

TRIUMPH REVIEW

February, 2004

Detroit Triumph Sportscar Club

OFFICIAL PUBLICATION

www.detroittriumph.org



INSIDE THIS ISSUE:



CHRIS HOLBROOK'S VITESSE: It was a clever way to beat England's insurance company's high rates for sports cars in England. *Page 4*

RESTORATION PROJECT GETS UNDERWAY: Connie Sims' TR3 project gets started with a little help from her friends. And Brian too! *Page 11*

ROCKER PANEL REBUILD: Henry Patterson shares his experience in rebuilding rocker panels on his TR6. *Page 2*

CHECK YOUR DATA: The new directory will mail with the March issue to all members in good standing as of February 20th. Please check your information on page 11 for accuracy.

PINEWOOD DERBY: Get building! Test your skills against other DTSCers. We'll be racing February 15th. *Back cover*

FEBRUARY EVENTS:

- 3:** Board meeting, Royal Oak
- 10:** Member Meeting, Royal Oak
- 15:** Pinewood Derby, Royal Oak



TR6 in Lapeer's Santa Parade

Chuck Lambert's 1975 TR6 in Rare December Appearance

This past August I carried the Grand Marshall of the "Lapeer Days Parade" in front of about 75,000 people in Lapeer, Michigan. The Grand Marshall was the Keibler Elf "Ernie." After the parade I was amazed to learn how many people seemed to never have seen Ernie in my car and congratulated *me* for being chosen the Grand Marshall of the parade! It must have been my Triumph TR6 that stole their attention away from Ernie; or my shiny head!

After that smashing success, I was asked to return for the Lapeer Santa Parade which takes place on the first Saturday in December... with my top down. I correctly assumed they meant the Bonnet and not my shirt. And yes, it was as cold as it looks in the picture above.

I carried Tiny Miss Lapeer, a four year-old beauty queen. She informed me prior to the parade that when she did not win the title at three, her mother told her she would win when she was four, and she did. Although you can't see her mother sitting next to me in her Russian sable fur with boots she purchased in Italy, clothes from Nordstrom's, and perfume from... well I think you catch my drift on this one. But she did smell nice.

I had no cooling problems in the mile long summer parade, even though it was close to 90 degrees. I had put in a 190 degree thermostat to keep things cool. I forgot to take it out, however, so the winter parade was more than a little cool. One issue involved a sticky throw-out bearing that sticks when it gets warm; this hot flash turns the clutch

Continued on page 2

Above: Paul Doolittle parked his 1976 Triumph TR6 along the freeway shoulder to snap this photograph of the car with the St. Louis Arch in the background.

TR6 Rocker Panel Replacement a Challenge

Though I have worked on cars for a good portion of my life and dabbled in minor body work before, I am not a "body man." Not by any means.

I have never tried anything like removing and welding in new rocker

TECHNICAL INFORMATION

By Henry Patterson

panels. But I have a pretty decent collection of tools, a two-car garage to work in and I have some friends with welding equipment and experience. Networking, I believe they call it.

Replacing the outer rocker panels on a TR6 is a big job, but I decided to tackle it anyway. It took at least eight hours to cut off the first rocker and loosely attach the new one. There was plenty of adjusting and tweaking needed to line it up in preparation for welding.

The second rocker took a little less time. The subsequent welding operation added a significant amount of time on top of that. You can't be in a hurry here. It is essential to properly place the rockers so that the body seams line up correctly.

I have heard of people cutting and splicing in portions of their rocker panels between the fender indents instead of removing both front and rear fenders and replacing the entire panel. That would have been a good way to go if my rockers were only rusted in that area. I was not so lucky. Both of them had to be completely replaced.

As far as availability of replacement rockers, I didn't find much to choose from. Every supplier I contacted carries British Motor Heritage or Steel Craft which I was told are both one in the same. I ended up buying British Motor Heritage rockers from Rimmer Brothers in England. Every supplier in the U.S. was out of stock. The rockers are supposed to be made to the original specifications. They do fit well but they are not absolutely perfect. The distance from the front fender indent to the rear fender indent is slightly shorter. That means the fender edges don't fit as tight to the raised portion of the indent



as the originals. I might worry about it if I was doing a concourse level project but I'm not.

The following is a description of the steps I took to replace my rockers:

Disclaimer: This is how I did it, and it worked for me. This is an informational article aimed at those TR6 owners who think they may to try this job themselves. It's not a precise, step-by-step how-to-do-it article. I accepted all risks associated with doing this type of work to both me and my car. I am not suggesting that anyone should try this on their own. I encourage people to have it done professionally.

As I mentioned, both front and rear fenders have to be removed. Not a small

job since I had to remove both bumpers, spoiler, tail lights, etc.. before I could take off the fenders. I removed the door on the side I did first but left it attached on the side I did second. It turned out that leaving the door attached saved time and it didn't really get in the way that much. If I do another rocker job (NOT!!) I will leave the doors on. Things get a little flimsy when the rocker is removed so I had to be careful not to lean down on the opened door.

To remove the old rocker I began by simply cutting or hacking away at it to remove as much of outer metal as possible in preparation for the finer work of separating the left over outer flanges from the inner flanges. To separate the flanges I

Continued on page 7

Ernie the Keebler Elf Likes TR6

From page 1

into an instant on / instant off device.

