

# TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF  
THE DESERT CENTRE – TRIUMPH REGISTER OF AMERICA  
Founded: 1980



*Triumph Register of America*

◀ Back



French Blue Stag

**August 2015**

**Vol 36, Issue 8**

<http://www.dctra.org>

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## **NEXT CLUB MEETING**

Tuesday, August 11, 2015

**BUSINESS MEETING**

Starts @ 7:00 p.m.

## **DENNEY'S RESTAURANT**

650 N Scottsdale Road; Tempe, AZ 85281

## **2015 CLUB OFFICERS**

### **President**

Stu Lasswell  
480-786-0116  
debnstu2@yahoo.com

### **VP & Events**

Matt Reynolds  
480-968-6078  
bsatr6@yahoo.com

### **Secretary**

Betsy Kavash  
602-826-8338  
betsy.a.kavash@cox.net

### **Treasurer**

Kathy Nuss  
480-983-3945  
jknuss@live.com

## **2015 Appointees**

### **AAHC Reps**

Jim Bauder (**East side meetings**)  
480-309-9525  
jimbpps@cox.net

Joe Minnick (**West side meetings**)  
602-214-0203  
jminnick@cox.net

### **Membership**

David Freet  
480-706-4943 H  
602-881-1860 C  
fxstsaz99.cox.net

### **Historian**

Armand LaCasse  
602-904-1037  
big.blue.truck@live.com

### **Webmaster**

Dave Riddle  
480-610-8234  
dave@microworks.net

### **Tech Advisors**

Armand LaCasse  
602-904-1037  
big.blue.truck@live.com

### **Newsletter**

George Montgomery  
480-290-1310  
georgemonty32@gmail.com

Roy Stoney  
602-231-0706  
royston469@msn.com

## **ADVERTISING**

**ONE YEAR** placement in the newsletter **AND** a link on the [www.dctra.org](http://www.dctra.org) **website:**

### **AD SIZE – COST**

**FULL PAGE.....\$100**

**½ PAGE:.....\$60**

**¼ PAGE.....\$ 35**

**BUSINESS CARD:.....\$25**

**On the Cover:** A French Blue Triumph Stag, photo by Chris Hansel

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## Prez Sez – August 2015

Stu Lasswell, President

August... it's the time of year when you really want summer to be over, yet in reality we're only about half way through the hell we put up with here in the valley of the sun! Debbie and I managed to escape the valley for a couple of weeks last month, but we found it hard to get away from the heat. It was over a hundred degrees in the High Sierras. It was over a hundred degrees in southern Oregon. It was nearly a hundred degrees in Washington. There seemed to be no getting away from the heat in July! We did get to watch a nice fireworks display from our hotel room in Roseburg, Oregon on the 4th. And the northwest is really, really green, even when it's too hot, so it beat being here!

I won't subject you to a full travelogue, but I must tell you more about my vacation. No, we didn't take the Triumph, but we were driving a British car (our Mini Cooper S). And there were some LBC sighting in our travels. Like the nice late 60's Spitfire for sale along the side of Hwy 395 outside of Lone Pine, CA. Or the whole yard full of MGBs in Salem, OR. (A sad sight, but the poor guy could have been worse off... could have been Fiats!) The real find was when we were driving through downtown Portland OR and I spotted this giant art deco chromed jaguar above an old building. Hmm, a Jaguar dealership... but I spotted a TR3 in the showroom! Next to a MGTF, next to a Porsche Speedster! We had to stop. Turns out the dealership owner is quite the collector, and the salesman was happy to show us his collection. In addition to the TR3 (with factory hardtop!) there was a TR4, a TR250, and a TR8 spider. And a perfect Austin Marina GT (?) And a 1903 Rambler that he took to England for the London to Brighton Run last year. All in all, one cool dealership!

After visiting my brother and our son in the Seattle area, we took the Mini on the ferry over to Vancouver Island, B.C. and stayed with DCTRA members Evie and Dave Frisby. They graciously fed and housed us, and then Dave and I participated in a Victoria MG Club autocross. Dave drove his recently acquired TR6 and I used my Mini. Had a great time with a great group of enthusiasts. A nice, eclectic group of cars... 2 TR6s, couple of MGs and Jaguars, even 3 Lotus 7s! And the usual crowd of Miatas, BMWs and Subaru's. We may have been in Canada, but other than some weird verbal colloquialisms they all speak "CAR" just like here. It's good to know that no matter where we go, if you get together with a group of fellow sports car enthusiasts you will never be without friends!

Stu Lasswell

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## DCTRA Spark Plug Award

By John Nuss

This is a monthly reminder of Spark Plug points earned. It appears that attending the meeting WITH your Triumph helps earn points. Furthermore, planning and writing about the event gets points, too. At this point there are many people with quite a few points. So drive the Triumph, take pictures and write a paragraph or two.

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## EDITOR'S DESK

George M Montgomery, Editor

I had a lot of material to report this month. Chris Hansel's story of a British car meet in New Mexico sounds interesting. I've heard other good reports about this event and think it may be a suitable replacement for the now non-existent BEAT. The Swim-Movie Party was magnificent with wonderful food and a good movie. There is a story about it elsewhere in this newsletter.

I am getting several "Meet Our Members" articles now. I would like to keep several stockpiled to have one each month. What I would like is one of the following themes:

1. How you got started working with, involved with Triumphs and or British Cars.
2. How you came to acquire your first and or present Triumph.
3. What Triumphs and or other LBCs you have presently.

Some photos would be nice too.

Jim Bauder sent me an article somewhat pertaining to technical, maintenance stuff. Though tongue in cheek and lengthy, it will have to suffice for this month for that category.

If you haven't registered for Triumphfest yet the rooms at the discounted rate are gone. Or so I have heard. There should be some discussion this coming club meeting regarding who is going and potential caravans there and back. I hope to see you at the meeting, August 11<sup>th</sup>.

George

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## Calendar of Events

**Matt Reynolds, V. Pres & Events Chairman**

### **DCTRA & British Auto Events 2015**

Aug 11-DCTRA Meeting

Aug 22-DCTRA Ice Cream Meet

Sept. 5th is the annual Charity car show at Mesa Marketplace.

