

# Triumph TRumpeter

OFFICIAL NEWSLETTER OF  
**THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA**  
*PROMOTING TRIUMPHS AROUND THE WORLD WITH OUR  
SISTER CLUB,  
THE ISLE OF WIGHT TRIUMPH CLUB, U.K*

**APRIL 2004**

**VOL. 25 Issue 4**

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## COMING EVENTS

**CLUB MEETING:  
APRIL 12 - 7:00 PM  
F1 RACE FACTORY  
317 S. 48TH STREET  
COME EARLY -  
HAVE DINNER -  
STAY FOR RACING -  
SUPPORT OUR  
BENEFACTORS!**

**Las Cruces Car Show  
April 15, 2004**

**Next B.E.A.T will be  
April 17-18, 2004**



## B.E.A.T.

(British Euro Auto Tour)

### Owners of British/European Cars on a Two Day Tour of Arizona



Join auto enthusiasts and owners of world-renowned cars manufactured in Great Britain and Europe by taking a 2-day auto tour starting from the Sonoran desert of Phoenix and cruise to the high desert of Wickenburg. Then through the Joshua Tree National Forest almost to Bagdad as you drive the twisting curves of Highway 93 to 96 to Kirkland to enter Prescott from the west. Drive back up through the winding roads of Mingus Mountain to Jerome. Drop back down to the Chaparral of Clarkdale & Cottonwood for ice cream in the park. See the ever changing colorful countryside as we cruise our way north into Flagstaff for Saturday night.

*(Continued on page 5.)*

## AZ Motorist Alert - Oppose Az House Bill 2136

### Arizona's Vague Ticket & Tow Anti-Cruising Bill Prescribes A Penalty For A Law Yet To Be Written

Here's the latest. All I can say is, follow Steve's advice about reading the bill and make up your own mind. Shirley Blahak.

**HB2136**, subtitled as "unauthorized assembly of vehicles; penalty" was proposed and introduced into the Az House of Representatives on 1-15-04, and allows up to \$100.00 fines and vehicle impound penalties that are applicable to any local ordinance which will govern the "unauthorized assembly of vehicles." HB2136 is prescribing harsh and hard to challenge "civil" penalties for laws and local ordinances that haven't even been written yet! I'm sure the newly formed City of Phoenix anti-cruising strike-force has a plan waiting in the wings and is ready to ticket and tow any and all cruisers.

*(Continued on page 4.)*



### CLUB OFFICERS

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**EDITOR'S E-MAIL:** pueblodesign@mchsi.com  
**DCTRA WEB SITE:** <http://www.dctra.org>

Meetings are held on the Second Tuesday of each month. (Including January)

Dues are \$18.00 per year

For membership information, contact Ron Gurnee at 480-816-0836

Permission to reproduce anything in this newsletter is granted provided proper credit is given.

### CONTRIBUTORS

We would like to encourage every member to help with newsletter submissions, we welcome all TR stories, articles, and photos. A Best Regards and thank you to the following Contributors and Advertisers who supported our April newsletter: Staton Abbey, Rich Aubert, Jim Bartels, Jim Bauder, Tom Pennell, Delta Motorsports, Deta Hampsch, F1 Race Factory, Inc., Import Car Parts, Stu Lasswell, MicroWorks Computer Networking and Maintenance, Moss Motors, Ltd., John Nuss, The Phoenix Flower Shop, Roy Stoney, Dave Riddle, Pamela Rineholt, The Roadster Factory, John Truttman, Arthur Wallis, and everyone else we missed.

### THE PREZ SEZ

This month has been a great time for top down driving. cool breeze, warm sun. I'm reading on the car forums about the rest of the country. I think many of our northern friends are still waiting. I'm so glad I moved to Arizona. Well, sometimes. It seems there is a problem with the car culture on the west side of Phoenix. So, because one side of the street or the other is fearful or unwilling to respect the other's point of view, we have the threat of legislation to take the fun away from everyone. Fortunately there are some "cool heads" in the mix. Perhaps in the legislature-though watching the other antics, I'm not so sure - but most assuredly in the adult automotive community. Please, if you have not done so, write or call your legislative representatives.



There is plenty to do this month. The B.E.A.T., a show in Las Cruces NM, the many Friday and Saturday night cruise-ins and a Delta Motorsports event as well.

Looking ahead to May our club volunteered to host the Sunday Breakfast Drive. Maybe all left hand turns? Remember too, the British car week starts the end of May.

I'm looking forward to presiding over a meeting in April. This school is too much like a full time job.

Drive the Triumphs!

John C. Nuss



## MINUTES OF THE MARCH MEETING

The meeting opened at 7 pm at F-1 Race Factory with 33 present. Rich Aubert filled in for John Nuss. Guests present were Jeff Cosmo and his son, Tyler. Richard and Vi Luna offered a TR7 for sale for \$1500.

Rich went over the DCTRA website information. He showed some new changes he made to some of the pages. The Treasurer reported we still have money and the Secretary's report was accepted as printed.

