



TRiumph TRumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTER—TRIUMPH REGISTER of AMERICA

PROMOTING TRIUMPHS AROUND THE WORLD
WITH OUR SISTER CLUB,
THE ISLE OF WIGHT TRIUMPH CLUB, U.K.

**August/September
2007**

VOL. 28 Issue 8/9

PREZ SEZ	1
OFFICERS	2
MINUTES	3
LETTER FROM THE EDITOR	7
MIKE'S SUMMER VACATION	8
CALENDAR	9
CLASSIC-FIED	9
BLII and ROY RACING	11
TECH ARTICLE	12
MEMBERSHIP FORM	16
TRIUMPH EST APPLICATION	22
DCTRA SUMMER OUTING	24

**NEXT CLUB MEETING:
SEPTEMBER 11 - 7:00 PM**

**EL ZARIBAH SHRINE
552 NORTH 40TH STREET**

**COME EARLY
HAVE DINNER
SUPPORT OUR
BENEFACTORS!**



THE PREZ SEZ

You know, it just gets harder and harder to come up with something to write every month for the newsletter. I often think of something, and then second-guess myself as to whether or not I've already written about it. That's partly because I've been doing this for our Triumph club for about two years now, and when you add to that the three years as president of the San Diego MG Club, I've written about sixty "articles" related somehow to British cars!

Granted, I eat, sleep, live and love British cars, but there's bound to be some repetitive material there, as I am not all that well organized in either my mind or my life. My mind is full of facts, stories and assorted minutiae concerning our much loved automobiles, and we all love to point out the obvious (to us) superiority of our chosen marque to all others. However, when you really look at the British automotive scene objectively you will see far more similarities amongst the mainstream marques than you will differences. This, my friends, is both a blessing and a curse, and probably the reason why so few of the great British marques are still with us today!

In some ways you might find it hard to describe it, yet you probably know what I mean when I say that Triumphs (or MGs or Jags or Healeys) have a distinctly "British" quality to them... a look, a sound, even (definitely) a smell peculiar to them as a group. We obviously find it appealing, yet many of the unique characteristics of British cars are a result of Britain's social and industrial unwillingness to be brought into the twentieth century. That wonderful "old world" charm and character is partly a result of their insular, self-righteous belief that "whatever's good enough for us is good enough for everyone"

Originally the auto industry in England was mostly "Cottage Industry" with the products built and sold regionally, often without regard of what was happening 50 miles away, let alone in another country. Meanwhile, a silly tax system was adopted in the 1920's that levied higher payments for larger engines



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membership information.

Dues are \$18.00 per year

New Members

John Heisser

Minutes of the July Meeting

The meeting opened about 7:10 PM at the Old Spaghetti Factory with approximately 42 people present.

Our guests included Liz & Martin Jones with a TR 7, Stu "the Younger" with a '72 Spitfire & Paul & Melissa Jordan with a '73 TR6.

The treasurer reported we have lots of money & Laughlin is right around the corner.

The minutes were accepted as printed. It was unanimous to reimburse Mike & Rebecca for the cost of the cold cuts platters at the swim party.

Upcoming events include the CookOut & Concert at Railroad Park on 7-15-07. We will meet at 5PM & eat at 6PM. The concert starts about 7PM. DCTRA will provide hot dogs, brats, & hamburgers with everyone bringing a dish to share.

August 18 will be a welding class at John Horton's workshop.

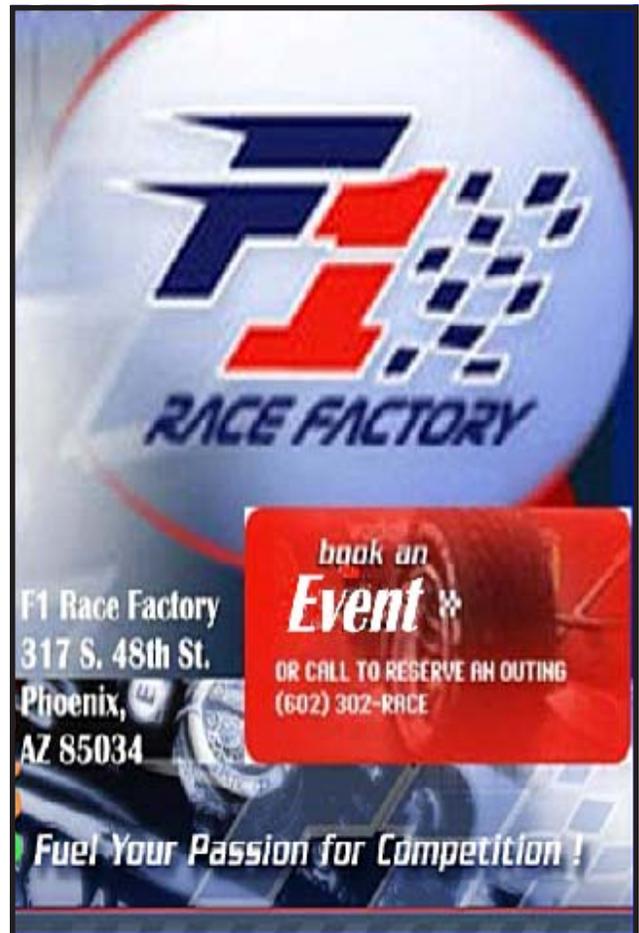
The next Triumphest committee meeting will be at F-1 at 4PM on July 29. Kewi went over deadlines we need to meet to keep on schedule. PLEASE VOLUNTEER !!! Everyone needs to help to make this a success! Also if you have not reserved your room for the event- Please do so! The hotel is beginning to panic about the lack of booked rooms they have reserved for us.