September 26th & 27<sup>th</sup>-British Vintage Voyage.

October 8-11-Triumphfest

### **On-going events:**

Saturday Night cruise @ Kmart, Power Rd & Hampton.

Scottsdale Pavilions Saturday evening car show

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## **NEXT CLUB MEETING**

(Second Tuesday of each month)

Tuesday, August 11, 2015

Business Meeting

Denny's Restaurant; 650 N Scottsdale Rd; Tempe, AZ 85281

Starts at 7:00 PM

Come at 6:00 PM to eat and socialize

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## **August 2015 Membership Report:**

Dave Freet reported that there was nothing new to report this month. He is still recovering from his knee surgery. Remember to always wear your name tag because you never know when another drawing might occur.

### **NEW MEMBERS:**

For membership information, contact: Dave Freet at 480-706-4943 (home) or 602-881-1860 (cell) or email: [fxstsaz99@cox.net](mailto:fxstsaz99@cox.net)

David Freet  
DCTRA Membership Chairperson  
599 South Terrace Road  
Chandler, AZ 85226

**Application form on page 23**

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### **Our Webmaster.**





## Minutes

### Desert Centre Triumph Register of America July 2015 DCTRA MEETING

#### DCTRA Meeting Minutes – June 9, 2015

The meeting was called to order by Vice President Matt Reynolds at 7:00 PM. There were 25 members, no guests, and 9 Triumphs present. Members present were:

George Montgomery – TR6  
Ron Gurnee – TR7  
John Horton – TR6  
Gene Glenn  
Pete Peterson – TR6  
Jim Bauder – TR250  
Dave Fore  
Matt Reynolds  
John Reynolds  
Bob Mazur  
Craig Kenyon – TR6  
John Nuss  
Kathy Nuss

Pam Rineholt  
Denine Mure - Spitfire  
Dave Mure – Spitfire  
Clebe Best – TR6  
Ed Jacobs  
Peggy Jacobs  
Mark Leinweber – TR6  
Mike Blachut  
Pete Bowen  
Armand LaCasse – GT6  
John Heisser  
Cherie Heisser

George Montgomery commented on the newsletter in which he wrote an article about his 2300 mile trip through Texas and Oklahoma. He stated that his TR6 was clocked at 91 MPH by a highway patrolman. When he explained that he was trying to drive by the tach, the kind officer did not write him a ticket.

The minutes were approved as printed in the newsletter.

The treasurer's report was read and approved.

There was no membership report tonight as Dave Freet was not at the meeting; however, Dave sent an email last week to the Secretary to report that we had one member rejoin this month - Carl Butler. That gives us 161 members from 104 paid memberships.

Matt Reynolds reported on upcoming events. On July 25<sup>th</sup> Armand is hosting a movie/swim party beginning at 5:30 PM. Brats, burgers and soft drinks will be provided by the club. Attendees are to bring a dish to share, a chair and swim attire. In August (date and location to be determined) Matt is putting together an ice cream drive.

There was no Hobbyist Council report as they are not meeting during the summer months.

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For the Tech Report, Armand stated that Pete's brake lights now work, although no repairs were made. Gene Glenn reported that Armand made some steering stops for him as they are not available anywhere else. For a price, he will make others if needed. John Horton reported that he is still working on his Spyder. He needs a throttle body, door latches, etc. Anyone with TR7 parts to share will be appreciated.

There was no old business.

For new business, Jim Bauder reported that Brighton Motors will be selling his TR250. It was reported that the event hotel at Triumphest this fall will not have any trailer parking available. John Reynolds reported finding an excellent Triumph road to take to Triumphest. It will extend the drive time, but is a lot of fun. It involves Route 94. For directions, contact him.

There was neither 50/50 raffle nor name tag drawing.

Jim Bauder donated a TR Service sign for auction. The high bid of \$15 was made and paid by Dave Mure.

Respectfully submitted,  
Kathy Nuss  
DCTRA Substitute Secretary  
(Kathy stood in for Betsy who could not attend)

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## Paraprosdokians

Paraprosdokians are figures of speech in which the latter part of a sentence or phrase is surprising or unexpected; frequently humorous. Winston Churchill loved them.

1. Knowledge is knowing a tomato is a fruit. Wisdom is not putting it in a fruit salad
2. To steal ideas from one person is plagiarism. To steal from many is research

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## Swim-Movie Party

Story and photos by George Montgomery

Last Saturday evening, July 25<sup>th</sup>, Armand and Ann LaCasse invited the DCTRA membership to their lovely home for a Swim-Movie Party. There were 14 attendees that munched on hamburgers, brats and pulled pork sandwiches and other side dishes. Swimming was very cooling for the hot evening. In fact after being in the pool, then getting out, the air felt, dare I say, cool? No, no, not in the Phoenix Valley, in July. It must have been my imagination.



The start of the serving line.



The end of the serving line.

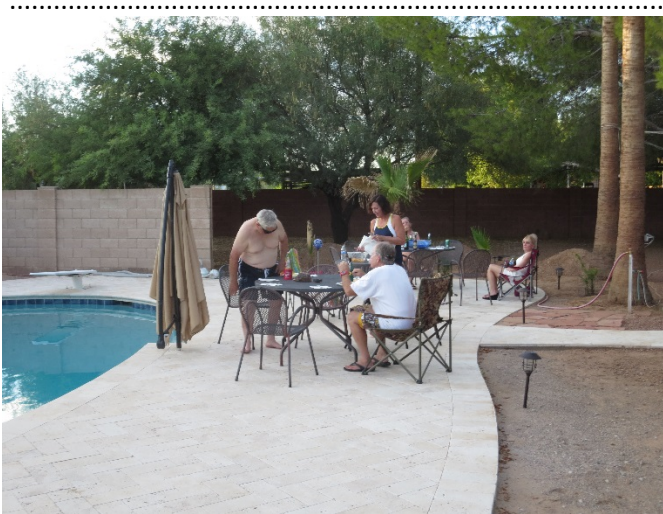
This annual event has been, in the past, an occasion for an annual boat regatta. The standing rule is “anything goes except gas or nuclear powered vessels.” I have found this great fun in the past. My first entry was a rubber band powered a \$2 toy boat; couldn't beat Armand's electric wooden boat. Besides, the chlorine ate up the rubber band. The next year I brought a fist full of really strong R/Bs and changed after each run. Still could not beat Armand. Grrrr. The third year I bought a \$20 little remote controlled boat from a pool supply dealer. Armand won again. I have finally worked out a method to modify the little boat, but alas, I forgot to bring it this year.