Clay, our newsletter editor, said there will be a few changes in the format of the newsletter. We will be using color on special issues of the newsletter. He is also looking for new articles- anything with a British flavor - cars, recipes, fun articles, etc., as well as ads picked up by members as they visit their favorite Triumph-related businesses. If anyone has ideas on what they would like to see changed or anything new in the newsletter, please contact Clay with the suggestions. One request was to update our membership list with names, addresses, and phone numbers more often.

Dave Riddle spoke about a set of old 1954 news articles he got off E-bay. He had printed a copy & passed it around to view. John Horton reminded us that the proceeds from Pancakes in the Park this Saturday will go to charity.

The meeting was adjourned at 7:35 to the tracks for play time....

Deta

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## LETTER TO THE EDITOR

I was extremely disappointed to hear that only Marilyn Jarrett was capable of smelling the stench of that tremendously flawed piece of legislation that you passed out of committee. I can certainly see why we need to increase the salaries of our legislature, maybe then the nonsense that floods out of our legislative chambers will begin to recede.



But, I guess in this day and age it has become standard fare for our "representatives" to ignore our existing laws and constitution by passing legislation that is clearly unconstitutional. As was pointed out in the Tucson paper the other day, "...this "unlawful assembly" measure violates the First Amendment right to "peaceably assemble," the Fourth Amendment right against unreasonable search and seizure and the Fifth Amendment right to not be deprived of property without due process..."

As a capital "R" Republican and a capital "C" Conservative you have no idea how depressing it is to think that our only hope will be that a capital "D" Democrat, Governor Napolitano, will see the stupidity of your actions and flush this legislation.

For now count me a disgruntled citizen and voter.

Dave Riddle



## THE RIGHT WAY TO BREAKFAST

by Beth Horton

It was the perfect morning for a British Breakfast Run, the Pancakes in the Park version. Everyone was in a good mood at the gathering point, where Shirley Blahak in a tall St. Paddy's hat passed out Irish pins. Stu Laswell showed off his new red Mini, with 89 miles on the odometer. There was quite a collection of cars ready to go; mostly British, a few American, and a VW bus. Instructions were passed out for a quick and easy path to the pancakes. Just for fun, John Nuss had designed the route with all right turns, all the way to Mesa. He said we might need to turn left on the way home to unwind.

We found ourselves at Gene Autry Sports Complex, where Paul Clement and Phil Blahak had the griddle going, assisted by a crew of leprechauns. They could barely keep up with all the hungry people who drove in, over forty of them. The raffle prizes were in keeping with Spring: Rich Aubert won a big kite, so he could play with something besides cars. There were several bearded gentlemen who won Easter bunnies.



Paul Clement and Phil Blahak prepare pancakes, while Kathy Nuss (left, background) contends with the sausage.



Shirley Blahak (Jim Bartel, right) dons a St. Patrick's Day, Dr. Seuss, 'Cat in the Hat' bonnet, while giving navigation instructions for the Pancake Breakfast Run.

DCTRA people attending were: Rich & Diane Aubert, Jim Bauder, Ron & Elaine Gurnee, Deta Hampsch, John & Beth Horton, Stu & Debra Lasswell, John & Kathy Nuss, Clay & Pam Rineholt, Ken &

Deborah Schmidt and Art Wallis. Apologies to any missed in all the milling around. Thanks to the Arizona Mini Owners for a dandy breakfast.

(Continued from page 1.)

Our Senators need to think about the chaos and unintended legal consequences of allowing every little political subdivision and traffic court to re-interpret and over-ride by local ordinance the State of Arizona's Uniform Traffic Laws. Also, given a broad interpretation by local ordinances and local traffic courts, **HB2136** could easily become a weapon of mass disruption to Arizona's legitimate vehicle clubs, local cruise nights, charity runs and highway tour-groups. Even annual events like Az Bike Week and the world famous "Copperstate 1000" Vintage Car Rally that cruises 1000 miles around Arizona to benefit the Phoenix Art Museum would have to re-check local ordinances in dozens of towns every year just to stay legal.

Two similar ticket and tow anti-cruising bills have been killed by the Az Senate over the last two years. In its past versions many agreed that at best this bill did nothing but duplicate existing laws, and at worst was too vague and heavy-handed in its scope.

**HB2136** has already easily and unanimously passed through the 60 member Az House of Representatives. A final floor vote by the Senate's 30 members will determine the fate and future of recreational driving in Arizona.

Check out the State's website at: [www.azleg.state.az.us/](http://www.azleg.state.az.us/) to easily read the full-text of HB2136 with the proposed changes highlighted in CAPITAL LETTERS and/or in a different color. (You should always read the highlighted changes first, as the summaries and fact sheets are often misleading and understated.) You may also call 602-926-3559 or 800-352-8404 for the State "info desks" to check the current status of any bill and to check if HB2136 has been posted to agendas. Call the "bill room" at 602-926-4379 to request up to 5-free copies of a bill.

