking lot between them. That may be a good place to park the cars.

We will start at 10:00am and finish around 4:00pm.

I have Mark Rollinson lined up to change a throwout bearing, Pat Barber is planning to demonstrate brake work on his Stag and Brian Sims will help folks tune their cars for spring.





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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, April through September. Evenings, from 6:00pm until whenever.

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.

New location, all months:

Gatsby's Restaurant
45701 Grand River, Novi
248-348-6999

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

Editor's Ramblings

ram•bling *adj.*

To talk or write in a discursive, aimless way.

I read about litigation against several compressor companies, concerning false claims of advertised horsepower. Four companies make practically all of the retail compressors on the market. The four companies are Campbell Hausfield, Devilbliss, Ingersol Rand, and Powermate who also private label their products for Craftsman, Husky, Delta, etc. The litigation is still pending but should wrap up by the end of the year.

Basically, if you purchased a compressor between August 1, 1996 and January 30, 2004, you are likely entitled to a \$50.00 gift certificate for an air tool manufactured by the offending company.

To make a claim go to the following web site, and follow the instructions: www.aircompressorsettlement.com.

—Blake J. Discher



Celebration for Wayne and Julie

Several DTSC members started this Spring with a shower of their own for Wayne Larose and Julie Derikx. There were plenty of people on hand to help celebrate Wayne and Julie's upcoming wedding, including Blake, Lesley and Blake II Discher; Maureen Jonker; Paulette, Steve and Salvatore Mancuso; Bob Owsinski and Mary Sparks; Ken Pardonnet; Hermann "the German" and Jeri Schaller; Mike Simon; Brian and Connie Sims; Dave and Sue Snyder; Sue and Larry Tomaszycski, Terry and Laura Walters, Jim and Sue Watch; and of course, Wayne and Julie!

The celebration started around noon with members gathering at Lilly Kazilly's in Windsor. We had a nice social hour before lining up for LK's brunch buffet, which was quite a treat and also quite a deal. Once everyone had finished enjoying their meal, we settled in to listen to Wayne's mom Mary talk a bit about her son.

Mary regaled the crowd with some pretty funny tales of Wayne's early exploits with cars, including a couple of stories where she had to "come to the rescue" after the Wayne and his brother had gotten into a bit of a jam. Wayne's usual reply to these little situations was typically something to the effect of, "Don't worry Mom,



everything will be alright," and of course it was, but at the time, who knew. We also heard a couple of stories about Wayne's youth and his fascination with Dinkies. Now wait a minute... that's Dinky as in the 1/64 scale die cast cars! Seems like he has always been a car nut.

Once "mom" had finished her stories, Wayne and Julie got to the opening of several gifts over which we all "ooohed and aaahed." Although it was cold and gray outside, we had a bright and warm time inside as we continued to enjoy some tire kicking and general talk for an hour or so, before heading back across the border and our great Michigan roads for home.

We certainly had a fun afternoon and wish Wayne and Julie all the best in their future together.

Written by Sue Snyder

British Car Racing... 1/32nd Style



On Saturday, March 13th, 35 members of the club gathered together in my basement for our first attempt at indoor slot car racing since the late 1970s. For a few of the members it was slot car *crashing*, as a couple of members tried to determine which cars could bounce the highest off the concrete floor. One female Mini racer suffered some minor body damage when she stuck her rear end into the adjacent lane. Both car and rear end are OK.

The quantity of cars scattered about the layout were in greater number that you would find in your local hobby shop. Everyone that registered to race had a choice of five classes in which to run, and 10 laps of racing in each race.

Due to the large number of entries, there was not enough time to determine an overall winner in each class. The last race of the evening was between the my Panoz and the Mark Anderson's McLaren, which were the two fastest cars on the track. Mark's car suffered some mechanical ills and finished a distant second.

The final event of the evening was a low speed tour, with the overhead lights turned off, between the Mini's of Sue Snyder and Laurie Carlson, complete with working head and tail lights. This makes me want to try and set up some night racing for a future event.

It looked as though everyone had a great time and is looking forward to the next race, location to be determined.