I was a little disappointed at the winter parade as I was scheduled to carry the entire 10 person Lapeer East High School cheer-leading squad. As you can imagine it was an unfulfilled dream and they had to ride in a Ford Van. I don't know who was more disappointed, the cheerleaders or me.

Written by Chuck Lambert



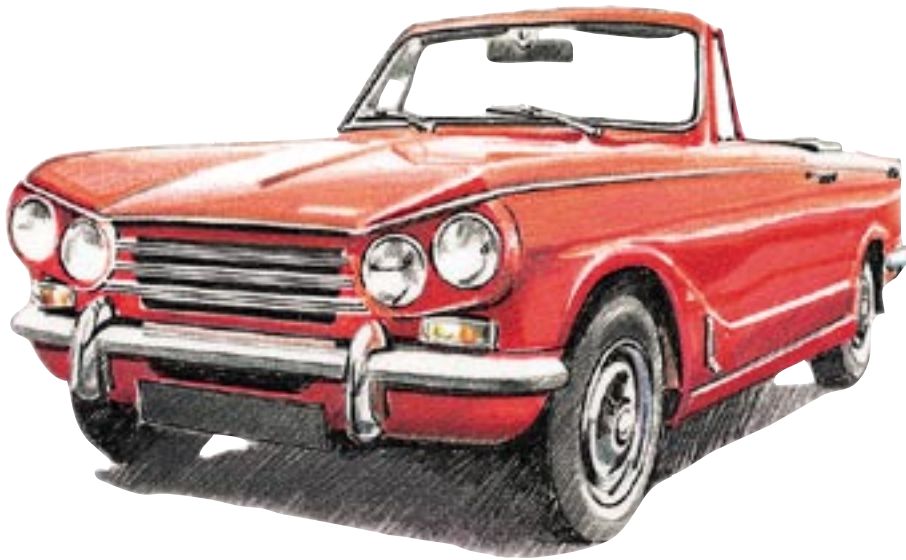
DTSC EVENTS CALENDAR

FEBRUARY	3, Tuesday 10, Tuesday 15, Sunday	Board Meeting Canadian Legion Member Meeting , Canadian Legion Pinewood Derby Canadian Legion	Sims - Walters- Uloth
MARCH	2, Tuesday 6, Tuesday 9, Tuesday 21, Sunday	Board Meeting Canadian Legion DTSC Bowling Adventure Novi, MI Member Meeting Canadian Legion Shower for Wayne & Julie, Windsor, Ontario	Laurie & Dave Carlson Laurie Carlson
APRIL	6, Tuesday 11, Sunday 13, Tuesday 18, Sunday 25, Sunday	Board Meeting Canadian Legion <i>Easter</i> Member Meeting Canadian Legion Ancaster All-British Flea Market, Ancaster, Ontario Annual Brunch Run to the River Crab	Dave Murphy
MAY	4, Tuesday 8, Saturday 9, Sunday 11, Tuesday 22-30	Board Meeting Canadian Legion 16th Blount British Car Gathering, Townsend, TN <i>Mothers' Day</i> Member Meeting Canadian Legion Drive Your British Car Week!	
JUNE	1, Tuesday 5, Saturday 6, Sunday 8, Tuesday 10-12 18-20 19, Saturday 20, Sunday 26, Saturday	Board Meeting Canadian Legion London BCC Classic Car Show, London, Ontario LEBCC British Return to Ft. Meigs Car Show, Perrysburg, OH Member Meeting Canadian Legion Moss Motors International TR Challenge, VIR, Danville, VA Sprint Vintage Grand Prix / British Invasion!, Mid-Ohio 6th Annual Cruisin' Gratiot Picnic, Eastpointe, MI <i>Fathers' Day</i> Put-In-Bay Island Tour Put-In-Bay, OH	Mike Bilyk The Snyders M. Rollinson / D. Cook
JULY	6, Tuesday 9-10 11, Sunday 13, Tuesday 14-17 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 Larry's Drive-In Movie Tour Location TBA "Plaid Pants" Golf Open , Twin Lakes Golf Club	The Snyders Pat Barber Larry & Sue Tomaszycski Mike Bilyk
AUGUST	3, Tuesday 7, Saturday	Board Meeting Canadian Legion British Car Show, Dayton, OH	
CORRECTION	8, Sunday 10, Tuesday 12-15 21, Saturday	Alden Classic Car Show by TBCC, Alden, MI Member Meeting Canadian Legion University Motors Summer Party Grand Rapids, MI Woodward Dream Cruise Party Royal Oak, MI	Sue Snyder Jim & Sue Watch
SEPTEMBER	7, Tuesday 12, Sunday 14, Tuesday 19, Sunday NEW! 25-26	Board Meeting Canadian Legion DTSC "Battle of the Brits" St. Heights Member Meeting Canadian Legion TTC British Car Day, Bronte Provincial Park, Ontario Michigan British Reliability Run www.mibrr.com	Carlsons - Snyders Blake Discher
OCTOBER	5, Tuesday 12, Tuesday	Board Meeting Canadian Legion Member Meeting Canadian Legion	
NOVEMBER	2, Tuesday 9, Tuesday	Board Meeting Canadian Legion Member Meeting Canadian Legion	
DECEMBER	7, Tuesday 14, Tuesday	Board Meeting Canadian Legion Member Meeting (<i>Election of 2005 Officers</i>) Canadian Legion	

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

**Have you renewed your dues for 2004?
If not, this will be your last copy of the DTSC Triumph Review!**

Sports Car Performance, Saloon Car Insurance



by Chris Holbrook

A few years ago, in my early twenties, we all wanted a sports car, but in England the insurance was a downright killer for the under 21's, and only a bit more bearable for the under 25's.