Remember, it's all about free roads for free people. If you don't speak-up for your own rights, no one else may either, and the time to speak-up is NOW! Only united will we continue to cruise free, and divided, we'll be ticketed and towed for unauthorized assemblies (formerly known as cruise nights). Bill Gilmore

(Continued on page 9.)

## WHEELS OF BRITAIN 2004

There was a fantastic turnout for the Wheels of Britain car show at Heritage Square in Phoenix on Sunday, March 7th. It was a beautiful warm day, and the cars shown with the pride of their owners. There were over 150 cars and the aisles were packed with spectators from 10 a.m. till 3 p.m. DCTRA was well represented with an entire row of Triumphs lined up in front of the History Museum, plus Deborah Cooke's lime green Spitfire in the Master's class. Other marques included Mini, MG, Jaguar, Lotus, Bentley, DeLorean, Healey, and a number of fairly rare marques. There were some very unusual vehicles, such as the field ambulance and military Ferret. There were two MGYT four seat MG's.



Among staff working to make the show a success were also a number of DCTRA members, including John and Beth Horton, John and Kathy Nuss and Marie Thompson.

A Murph Memorial Wheels of Britian Award was established in memory of Murph Stahnke, who had been very active in the British car community for many years. That Award went to Mike and Janice Goodwin for their 1968 E-Type Jaguar.

Other awards were handed out following a rousing rendition of "God Save the Queen," played on kazoos. Triumph owners receiving awards were Day of Show: 1st Place Don Mock, 1968 Triumph Spitfire; Triumph Spitfire/GT6: 1st Place Mike & Joyce Bayne, 1970 Spitfire; Triumph 250/TR6: 1st Place Keith Davis, 1974 TR6; 2nd Place Hank Hastings, 1974 TR6; 3rd Place Jim Bartels, 1976 TR6; 3rd Place John Truttman, 1974 TR6; Triumph TR4/4A: 1st Place Clebe Best, 1966 TR4A; and Triumph TR3: 1st Place Jim Bauder, 1958 TR3. The Best of Show Award went to Donald McCulloch with a 1924 Douglas TS Motorcycle.



*(Continued from page 1.)*

Arrive Saturday morning, April 17th, at 5:30 a.m./departure is 6:30 a.m. sharp from I-17 and Dunlap Road in Phoenix. Cars will gather in the parking lot off the northbound frontage road (just north of the Sheraton Hotel). Sunday morning, April 18th, return to Phoenix by way of Highway 87 through Payson or take Highway 260 into Camp Verde and Highway I-17 into Phoenix.

Registration is \$100.00 per vehicle. For information, contact Mike/Janice at 480-759-9386, koolkatz@qwest.net, www.beataz.com.



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## CLUB MEMBERS AND THEIR CARS

### My Sports Car Habit!

Chapter 1 by Jim Bauder

It is 1961 and I have my first sports car, an MG TF1500! It was red with a white top, a really pretty little car. I was in the Navy at the time and was transferred from San Francisco to Memphis, Tennessee. I drove it cross-country and it was a good trip in a fun car. I remember stopping for gas in some wide spot in the road in Oklahoma, the attendant asked me "How fast will she go?" This was rather prophetic for when I got to Memphis, I joined the base sports car club and began to run competition events. Due to the TF's dis-placement I had to compete in the under 2 liter class. You guessed it, with the TR3s! I soon traded the TF for a '57 TR3. I drove that car for almost four years, rallied it, rebuilt it, raced it, and enjoyed it! My next transfer was back to California, only now I was married and we had a baby. Unfortunately, the TR3 had to go.

Jump ahead to the summer of 1977. I was living in the Silicon Valley and wanted to buy a TR in the worst way. Over a two month period, I looked at almost every TR that was advertised in the paper, some referrals from friends and one was on a used car lot.

I kept the notebook in which I recorded the owner's name, address, phone number, description of the car, the asking price, etc. Some data is missing and it's been almost 30 years since my search and I can't remember all of the details.

I looked at about ten cars, TR3s, 4s and 6's. My goal was to find a good driver that was fairly original. The first car I looked at was a 1970 TR6, BRG, tan interior, 70 K miles, "new" soft-top, luggage rack and wire wheels. The car wasn't too bad, had several small to medium body dings and the paint was not great but not too bad either. Asking price was \$2200. Next I looked at a '71 TR6, Gold with black interior, 52 K miles, O/D, roll bar and both hard and soft tops. The car wasn't great, the heater leaked and it had a very noisy transmission, I didn't note the asking price! Next was a '64 TR4, Brown with Orange, with a roll bar. The car was

rough and ugly, if I remember correctly! Asking price was \$1400.

The next car was a '69 TR6, BRG with black interior, no dings, 60K miles, O/D, luggage rack, and wire wheels. Asking price was \$1900, a very nice car. I next looked at a '66 TR4A with 9K on a "rebuilt" engine; bright blue with black "TR 6" seats, and a new top and carpets. Asking price was \$1800.

