

TRIUMPH REVIEW

March, 2004

Detroit Triumph Sportscar Club

OFFICIAL PUBLICATION

www.detroittriumph.org



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TOOL TIME: Learn what those tools are really used for. And you thought a battery charger was actually useful? Page 4

MARCH EVENTS:

- 2:** Board meeting, Royal Oak
- 6:** DTSC Bowling Adventure, Novi
- 9:** Member Meeting, Royal Oak
- 13:** Slot Racing at Mike's, Oakland
- 21:** Wayne & Julie's Shower, Windsor



Suuuundaaay... at the Dragway

Take Telegaph Road to Sibley, drive one mile east to Dix...

Well...Pinwoode Derby drag racing in Royal Oak at the Canadian Legion Post on a Sunday anyway! But, the competition was nearly as fierce as 21 cars in three different divisions went head-to-head through a grueling double elimination matrix for awards, and more importantly, club bragging rights at the 3rd Annual DTSC Pinwoode Derby. A large, vocal crowd of 20 spectators was also on hand to cheer on the competitors and to take advantage of a fun opportunity to socialize with club friends on this cold winter afternoon.

With **Dan Campana** again handling the "scrutineering" aspect of the competition for the 3rd straight year, registration went quickly and easily. For most, the cars either were already within specs and weight according to the "official" scale or were "close enough". Several others, of course, adjusted the weight to get the maximum allowable, double-checked wheel alignments, etc. to hopefully ensure their entry would be competitive. No bleach box burnouts to clean the tires were available, but maybe just a hint of graphite here and there?!

Second year Derby helpers, **John Uloth** and **Hermann Schaller** soon took up their positions as Starting Judge and Finish Line Judge respectively and the racing was underway! The first of the 3 divisions to conclude their competition was the Vintage Division, for cars that had been built and raced in a prior Pinwoode Derby or other competition.

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Above: Ed Zaleski, left, and Ken Danek place their cars on the track with the utmost care and precision at the DTSC Pinewood Derby at the Canadian Legion on February 15th.

Safely Trailer Towing Your Little British Car

by Patrick Barber

Introduction

The British car collecting hobby has been very positively influenced by the rampant popularity of the SUV. Today we can visit car shows, swap meets as well as

USEFUL INFORMATION

By Patrick Barber

regional and national events which involve our LBCs by towing, rather than driving, our prize possessions to these distant events. As the age of our cars increases, the likelihood of our members towing their vehicle to an event will increase.

Towing our snowmobiles and our British cars to many distant locations has taught me the importance of having proper trailer setup. I have taken notice of many different towing rigs during our travels. Many of these setups seem to be done properly, others are just downright scary! An improperly set trailer is dangerous, not only to you but also the other drivers which share the road with you.

Over the next several issues I will be sharing trailer towing information ranging from selection of the trailer and tow vehicle to loading and driving. Lets get started.

Cargo

The starting point on developing your towing rig is to determine what cargo you will be towing. The shape, size and weight of the cargo is critically important as it defines the trailer, tow vehicle and hitch requirement for your rig. Having a Spitfire or Bugeye as cargo will drive different towing rig requirements than that of a Jag (or a Stag).

Trailer

After determining the cargo, the next step is determining which trailer to use. Many different trailer configurations and manufacturers exist to fit your needs. For towing automobiles, there are two basic options; open or flatbed trailers, and enclosed trailers. There are, of course, many variations on these basic options,

and one major factor is level of protection for the cargo. The open flat bed trailer will get your cargo moved from point A to B with the minimal investment; however it lacks the security and protection of an enclosed trailer. Please note that I have not mentioned the towing dolly as a towing alternative. They will work in a pinch to get your car off the road or to bring home a parts car, but I would not recommend for your Concours show car.