Tom Parks did bring his and it looked serious. Armand's wooden boat was still packed from their move, so there were no boat races this year. However, I hereby challenge anyone in the club to a boat race next year, if Armand and



George's The Wave Breaker Sea Streak





Casual Dining



Everyone seated and dining.

The movie, *The Italian Job*, was a hoot. It starts as a seemingly serious plot to steal 1.5 billion dollars in gold bullion. Not long through the film you begin to understand that it is just a parody. But oh, what a parody. Stunts were done not to fit the story but just to get laughs. And I laughed through the whole thing.



Ahh, finally the movie. (Blurred because no flash)

I don't know about the other 13 people but I am looking forward to next year's event, even without the boat races.

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**I wondered why the baseball was getting bigger . . . then it hit me .**

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## British Motor Club of So New Mexico Meet

Story and Article by Chris Hansel

April 24-26 2015 British Motor Club of Southern New Mexico 2015 Show at Mesilla, New Mexico

I have always wondered where Mesilla was. Historically speaking, it is a prominent town in the history book. It was there the Butterfield stage line first left for California. It was also from there in 1862 that Confederate General Sibley launched his ill-fated campaign to capture the west. And finally, it was at Mesilla that Billy the Kid was convicted of murder. Lots of history there, the problem is you can't find it on the map. So, I was more than a little surprised when I got a flier announcing a show in Mesilla's historic town square, not unlike Santa Fe's town square. So where is Mesilla? It is now part of Las Cruces, New Mexico's southern suburbs.

Being a history teacher that was all I needed to attend this show. We took one of the TR7's as the Stag is still in pieces in my garage. In the meantime, I had also learned of a Stag collector, Mike McDowell, who was the chairman of the event and would have at least one Stag on the field.

Southern New Mexico is not known as a hot spot for English sport car activities. It's too far to the west to be included with most VTR events, but not far enough west to be associated with the Triumphest clubs. This fact made the show even more interesting. It's true that Phoenix's "Desert Centre" is only 230 miles away, but strangely we were the only Triumph from Phoenix. The independent British Motor Club of Southern New Mexico hosted this event, as they have been for the last 24 years.

First a little history on the event itself, and the host club BMC of SNM. The club was founded in the late 1980's by a man named George Duckworth. Las Cruces is where George found himself in retirement. George was determined to start a club from scratch. His technique was unique. George would follow any British car he saw in his red TR7, blowing his horn, flashing lights, until the car pulled over. Needless to say, today this tactic can get problematic, but apparently George was able to enlist enough people by using this method. Shortly after that BMC of SNM had their first show in Las Cruces, then later mostly in the old town of Mesilla. George was not the only founder, but for a long time acted as director, or Prime Minister, for BMC of SNM.



The Triumph section



The MG section





The Miscellaneous section



Old Square Masilla

The events in the show mirror most shows you have been to. It's a 3 day event. There was a piper, and a rally, a banquet, and even a real race track, not an autocross. Flat out as fast as you dare go at nearby Deming, New Mexico. Of course, the Saturday car show was the major event. There were a lot of rare British cars present, even a Hillman Minx Convertible! Many MG's, a gaggle of TR6's, many nice Morgans, Jags, a Rolls, and a Bentley.



Red Stag – front view



Red Stag – side view

But, of course, I had come to see the Stag of Mike O'Donnell. He only had his red one there on Saturday but he was kind enough to send me pictures of the others. Mike was also wearing a kilt which I think tells you what type of Stag guy he is. By the numbers, they are a 1973 red car, LE22388U. A right hand drive vermilion car from Malaysia, LD25013EW. Finally a modified French blue, LE239504. Mike has just retired from the engine rebuilding business, but I understand he is still doing a few rebuilds for longtime customers.

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So what were my impressions? First, the food was great and there was plenty of it. Second, the club members were very friendly and very knowledgeable, mostly all are retired professionals of one type or another. Third, Mesilla did not disappoint me with all the wonderful old real adobe buildings in the town square, very rare here in the southwest due to the nature of adobe. Many date from the pre -civil war period. If you are at all interested in the southwestern architecture, go to Mesilla. Would we go again? Yes, but next time with the Stag.

*Post script* - On a sad note, the club founder, George Duckworth passed away 2 weeks ago after a long fight with cancer. George with his red TR7 were missing. Blissfully ignorant of George or his car at the last minute, I changed my mind keeping home the TR8, and rolling out the red TR7. It is a very close match to George's car. I think George would have liked that, it was the only wedge present.

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## Meet Our Members

Jeff Fairman

I suppose I have always been attracted to Little British Cars. In the late 60's as a high school student in Phoenix, my cool friends had V8 Falcons, Fairlanes, Mustangs, Camaros, and Roadrunners. Me, on the other hand, I had an MGA and an MGTD. In other words, I went a different direction, probably to meet girls but I like to think it was a greater degree of sophistication and artistic appreciation. What I finally decided it was a desire to have a car that depended on me to even keep it running! My next sports car was a very fine TR250, one of my favorite cars of all time, it was Jasmine Yellow, had a larger than life presence and the sound of that straight 6 was intoxicating.



I was never one to leave well enough alone, so quickly with the help of Flint British Motors I had new competition springs, shocks, sway bars, a hotter engine and I was off to the world of SCCA Solo 2. The TR250 was a great car, I learned a great deal about performance and the TR left an indelible impression on me that apparently I have never outgrown.

In addition to the LBC's above, I have owned a Midget, a Bugeye Sprite, an MGB and several other sports cars including a Fiat 124 spider, 3 Alfa Duettos, an Alfa Giulia, all driven and enjoyed.