The next car could have been the best, but the BMC dealer was asking a *lot* of money for this very nice "looking" car a '68 TR4A with the Targa top. I listed in no particular order all of the things that I thought needed attention; tach and speedo cable, cooling system leaks, wipers didn't work, clutch master cylinder leaked, all 5 wire wheels were bad, left rear axle bearing was noisy, both front wheel bearings were loose and maybe bad, front engine seal leaked, half shaft U-Joints were bad, and the rear bumper was rusted and pitted. Now bear in mind that they wanted top dollar for this car! But it was pretty!

I next looked at a '65 TR4, white and it must have been a dog because I didn't write a single comment. I next looked at a '67 TR4A IRS I noted, Fire Engine Red, Black leather interior in fair shape, a few dings in the paint, 25K miles on a "rebuilt" engine, roll bar, mag wheels, and new soft top and tonneau. Didn't note the asking price, probably it was high. The next car was a '61 TR3, Silver with a black interior, new tach, speedo, muffler and starter, fair tonneau, 2.2 liter kit with a TR4 all synchro gear box, steel wheels and no front bumper. Again, I didn't note the asking price. I do remember this car as being sort of a TR hot rod.

I did buy the '69 BRG TR6 and never regretted the choice.



Unfortunately, a divorce settlement caused me to sell the TR6, but I did drive it as daily driver for a year or so.

Chapter 2 will bring you up to date on my Sports Car Habit!



## Ferguson Family Museum, Freshwater, Isle of Wight

During WW2, The Standard Motor Company had operated on behalf of the Government, a new "shadow" factory making aero engines. This 1,000,000 sq ft (92.903 sq m) plant in Banner Lane, Coventry, stood idle once the war had ended and Standard's managing director Sir John Black was anxious to find a use for it. Such a large empty factory was also of interest to Harry Ferguson and a deal was struck between the two. As usual Ferguson was to be in charge of design, development, sales and service while Standard Motor Company made the tractors for him. The first product of the new "alliance" was the TE20 (TE = Tractor England) and the first ones came off the Banner Lane production line on 6 July 1946. The little grey Fergie as it became known was a milestone, not only for Ferguson but agriculture in general.

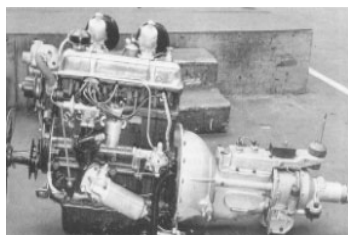
Earlier versions used an imported American



A Triumph Tractor?  
Can the oil pan  
be a clue?

engine (the 1966cc Continental Z-120) but once the 2088 cc unit being developed for the Standard Vanguard car became available in September

1947 this was fitted instead, exclusively so from July 1948. This engine design would continue to be used in the Triumph Roadster, the TR2, TR3, TR3A 'Sidecurtains', as well as the TR4 sportcars. Although only 315 of the TE20's were built in the first year of production, by the time the last one was produced in 1956 a total of 517,651 (including variants) had been built. This was a sign of its great popularity and even today many TE20s are still in use.



This particular tractor was the last TVO (TED) Tractor produced at Coventry and uniquely was the last tractor "Harry Ferguson" drove.

## ISLE OF WIGHT TRIUMPH CLUB

• Stag • TR 2 - 8 • FWD • Toledo • Dolomite • Sprint • 2000 • 1500 2.5 • Mayflower • Renown • Roadster • Spitfire • Bond • Herald • Vitesse • GT6 • Acclaim • Specials •

April

13th Tue **VHVC Club meeting** - At the Riverside Centre, Newport from 8pm

19th Mon **IW Triumph Club meeting** - All Triumph owners / enthusiasts welcome, the free club catering for all clubs! - meeting at the Woodmans Arms, Wootton from 8pm onwards.

30 Fri - 3rd Mon **TSSC IW Camping Weekend** - It's official! Having co-organised the event last year the IW Triumph Club is hosting this great weekend for 2004 which is open to all Triumph club members. We hope to include the usual activities - including trip to a local attraction, ice cream run, convoys, treasure hunt, BBQ, and much more. £3 entertainment fee payable per adult in addition to camping or caravan fees. If you wish to camp you will need to [download a booking form](#) which is now available. For more information please contact Graham / Angela (01983) 281427 or by email: [events@triumph-iw.co.uk](mailto:events@triumph-iw.co.uk)

Ferguson Family Museum, Copse Lane, Freshwater, Isle of Wight, PO40 9TL, England. Telephone: +44 (0)1983 752347. E-mail: [info@ferguson-museum.co.uk](mailto:info@ferguson-museum.co.uk)

## SHRINK-WRAP YOUR MOTOR

It's officially spring now, so how about celebrating by giving your car a colourful makeover? Mad Wraps, part of the Dorset based design company the Mad Agency, will deck out your car in anything from seasonal tulips to Burberry checks. Their technique, known as graphic wrapping, heat-seals the car in a vinyl graphic sheet that is easy to remove - simply reheat the vinyl with a hairdryer and peel it off - and does not damage the paintwork. Wrapping a whole car costs from £2,000; single panels cost about £300. Most vehicles are catered for, and once a wrap is in place it lasts for up to five years. For more information contact 01258 840 841 or visit [www.mad-wraps.com](http://www.mad-wraps.com)