The next determination in your trailer selection will be the trailer configuration based on weight and size of the cargo. Most trailers used to haul automobiles come in six, seven, and eight foot widths and can vary in length from 12 to 38 feet. The weight capacity of a trailer is usually defined by the axle carrying capacity. The typical trailer axle can hold 3,500 lb. A heavy duty axle can carry 5,000 lb. We in Michigan know all to well that the more axles, the more load carrying capacity. Typically, one will find trailer capacities set at 7,000, 10,000, or 15,000 pounds. It is important to note that these values are the gross weigh of the trailer. The actual payload capacity will be lower because the axles need to also carry the weight of the trailer structure.

Most triumphs can be hauled with a 7x18 trailer with a 7,000 pound gross towing capacity. An enclosed trailer of this size will have a payload capacity of around 3,800 pounds. An open trailer will have a payload capacity of about 5,000 pounds.

Another factor to consider is the trailer's frontal area. The frontal area of the trailer will define how much wind resistance will be exerted on your vehicle. It will effect the way your vehicle accelerates on the highway as well as how it handles.

Tow Vehicle

Now that the cargo and trailer have been defined, the real expensive decisions need to be made. The vehicle you choose to tow that trailer can be many and varied. As stated earlier, SUVs make up a great deal of the towing vehicles as their Body-on-Frame design, large engines, brakes as well as well appointed interiors, make them best suited for long haul towing.

The requirements for tow vehicles usually start with brand preference. Most

major US manufacturers have vehicles which can tow in excess of 10,000 pounds. Import models are now coming on the market with bigger engines and increased towing capacity. Beyond the choice of brand, you need to consider a vehicle which is qualified by the manufacturer to tow the trailer you have. Many manufacturers offer some type of optional trailer tow package which enhances the vehicle's performance for towing trailers. These optional items will include things such as: transmission oil cooler, draw bar or receiver hitch, built in trailer wiring, heavy duty rear axle (sometimes with dual rear tires), options for electric trailer brakes, optimized transmission control, and up-rated brakes.

Every manufacturer documents the vehicle's ability to tow in the vehicle's owners manual. Strict adherence to the manufacturers limitation on towing is required. Failure to follow the manufacturers recommendations on towing can result in loss of vehicle control, permanent damage to the vehicle s powertrain components including the rear axle, transmission and engine.

Next Time: hitch and coupler, trailer brakes, loading, and driving with your trailer.



This LBC is in the process of being secured to the deck of this open flat-bed trailer. This trailer uses removable, adjustable wheel ramps to aid in loading of the LBC onto the trailer.



This is the entry of a typical (albeit large) enclosed trailer. On this particular trailer, the rear door folds down and is used as a ramp for easy loading of the LBC into the trailer.

DTSC EVENTS CALENDAR

MARCH	2, Tuesday 6, Saturday 9, Tuesday 13, Saturday 21, Sunday	Board Meeting Canadian Legion DTSC Bowling Adventure Novi, MI Member Meeting Canadian Legion Slot Car Racing at Mike's Oakland, MI Shower for Wayne & Julie, Windsor, Ontario	Laurie & Dave Carlson Mike Bilyk Laurie Carlson
APRIL	6, Tuesday 13, Tuesday NEW! 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! 16, Sunday 19, Wednesday NEW! 23, Sunday 22-30	Board Meeting Canadian Legion 16th Blount British Car Gathering, Townsend, TN Member Meeting Canadian Legion DTSC Spring Photo Clinic , Belle Isle Summer British Knights Novi, MI Wine & Dine Trackside Waterford, MI Drive Your British Car Week	Blake Discher Dave & Laurie Carlson Roger Cotting
JUNE	1, Tuesday 5, Saturday 6, Sunday 8, Tuesday 10-13 NEW! 12, Saturday NEW! 16, Wednesday 18-20 19, Saturday NEW! 26, Sunday	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 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	Mike Bilyk Cotting / Sims / Discher Dave & Laurie Carlson The Snyders Hermann & Geri Schaller
JULY	6, Tuesday 9-10 11, Sunday 13, Tuesday 14-17 NEW! 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 NEW DATE! 7, Saturday 7, Saturday 8, Sunday 10, Tuesday 12-15 NEW! 18, Wednesday 21, Saturday NEW! 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 19, Sunday 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.mibr.com	Carlsons - Snyders Blake Discher
OCTOBER	3, Sunday NEW! 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.