Tech Talk covered a wide range of subjects as usual. Meeting adjourned at about 8:30. Deta

Minutes of the August Meeting

MINUTES OF THE LAST MEETING

The August 14, 2007 meeting of the DCTRA was called to order in the Imperial Garden Restaurant at 7:21 p.m. There were no guests. There were approximately 29 people in attendance.



There is no newsletter for August. Since the Secretary was not in attendance, and the August newsletter was not yet online, Diane Aubert took minutes.

Treasurer's Report: John reported that we have PLENTY

VP/Activities Chairman's Report:

Next event – Sat., 8/18 10 a.m. at John Horton's, 39th Ave. and Greenway: welding. Need helmet and white gloves. Call John for directions.

Sun., 8/26 – Breakfast Run put on by the DeLorean Club, northwest corner 32nd St. and Shea. Meet at 7:00 a.m., leave at 7:30 a.m.

Need volunteers to run the next few Breakfast Runs. John Horton will coordinate them. The newsletter editor volunteered to do the next one.

The Jaguar Club is hosting a Game Day bowling party at Via Linda Lanes in North Scottsdale. Month to be determined.

Spiro volunteered to run our Breakfast Run on 9/23. We'll tell Shirley our Club will do three months' of runs.

Sat., 10/06 – Wickenburg Parade?

Sun., 10/28 – The AZ MG Club will be displaying at the All British MG Car Day in Scottsdale.

Rich Aubert talked about our Club putting on an all-British car show for charity at Julio G's Restaurant in Southeast Scottsdale in February or next spring. It could be the end of a breakfast run. The Restaurant, which has a banquet room, will provide coffee and donuts for breakfast and a free lunch for all displayed cars. We can display up to 60 cars. Ron and Rich will do committee. Jim Bauder will help.

Our President, Stu Laswell, reported on the run to Tortilla Flats. There were about 14-15 people. The cars that were there were 5 Triumphs, including 2 TR6's and 2 Spitfires, two jags and two lotuses.

Old Business

Marty Clark gave a report on a \$100 check ...rest put toward treasury. Michael J. sold his car to Robert Smith in Hawaii. Will put the pictures on our website.

New Business

Spray-on Corolla – makes...profit; like WD-40.

Our Isle of Wight sister club gave us 12 souvenir mugs – Stu passed them out to those who did something special recently for the Club.

Triumphest

Kiwi reported that there are only 7 more weeks to go! There are 80 hotel rooms reserved so far.

The next committee meeting will be 8/26 at 12:30 p.m. We need more volunteers, and judges (we have 3 judges so far). He also put out a plea for everyone to try to sell more raffle tickets for the car lift.

Dave Riddle showed us the poster he put together that will be sold at the Convention. We

paid \$1 per poster and will sell them for \$5 apiece.

For the Hospitality Party we will put on a Pinewood Derby. Moss Motors will provide the track. If you want to enter look in Boy Scout or craft stores or Michael's for materials to make the cars.

The Roadster Factory cut us a \$500 check, Haggerty \$200, Moss Motors \$250, and we received miscellaneous other checks.

We dropped the idea of baseball hats because of the cost. Rich Aubert offered to find an alternative source at a reasonable cost.

Moss Motors and the Roadster Factory will put a blurb about the raffle on their websites. Get flyers about selling tickets from Kiwi.

We're honoring the Stag this year – the Stag Club put out a full color flyer...

The ads in the program have covered the cost of the program twice!

The program still needs the rest of the items by the end of the month.

Kiwi and Gene went to Laughlin last weekend to check out the locations for the Autocross and Funcourse. The area where cars will be will be directly in front of the hotel. 130 cars will be displayed. Looking for a "Saffron" stag.

Horton will provide a conversion kit for the raffle.

Mike Long found 3 TR3 metal signs at a Utah antique store – will donate them for the raffle.