What to do? Get a saloon (sedan) car and soup it up? No, the insurance got you there as well.

Buy a sports saloon car? Yes! The insurance companies had not got that classification, so the only factor was the car being a saloon, or convertible, and the engine size. The Triumph Vitesse was the perfect answer. The fact that it was what is now called a "pocket rocket" was not an issue.

As some of you may know, at that time I was working at Triumph, and my father, who had been there all his working life (first at the Standard Motor Company of course) was Transport Manager. One of the employee benefits was being eligible for discounts on new cars, and being able to buy cars from the company fleet at the end of their service time, usually at about 18,000 miles or so. The rule was that employees had to keep the cars, new or ex-fleet, for at least 12 months, to ensure people did not profit from the discount by buying and selling. These fleet cars were a good buy, and this is where my father proved particularly useful.

His responsibility covered the operation of a fleet of trucks used for transporting car bodies and components between factories in Coventry, Liverpool, Bir-

mingham and London. More to the point though was that he also had responsibility for the company Fleet Cars, and even better, for the administration of the Press and Demonstration Cars, and the Experimental Cars. The maintenance of the Press and Demo cars was done by both my father's department and the Experimental Department, the latter particularly when a few new tweaks were considered necessary before important Road Tests by leading motoring magazines, in order to ensure the cars were at their best.

I was therefore on the inside track on which cars were the best buy, and when they were to be available. Then, like everyone else, I went to the Sales Department, and put my name on the list for the type of car I wanted - except that I put my name against the particular car.

By this means, I got myself two Vitesse's, the TR5 prototype, and two TR6's.

So, to continue with the Vitesse's (Sports Six.) First I bought the car my mother and younger brother shared, also ex father's fleet, which was a 1600 cc car, light green with a white stripe down the sides and across the front. Compared with the Herald, which was the same basic car, performance was pretty damned good, although the two Solex downdraft carbs with accelerator pumps soaked up the fuel somewhat. Equipped with a suitably modified silencer, the car went very well, and sounded good too. It was this car which

replaced the Morgan I talked about in the last article. (January, 2003)

The swing axle suspension though had to be treated with respect, and this prompted another mod. Some people fitted a camber compensator, which was essentially a narrow metal strip about the size of a spring leaf, which ran across the car underneath the axle, and was attached to the bottom of the vertical links on each side. This kept the wheels a fixed distance apart under all conditions, and so stopped the pin-toed stance adopted by these cars when overcooked on the corners. As a point of interest perhaps, the VW Beetle had exactly the same suspension design, but with less power, and with an engine/transmission package perched on top, it did not encounter the same problems.

However, there was a better solution, which cost nothing - negative camber, just like the rally cars; nothing like it, and it looked great. The rally cars of course had special springs to effect the camber change, and firm up the suspension etc, which involved even more cost. What we did was turn over the top two or three leaves of the spring so that they pointed up rather than down, the shortest one on top, and the longest one on the bottom, replace them on top of the main spring pack, and reset the toe in at the radius rods. In this way the top leaves gave some support under extreme bounce conditions, and it was not necessary to extend the thread on the studs holding the spring to the axle to take account of the smaller pack. Cornering was much improved, and tyre wear was not affected.

Soon the 2 Litre cars, Vitesse and GT6, came into production. I wanted one of course, but there were none on the fleet I could afford. A little bit of inventiveness though turned up the 2 Litre prototype

Continued on page 9

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Editor's Ramblings

ram•bling adj.

To talk or write in a discursive, aimless way.

I just received my copy of The Vintage Triumph, the official quarterly publication of the Vintage Triumph Register, the United State's largest Triumph owners club. In it were the 2003 VTR Convention winners list, some excellent historical articles about our favorite marque, and a recap of the Michigan British Reliability Run. If you aren't a member of VTR, you should be, if for no other reason than to support the safekeeping of the history of the Triumph name. Find them on the web at www.vtr.org.

In looking over the list of winners from the convention in Armaugh, Pennsylvania, I see several of our members who year after year do well in Autocross. Mike Bilyk and Alan Sheets took first and second respectively in their class. Sue Snyder took a second in her hotly contested class. I don't know how these three do it, but they manage top finishes more often than not.

The respray of my 2000 is going to be delayed a bit I suspect. Wayne Larose and I did some horse-trading of services (I'm photographing his wedding and he's painting my car) but the timetable for starting my car was pushed back a bit when Wayne's garage caught fire last month. Due to some very fast thinking, it wasn't a total loss, but unfortunately there was some damage to his pink Mini. He's getting it all sorted out and expects to have it back on the road for the driving season. Good luck Wayne!