A Tool Glossary Any of Us Could Have Written

Tool Glossary:

ADJUSTABLE WRENCH: (Also known as one-size-fits-none wrench) Used to strip bolt heads. Also functions as impromptu hammer. (see Hammer)

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object you are trying to hit.



MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing seats and your new soft top. Somehow these are magically designed so if they slip off the item you are trying to cut, they will be stopped by your nearest uncovered body part, usually the hand.

ELECTRIC HAND DRILL: Normally used for spinning pop-rivets in their holes until you die of old age, but it also works great for drilling mounting holes in fenders just above the brake line that goes to the rear wheel.

PLIERS: Used to round off bolt heads.

HACKSAW: One of a family of cutting tools built on the original sin principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Also used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand. Sometimes used to clamp off brake line after being cut with HAND DRILL.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your garage on fire. Also handy for igniting the grease inside abra ke drum

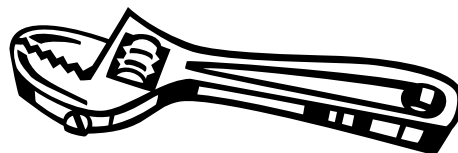
you're trying to get the bearing race out of. Usually using the cutting tip instead of the rosebud tip to heat shift handles so they will bend into submission. Known for running out of gas about 90% of the way through a project, Saturday afternoon.

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your coffee across the room, splattering it against that freshly painted part you were drying.

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned guitar calluses in about the time it takes you to say, "Ouch...."

HYDRAULIC FLOOR JACK: A device that exerts an extreme amount of pressure to lift a vehicle. Usually doesn't have enough travel and must be lowered and cribbed to get enough height. Lesser quality units have been known to fold when subject to any form of side loading while at full extension or if looked at cross-eyed.

EIGHT-FOOT LONG 2X4: Used for levering big awkward parts when you are by yourself.



TWEEZERS: A tool for removing wood splinters after using the EIGHT-FOOT LONG 2x4.

PHONE: Tool for calling your neighbor to give you a hand after you have removed your wood splinter.

SNAP-ON GASKET SCRAPER: Theoretically an overpriced tool, useful only for spreading mayonnaise on your sandwich; but used mainly for getting dog-doo off your boots / shoes.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and

isten times harder than any known drill bit.

TIMING LIGHT: A stroboscopic instrument for illuminating grease buildup.

TWO-TON HYDRAULIC ENGINE HOIST: A handy tool for testing the tensile strength of ground straps and brake lines you may have forgotten to disconnect.

16-INCH SCREWDRIVER: A large prying tool that inexplicably has a machined screwdriver tip on the end without the handle. Also useful to align motor mounts and bolt holes on spring retainers. There are rumors of screws that require this tool, but this has never been proven, and is considered a legend such as Big Foot or the Loch Ness Monster.



BATTERY ELECTROLYTE TESTER: A handy tool for transferring sulfuric acid from a car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

BATTERY CHARGER: Used to charge your dead battery, or at least give you false hope that you won't have to spend \$50+ on a new battery. Which is usually what happens anyway.

BATTERY JUMPER CABLES: A portable version of the battery charger. These work on the premise that some stranger will be in the same parking lot in the middle of the night, and will allow you to connect them

Continued on page 9

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Spring Tech Session Announced

Russ Beck has agreed to host a Tech Session on April 17th at his shop located at 5525 Main Street, Dryden, Mi. 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.

The other day I was in Comp USA looking for a new computer for my business. I especially wanted something light and compact for the times I travel. Sony had the ideal machine... a sub-notebook it's called. Very tiny. As I am completing the online registration, it occurs to me that the model number is TR3A! How neat is that?! Lesley wonders if I was subconsciously attracted to the machine by its model number.