Rich has a safety device to fuse the primary battery circuit in Triumph cars, for \$25. Will donate two kits for the raffle.

Angela and Graham from the Isle of Wight Triumph Club will drive John Horton's car to Triumphest.

Next month's meeting will be 9/11 back at El Zariba Shrine Temple on 40th St.

Meeting adjourned at 8:25 p.m.

vehicles based on bore and stroke. This "RAC Horsepower Tax" favored long stroke, small bore engines, resulting in lower taxes but also lower HP, less efficient power plants. The manufacturers had little incentive to build more efficient motors, and when the taxation system was abolished a short time later, they just kept on doing what the established formulas dictated. In typical British fashion, they donned their blinders and did things as they had always done. It is actually rather surprising, and a testament to the chassis designers and drivers that they did as well as they did in competition!

By WWII many Italian, German, and (dare I say!) French cars had high revving short stroke engines putting out far more power than the equivalent British engine. "But wait a minute", you might say, "That's ancient history! My car was built in the '60s!" True enough, but it's amazing to trace the genealogy of our "modern" engines... often they are just essentially pre-war designs with larger displacements and maybe more main bearings or improved heads. Unfortunately even the new engines,

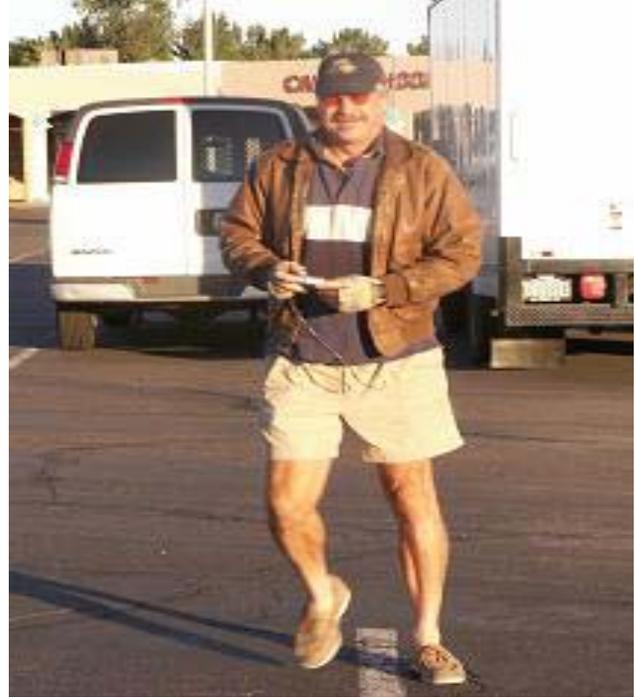


like the Triumph TR6's, are saddled with the long stroke, small bore formula carried over from the old days. When the engineers showed Kas Kastner the new TR250 engine, he was told "now THERE'S an engine you'll never race with." Only the faith and tenacity of the dedicated racers could make it a viable competition motor. The myopic view of Britain's automotive industry leaders, believing that people would by whatever they sold, is responsible for the implosion of the once great British automobile industry.

Whew! Too much history, I suppose, but I hope you don't think I'm being too hard on the cars. I do truly love them... but don't ever be fooled into thinking that they are technical marvels. They were actually quite successful in competition for decades, and many of the old beasts are still out there proving themselves on the track. But it's not because of their engines. Even today, nearly every Formula 1 and Indy car on the track has a chassis developed or built in "jolly olde" England. Leave it to the English to figure out how to make any old lump able to compete and win against the best in the world!

Now, of course, it is their very quaintness that many find to be their greatest virtue. The antiquated design and construction allows us to understand and perform repairs on them. Their (relative) simplicity means that

even a klutz like me can "cookbook" my way through most of the procedures necessary to keep them on the road. The failings of British industry in keeping up with world progress is probably a prime reason for the popularity of their products today.



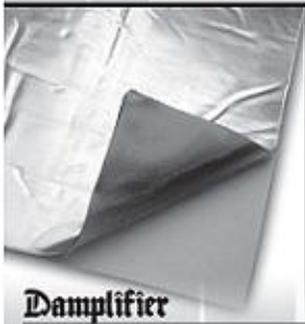
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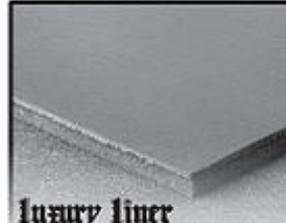


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Luxury Liner is a sound barrier and absorber composite that gets applied on top of a vibration damper to reflect and dissipate unwanted sound waves. Luxury Liner is most commonly used to quiet highway noise and make hot rods quiet like luxury cars. No reason to hang up that cell phone while doing 80 mph now! **9 sq feet \$61**



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Post Your TR Story

All members that Register with the website (<http://www.dctra.org>) can post a profile and history of themselves and their car(s) along with a photo. Visit the site and on the membership page you can find a detailed step-by-step process (including pictures!) of how to do it.