## TECH TALK - MAINTENANCE

In our last two articles we focused on establishing a do-it-yourself service and maintenance program for your Triumph which you can use in your own garage. Earlier Triumph handbooks called for some of the maintenance jobs to be done at 3,000 miles, and in still earlier editions lubrication was specified at 1,000-mile intervals. Modern lubricants, however, will normally allow the extended servicing periods, which are now recommended, to be adopted for these earlier cars. Planned maintenance servicing for your Triumph should schedule specific routine servicing at 6,000, 12,000, 24,000 and 36,000 miles. In this article we will complete those schedules.

**Every 12,000 miles** (19,000 km) or every 12 months carry out the 6,000-mile service and the following additional work.

### LUBRICATION

**Engine Water Pump:** Lubricate with grease-five strokes only.

**Generator:** Lubricate end-bearing if dynamo is fitted. Alternator needs no lubrication.

**Rear Road Springs** (all models except TR4A, 5, 6): Jack-up each wheel clear of ground and lubricate spring leaves with penetrating oil or old engine oil. Do not lubricate rubber bushes.

**Rear-wheel Hub Bearings:** Inject grease until old grease begins to exude from bearings.

**Gearbox** (and overdrive, where fitted). Top-up oil level, if necessary (overdrive shares gearbox oil supply).

**Rear Axle:** Top-up oil level, if necessary.

**Rack-and-pinion Steering Gear:** Remove plug, fit nipple and lubricate with grease gun-five strokes only.

**Front-wheel Hubs:** If car is being used for competition work, dismantle hub bearings, clean, repack with fresh grease and adjust to give correct end-float.

### CHECKS, RENEWALS AND ADJUSTMENTS

**Carburettors:** Clean float chambers. Check air valve pistons for free movement.

**Carburettor or Petrol-injection System Air-cleaner:** Service or renew element.

**Fuel Filter:** (Petrol-injection System). Renew filter.

**Fuel Pump (Carburettor System):** Check filter

bowl for sediment. Clean filter if necessary.

**Ignition System:** Fit new sparking plugs and new contact-breaker.

**Exhaust System:** Check for corrosion, leakage and secure attachments.

**Cooling System:** De-scale, flush and refill. Check operation of thermostat (this should be a regular autumn service).

**Front-wheel Bearings:** Check for leakage of grease, excessive end-play and noise from bearings when wheel is rotated.

**Steering and Front Suspension:** Have front-wheel alignment and steering geometry checked by dealer.

**Propellor Shaft(s):** Check condition of universal joints and tightness of coupling bolts.

**Road Test:** Give car a thorough road test and carry out any adjustments required. If possible have final check made with electronic test-tune equipment and check compression in cylinders. After test, check for oil, fuel, fluid or grease leaks at all plugs, flanges, joints and unions.

**Every 24,000 miles** (38,000 km) or every 2 years, carry out the previous services and the following additional work.

### LUBRICATION

**Speedometer Cable:** Lubricate inner cable with grease.

### CHECKS, RENEWALS AND ADJUSTMENTS

**Dynamo:** Check condition of brushes and commutator.

**Starter Motor:** Check condition of brushes, commutator and pinion drive assembly.

**Brake Servo:** (when fitted): Fit new servo air filter.

**Braking System:** Pump all fluid out of system, flush and refill with fresh fluid.

**Every 36,000 miles** (58,000 km) or every 3 years.

**Braking System:** Renew all flexible hoses and rubber seals in system. Refill system with fresh fluid.

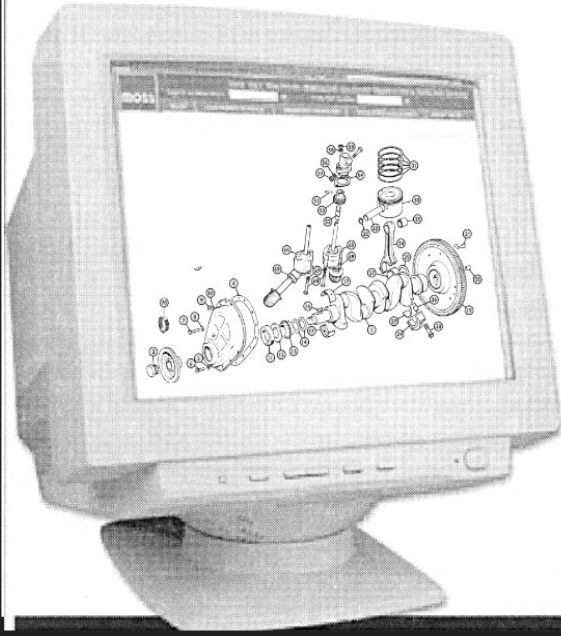
**Petrol-injection System** (TR5, 6): Have complete system checked by a Triumph dealer.