Which brings up another thing... ever do a search on eBay for Triumph? There are Triumph bras, Triumph radios, Triumph wrenches, all sorts of Triumph brand goodies out there that have nothing to do with our hobby. How about someone doing an article on that subject?

See you at our next event!

— Blake J. Discher

Right Light, Wrong Side! Wrong Light, Right Side!

At last year's Battle of the Brits, Blake Discher and I were walking around admiring the TR6's when I noticed and pointed out a car with the front side markers on backwards. This led to a further tour of the TR6 aisles and an astonishing (maybe not so astonishing!) discovery – that quite a high percent of cars had incorrect, or incorrectly installed, front side markers.

Seeing so many TR6's with the side marker lenses installed on the wrong side, two lefts, two rights, etc. has always been a pet peeve of mine. So, experiencing and sharing this small but important attention to detail with the editor was enough to

make me vow to dig out an old article published in the 6-Pack Magazine by a good friend of mine, Kerry Fores. I thought it was also worth sharing with other DTSC TR6 owners to help us "improve" the examples of the marque under our keep. Besides, beats the, "mind your own business, buddy" and "\$%#@* you" that you can get at shows when you try to share the proper installation information with some overly (or underly) sensitive owners! Thanks to Kerry for finding and sharing the photos and allowing me to use his information.

The impromptu inspection of front

side markers can bring to light another situation, which may exist on a number of cars – U.K. spec lenses on an American market car. This is a result of the American spec lenses having been being unavailable at one time and the U.K. lenses being supplied in their place. (Note: According to John Swauger at TRF, this was an issue in the mid 90's when the original article was written but is no longer a problem. They currently have a large supply of new, US spec lenses and assemblies in stock if you need one to correct this problem on your car or just want to buy some new "jewelry" to enhance its beauty! – Terry W. 2/04).



Correctly installed left side marker lens: When viewed from above, the thicker part of the lens goes towards the front of the car. This compensates for the inward curve of the fender near the headlight and keeps the side of the lens, the reflective portion, parallel with the side of the car.



Incorrectly installed left hand side marker: note the thick part of the lens to the rear.



The correct lens for any car sold in America has a "bumpy" pattern on the upper $\frac{3}{4}$ and horizontal lines at the bottom. The photo above shows a correct U.S. lens.



The U.K. spec lens has vertical lines across the entire lens and is quite clear, permitting a good view of the foil reflector behind the lens.

My First Triumph: Brian Sims' Two-Wheeler!



I purchased my first Triumph while in high school. The Triumph I brought is a 1969 model "T 120R", or "Bonnevillie" as it's commonly known. The bike at the time was seven years old and I'm the second owner.

On the maiden voyage – leaving the sellers home – I ran the petrol tank dry. Lucky for me there was a Clark gas station about 100 yards ahead on the left, and no traffic! I pulled in the clutch, found neutral, and coasted up to the pumps. Gas was about \$0.55 per gallon, so two dollars

later I was "smiling" down the road.

About two weeks later, while north bound on I-75, I ran the petrol tank dry again. (They don't *really* get a million miles to the gallon!) This time I had about a mile to the University Road exit, where a Speedway sat waiting. Once again "clutch/neutral/coast" – but not far enough! I pushed it *up* the entrance ramp, pushed the bike *over* the median, and over to the southbound side. About two dollars later I was again "smiling down the road." Mind you, I was only 19 when this happened.

Then in 1982 with a need to "get way" to find myself (which I never did!), I packed up the Triumph and headed to New York



City. In the mountains of Pennsylvania, I "holed" one of the engine's two pistons. I pulled that spark plug lead and limped into a truck stop in Strattanville.

I called around looking for pistons, but no luck. I called home, and Dad drove out with a set of used pistons. While waiting, I stripped the engine of it's carbs, exhaust, cylinder head, cylinder block and the pistons. Four and one half hours later, Dad pulled in with the pistons. While I was working quickly to put the bike together, Dad secured a room at the truck stop. A couple of prods of the kick start and a couple of quick laps of the parking lot and it was time for bed.