At January's board meeting Pat presented some statistical data based on the sign up sheets for events. Very interesting stuff. One item stood out for me. In 2003 there was a total of 18 social events. Those events brought out a total of 137 *unique* participants. ('Unique participants' means that the same person attending several events is only counted once.) That's outstanding – it means that more than 80 percent of our membership of 170 took part in at least one social event!

Well, that's about all for this month. Drop me a note about your restoration project or interesting British car news.

– Blake J. Discher

Final 2003 'Most Driven' Member Tallies

Driver	Navigator	Year	Marque	Model	APR 1	NOV 1	Total
<i>CLASSIC</i>							
1. Dave Jonker	Maureen	1974	Jenson		82971	90202	07231
2. Wayne Larose	Julie Derikx	1972	Mini	Conv.	05456	12051	06595
3. Dale Smigelski		1972	Triumph	GT6	44072	49448	05376
4. Chris Holbrook	Griz	1969	Triumph	Gt6	14275	19558	05283
5. Sue Snyder	Dave	1980	MG	B LE	33119	37715	04596
6. Ron Clark	Lori	1979	Triumph	Spit	42616	47053	04437
7. Len Norris	Alice	1980	Triumph	TR7	66955	70921	03966
8. Dave Carlson	Laurie	1968	Triumph	TR250			03875
9. Brian Sims	Connie	1974	TVR	2500M	02095	05953	03858
10. Mark Anderson	Terri	1974	Triumph	TR6	00980	04820	03840
11. Chris Holbrook	Griz	1973	Triumph	Stag	53921	57619	03668
12. Alan Sheets	Linda Laskos	1964	Triumph	TR4	64695	68189	03494
13. Doug Cook	Patty Cook	1974	Triumph	TR6	58335	61317	02982
14. Mark Rollinson		1973	Triumph	TR6	73003	75813	02810
15. Lori Day	Geof Bush	1981	Triumph	Spit	34767	37490	02723
16. Mike Bilyk		1962	Triumph	TR4	00525	02997	02472
17. John Uloth	Carol	1974	Triumph	TR6	98741	01410	01908
18. Paul Dawe		1980	Mini	MK4	02487	04362	01875
19. Jeff Zorn	Jan	1959	MG	MGA	16247	17909	01662
20. Doug Mitchell	Debbie	1973	Triumph	Stag	72801	74408	01607
21. Jeff Zorn	Jan	1963	MG	MGB	63248	64807	01559
22. Bob Lesage	Kathy Zachel	1974	Triumph	TR6	24775	26329	01554
23. Lesley Discher	Blake	1971	Triumph	Stag	73405	74574	01169
24. Jeff Zorn	Jan	1983	Austin	Mini	47388	48447	01059
25. Doug Mitchell	Debbie	1973	Triumph	Spit	118080	119105	01025
26. Bob Martin	Ruby	1972	Triumph	TR6	04037	05054	01017
27. Sue Snyder	Dave	1973	Triumph	GT6	62110	63106	00996
28. Jim Watch	Sue	1973	Triumph	Stag	81532	82319	00787
29. Mark Rollinson		1963	MG	Midget	17010	17526	00516
30. Alan Sheets	Linda Laskos	1969	Triumph	TR6	61138	61448	00310
31. Jeff Zorn	Jan	1958	MG	Magn.	71529	71640	00111
32. Geof Bush	Lori Day	1979	Triumph	Spit.	03798	03849	00051
33. Mark Rollinson		1966	Triumph	TR4	18882	18932	00050
<i>NEW</i>							
1. Greg Walker	Susan Simmons	2002	Mini Cooper		05665	15587	09922
2. Jeff Zorn	Jan	2003	Mini Cooper		04721	12012	07291
3. Sue Snyder	Dave	2003	Mini Cooper	S	00520	07020	06500
4. Mike Bilyk		2000	Jag	XK8	10477	16134	05656
5. Brian Sims	Connie	1996	Triumph	Sprint	09555	11584	02029
<i>DNF</i>							
1. Steve Caukins	Peg	1961	Triumph	TR3A	79489	SDNF	00000
2. Blake Discher	Lesley	1980	Triumph	TR7	47522	N/A	00000
3. Smigelski	Dale	1977	Triumph	Spit	61088	61088	00000
4. John Uloth	Carol	1958	Triumph	TR3	82149	82149	00000
5. Jeff Zorn	Jan	1971	MG	MGB	49726	N/A	00000

SDNF= Speedometer did not finish

N/A= Reading not available

John Uloth, the keeper of the numbers for the DTSC Most Driven 'Competition' passes along a few interesting tidbits about the numbers: I totaled the classic car miles at 84,462 which equates to an average of 2,560 miles per entry. The new car miles were 31,398 or an average of 6,280 miles per new car entry. The grand total mileage of all English cars participating was 115,860 for and average of 3,049 miles per entry. To participate for 2004, send your beginning mileage as of March 1st to John at juloth@tir.com.

Don't Rush When Replacing TR6 Rocker Panel

From page 2

began at the top flange between the door posts.

Using a small sharp hand-chisel I carefully opened up the seam until I found a spot weld. Then I drilled out the spot weld with a common drill bit only drilling through the outer flange to be removed then finishing the break with the chisel. The idea was to be careful here to keep the inner flange as straight as possible. I continued the process up to both of the door posts. Fortunately, Triumph did not weld the flange behind the door posts but it still took quite a bit of chiseling to remove the remaining sheet metal from behind and under the posts.