After a 25 year hiatus that involved my kids, career and a couple of wives, in 2013 I bought my first and current TR6. My baby is a 1969, again Jasmine Yellow, beauty that I found through an enthusiast in North Carolina. After some spirited negotiations it showed up in front of my house and my current adventure began.





“...it showed up in front of my house”



...a Jasmine beauty!



On a breakfast run to Tortilla Flats

Although it had undergone a complete rebuild in the early 90's, it sat since then. After a bit of coaxing it started and ran but needed virtually everything replaced not made of steel, aluminum or glass. Our first long distance outing was this year's BEAT rally and I am proud to say that went off without a hitch. I have solo'd it a couple of times with no issues and in October I will be joining the tribe in San Diego for Triumphest. Part of my success with the TR comes from members of the DCTRA that have answered technical questions, greeted me with open arms into the club, sold me parts and provided resources it would have taken me months to uncover left to my own devices. Thanks to you all and let's keep those Triumphs on the road! Jeff Fairman

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# TRIUMPH 2015 DEL MAR, CA

[www.Triumphest2015.com](http://www.Triumphest2015.com)

Join us October 8<sup>th</sup> - 11<sup>th</sup>, 2015 in beautiful Del Mar, California for the annual gathering of owners and enthusiasts of classic Triumph sports cars from across the Western United States. Located minutes from the ocean, fine dining, microbreweries, shopping, and just 20 miles north of San Diego, Del Mar offers an ideal jumping off point for all of your "top down" driving adventures.

*[Sponsored by the Triumph Sports Car Club of San Diego](#)*



OCTOBER 8<sup>th</sup>  
through  
OCTOBER 11<sup>th</sup>,  
2015

Registration and Hotel  
Information  
[www.Triumphest2015.com](http://www.Triumphest2015.com)

Events:  
Autocross  
Funcours  
Driving Tours  
Awards Banquet  
Funkhana  
Darts Tournament  
Hospitality Party

## Location

**HILTON DEL MAR**

15575 Jimmy Durante Blvd., Del  
Mar CA 92014  
858-792-5200  
Group Code: TSC  
Discounted Room Rate:  
\$139/night  
Parking: \$5/day



# Come ride along the Sea and Surf

## Triumphest 2015 Registration Form

Please read and fill out this registration form and mail it with your check payable to TSCCSD to: TSCCSD, P.O. Box 178088, San Diego, CA 92117. If you have questions, visit our web site: [www.triumphest2015.com](http://www.triumphest2015.com). There you will find the Hilton Hotel registration links, schedule of events and this registration form in a PDF format, and view our the regalia offerings.

### REGISTRATION

Full Name (First, Mi, Last)

Name as you want it to appear on your badge please print

Email address (all correspondence will be sent to this address)

Co-Entrant Name As it will appear on badge, Please Print

Street address

City, State, Zip, Country (if not USA)

Telephone Number (including area code)

Club Affiliations (if any)

### VEHICLE INFORMATION

Car 1 Year / Model

Car 2 Year / model

Car 1 Exterior / Interior Color

Car 2 Exterior / Interior Color

Car 1 Commission Number

Car 2 Commission Number

### EVENT FEES

REGISTRATION FEE (Until 8/15) @ \$95.00  
REGISTRATION FEE (After 8/15) @ \$110.00  
ADDITIONAL CAR @ \$25.00

### AWARD BANQUET MEALS

STEAK @ \$49  
STUFFED CHICKEN BREAST @ \$49  
GRILLED SALMON @ \$49  
VEGETARIAN @ \$49

### CANCELLATION POLICY

Due to the nature of this event, certain commitments need to be made to secure venues and materials for the event. For this reason, the following cancellation policy will be used:

- There is no penalty for cancellations received on or before Aug 15, 2015. Triumphest will refund the full amount paid.
- A cancellation fee of \$50 will be applied to refunds for cancellations received between August 16, 2015 and September 28, 2015.
- A cancellation fee of \$75 refund will be issued for cancellations received between September 29<sup>th</sup> and October 7<sup>th</sup>, 2015.
- There will be no refund beginning October 8<sup>th</sup>, 2015

### REGALIA POLICY

Pre-order deadline for Regalia items is August 30. All pre-order will be available for pick up at the event. Limited items may be available for purchase at the event. Orders taken at the event will be shipped to you after the event and include a set additional expense for mailing. There will be no cancellation on the order of regalia (Shirts, Hats, Badges, etc). These items may be shipped to your mailing address after the event at your expense. Best to have someone attending pick up your regalia items for you.

### EVENTS

Following is a description of each of the events scheduled. Please indicate which event you expect to participate in by checking the box.

- ☐ **Hospitality party:** The official kick off to this year's event begins **Friday Night** with a **Sea and Surf Party** to reconnect with old friends and make new ones.
- ☐ **Autocross:** Participants compete, one car at a time, through a miniature road course marked with pylons. Fastest time wins. Cars will be classed by model (performance potential). Cars must pass safety checks; seat belts required. Helmets will be provided for those who do not have their own.
- ☐ **Awards Banquet:** Let us entertain you! For this year's banquet we are planning a fun-filled evening with good food from the Executive Chef at the Hilton Del Mar. So come, join the group for a Social Hour, enjoyable dinner and evening with fellow Triumph enthusiasts.
- ☐ **Funcours:** The purpose of this event is to have FUN while showing off your Triumph. All cars will be judged against a 100-point standard. Extra points will be given for your display.
- ☐ **Funkhana:** A fun opportunity to test your driving skill while your partner performs feats of dexterity.
- ☐ **Fun Rally:** Enjoy a 1&1/2 to 2 hour ride around beautiful San Diego County.
- ☐ **Model contest:** Awards will be given for the best model in each of four categories: Diorama, Kit-built, Scratch-built and Store-bought.
- ☐ **Photo contest:** The photo contest will offer awards for the best photograph in each of four categories: Spontaneous Photo-Artistic, Spontaneous Photo-Humorous, Staged Photo-Artistic, and Staged Photo-Humorous.
- ☐ **Walking Rally:** Learn interesting facts as you enjoy this festive jaunt around the hotel and grounds.
- ☐ **Tech Sessions:** Come and get mechanical tips and pointers or just soak up Triumph lore from our guest speakers.
- ☐ **Driving Tours:** Scenic driving tours at your convenience.
- ☐ **British Car Day October 11<sup>th</sup>, Reduced fee of \$20.00 for Triumphest entrants.**