Written by Mike Bilyk



Get Your LBC (Little British Car) Ready to Drive

From page 1

stat on each car by starting the engines and making sure everything works properly.

ELECTRICAL SYSTEM: I start by making sure the batteries are filled to the proper level with distilled water. Never use tap water! Then I check to ensure both cables and connections are clean and in good shape. Next, I check every electrical component on the car, lights, horns, heater motor, turn signals, wipers, etc. I also put a few extra fuses in the glove box.

BRAKE/CLUTCH HYDRAULICS: The Castrol LMA brake fluid is about two years old in all my cars. I am changing that, too. While doing so, I will pull off the brake drums and look for leaks around the wheel cylinders. I'll also look for dry or cracked brake hoses and for leaks under the dash where the brake pedal connects to

the rod from the master cylinder. I change the fluid by myself by running a hose from the wheel cylinder or caliper nipple into a container of brake fluid. Then I pump the old fluid out while keeping the master cylinder filled. I do this on all four wheels. Lastly, I make sure the brake pads and shoes are not worn. As for the clutch, I'll change the fluid and look for leaks at both cylinders, under the dash and in the hose.

ENGINE: Every year at this time, I do a complete and total tune-up -- regardless of how many miles the car traveled the previous year. I start by changing the oil, using only Castrol GTX 20w50 and a new filter. Then I adjust the valves (on the TR6, anyway.) Then I install new points, condenser, rotor, distributor cap and spark plugs. I also check the condition of the spark plug wires. Next, I set the timing.

Then I change the fuel filter and check the condition of the rubber fuel lines. Next, I top up the oil in the carbs. I make sure they are in synch and that the mixture and choke are properly set. (Brian Sims will be helping set idle and synch for anyone that wants assistance at the Tech Session.) Finally, I take off the air filters and clean them. Next, I run a wrench over just about everything under the hood. I check the tightness of the fuel pump, valve cover, oil filter canister, water pump bolts, alternator and especially the intake and exhaust manifolds. In fact, anywhere I see a nut or a bolt, I check it for tightness.

TRANSMISSION/DIFFERENTIAL: Every two years I change the oil in the transmission. There's a magnetic plug at the bottom of the gearbox that collects the small filings that come off the gears and the synchros. I think it is a good idea to remove these filings every two years to keep them from circulating through the gearbox. I make sure the differential is topped off and that the U-Joints are lubed and in good condition.

OTHER STUFF: It's a good idea to check the tightness of the wheel bearings and make sure they are packed with grease. Vibrations at speed and a brake pedal that goes down far after a tight turn indicates loose or worn wheel bearings. Make sure the spare tire is in good shape. Check its pressure. You might need it sometime this year. The steering rack is also supposed to be lubricated with grease. Check your owners manual, but usually 5 strokes from a grease gun will do it. Lastly, I change radiator caps every two years.

If you've had your Triumph for a while, you know when something is not right. Triumph's have a way of communicating. If something's about to go wrong, you'll usually get a warning. You might hear something unusual, smell a strange odor, notice a difference in performance or whatever.

That's your cue to find out what's wrong. It's been my experience that aggressive maintenance once or twice a year is usually all it takes to avoid trouble. All these things can be done in an afternoon and for a lot less than it will cost should you require the services of a tow truck.

Written by Richard Truett

IS YOUR LBC UP FOR IT?



**We're driving 800 miles in 36 hours
to send kids with diabetes to an
educational and fun camp!**

Get a co-pilot, jump in your little British car, and join us September 25-26th in this run for a great cause. Open to all British marque vehicles, we'll depart Sarnia, Ontario, Canada for a loop around Lake Huron.

Visit www.mibrr.com, email info@mibrr.com,
or call 313-259-4460 for complete event info.
Get involved, you (and your car) can do it!

That Southern Hospitality is Alive and Well...

That good old Southern hospitality is alive and well and living in Macon, Georgia in the form of long-distance DTSC members Thom and Billie Phillips. At least that is what Dave and I discovered on our recent visit. Many of you will recall meeting Thom and Billie at the last Battle of the Brits, but there are several members who first met the Phillips duo at the springtime Blount British Car Gathering in Townsend, Tennessee. Since that initial meeting just a few years ago, we have partied with this lively couple at a few more British car events and have become fast friends.