There are a couple spot welds that secure the "feet" of the door posts to the top of the rockers, so care had to be taken not to distort them. Unfortunately the front flange of the rocker is actually under

the kick panel sheet metal. Rather than attempting to peel the kick panel away from the remaining outer flange of the rocker, I simply cut the rocker metal flush with the kick panel and left the flange under it. Then I placed the new flange on top of that. It seems odd but it worked.

The front portion of the rocker is covered by the front fender anyway. The added thickness of the old rocker flange is minimal and did not affect the fit. The bottom inner flange is actually the side of the floorpan. Because of the lack of rigidity without the rocker panel attached I found it very difficult to separate the rocker flange from it. My solution was to cut away the loose sheet metal and leave the rocker flange attached. Again, the added thickness of the old flange did not affect the fit of the rocker. With all of the rocker metal removed I cleaned up the surfaces to be welded with a grinding disk.

To prepare the new rocker for installation, I removed all of the factory applied black e-coat from the flanges with the grinding disk. I then drilled holes in the flanges spaced about 1-inch apart in preparation for plug welding to the inner flanges. I then fitted the "J" nuts to accept the fender bolts.

To install the rocker panel I jacked up the car a bit in the center to be sure that the body was un-sprung and didn't have the slightest bit of sag due to the lack of support that the rocker panel contributes. For my safety, I supported the jacked up area with jack stands. I did this to be sure all of the gaps were correct when the car is level and loaded.

I fitted the rocker in place lining it up with the flanges and aligning it fore and aft between the door posts so that the rocker indents were even on both sides of the door post feet. I temporarily secured the rocker in place with sheet metal screws and let the car down off the jack stands. I then attached front and rear fenders with a few bolts and checked all gaps. Then I jacked up the car again and with the fenders off, made some minor adjustments to the fit of the rocker. I again lowered the car, re-attached the fenders and checked gaps. For one last gap check I had my two teenage sons sit in the car – just to be sure.

At this point the rocker was ready for welding. The only thing I can add about welding is my friend did a terrific job. He also showed me how to weld and let me do some myself. We welded all of the plug welds and welded all of the seams of the flanges. We then welded in the rocker end caps. I had to do quite a bit of trimming of the end caps to get them to fit. I then coated the welded areas with a rust inhibitor and primed.

As you can see by the picture of a rocker shown finished in glorious pimento red (I still have to paint the lower part black), it came out pretty well. You can also see the fender to indent fit that I mentioned. If you are interested in this kind of heavy duty restoration work, get yourself a copy of Practical Classics' Triumph TR6 Restoration. This is a great book commonly available on eBay that shows you in great detail how to restore a TR6 body.

by Henry Patterson

Come One, Come All! DTSC Shower Party for Wayne & Julie, eh!

Join the DTSC as we help members Wayne Larose and Julie Derikx celebrate their upcoming nuptials.

Sunday, March 21st

The party begins at 11:45 am at Lilly Kazilly's
9550 Riverside Dr. East, Windsor, Ontario, Canada.

\$15.00 CDN per person, includes tax & tip. Gifts are optional, but welcomed.

Wayne and Julie are registered at Sears-Canada on-line (www.sears.ca, registration #200326992800) and at the Bay on-line as well.

They are also registered at Canadian Tire. Canadian Tire, however, is not on line and it is specific to the store where registered. If anyone does come to Canada for a gift, they chose the Canadian Tire at Tecumseh Rd. East and Lauzon Rd.



Goin' to VTR National Meet?

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 Hampton Inn: 304-489-2900. For Sunday, July 11th in Lexington, Virginia, call the Hampton Inn: 504-463-2223.

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.



2004 VTR National Convention Update
July 14 – 17, 2004
Richmond, Virginia
Check out the website at
www.vtr2004.com

This is the latest in a series of updates over the next six months highlighting the 2004 Vintage Triumph Register National Convention, Wednesday, July 14 through Saturday, July 17, 2004, at the Richmond Sheraton West Hotel in historic Richmond, Virginia.

Members of the Richmond Triumph Register have been working hard on convention organization, and are proud to announce that the convention registration brochure is now available at www.vtr2004.com in both downloadable (.pdf) and on-line registration format. Check out what we have in store! The registration brochure will also be distributed in the spring issue of the Vintage Triumph Register magazine.

As of mid-January, more than 100 people had already made reservations at the Sheraton Richmond West Hotel, site of this year's convention. Don't delay registering and making room reservations! Call 888-565-7654 to reserve the special VTR rate of \$85 (plus tax) per night, or visit www.sheraton.com for more hotel information.

Check www.vtr2004.com for regular updates. For more information, contact the Richmond Triumph Register at 804-746-9409 (voice or fax) or e-mail us at info@vtr2004.com.

DTSC GOES BOWLING

Saturday, March 6TH 2004
3:00pm - ?