### Tentative Schedule

Thursday, October 8th, 2015

12:00 pm – 7:00 pm Registration/Information  
2:00 pm Self-Guided Driving Tour  
2:00 pm Walking Rally Open  
2:00 pm Car Wash Open  
2:00 pm Uffda Contest Open  
5:00 pm Arranged, Tours of local attractions

Friday, October 9th, 2015

8:00 am – 5:00 pm Registration/Information  
8:00 am – 3:00 pm Autocross  
10:00 am – 2:00 pm Funkhana  
All Day Car Wash  
All Day Scenic Driving Tour  
All Day Walking Rallye  
4:00 pm – 5:00 pm Tech Session  
6:00 pm Hospitality Party – No Host Bar

Saturday, October 10th, 2015

8:00 am – 10:00 am Registration/Information  
7:30 am – 8:00 am Funcours Judges Meeting  
8:00 am – 12:00 pm Funcours  
Due 11:00 am Walking Rally  
Due 11:00 am Photo/Model Contest  
Due 11:00 am Uffda Contest  
12:00 pm Driving Rallye  
4:30 pm – 5:30 pm President's Meeting  
6:00 pm – 7:00 pm Cocktails  
7:00 pm Awards Banquet  
8:00 pm Awards Presentation

Sunday, October 11th, 2015

9:00 AM-3:00 PM San Diego British Car Day at North Embarcadero Marina Park

**Terms and Conditions:** Proof of car insurance is required to participate in moving events. Tech and safety inspections are required in order to participate in the Autocross. Any vehicle may be disqualified at the Technical Inspector's discretion for safety reasons. I am aware of the hazards inherent with motor vehicles and specifically release and do indemnify the organizers, supporting sponsors, Triumph Sports Car Club of San Diego (TSCCSD), from any and all liability from personal injury or property damage incurred by me or my guests while participating in this convention. I understand that TSCCSD reserves the right to revoke my registration and retain my registration fee should I engage in reckless, dangerous, and/or unsafe behavior. I have read, understand and agree to the cancellation policy and to the terms and conditions above

Signature

Date

Please print this page, fill out, sign and mail it with your check to: TSCCSD, P.O. Box 178088, San Diego, CA 92117

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## The Eight Stages of Restoration:

Those project cars just don't put themselves back together.

By Peter Egan, Editor-at-Large

May 2009

(Ed. note: Jim Bauder sent me this article. The author was a staff writer for Road & Track for many years. He now is a free lance writer. When you read the prices of cars, remember the year 2009)



This past weekend I drove 50 miles through high winds and drifting snow to the small city of Dodgeville, Wisconsin, to pick up the windshield for my Lotus Elan. My friends at Marklein Auto Body had removed the old, stone-chipped glass, painted the frame and installed the new windshield glass I'd had shipped from the East. Yes, the same East where gingham yard goods and those fancy chandeliers come from.

Denny Marklein wrapped the windshield in bubble-wrap and laid it gently in the trunk of my new/used BMW 325i, with the rear seats folded forward to make more room. The smell of fresh paint and new rubber molding permeated the inside of the car on the way home — a nice change from the lung-stopping aroma of rodent decay on the way over.

Things were slippery on the return trip, with the wind blowing torrents of snow across the highway. It was the kind of day Omar Sharif might appreciate, if he'd really been Dr. Zhivago. This got me thinking about Julie Christie, who is beside the point here, but quite pleasant to contemplate nonetheless. In any case, it wasn't a great day to be out on the highway.

Still, I had to go get that windshield the minute it was done; couldn't wait a day longer. You see, I'm on a roll right now with my car project, energized by a whole new stage in my Lotus restoration.

This is the phase where I can no longer stand the sight of rebuilt car components scattered randomly around my shop, cluttering up the floor and shelves. I develop an almost feverish need to take those big chunks and put them back on the car, just to have it all in one place. Essentially, I just go nuts and start reassembling everything with the manic energy of someone using an entrenching tool during a mortar attack. Call it the sudden need to make order out of chaos.

There's also a subtext of mortality here: What if I get hit by a truck and Barb can't find the steering column clamps? She'll have to find a buyer as clueless as her late husband, and that's not easy. Most people want a car that steers.

I've done about a dozen ground-up restorations in my life, and I've hit this apartness-revulsion phase on every one of them. Ultimately, it's the thing that actually gets the car put back together.

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So, if that garage-cleaning frenzy is merely one phase of restoration, what are the others?

I thought about this on my wintry drive home from Dodgeville and decided there are, roughly, eight phases to a car rebuild. Other car buffs may have more or fewer, but here's how it works in my case:

### **Stage One: The Lightning Clap of Inspiration**

This is where you suddenly decide, for no rational reason, that you simply must have a certain car. It can be tripped by a photo in a magazine, a want ad, a faded car parked on a front lawn or a discussion in a bar after you've had at least two steins of dark, heavy beer. (Lite stuff doesn't seem to work.)

Some people in this stage of sobriety go out and attack the Reichstag, but not you. You decide that what you really need is a Porsche 356B that's been sitting in an apple orchard for 9 years.

My buddy John Jaeger just went through this stage again last weekend. He called from California to say he'd just bought a \$900 Triumph TR6. Clean body, bad interior, and non-running. I ran right over to my bookshelf and pulled out my "Triumph TR5/250 and TR6 Companion" by Steven Rossi and Ian Clarke and started looking at pictures.

John and I stayed up until about midnight, talking over the virtues of the TR6, and by the time I hung up I was ready to buy one myself. Only my unfinished Lotus prevented this new grail from hovering before my eyes with the full glow of divine luminescence.