More and more owners are turning to do-it-yourself maintenance nowadays and the object of the preceding three articles was to make the initiation of the novice as painless as possible.



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*(Continued from page 4.)*

I just attended the Senate Rules Committee meeting which occurred immediately after the Senate adjourned. The main news here is that 2136 passed out of the Rules Committee and onto the next step. There was no public comment and no discussion. I don't believe there were any modifications. I do not know the timing of a final vote in the full Senate and whether there are any intermediate steps.

After the Committee wrapped, I was able to spend some time with Bill Brotherton. He's my District Senator and a primary sponsor of 2136. He worked to make major modifications from the originally presented measure from John Nelson, which was way too harsh.

The reality is that there is a problem that Phoenix PD is trying to deal with on the West side. It is hoped that this law, which will allow Phoenix to create an ordinance, will help curb the problem cruising after initial enforcement

*(Continued on page 12.)*

## Triumph Car Clubs and Other Sites

British Car Week

<http://www.britishcarweek.org/>

The Isle of Wight Triumph Site

<http://website.lineone.net/~angela-iwnet/triumph/index.html>

Portland Triumph Owners Association

<http://www.portlandtriumph.org/>

TR Register

<http://www.tr-register.co.uk/>

The Triumph Home Page

<http://www.team.net/www/triumph/>

The Vintage Triumph Register

<http://www.vtr.org/>

Triumph Register of America

<http://www.triumphregister.com/>

Triumph Travelers Sports Car Club

<http://www.triumphtravelers.org/Index.html>

## British Wiring Colors Explained

by John Horton

Sometimes the English do something that makes so much sense you have to wonder where the idea came from. If you ever had the opportunity to look under the hood or dash of your British car you would have seen, among other thing, lots of wires, the newer the car, the more wires. All these wires are different colors; some are multi-colored, and all for a very good reason. We can benefit from knowing them. So here goes.

Sometime before WW II the British instituted a wire color coding system for all the cars manufactured in their country. It started out

*For those of you who have never had the pleasure of owning a British car, but want to know what it's like: Next big rainstorm, wait till dark, roll down all windows, leave off lights & heater and go for a drive. Stop at every intersection and throw out a twenty dollar bill. It's not exactly the same, but it's real close. - Mike Nash*

JIM MEDLAND, Presid

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very simply to identify the basic electrical systems and has grown, as the cars became more complex.

A black colored wire indicates a ground circuit wire, the wire connecting an electrical unit to ground, usually the car's metal chassis. A brown wire is HOT or one that always has power and is *unfused*, so be careful using it. These are the big wires that carry battery power to and from the fuse block, voltage regulator and generator. There are also smaller brown wires that run the wiper motor park circuit.

This is where the extra complexity comes in. Since the brown wires run different circuits it was necessary to differentiate the wires for each. The TRACER is a different colored stripe running the length of the wire to indicate the particular job of that wire. Therefore a brown wire with a yellow tracer is for the generator warning light while brown with a white tracer is for the ammeter.

As a quick note, the colors are abbreviated in the various manuals. Some are obvious like R means red, Y means yellow, G is green. Since black is denoted by B, N was used for brown and U for Blue. So a brown wire with a white tracer (power to the ammeter) would be NW, brown with a light green tracer is NLG (the windscreen wiper park switch).

Blue wires are for the headlights with plain blue being power to the dimmer switch, while the power from the switch is denoted two ways. Blue/red (UR) is for the low beams and blue/white (UW) is for the high beams and the indicator lamp.

The use of tracer colors is especially evident with the white wires. White denotes a circuit that is powered when the ignition is on. A plain white wire runs the fuel pump, ignition relay, and various fusebox connections. White with red (WR) is the power to the starter solenoid, and white with green (WG) is power to the radio. White with black (WB) is power to the ignition coil unless there is a ballast resistor then the wire is white with light green (WLG).

*(Continued on page 11.)*

*(Continued from page 10.)*

On the early cars with few electrical accessories green was the color for fused power from the ignition for such items as brake lights (GO or GP) and the fuel gauge (GB). When turn signals were added Green was used here also, green/white (GW) for right turns and green/red (GR) for left turns.

As customers demanded more conveniences the wiring grew in complexity. Now, along with green, light green is also used as the base color for various applications like screen washer pumps (LGB) and hazard warning lights; light green with brown (LGN) is the color here since the hazard light system needs an always hot circuit to operate without the key being turned on.

For the next extra color they couldn't use grey since G was already for green, so S for slate was the obvious (?) choice. Slate indicates circuits that are hot when the ignition is off, such as emission control power. Purple is for always hot circuits with fuses such as courtesy lamps (PW) or key buzzers (PG or PK (K for pink).

So, you see, there is a method to the madness. If you know the system you can even sort out a wiring harness that you never saw before, with no wiring diagram, for a car that someone else dismantled 20 years ago!