The next morning found a great truckers breakfast and rain. In fact 250 miles of rain – right into NYC. I put the bike on a freighter at the Jersey Docks and hitchhiked through NYC to Kennedy Airport. I put myself on standby, and two flights later I was on my way to Heathrow.

After retrieving the bike in Southampton, the engine was stripped down to the conrods. New pistons and a fresh bore and I was smiling down the road again. After a two month ride through England, Wales and Ireland, one gale-force storm on the Irish Sea, one crash with hyper extended knees, and vandalism in the form of a match (lit) dropped in the gas tank, it was back to Southampton to an awaiting freighter and a train ride to the airport for a standby trip home.

I still own my first Triumph. It's covered just over 100,000 miles and still runs on the pistons that were fitted on that trip. I restored the bike to original about seven years ago and she even has a few trophies from *The Battle of the Brits!*

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.



President's Message

Bench Racing

Hello All,

Now that you all know me, we can skip the introductions and talk about the club!

Those of you that attended the Pinewood Derby this year saw a great turn out of the membership. Although *new* car entries were down this year the *vintage* class was strong and lots of you came out to cheer on your favorite car or builder. Participation. This is what our club is all about.

More about the Pinewood Derby written by **Terry Walters** is elsewhere in this newsletter.

February didn't have many events but March will change that with the DTSC Bowling Night hosted by the **Carlsons**, and slot car racing (not unlike bench racing!) hosted by **Mike Bilyk**. Then there's the wedding shower for **Wayne Larose** and **Julie Derikx**.

The board is putting together an idea sheet to help those of you who want to host an event but aren't sure where or how to start. This will be available soon.

Speaking of the board, although this was covered at the Year End Party, not all of you could attend. I'd like to mention and thank **Mike Simon**, our past chairman; and board members **John Uloth**, **Dan Campana**, **Fraser Mackenzie** and **Ken Pardonnnet**, who all "retired" at the end of the year from official office and service to the club. Thank you gentlemen for all you've done!

I ask you to join me in welcoming Pat Barber to the board chairman's post. Also, we welcome to **Terry Walters** who returns to the board this year, bringing his experience as a past president, board chairman and newsletter editor. Additionally, **Roger Cotting**, **Wayne Larose**, **Doug Cook** and **Hermann Schaller** join the board and bring and share their individual expertise. Add these members to the present board, and we have a great deal of knowledge and passion to move the DTSC forward.

All in all, I believe we have a great year ahead!

Yours in Speed,
Brian Sims

A Cure for the Smoking Gun

When I wrote my *My First Triumph* article last year, I reported a problem with the unusual high loss of oil and a lot of blue smoke, especially when the engine got warm. The car used up to one quart of oil per 100 miles. Some members of the club had the first-nose opportunity to experience the problem by driving behind our dark blue TR6.

The compression in all cylinders was good. Therefore it was concluded that the piston rings were not the source of the trouble. After discussing the potential problem with many club members and also Don Ensley from English Motors, I was willing to take off the cylinder head during the winter months and replace the valve guides.

While surfing the internet, I visited the web site of Richard Good, from whom the triple Stromberg setup was purchased for use in our car. I came across the following item: Good Parts Breather Oil Separator.

What it does is capture oil escaping with the crankcase ventilation from the valve cover vent and returns it to the crankcase. The clean air outlet from the separator is connected to the breather inlets on the carburetors to maintain negative crankcase pressure without drawing oil into the intake. This kit is especially useful with un-baffled aluminum valve covers and with engines using an external oil line feeding additional oil to the rocker

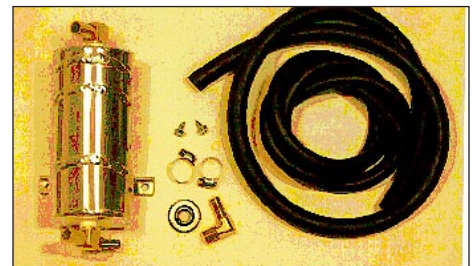
assembly.