After several phone discussions and e-mails, we finally managed to arrange several free days to accept Thom and Billie's invitation for a visit to Macon. We decided that we would make the 13 hour drive all in one stretch and also decided to drive through the night hours in order to avoid rush traffic in the major cities along our I-75 route. We loaded our gear and left the Detroit area around 0:30 hours on Wednesday, February 18th, and by 07:00 we had finished the first half of the trek. Stopping only in Lexington, Kentucky for a quick breakfast and a change of drivers, we were soon back on the road with Dave now at the wheel. I took over the navigator's duties and also kept an eye on the outside temperature, which was climb-



Mini Phillips and Dave Snyder at dinner.

ing degree by degree into the 50's.

Expecting to arrive in Macon in the early afternoon, we had plans to meet Thom and Billie at their business, Burglar Alarm Products, and sure enough, we pulled into the drive right about 14:00. Thom & Billie were there to greet us and after a short visit and look about the place, Thom climbed into his Jeep to lead us over to our hotel on the north edge of town.

Our original plans had called for our staying at Thom's mother's place, but some unforeseen circumstances at the last minute made this impossible. No problem, however, as the Phillips stepped in to make arrangements for us at the Jameson Inn. Thom even managed to negotiate a fifty-percent discount on the rate, and the place was a mere five minutes away. As soon as we had directions to the house, Thom scooted off back to the office, allowing Dave

and I a few hours of R & R after our trip.

Upon checking in and entering our room, we were pleasantly surprised to find a huge bouquet of fresh cut flowers and a cooler full of ice cold beer – all ambers too! Over the next few days we would discover that this was just the first of many thoughtful touches provided by our hosts.

After teating ourselves to showers and a short nap (for Dave, anyway) and enjoying a couple of the cold drinks so thoughtfully provided, we drove over to Thom and Billie's home, and then on to one of their favorite restaurants for a nice, relaxed dinner. Then it was back to the house for an evening visit. Pretty soon, we were all yawning, so we took our leave to get back to the hotel for some needed sleep.

We were up and at 'em early Thursday morning. The day started a bit chilly, but the sun was bright as we pulled into T and B's driveway. We set off with Thom in his Jaguar to the IHOP for a great big breakfast.

Billie had gone into the office earlier to take care of some necessary business. On the way there, we spotted a really nifty Packard limo fueling up in a gas station. It was such a neat car, that we turned in to ask the owner a couple of questions and learned that this Packard was a 1953 and one of very few limos built. It was unrestored and in simply wonderful condition. Throughout the day, as we continued to spot several other classic cars, we surmised that there must have been a local car event, but we never did find it.

Ah well, onward to the IHOP to fuel ourselves and then we set off to Burglar Alarm Products to pick up Billie and switch over to a bigger cruising vehicle (of the Avalanche variety) and take an all-inclusive drive about the area and in Macon's historic downtown. After we were shown the locations of Macon's many museums and points of interest, we headed out of town to do some antiquing. We stopped and browsed through many collections and, even though we made no acquisitions, the afternoon was filled with fun. We cruised a bit more and soon drove back to the hotel to prepare for dinner.

This evening, Thom and Billie donned their chef's hats and prepared a most excellent dinner. Our meal began with the four of us in the kitchen enjoying drink, with T and B working on dinner while Dave and I watched. We remained here for our first course of wonderfully tasty shrimp, served with a lime zest cocktail sauce. Thom and Billie moved on to



Billie and Thom in their very organized garage.

preparing an entrée of huge sea scallops served with a special portobello mushroom and cheese sauce. (Thom prepared my own sauce without the cheese. What a guy!)

To enhance this already excellent meal, we shared a bottle of one of the Phillips' most cherished wines. Thom and Billie certainly went out of their way to see that we were well fed and comfortable, and we certainly did appreciate it. We are as much impressed by their culinary arts as we are by their organiza-



An antebellum home in Georgia.

tional skills! This in reference to the organization of tools, parts, and everything else in the garage. (And I thought I was A.R.!)