### **Stage Two: The Hunt**

This is where you search the Internet and want ads for your car. You also announce your quest as loudly as possible at cocktail parties and other gatherings in hopes that someone will say, "Hey, my brother-in-law has one of those! It has a cracked block and my sister says if he doesn't get it out of the garage she'll kill him."

The hunt goes on more or less continuously until you finally run out of patience and buy the worst possible example.

### **Stage Three: The Homecoming**

Ah, the happiest of all phases. You've dragged the car home with a couple of friends, made a pitcher of margaritas and now it's time to sit up all night long, admiring the shape and sheer rightness of that 914 with the rotted-out battery box. No real work gets done on this night — just light vacuuming (paper clips, crayons, green pennies, etc.) and 8-track removal. Car enthusiasts actually glow during this phase, and it's not just the alcohol. It's the humming voltage of bliss, right before it reaches the solenoid of reality.

Now is the time for lies. You and your friends say things like, "I don't think those alloy wheels are really bent; it probably just needs an alignment." Everyone nods, and you have another drink to suppress the sudden chill.

### **Stage Four: Disassembly and the Road to Amnesia**

More good times, an adult version of vandalism where you get to take stuff apart with reckless



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abandon. You know you should be taking more detail photos and notes, but you're having too much fun to stop. "I'll remember how this wiper motor went in here," you tell yourself. Or, "I'm sure the shop manual has an exploded drawing of all the door-latch shims and washers I just dropped on the floor."

### **Stage Five: The Bead Blaster Years**

This is where all those "character lines" on your face come from, the time when most of the work gets done. These are the Dark Ages, complete with plagues, despair, poverty, dungeons, flickering torches and primitive medical experiments in blood-letting. Your hands are perpetually scarred and your fingerprints are all but obliterated by trying to clean the threads on old bolts with a wire wheel. You reek of primer and parts cleaner. When you come in from the shop in the wee hours, your spouse wakes up just long enough to tell you to take all your clothes straight down to the washer in the basement before you shower. Money you'd never spend on a new flat-screen TV gets blown on re-chroming two pot-metal trunk hinges.

This is a time when many of us who are well insured pray for a meteor strike directly on the workshop, preferably while we're in the house having lunch and examining the Visa bill.

### **Stage Six: Order from Chaos**

This is the phase I already mentioned, when you remember that auto parts are most efficiently stored in a shape resembling a car.

### **Stage Seven: Resurrection**

Strangely, I found myself just entering this phase last night, crossing part way over from Stage Six as I mounted the new windshield on my Elan

All of a sudden, it looked like a car again.

I sat in a low lawn chair (with attractive plaid webbing) in the middle of my garage and realized that — from this angle — you couldn't tell the car wasn't complete and ready to drive. It's sitting on new tires with freshly painted wheels and new hubcaps; the green paint is gleaming and the door handles are on. Unless you stand up and gaze into the still-gutted interior — or wonder why there's no steering wheel rim visible through the windshield — it looks like a complete car.

Until last night, I'd almost forgotten that the Lotus Elan was originally built as a device for people to drive around in. After three years, I'd started to think of it as a permanent workplace, like a coal mine. I'd forgotten about the part where you come up to the surface of the green earth and enjoy the sunlight.

I've still got a lot to do before this stage is complete. Install the steering column and dash, finish the wiring, trim the interior, align the front end, etc. And the final step is starting the engine to see how (or if) it runs and do all the hours of tuning and fettling to get the car working smoothly.

### **Stage Eight: Driving Around and Gradually Losing Your Mind**

In this phase, you finally get to drive the car and go places, enjoying the fruits of your labor.



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You can take trips, visit friends, go to a car show or just enjoy long summer evenings driving with the top down.

Some folks in this stage are content forevermore with the one car they've so tenderly restored, and feel they've arrived at some philosophical destination. Their work is done and they lay down their tools.

Others get restless. They need a plan — always the plan. Once the cuts on their hands have healed, they stand in the garage and ponder the finished car, the idle tools and the silent bead-blasters. The absence of noise and sparks and cursing seems troubling. No UPS trucks roar up the driveway. It's eerie.

Then one night they get a call from some crazy friend who's just bought a \$900 TR6 and they get out their TR6 books and begin to wonder if perhaps their work here on earth is not quite done.

[http://www.roadandtrack.com/article.asp?section\\_id=26&article\\_id=7927](http://www.roadandtrack.com/article.asp?section_id=26&article_id=7927)

(Ed. note: this is not be a valid website anymore.)

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### **Common Laws Affecting Restoration Parts Storage**

**Murphy's Law of Restoration Parts Storage: The desired part will always be in the furthest box on the storage shelf.**

**First Axiom: If it is not, it will be broken, or a vital component will be missing and/or broken.**

**Second Axiom: The box you find it in will be marked with some other part, which of course is not in this box.**

**Third Axiom: If it is not in the storage boxes at all and is lost, then it will no longer be available. If it is still available from the usual sources, then Murphy's Law of Parts Valuation applies: "Prices of all parts are inversely proportional to availability", and Murphy's Law of Parts Availability: "Availability of a given part is inversely proportional to its likelihood of failure".**

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## CLASSIFIED ADS:

### FOR SALE:

I have a spitfire racing head - don't know how much has been skimmed off of it but it's ready to go completely rebuilt. Also a Weber 40 carb and a Vitesse gas tank. I want \$50 each on these.

Thanks. John Lindly

[lindly1907@gmail.com](mailto:lindly1907@gmail.com)

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### FOR SALE: TRIUMPH TR6 J TYPE TRANSMISSION - \$2100 (north phoenix)

#### INCLUDES:

J Type Overdrive Conversion Kit

LUK Clutch and Pressure Plate

Gunst Throw Out Bearing

Aluminum Fly Wheel (needs machining)

Column Switch and Escution

Speedo Angle Drive

Trans is rebuilt with 0 miles

Syncros and Bearings and Gaskets

Counter Shaft and First and Third Gears Case #CC1240 30

(TRANSMISSION ONLY, SELLS FROM QUANTUM MECHANICS FOR \$2375.00)

PLEASE CALL 602-569-4889 ASK FOR PATRICK

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### FOR SALE: Set of 4

Konig "Rewind" wheels and Falken Sincera Tires, 215/R-15

Like new approx. 200 miles

Bolt Pattern: 4-114.3

Fits TR-6 and other Triumphs

Contact: Mark Leinweber (602) 513-1601 /

[mleinweber@stevensleinweber.com](mailto:mleinweber@stevensleinweber.com)



Mark Leinweber

Vice President

STEVENS LEINWEBER CONSTRUCTION,  
INC.