Oil captured by the separator is returned to the crankcase through a fitting welded into the oil pan or through a fitting in the fuel pump blanking plate if an electric pump is in use.

I decided to try this solution, because it was a lot less effort and money (\$129) than redoing the cylinder head. It was pretty easy to install the oil separator on a Saturday. Subsequent drives showed significant less blue smoke and the mileage per quart of oil increased to more than 500.

Obviously, oil can get into the intake manifold in significant amounts if several improvements on the engine come together. If you have a similar problem, here is the information regarding Good Parts:

Richard Good
4361 New Holland, Rd.
Mohnton, PA 19540
Phone/Fax: (610) 777-4457
E-mail: goodparts@verizon.net
<http://www.goodparts.com>

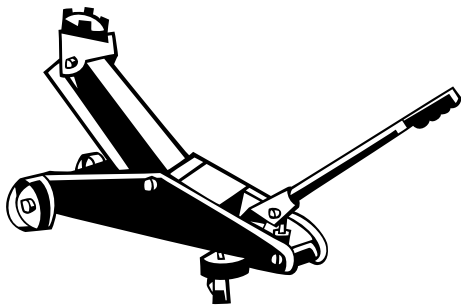


Been There, Done That: A Tool Glossary

From page 4

to his/her vehicle. These will usually lie in your car trunk, in a tangled mess, until you need them. At that time you will realize you just took them out a few days ago, when you cleaned your car. Now you must hope that the same stranger has a set. Good Luck!

AVIATION METAL SNIPS: Used to cut any sheet metal as long as it is 2" long or shorter, and almost thin enough to see thru. Anything longer or thicker will be impossible to cut, or will leave sharp metal "thorns" that cut and poke your hands, until you put it down.



TROUBLE LIGHT: The mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the

sunshine vitamin," which is not otherwise found under vehicles at night. Health benefits aside, it's main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading. **WARNING:** This light is the main cause of burns to the hands and head when working on vehicles.

FLASH LIGHT: A portable version of the trouble light, guaranteed to consume space in your glove compartment and have dead batteries when you need it. Should you find one with good batteries, it will produce just enough lite that you still can't see what the heck you're doing.

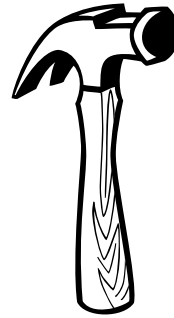
PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips screw heads.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts last tightened 30 years ago, rounding or breaking them off.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to cut hoses 1/2 inch too short.

MIG WELDER: A tool used for making the bumper that you saw but didn't want to pay for. Usually leads to purchasing more tools to accomplish a task. Used extensively to pacify the neighbors that need something welded. Letters to the homeowners association usually stop after you've repair that broken gate.



RATCHET: When fitted with the correct size socket, this tool is designed to tighten and loosen bolts and nuts. It is designed to never fit and work in any engine compartment of a vehicle built after the mid 1980's. Should you have room to work with this tool, they are designed with a "missing tooth" feature. If any real force is applied the wratchets gears will slip, allowing your hand to hit the sharpest or hottest object near-by.

SOCKET: This tool is used with a wratchet to loosen or tighten bolts. However the size you will need is always the one that is missing.

Submitted by Fraser Mackenzie

The Gearbox

Editor's note: From time to time, we'll update who's doing what. Be sure to let us know what you're working on!

Terry Walters is refitting the differential to his TR250 and is planning to start the engine rebuild this week. The **Carlsons** retrieved their TR250 from down south with the help the **Synders**. **Richard Truett** is fitting a new hood and is planning to rack up the miles on his TR7.

Dale Smigelski has gotten his spit back from the body shop with wonderful blue paint on it. **Brian Sims** is making progress on **Connie Sims'** TR3 and has removed the body from the chassis. **Ken Spencer** has rebuilt his electric fuel pump and is contemplating reinstalling the gas tank in his Lotus.