On Friday, Thom prepared a breakfast of ham and red eye gravy over biscuits, and then led us out to the Museum of Aviation at Warner Roberts Air Base. We spent almost 3 hours checking out the extensive exhibits and then met Thom and Billie for lunch at a downtown café featuring "real" southern cooking where we enjoyed catfish and fried chicken.

The day started out a bit rainy and gray as we enjoyed our breakfast of Red Eye Gravy a la Phillips and ventured through the air museum, but by the time we had finished our lunch, temps had climbed into the 60's and the sun was high and bright.

After lunch, we all drove to the Ocmulgee

...Way Down Yonder with DTSC's Thom and Billie

Monument to explore the ancient Indian ceremonial mound discovered there. This proved an interesting stop as the mounds located here are part of a much larger find in this area, giving historians and archaeologists a good



Thom and Billie's TR4 engine rebuild.

look at the ancient Indian culture native to the area. After this stop, Thom and Billie returned home to catch up on a few things, while Dave and I continued our exploration of Macon with a tour of the Hay House, one of Macon's most prestigious historic sites.

We were surprised to find that we were the only people present for the guided tour of this truly fine house. Our guide was very well versed in the history of the home and with intricate details of the families who had lived there since it's construction in the late 1850's. Our tour took well over an hour. We were surprised when we later found out that Thom had arranged for just this circumstance.

Friday evening, we joined Thom and Billie at their house after picking up Thom's mother for dinner. This night, we celebrated Mini (cool spelling, eh?) Phillips's 91st birthday, but I just couldn't believe Mini was really that old! Now Thom had been telling me of Mini's exploits for quite a while, and about all the "younger" guys she dates and all the activities she does, and quite frankly, I figured the tales were most likely well-embellished. Boy, was I wrong!

For 91, Mini is too much to be believed. She is every bit as feisty and active as Thom said, and she really does have lots of younger boyfriends! I had the great pleasure of sitting next to Mini for dinner and she kept me laughing and talking all evening. I can only hope I will be in such good shape for the next ten or twenty years. I must say, I think meeting Mini was one of the best parts of our trip to Macon and I certainly hope to visit her again.

Our Saturday morning began with yet another grand breakfast, this time with Billie

"slinging the hash" and preparing her special Johnny cakes, bacon and eggs. By this time all the family pets (3 cats, & Puppy) had adopted us as part of their house and they kept us under their watchful eyes as we ate. Puppy is one smart dog and Thom had her show us several of her special tricks (she even showed him up a couple of times.) After breakfast, Dave & I made for downtown to visit the museums, including the Georgia Sports Hall of Fame, The Georgia Music Hall of Fame, and the Harriet Tubman Museum of Black Art. We then met Thom & Billie for lunch at one of the downtown hot spots - the Nu-Way Hot Dog café - for a fast lunch. I'd say that Nu-Way is to Macon what National is to Detroit, only on a smaller scale. Very good dogs, chili and fries filled us up as well as keeping the restaurant full and the waitresses hustling.

After lunch, we did a nice walking tour about one of the downtown residential areas, as Thom pointed out features of some of the many historic homes. Mid Afternoon, we headed back to our hotel to pack up and get ready for the long drive home on Sunday. Meanwhile, Thom & Billie headed for home to tackle a few chores before dinner. The final evening of our

stuffed our faces, though, as everything was so good it was hard not to indulge. We then managed to move ourselves into the den to spend a few more hours visiting. Alas, soon it was time to go get some rest for the trip home next day, and we said goodnight.

Sunday began with one more super breakfast with Thom and Billie to fortify us for the long drive ahead. We enjoyed bacon and toasted biscuits along with Billie's fine, made to order omelets. After a last bit of visiting, we reluctantly said goodbye to T & B and piled into the Suburban for the trip home. We had an absolutely fabulous time. I really have only described the highlights of our visit. To tell about everything we did would probably take another four or five pages. We really had a great time with our Georgia DCTS contingent, and I know we will do it again. Thanks for everything, Thom and Billie. See you in Townsend!

Written by Sue Snyder

Goin' to VTR?