9590 East Ironwood Square Drive, Suite 101

Scottsdale, AZ 85258

602-513-1601 (mobile)

602-867-5709 (office)



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## CLASSIFIED ADS: continued

### For Sale: TR6

72,000 original miles. Topaz with factory black striping. Runs very well. Over \$7,000 recently invested including new brakes, new hydraulics, new tires, new fuel lines, new water pump and more. \$9,900. Call or email me for additional details. Yes I am a Club member.

Patrick J. Feltes  
6505 E. Rancho del Oro  
Cave Creek, AZ 85331  
[Pfelses49@gmail.com](mailto:Pfelses49@gmail.com)  
623-312-5424

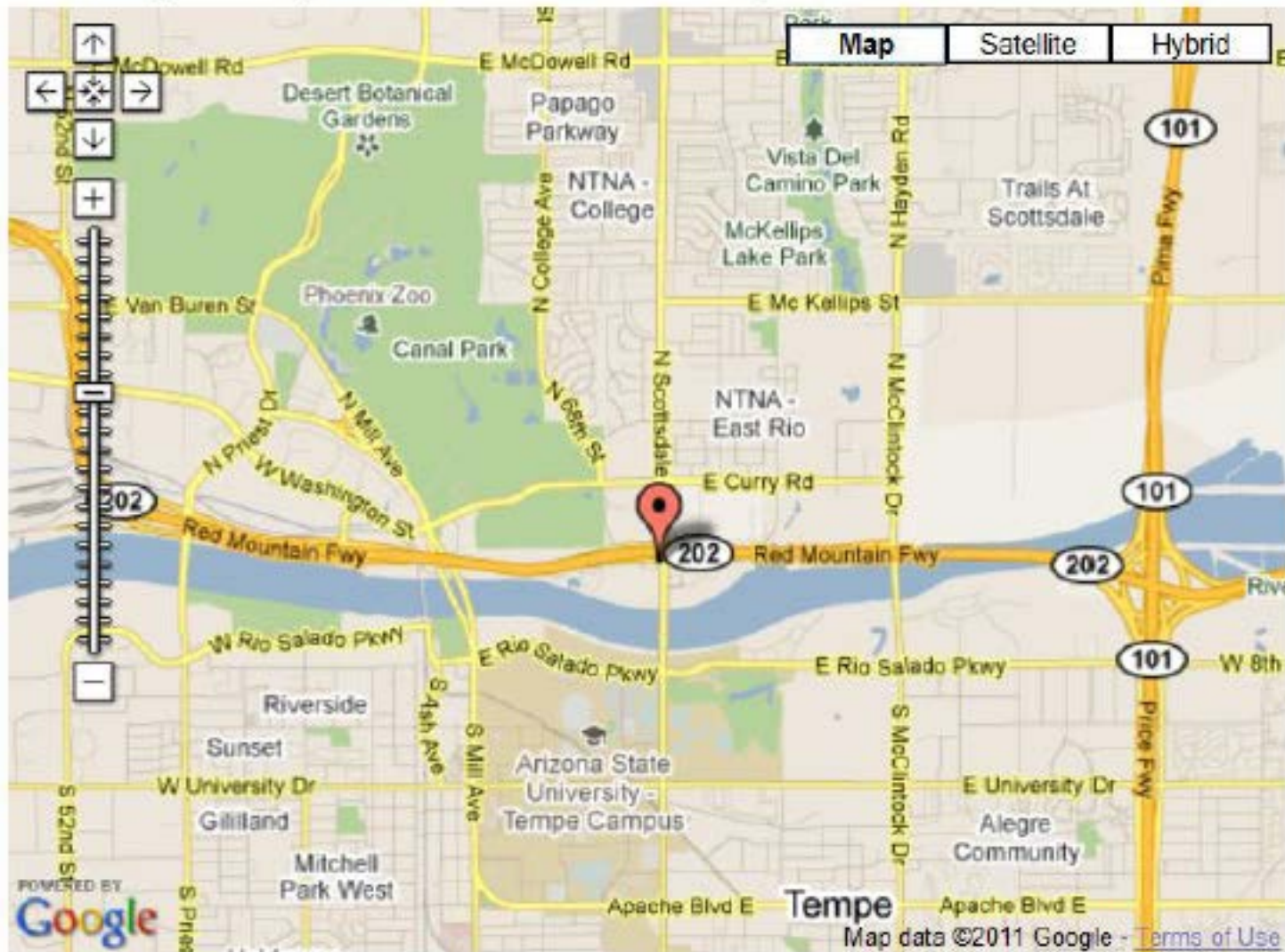
Price  
Reduced!



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## DCTRA Club Meeting location:

Note that regular Meeting locations are on the second Tuesday of the Month:



**Denny's Restaurant**  
**650 N. Scottsdale Rd.**  
**Tempe, AZ 85281**

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## DCTRA MEMBERSHIP APPLICATION

PLEASE PRINT and return completed form with correct amount of dues to:

DCTRA  
Dave Freet, Membership Chairperson  
599 South Terrace Road Chandler, AZ 85226  
Phone: 480-706-4943 MSG Email: fxstsaz99@cox.net

**NEW MEMBER:**

☐

**RENEWING MEMBER:**

☐

### MEMBER INFO (please print):

**Name(s):** \_\_\_\_\_  
(As you would like it to appear in the roster)

**Address:** \_\_\_\_\_

**City:** \_\_\_\_\_ British European Auto Tour (BEAT) British European Auto Tour (BEAT)  
State: \_\_\_\_\_ Zip: \_\_\_\_\_