Roger Cotting is doing a .040 over engine rebuild and is hoping for a 120 mph Sprite.

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.

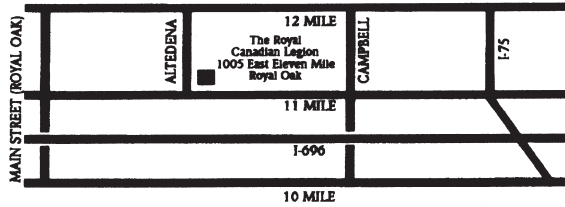
Weather permitting, we'll take the back roads through Ohio to West Virginia, Saturday; Sunday we will take the back roads through West Virginia to Virginia and on Monday we will take the Blue Ridge Parkway and back roads to Richmond.

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.



Detroit Triumph Sportscar Club, Inc.

Established 1959, our 45th year

An official chapter of the Vintage Triumph Register

2004 Officers

Brian Sims, president 248-814-8441, britishriders@aol.com
Jim Watch, vice president 248-549-1368, jrwatch1@comcast.net
Dave Carlson, treasurer 248-426-0124, davida49@aol.com
Laurie Carlson, secretary 248-426-0124, davida49@aol.com

2004 Board of Directors

Pat Barber, chairman 313-383-4041, patbarber@comcast.net
Roger Cotting 248-486-6087, rbc43@starband.net
Blake J. Discher 313-289-9280, bdischer@blakedischer.com
Wayne Larose 519-253-8870, wlarose@cogeco.ca
Mark Rollinson 517-552-0514, mrollinson48843@aol.com
Hermann Schaller 248-625-7565, hermannschaller@hotmail.com
Sue Snyder 586-979-4875, snydley@comcast.net
Richard Truett 248-336-0472, rover827@aol.com
Terry Walters 734-464-8149, twalters@twmii.rr.com

Committee Leaders

Dave Jonker, Membership 586-771-3227, dutchmandave@sbcglobal.net
Blake J. Discher, Newsletter Editor 313-259-4460, bdischer@blakedischer.com
Bob Owsinski, Webmaster 313-278-8524, rmo@virtualgrp.com
Sue Watch, Participation Points 248-549-1368, jrwatch1@comcast.net
Mike Bilyk, Historian 248-601-9658
Sue Snyder, Publicity - Regalia 586-979-4875, snydley@comcast.net

Vehicle Consultants

TR2/3: **Jack Fuller** 248-426-0626, jfuller1@twmi.rr.com
 TR4/4A: **Mike Simon** 586-954-1407, mishon@ameritech.net
 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 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!

Welcome New Members

Please extend a warm welcome to our newest members!

Kris Haverly, Flint

74 red Spit, 76 yellow Spit, 78 red Spit, 79 blue Spit, 72 BRG TR6, 75 yellow TR6, 75 red TR6, 64 white TR4A, 61 red TR3, 61 AH red Bugeye, 68 AH Sprite, 64 white Jag XKE coupe, 67 red MG Midget, 62 red MGA, 61 orange Lotus S7, 73 and 74 Fiat 850 Spider1976 TR7

John Wedeking, Robinson, TX

71 jasmine yellow TR6, 59 white TR3A

For Sale and Items Wanted

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.

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)

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)

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 Pinewood Derby... Racing, Food and Fun!

From page 1

Entrants were **John Uloth** (TR3), **Sue Snyder** (Julie's double decker bus), **Dave Snyder** (TR7), **Bob Mynek**, **Mike Bilyk** (GT6 trailer queen), **Bill Goin** (Triumph Swallow) and **Ed Zaleski**. First Place in the "Oldie But Goodie" category went to John and Second Place to Ed. Congratulations!!

Next on the agenda was a quick pit stop and another super lunch prepared by the Legion's Diane Ryan with help from her friend Shayla and my wife, **Laura Walters**. Even though the hot dogs looked like someone over inflated them a bit, they tasted great, and along with the Sloppy Joes, beans, potato salad and traditional DTSC Pinewood Derby commemorative sheet cake, we were all fueled-up and ready to race again in no time!