Novi Bowl
21700 Novi Road
Novi, MI 48375
248 – 348-9120

\$25.00 per person:
3 lines of bowling, shoes, dinner, dessert,
coffee and cash bar

- or -

For you non-bowlers, join us for dinner only:
\$15.00 per person

**So come on out and join us for a great
time and a few laughs !**

More information: call Dave or Laurie Carlson at 248-
426-0124
or email davida49@aol.com

Triumph Vitesse a “Wolf in Sheep’s Clothing”

From page 5

in Experimental Department, which was originally a 1600 of course. Father duly talked to his friends there, and they agreed they didn’t really need it as much as I did, and so agreed to make it available for sale. The car went to father’s garage where it was put in tip top nick, and I went to the sales department to put my name against the car. However, I was a bit early for the system, and was told the car was not on the list. I told them, very nicely of course, it soon would be, and a couple of days later all was set up.

Now this car really “hailed ass,” as you folks so nicely put it, a real wolf in sheep’s clothing, and it had overdrive and a sun roof. None of my friends’ cars could get anywhere near it. It was dark blue with a white stripe. Naturally it got the rear spring treatment, a decent sounding exhaust, and the overdrive inhibitor switch modified to allow the overdrive to operate in second as well as third and top - nothing like having a seven speed gearbox. (I’ve done the same thing with my Stag, which will now exceed every speed limit in USA in 2nd overdrive, and has four more gears to go!)

I had this car for well over a year, and by then had my sights set on a 2 Litre Mk II Convertible. The Mk II cars had the doughnut joint lower wishbone rear suspension like the GT6+ here. There was a lovely one on the sales demonstration fleet, signal red with a white stripe, black soft top and tonneau cover, overdrive, radio, everything. The road holding was already great, so all we had to do was modify the overdrive, and swap the silencer.

This car was my first experience of driving with a 3/4 tonneau cover on crisp mornings in a good warm jacket and hat jammed well down on the head, and the heater going full blast - very nice. That exhaust of course took on a new dimension with the hood down - those 2 litre engines really scream at high revs.

This car was only 18 months old, the newest I had ever owned. Now I felt as if I was really getting somewhere, and the girls liked it too. This was the last and best of the Vitesse, and I kept it for close on two years, wondering how I could afford the next step - fuel injection - and that will

be the next story.

Meanwhile, if we fast forward so to speak, our second son Mark continues the Triumph “small six” tradition with his GT6 + Convertible. Some of you have seen this car, I know, and it is quite interesting. In fact, its probably the car Triumph should have built alongside the GT6. Mark wanted a Triumph but not a TR6 as elder bro had one, and he decided on a GT6 but as a convertible. The fact that such cars were never built was irrelevant! It was my job to find one. Well, as luck would have it, we did find one, and quite nearby too.

This is not a Spitfire with a GT6 engine. It is a GT6 + with a Spitfire body, or at least the back end as the bonnet has to be GT6. This gives all the GT6 running gear, suspension, brakes, chassis etc, which makes it “the right way” to do the GT6 convertible. The conversion had been very neatly done by a body shop, and really the only major change seemed to be the location of the rear damper upper mounts in the wheel arches. This involved welding the GT6 brackets into the Spitfire wheel arches, and a general strengthening of the area to make up for the absence of stiffness imparted by the GT6 roof. A couple of leaves were removed from the rear spring to compensate for the reduced weight, and the car performs very well.

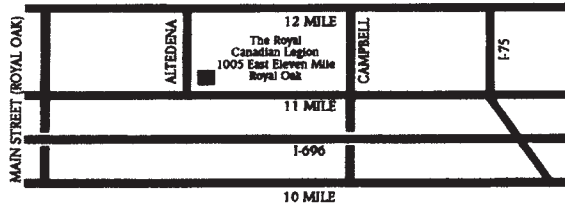
Mark changed the wire wheels for

wider alloys, and that smoothed out the car no end. He also fitted a thicker anti-roll bar, and a set of fully adjustable coil over shock units on the front, and adjustable shocks on the rear. The car sits low on the ground as we know, and now goes around corners like a go-kart! Engine mods so far have been restricted to headers, and electronic ignition. To come is a full set of engine upgrades like elder brother did on his TR6 - cam, head, high ratio roller rockers, better headers, and then it should really fly.

He is already doing well in the TRF autocross events. He is competing in the modified class due to the suspension upgrades, and despite running with a virtually standard engine, he puts up some excellent times. The results from the last TRF Summer Party show this well, and the TRF event is the only time he does autocross. As you see in the attached picture, Blake took an excellent “snap” of him trying to unseat the right hand front tyre from the rim, on his third and fastest run.

Most unfortunately, I have no pics of my Vitesse, but hopefully we can find some general ones to print with this article. Later I’ll put fingers to keyboard again, and bore you all to tears with the third article in this series. However, you can relax in the knowledge that the third is the last!





Detroit Triumph Sportscar Club

Established 1959, our 45th year

An official chapter of the Vintage Triumph Register

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 TR250/6/7/8: **Richard Truett** 248-336-0472, rover827@aol.com
 GT6/Spitfire: **Pat Barber** 313-383-4041, patbarber@comcast.net
 Stag: **Chris Holbrook** 810-229-9010, grizh@yahoo.com

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 20th of the month 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!