**Phone:** \_\_\_\_\_  
Home Cell

**Email Address:** \_\_\_\_\_

### Classic Vehicles Owned:

Year	Model	Commission #
Year	Model	Commission #
Year	Model	Commission #

**Each household membership includes one name badge additional name badges are available at the cost of \$6.00 each**

Name wanted on badge(s): \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

### PLEASE NOTE:

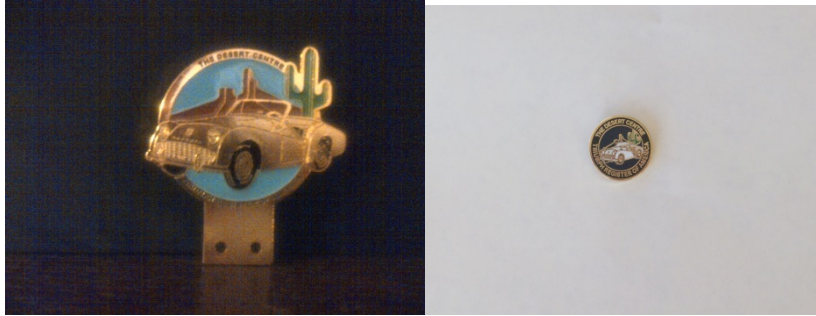
If you are joining DCTRA for the first time (not renewing your existing membership), dues are \$18.00 if joining between January 1 and September 30 if after September 30 the cost is \$23.00 which takes you December 31 of following year (15 months) , so that everyone's dues become payable on January 1<sup>st</sup> each year. If you want to take advantage of the multiple-year discount, add \$34 or \$50 to your first year's tiered fees.



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## Regalia

We have grill badges for \$25.00 each and lapel pins for \$5.00 each available for purchase.



Grille badge (3 inch diameter)

Lapel pin (3/4 inch diameter)

Membership fee	_____
Name tags @ \$6.00 each	_____
Grille badges @ \$25.00 each	_____
Lapel pins @ \$5.00 each	_____
Total enclosed	_____

Additional Space for more information:

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## Websites

Desert Centre-Triumph Register of America  
[www.dctra.org](http://www.dctra.org)

Triumph Sports Car Club of San Diego	<a href="http://clubs.hemmings.com/sandiegotriumph">http://clubs.hemmings.com/sandiegotriumph</a>
Portland Triumph Owners Association	<a href="http://www.portlandtriumph.org">www.portlandtriumph.org</a>
Tyee Triumph Club(Seattle)	<a href="http://www.tyee.triumph.org">www.tyee.triumph.org</a>
British Columbia Triumph Registry	<a href="http://www.3.telus.net/bc_triumph_registry">www.3.telus.net/bc_triumph_registry</a>
All British Field Meet (Portland)	<a href="http://www.abfm-pdx.com">www.abfm-pdx.com</a>
Vintage Triumph Register	<a href="http://www.vtr.org">www.vtr.org</a> AND <a href="http://www.vtr2007.com">www.vtr2007.com</a>
Triumph 2000/2500/2.5 Register	<a href="http://www.t2000register.org.uk">www.t2000register.org.uk</a>
Rimmer Bros	<a href="http://www.rimmerbros.co.uk">www.rimmerbros.co.uk</a>
Stag Owners Club	<a href="http://www.stag.org.uk">www.stag.org.uk</a>
TR Sports 6 Club	<a href="http://www.tr-register.co.uk/news.htm">www.tr-register.co.uk/news.htm</a>
British Auto Works (OR)	<a href="http://www.britishautoworks.com">www.britishautoworks.com</a>
British Wire Wheel	<a href="http://www.britishwirewheel.com">www.britishwirewheel.com</a>
Save Our Cars	<a href="http://www.saveourcars.org">www.saveourcars.org</a>
British Car Forum	<a href="http://www.britishcarforum.com">www.britishcarforum.com</a>
Triumph Travelers Sports Car Club	<a href="http://www.triumphtravelers.org">www.triumphtravelers.org</a>
Southern California Triumph Owners Assn	<a href="http://www.sctoa.org">www.sctoa.org</a>
British Motor Heritage Group	<a href="http://www.heritage-motor-centre.co.uk">www.heritage-motor-centre.co.uk</a>
6-Pack –USA Club for TR6/TR250 Owners	<a href="http://www.6-pack.org">www.6-pack.org</a>
Okanagan British Car Club (B.C.)	<a href="http://www.obcc.ca">www.obcc.ca</a>
Vintage Sports Car Club of Calgary (Alberta)	<a href="http://www.vsgccc.ca">www.vsgccc.ca</a>
Moss Motors	<a href="http://www.mossmotors.com">www.mossmotors.com</a>
Small auction and forum	<a href="http://www.britishcarauction.com">www.britishcarauction.com</a>
Classic Autosport Magazine	<a href="http://www.classicautosport.net">www.classicautosport.net</a>
International Spitfire Database	<a href="http://www.members.cox.net/spitlist">www.members.cox.net/spitlist</a>
British Motor Club of Utah	<a href="http://www.britishmotorclub.org">www.britishmotorclub.org</a>
Columbia Gorge MGA Club (Classic Gorge Rally)	<a href="http://www.columbiagorgemgaclub.com">www.columbiagorgemgaclub.com</a>
Victoria British	<a href="http://www.victoriabritish.com">www.victoriabritish.com</a>
Triumph Register of Southern California	<a href="http://www.socaltriumphs.org">www.socaltriumphs.org</a>
Hill Country Triumph Club	<a href="http://www.hillcountrytriumphclub.org">www.hillcountrytriumphclub.org</a>
Tucson British Car Register	<a href="http://www.tucsonbritish.com">www.tucsonbritish.com</a>
Central Coast British Car Club	<a href="http://www.centralcoastbritishcarclub.com">www.centralcoastbritishcarclub.com</a>
Texas Triumph Register	<a href="http://www.texastriumphregister.org">www.texastriumphregister.org</a>
Delta Motorsports	<a href="http://www.deltamotorsports.com">www.deltamotorsports.com</a>
C.A.R.S of Phoenix	<a href="http://www.englishbawbsclassics.com">www.englishbawbsclassics.com</a>