Competing in this year's Women's Division were **Laurie Carlson** (TR3), **Sue Snyder** (GT6), **Barb Mynek** (MG Magnette), **Connie Sims** (TR3), **Maureen Jonker** (Jensen Healy), **Nancy Stringfield** (TR7) and **Elizabeth Cotting** ("Hardwood Special").

Sue Snyder started out the racing with a win and remained in the "winner's bracket" to go on to a First Place finish. This proves that not only can she go fast in the curves, but on the straight as well! **Nancy Stringfield** put up a good battle for a deserving Second Place finish, losing only to Sue in the competition.

In the Men's Division, nine new cars were built and entered, which was a requirement for this division this year as well as to be eligible for the "Best In" awards. Member entrants were **Dan Campana** (MG Midget), **Jeff Meyer** (Lotus 7), **Ken Danek** (TR7 with working brake and headlights!), **Bob Mynek** (Vanwall), **John Corriveau** (MGB), **Mike Bilyk** (GT6), **Ed Zaleski** (TR7), **Roger Cotting** (32 Ford Coupe "bug eye") and **Terry Walters** (Lotus 25). Two guests and nephews of **Len and Alice Norris**, Andrew and R.J. Antosik also built new cars for the race and even ended-up in a head-to-head battle to see who would move-on within the Men's bracket and who would be a competitor in the Try, Try Again competition. (R.J. moved on but was eliminated in the next

heat by Ed Z. – mean old Ed!!). After many close heats, including a number of "do agains" because the finish was too close to judge with the naked eye, Jeff Meyer captured First Place in the division, narrowly beat **Roger Cotting** who took Second.

In the other competitions, Sue Snyder's GT6 defeated Jeff's TR7 in this year's version of DTSC Battle of the Sexes, and Andrew Antosik narrowly edged **Bob Mynek** to win the Pinewood Derby version of the Hard Luck Award, the Try, Try Again Award. (At least you get a display case and a new model kit for "next time")! In a race of the 2003 Vintage Division winner vs. the 2004 Vintage Division winner, Jeff Meyer defeated John Uloth's TR3 with his now three time winner, the "Winged Wonder." Thanks to all the good sports in these three fun categories.

The afternoon was concluded with the announcing of the "Best In Show" awards for the best-detailed and authentic looking entries as determined by the Event Judges. This year's awards were lighted display cases with motion detection to turn the battery operated spotlights on and off as one passes by and fitted with an engraved plaque to commemorate the event and the award. Best Triumph in Show went to **Jim Miller** for his workmanship and great TR3 replica. Sorry you were unable to make the event Jim, hope the award makes-up for it. Thanks for sharing your hard work with us regardless. Best British Car in Show (non-Triumph) went to **Dan Campana** for his equally impressive and highly detailed MG Midget. In fact, it may be the best-looking Midget I've seen in quite a long time. Sorry Dan and any DTSC Midget owners, couldn't resist...

Finally, thanks again co-organizer **Brian Sims** for all his planning help and his perseverance with the new, "new and improved" stopping ramp, to Judges and helpers Dan, Hermann, and John, to Diane for the food shopping and preparation, to those who came and shared the excitement with us as spectators, and especially to those who took the time to build new cars for this year's event. Maybe see you next year...on a Suuundaay...!???

Written by Terry Walters





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 Claire and the St. Claire River to The River Crab Restaurant, north of St Claire, 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!



SLOT CAR RACING...

...on Mike Bilyk's Basement Track!
Saturday, March 13th, 7:00pm

It's really just an informal gathering to test your 1/32nd scale slot cars on Mike's new track.
Don't have a car? Stop over anyway!

2616 Pebble Beach Drive
Oakland, MI (just north of Rochester)
Need directions? Give a call to 248-601-9658.

Detroit Triumph Sportscar Club

1363 East Fisher Freeway, Suite 8
Detroit, MI 48207

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