One good thing to do in periodic maintenance is to take all connectors apart and spray them with WD40 and reconnect them. This does two things, lubes the pins, and opening and closing them cleans them.

Once in a while unbolt the ground connections from the frame or body and clean the connection, spray and retighten them. This will refresh the connection and avoid future problems.

Cheerio, John Horton



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## ALLBRITISH CAR SWAP MEET

The Arizona MG Club will be holding a British Car Swap Meet in April and you have been invited to come and participate. The date is Saturday, April 24th from 9:00 a.m. until 2:00 p.m. The location will be Delta Motorsports at 9211 N. 9th Ave. in Phoenix. Admission is \$2.00 per person. Delta Motorsports will be open and there will be free coffee and donuts while they last. Snacks, hot dogs, chili and soft drinks will also be available.

Gates will open at 7:00 a.m. for vendor set-up. To reserve your space, call Gil Schaulin at 602-290-4096. Cost of vendor spaces, including \$2 admission will be \$10 for a 10' x 10' space or \$20 for a 10' x 20' space before by April 15th. On the day of the show rates are \$5 higher.

For more information, contact Jim Medland at 602-265-8026.

*(Continued from page 9.)*

action. It's also assumed that if this type of unorganized, disruptive and restricting "assembly" were dissipated, there will be less nefarious activity which is now an off shoot.

There is NO interest in impeding anything that we, as car clubs, do today. Breakfast runs, impromptu gatherings, shows and rallies or leisure drives are not at risk. Brotherton wanted to know if any of our groups drive around in circles for hours on end at half the speed limit? He wanted to know if we obstruct emergency vehicles and block residents and businesses access. That's the assembly activity that they are targeting with 2136. Based on what I'm hearing about the intent of this law, I just can't see any responsible car owner being targeted.

In a perfect world, I'd like to not have to resort to this type of law. I'd like to think that there is no problem and that if one arose, it could be handled with existing laws, not more. The reality is that the problem is increasing and that enforcement can't keep up as it is now. I see that this bill will pass, and although I'd prefer to think it not necessary, I can think of other battles worth fighting more than this particular one. If it truly helps the intended issue, then it's of value.

## ALL BRITISH CAR SWAP MEET

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**Please make your own decision and do so with a reading of the bill for yourself. Look here... <<<http://tinyurl.com/32teh>>> If you feel that the language is less than adequate, say so. If you feel that definitions and enforcement criteria need to be better stated, say so. If there's an activity that you do with your car that you think will be adversely affected, say so. Any comments should be as detailed as possible in order to be effective. I think that any modifications to 2136 will be minimal, or none at all, but will only come from specific concerns and not broad based rhetoric. Steve Dreiseszun**



Hello British car fans!

This is a pre-spring wakeup call for all British car drivers. I'm writing this letter to let you all know that the 8th Annual British Car Week is alive and well, especially if you enjoy anything having to do with British cars! Yes that's right, if you happen to be one of the fortunate people who enjoys the British car hobby and proudly maintains and drives a classic British car of any make, model, or year, you have exactly what it takes to be a part of this heightened awareness week. You're already an important part of the British car hobby, and WE NEED YOU to help spread awareness of these truly awesome machines.

By celebrating the Eighth Annual British Car "Drivers" Week throughout the roads and byways of your community, no matter where you live, you are helping to spread awareness of these historic machines.

This year we are celebrating the eighth driving season since columnist Peter Egan of Road & Track Magazine asked a question to his readers in an article titled "Seldom Seen Cars" - why doesn't he see classic sports cars on the roads anymore? This question was passed from computer to computer server to many other computers via the Internet, and echoed throughout the vast number of British car communications avenues. British car hobbyists from all over the world quickly came to the calling of the author's plea. As an impressive team effort, each of those people did what they could to help increase awareness of our cars. Letters were written, dates were posted in club newsletters, and within a very short time, people from all over the world were driving their British cars in their communities to help remind their locals that old classic British cars are still eagerly entertaining their drivers after all these years. As a result of all this, British Car Week was born!

In my own home town, I not only see an increase of British cars on the roads during British Car Week, but I've also noticed an increase of other European marque's tooling around as well.

I know from my own experience that when I see

another classic car on the road, whether it's French, Italian, American, or German, it provides me with the enthusiasm we all relish. This much needed enthusiasm fuels the driving force needed to keep our cars on the road instead of rotting away in a dark corner.

If any of you belong to a club that isn't aware of British Car Week, or isn't actively partaking in this fulfilling annual event, please remind them and reassure them of how important it is to join forces and help spread the word.

Whether it's a drive around the block or an enjoyable day drive to the country, or better yet planning a joyful drive with a group of your British car club friends, it is an opportunity for some unsuspecting someone to experience one of these unique and "seldom seen" automobiles from the past. If it sparks an interest, which I know it will, any number of people may someday buy a British car to maintain and enjoy on a regular basis. They will also most likely join a club, buy some parts, book, magazine, regalia, and any number of items that we sometimes take for granted. They will ultimately become a valuable part of our hobby, helping to assure the continued support and the preservation of our special cars.