Want to take your time and travel the back roads to Richmond? Join us on Saturday, July 10th at the Pilot Gas Station, on I-75 south at exit 18 / Nadeau Rd. We will depart at 8:00am sharp.

Weather permitting, we'll take the back roads through Ohio to West Virginia, Saturday; Sunday we will take the back roads through West Virginia to Virginia and on Monday we will take the Blue Ridge Parkway and back roads to Richmond.

This allows Tuesday and Wednesday to tour Williamsburg, Jamestown, the 1862-1864 Civil War campaign, Virginia Beach, the Confederate Capital, Quantico, Norfolk, and more.

If you can't leave early Saturday catch up with us Saturday night, only 5-1/2 hours by the interstate highways.

You will need room reservations for Saturday, July 10th in Mineral Wells, W. Virginia. Call the Comfort Inn: 304-489-9600. For Sunday, July 11th in Lexington, Virginia, call the Hampton Inn: 540-463-2223.

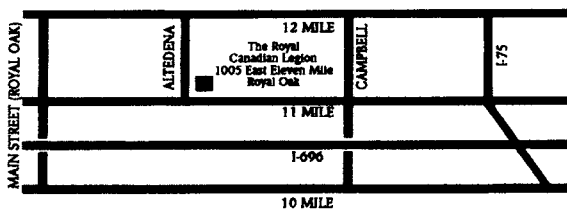
Monday thru Saturday we'll be at the VTR hotel, the Sheraton Richmond West: 804-285-2000. Need more information? Call Bill Goin: 734-692-9970 before 8:00pm please.



Thom and Billie in their office with their many Jaguar awards.

visit, we spent enjoying the company of our hosts. They showed us their grand wine cellar, Billie's lovely gardens and Thom & Billie's collection of Lionel train cars. wow! There were hundreds of really fine pieces in this collection and all were displayed in a special room built by the Phillipses for just that purpose. Once our tour of the house was done, we again joined T & B in the kitchen while they prepared us a very special meal of Ginger steak with asparagus, one of Thom's specialties. Billie prepared a side of her world - famous mac & cheese (yes, I ate it and really liked it. Imagine that!) We had lots of fun "assisting" the chefs as they worked, and even more fun tasting.

In fact, we did so much tasting, we were almost full as we sat down to dinner. We really



Detroit Triumph Sportscar Club, Inc.

Established 1959, our 45th 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!

The Gearbox

Geof Bush and Lori Day are installing an overdrive transmission in their 1981 Spitfire. The car's original transmission will be installed in the 1979 which has suffered from transmission problems for the past two years.

Welcome New Members

Please extend a warm welcome to our newest members!

Charles Auringer, Lapeer
1959 MGA 1500 roadster, silver gray

Michael & Nancy Pardonnet, Farmington

Don & Terry Hotke, South Lyon
1976 Spitfire 1500

For Sale and Items Wanted

Parting out 1976 TR7 Coupe, many useful body and trim pieces and some mechanical pieces for sale. John McDonald 313-226-2170(w) or 519-736-2573(h). (4/04)

Four 260 R13 radial tires with about 500 miles. Perfect for TR7, GT6 or Spitfire. \$83.10 takes all four. Perfect tread. No defects. Richard Truett 248-336-0472. Can bring to next meeting. (3/04)

Set of 4 - 72 spoke painted wire racing wheels, and one 56 spoke painted standard wheel. All wheels are 15", and were bought new and painted bright silver, with less than 600 miles on them. \$375.00 for the lot. Llew Reszka 248-684-5853 evenings. (2/04)

1980 TR8 convertible, uprated suspension, uprated brakes, Panasport alloy wheels, runs great, includes extra parts. Get a head start on Spring! Call Paul at (586) 242-3668. (2/04)

1963 TR3B, white/black SU s rebuilt last year, partial restoration 25 years ago, mechanically sound, driven very little last 20 years, always garaged & covered, body fair/good, no rust, interior good, top, tonneau, & side curtains in good shape, wire wheels \$7900 or best offer, Jeff 586-468-1126. (1/04)

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.

DTSC's Year End Banquet a Fun Gathering



Although the weather was very cold, 66 DTSC members gathered at the Sterling Inn in Sterling Heights to enjoy a festive and fun-filled evening.