For Sale and Items Wanted

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)

Triumph TR6 non-overdrive transmission. This gearbox was removed from my 72 tr6 although I'm not sure that it was original to the car. It was running fine when I replaced it with an overdrive gearbox. When I had it out during restoration I replaced the clutch shaft, clutch fork and pin, shaft bushings and the front and rear seal. \$130.00 Dave Mahlmeister 586-463-0306 or email mahlmeister1@comcast.net. (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)

1972 TR6, Comm. No. CC85723-U. Damson/Tan with excellent black soft top. Racing cam, Allison exhaust, heavy duty clutch, new battery, extra set (4) rims/Michelin red lines. 11,484 miles on complete engine rebuild. Included: service manuals, reference books and all records. Very solid driver with rust free frame & chassis. Not a concours show car, but an excellent, very reliable driver. Good original body & paint. Thoroughly inspected by DTSC TR6 expert. Asking \$8,000. Bereavement sale. Pat Grant at 517-851-7006, pgrant@voyager.net. (1/04)

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)

18-foot flatbed car trailer, dual axle, two mounted tool boxes. This was formerly the Snyder's trailer. \$1,200. 248-426-0124, Dave or Laurie Carlson. (12/03)

TR6 front fenders, (pair - L&R). Still in-the-box British Heritage parts purchased from TRF, not junk from the other side of the other pond. For "early" models but will also easily fit "late". Why weld and patch when you can bolt on perfect fit pieces! \$400.00 for the pair. Call Terry at 734-464-8149 or email to twalters@twmi.rr.com. (11/03)

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.

Connie Sims Helps With Restoration Project

It started as a statement (possibly considered a whine by my husband Brian) by me, "I want a convertible." I liked the Chrysler Sebring, but Brian thought a Triumph would be better. "I don't even know what they look like," was my reply. About a week later, Brian brought home a Triumph book, noting TR250's, etc. as possibilities. As I looked through the book, the TR2 and TR3 stood out for me. I liked the curves they had over the straight, angled look of newer Triumphs. So I said a TR2 or TR3 would be okay.

"I'll restore it for you," Brian said. Now, Brian has restored several British motorcycles

over the years and they look great, so restoration could happen. The key words in my previous sentence were *over the years*. This comment is due to the number of projects in his life as much as priority of projects.

Anyway, two weeks later we were out looking at a 1961 TR3A in Romeo. It has to be a coincidence that there was one waiting to be purchased so close to home! The seller was very interesting—a story in itself. He had more British automobiles and other makes, than Brian has motorcycles. He even had a double-decker bus. Well, we bought the TR3A. That was August 1999.

Next, we visited the car portion of the Battle of the Brits (motorcycles were our normal attraction) and joined DTSC, figuring we would find the technical help we needed. I believe Brian had already contacted some DTSC members, before we bought the TR3A, for help with what to look for before purchasing.

Four years later—I have a Chrysler Sebring that I drive daily. I decided I didn't want to wait for the restoration of my convertible, the original estimate for completion was six years. I did build and race a British racing green / biscuit interior Pinewood Derby replica of my car for the DTSC event two years ago.

There is hope. We recently started on the TR3A restoration. It still looks like a rust bucket to most, but I can see the changes. I'm part of the work team, grunt work, as I don't know what I'm doing, but I'm learning. I consider this a team project, as we are fortunate to have met many wonderful people who are working on the car with us.

Most are previous and current members, possibly some future ones too! Those who come quickly to mind are: Steve who was kind enough to sell us car parts; Peg wanted him to clean out from under the bed! Ken as our body man, I could make many comments here, and Andy and Terry have helped with the engine work so far.

Len is looking forward to his role in this project too; hopefully it won't scare him off of doing one himself someday. I'm sure there are many others that have allowed us to pick their brains to date, the names just aren't on the top of my brain right now. And this is just the start— we have only just begun to restore.