Hopefully when Peter Egan looks out his window during this May 22 to 30, 2004 he will notice something different in his own neighborhood. Who knows, maybe he's going to be joining forces with the rest of us to celebrate British Car Week!

So if you're one of those people who has what it takes, grab your goggles and driving gloves, and be sure to top-off those dashpots! It's time to have some fun!!

See you on the road.....

Scott Helms

[www.britishcarweek.org](http://www.britishcarweek.org)



# Calendar of Events

**April 13th — Club Meeting at F1 Race Factory**

**April 17th and 18th -- the BEAT**

April 23rd, 24th, 25th -- All British Car Show in Las Cruces, New Mexico

**April 24th — All British Car Swap Meet**

April 30th-May 2nd -- Beeline Cruise In and Charity Car Show in Payson. Larry & Nancy Bertram 928-472-7769, rccac2001@yahoo.com

**May 22nd-May 30th -- British Car Week**

August 27th-29th -- 17th Annual 3-Day Car Show Event with a British Class for the first time in Gunnison Colorado. Fran Wickenhauser 800-203-8920

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## FRIDAY EVENINGS:

Alma School & Warner, Chandler.

Lindsay & Warner (on the east side of the Albertson's Parking lot), Gilbert, 5-? PM depending on the weather.

Hills, 43rd Street & Union Hills, Phoenix

## SATURDAY EVENINGS:

Wendy's, Superstition Springs Mall, Power & Hampton, East Mesa, 4-? PM depending on the weather. First Saturday of every month is for British cars. If you are coming let me know so we can hold spaces and all park together. shirley@nis4u.com or 480-985-2531

The Pavilions (McDonalds), Indian Bend Rd. between Pima Freeway and Pima Road, Scottsdale. 4-10 PM. 602-443-0800

Chubby's, 7th Street & Union Hills, Phoenix. 5:30-9 PM.

Chuy's, Arizona Avenue & Warner

Dairy Queen, 108th Avenue & Grand, Sun City. 4-8 PM. 623-977-3303

5 and Diner, 906 N. 56th Street, I-10 & Ray, Chandler. 5-9 PM. 480-753-1114

Hooter's, Bell Road west of I-17, Phoenix. 602-375-0000

Shoney's, 59th Street & Bell, Phoenix. 602-948-0719, 623-561-1971

Sonic, 33rd Avenue & Bethany Home Road. 6-9 PM. 623-936-6587

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## CLASSIC-FIED ADS

Trumpeter Classic-fied ads are free to members and will run for three issues, unless extended by the advertiser. (That's why you see a date at the end of each ad). If you sell your item, let us know and we will remove the ad from the next issue. Otherwise, it will automatically disappear after the third consecutive printing.

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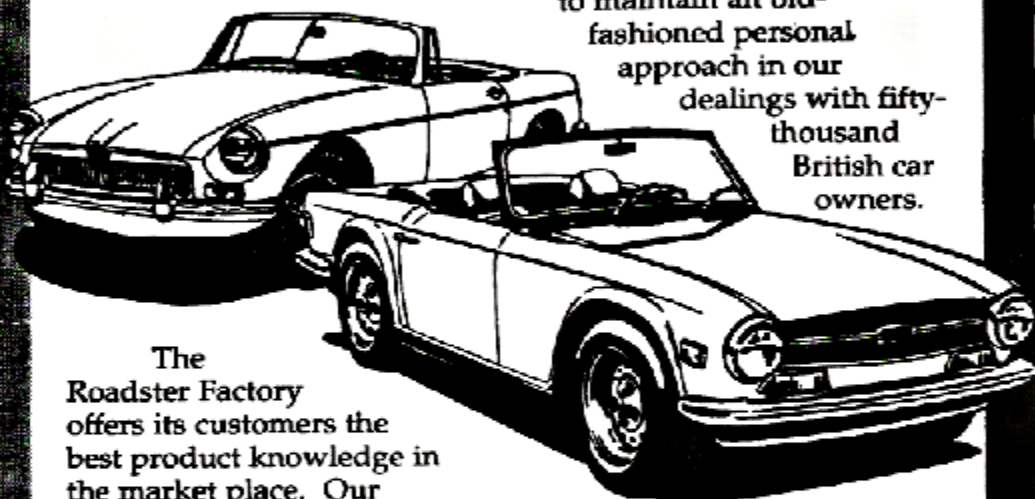
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fashioned personal approach in our dealings with fifty-thousand British car owners.



The Roadster Factory offers its customers the best product knowledge in the market place. Our salespeople answer questions about parts, and they can do part number research. Our technical research representative knows most models well to the nut-and-bolt level, and he is an experienced mechanic and body man. Our Customer Service is helpful. Our shipping is fast, safe, and virtually error free. We ship most orders today, and we offer very inexpensive two-day and three-day delivery. Our business goal is simply to offer the best possible service to British car enthusiasts



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