This year's party started out differently than in previous years. As people entered the room, they were given num-



bered tickets corresponding to items located on prize tables. Everyone had their door prize in hand before dinner. Thanks to Sue and Dave Snyder, this change created better flow for the evening's formalities.

After Dave Jonker said grace, everyone enjoyed a delicious dinner, after which Pat Barber started the evening's program.

Club awards were presented to officers, board members and event sponsors. As Pat called out the names of recipients, Mike Simon handed out plaques and engraved wine glasses.

Sue Watch presented Participation Point certificates to non-board members. Dave Snyder finished first with 232 points.

Next, John Uloth presented the Most Miles Driven certificates which reward members for driving their cars. Dave and Maureen Jonker finished first by put-

ting 7,231 miles on their Jensen Healy during the past season.

Pat Barber created a short question and answer Powerpoint presentation for the *Jack Fuller Hard Luck Award*. Wayne Larose received the award for the extensive fire damage to his Mini after his garage caught fire last fall. Not to worry, Wayne is determined to have the Mini back on the road in time for this driving season.

New this year were the *Key Position* and *Longevity Awards*. Key Position Awards were given for volunteers helping with key club functions such as Review Editor, Membership Chairperson, Webmaster, Publicity, etc. Longevity Awards were presented to acknowledge individuals with 10 or more years of DTSC membership. At 34 years, Mike Bilyk had the most seniority of active members.

The award presentations ended with Blake Discher announced as the recipient of the *Tony Reinowski Memorial Award*. Blake's pleasant, easy-going disposition, social skills, dedication to the *DTSC Review*, and other club related projects exemplify the qualities of the late Tony Reinowski, a long time club member.

Newly elected President Brian Sims introduced himself and shared his insight for the club's direction in the coming year.

Finally, Blake Discher and Pat Barber treated everyone to DVD presentations. Blake's video montage was a recap of the 2003 driving season, with pictures and music, and once again delighted everyone. Pat's DVD featured stop-frame video of the Michigan British Reliability Run set to music. Great job guys!

The entire evening's



agenda went smoothly and was finished before 10:00pm. Most members socialized until past 11:00pm in the banquet room and many of them later found their way to the Carlson's and Sims' adjoining rooms for an afterglow.

Written by Dan Campana

Clockwise from top left: Jeff Zorn, Dave Jonker and Geof Bush show off their British ties. Dan Campana, Terry Walters and Mark Anderson clown for the camera. Jeff and Jamye Meyer with Dave Jonker and Patrick Barber. Griz Holbrook, Lesley Discher, Julie Derikx and Sue Watch. Charlie Flaherty hugs Lori Day and Sue Snyder.





What's faster? A Triumph on a winding road through spring blossoms or a Great Lakes freighter going full steam on a beautiful spring day?

Not sure? Find out by joining me, Dave Murphy, in my Java Green TR6 on an enchanting mystical drive along the Detroit River, Lake St Clair and the St. Clair River to The River Crab Restaurant, north of St Clair, Michigan.

Sunday, April 25th, 2004
The 14th annual
DTSC River Crab Brunch Run

Meet me in the parking lot of either the Drury Inn at I-75 and Big Beaver in Troy at 9:00am or the parking lot one business west of the Big Boy Restaurant at I-94 and 23 Mile Road at 9:45am.

We'll race the freighters to a Smorgasbord Brunch, which will be accompanied by a live Dixie-Land Jazz Band!

Brunch is at 11:30am.
I've already made reservations for you!

SPRING PHOTO CLINIC



MAY 16th

Learn to photograph your British automobile and get pictures like you see in the car magazines! Join us on Belle Isle to learn valuable tips and techniques.

The scenery should be great and our cars should be ready to roll. Bring your camera, film (or data cards), polishing cloths, armorall, windex, and whatever else you baby your baby with. We'll meet rain or shine.

We'll depart from Regal Lanes on Mound at I-696 at 8:30am Sunday morning and drive en-masse to lovely Belle Isle. After the clinic, we'll have lunch at Sindbad's on the River.

Detroit Triumph Sportscar Club

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