By Connie Sims

2003 Final DTSC Participation Points

Sue Snyder	330	Jaimie Snyder	39	John Corriveau	8	William Moore	4
Dave Snyder	232	Greg Walker	39	Sue Johns	8	Rick Motha	4
Blake Discher	215	Leonard Norris	38	Paulette Mancuso	8	Dennis O'Meara	4
Laurie Carlson	212	Mark Anderson	37	Stephen Mancuso	8	Jim Peters	4
Dave Carlson	199	Jeff Meyer	37	Rich Mazurkiewicz	8	John Rapp	4
Jeff Zorn	199	Kathy Zatchel	37	Kathy Pierce	8	Steven Ring	4
Roger Cotting	180	Jeff Branch	36	Bruce Ring	8	Bob Rouston	4
Mike Bilyk	171	Paul Wild,	36	Joann Rouston	8	Lucy Schiefer	4
Pat Barber	156	Alice Norris	34	Terry Schiefer	8	Karen Seibert	4
Mike Simon	151	Elizabeth Stevenson	31	Mark Uligh	8	Robb Snowden	4
Jan Zorn	147	Jim Knight	30	Terri Anderson	7	Ken Salt	4
Sharon Simon	140	Steve Riddell	30	Lucille Arend	7	Theresa Sullivan	4
Dave Jonker	135	Charles Flaherty	27	Jim Cox	7	Denise Taylor	4
Larry Tomaszycy	134	Carolyn Northcutt	27	Paul Dawe	7	Phil Taylor	4
Maureen Jonker	132	Laura Walters	27	Herb Hummer	7	Barry Tippett	4
Bill Goin	125	Mike Wilkinson	27	Art Johns	7	Matt VanBenschoten	4
Leslie Discher	122	Griz Holbrook	26	Rick Koch	7	Adrienne Wagner	4
Tamara Barber	121	Mary Sparks	25	Mike Kutwick	7	Richard Wagner	4
Jim Watch	120	Norm Gietzen	24	Doug Sims	7	Greg Weller	4
Doug Cook	116	Robyn P. Guibord	24	Ken Spencer	7	Bob Young	4
Mark Rollinson	103	Al Lawton	24	Norman Tyrer	7	Marlene Young	4
Brian Sims	101	Fraser Mackenzie	22	Norma Flaherty	6	Walt Bammel	3
Terry Walters	99	Ken Daneke	21	David Kyte	6	Julianna Bassick	3
Dan Campana	94	Jamie Gietzen	21	Jon Matyas	6	Andre Bassick,	3
Sue Watch	94	Bob Osen	20	Jim Miller	6	Russ, Jr. Beck	3
Dale Smigelski	92	Mike Brinker,	18	Mark Zemke	6	Russ II Beck	3
Sue Tomaszycy	89	Nancy Fuller	18	Salvatore Mancuso	5	Tony Boru	3
Richard Truett	87	Michelle Riddell	18	Cathy Ahlstrom	4	Dave Bradley	3
Bob LeSage	85	Karen Osen	17	Tom Ahlstrom	4	Barb Bush	3
John Uloth	85	Terry Wild	16	Dave Brown	4	Larry Bush	3
Ken Pardonnet	79	Gary Lightfoot	15	Janet Brown	4	Peter Clare	3
Connie Sims	78	Steve B. McGower	14	Keith Brown	4	Carolynn Cox	3
Pat Cook	76	Jerry McConnell	14	Ken Burnstrom	4	Joan Ehrhardt	3
Carol Uloth	72	Linda Laskos	13	Andrew Butler	4	Stu Ehrhardt	3
Denise Goin	69	Darcy Mackenzie	13	Brenda Butler	4	Rick Eisele	3
Alan Sheets	69	Robert Mynek	13	Luis J. Casenas	4	Joe Galante	3
Peg Calkins	63	Dave O'Neill	12	Bill Catin	4	Janita Gaulzetti	3
Wayne Larose	63	Geoffrey Bush	11	Mike Chachich	4	Bruce Gearns	3
Steve Calkins	61	Lori Day	11	Kelly Claffey	4	Mark Glen	3
Judy Pardonnet	60	Al Joseph	11	Dennis Collins	4	Don Hotke	3
Hermann Schaller	60	Carol Lambert	11	Scott Davis	4	Dave Iskra	3
Dave Murphy	56	Charles Lambert	11	Paul Doolittle	4	Dave Kapuz	3
Ken Northcutt	56	Debbie Mitchell	11	Carolyn Gier	4	Sandy Knight	3
Bob Owsinski	52	Billy Phillips	11	Mark Gier	4	Dennis Marble	3
Jeri Schaller	50	Tom Phillips	11	Larry Gomulinski	4	Bryson Menhe	3
Ron Clark	48	Kevin Campo	10	Peggy Grundy	4	Mike Pardonnet	3
Chris Holbrook	48	Ryan Malcolm	10	Tom Hall,	4	Nelson Parker	3
Doug Mitchell	48	Jayne Meyer	10	Kathy Koch	4	Charles Reiner	3
Dick Arend	42	Barbara Mynek	10	Joe Lambert	4	Alan Reiner,	3
Mike Green	42	Lori Clark	8	Del Lesperance	4	Karen Reiner,	3
Jack Fuller	41	Jamie Coobatis	8	Stephen McPhedron	4	David Reinowski,	3
Julie Derikx	40	Joann Coobatis	8	Tom Mitchell	4	Gordon Rinschler	3
						Russ Theus	3

IMPORTANT

Below is your information as recorded in club records. Please report any changes to Dave Jonker at dutchmandave1@sbcglobal.net by February 20th. The new directory will be mailed with the March Review to members having renewed by that date.



DTSC Pinewood Derby

Sunday, February 15, 2004 at 1:00pm
Royal Canadian Legion
Eleven Mile Road, Royal Oak



The contest consists of designing and building a small wooden racecar from a kit that meets certain prescribed criteria and specifications. The derby is run in heats to determine fastest cars with the cars starting by gravity from a standstill on a track and run down an inclined ramp to a finish line, unaided.

**TECHINCAL INFORMATION APPEARED IN DECEMBER, 2003
ISSUE OF THE DTSC *TRIUMPH REVIEW***

Additional information regarding logistics, conduct of the race, heats, etc. will be provided on race day. Any questions/concerns with these specifications or other event issues should be referred to the Organisers, Brian Sims at (248-814-8441, britishriders@aol.com) or Terry Walters at (734-464-8149, twalters@twmi.rr.com).

(Vintage Pinewood Derby cars shown courtesy of member Ken Pardonnet)

Have you renewed your membership for 2004? Do it today!

Detroit Triumph Sportscar Club

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