Update Your Triumph Membership

Marty has posted the updated membership list on our DCTRA.org website (see files section). It's updated through the January Brunch meeting. He is still accepting digital pictures of your car (s) to include on this list. Club members voted to remove unpaid listings, so these will no longer receive club emails. If you would like your membership to be renewed, bring your payment to an event, meetingmail a check (made out to DCTRA) to our Treasurer, **John Reynolds**, 806 E. Campus, Tempe, AZ 85282.

Letter from the Editor

Greetings fellow TR owners, obsessors and other intrested parties.

July and August went in a blur and we're already into September - Triumphest IS upon us.

I don't know how your summer has been - but I've been roasting in my garage attempting to finish this ever growing desaster that used to be a TR4A. That said, I haven't been visiting nearly as many other TR owners and club members as I would have liked, but watch out - I could be knocking on your door almost any weekend.

This months newsletter contains another article from our illustrious eader (Stu). In it he tries to describe the symptoms and reasons for the car addiction.

Mr. Laswell's knowledge of the Triumph (and other marques) history is extensive. We're lucky to have such a devoted president.

There is an article from Mike and Rebecca Long chronicling their Summer Vacation.

Bill Close submitted another gem about his racing days and his respect for Roy Stoney.

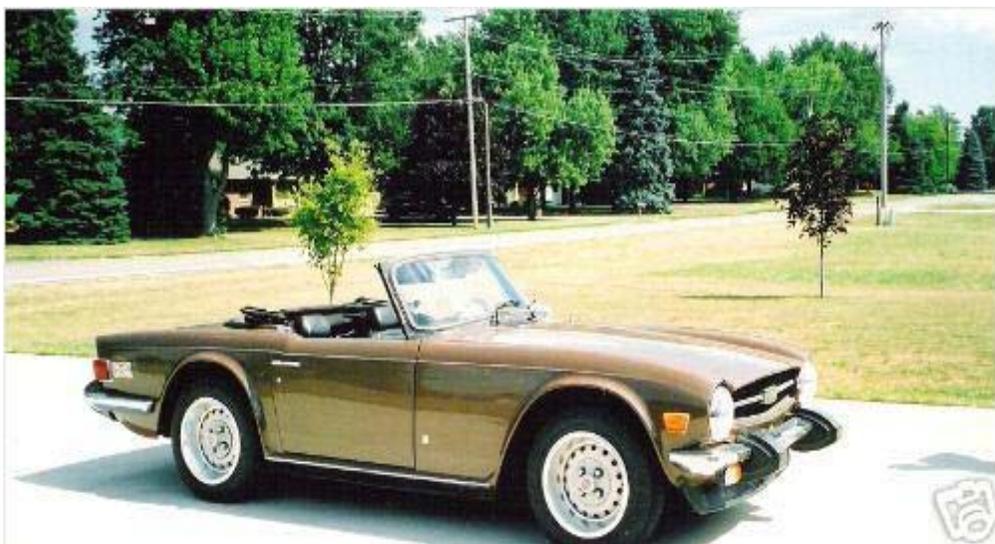
Another excellent historical Triumph artcle was submitted by Dave Riddle.

I got a humorous fax from John Horton translating used car slogans and Julian Anderson sent me a picture of his latest TR.

There are also several new advertisers that Mike Long , Marty Clark, et. al. have recruited.

I really need more articles and photos from YOU, the MEMBERSHIP. If you write something - anything, I'll edit and publish. It doesn't need to be about racing, historical or technical. Just drop me a line with a "How I Met My Car" or "The Time I Broke Down at the Grand Canyon" or "How I Replaced / Upgraded My Radio".

Have a great month!



Julian Andersn's new TR 6

All American Road Trip

I don't know how you'd rate the pace of your summer, but if you ask us, it's just flown by at record-setting speed! Just one week after Aubrey returned home in mid-July from a two-and-a-half week visit with relatives back east, the three of us hit the road for a final summer vacation escape. Apparently our timing fell right in line with the monsoonal weather patterns that battered Phoenix in late July, allowing us to escape the really nasty storms while still encountering some rainy episodes along the way.

Our travels took us through the breathtakingly lush green farmlands of Idaho, Wyoming and Montana for destinations that included



Yellowstone National Park and Jackson Hole (WY), Antelope Island (UT), an ancient ocean sea bed that is today a pristinely rugged salt-peppered (pun intended) island in the middle of Great Salt Lake, and finally, onto the Lewis and Clark Caverns (Whitehall, MT). At both Yellowstone and Antelope Island, we looked on in awe as bison and elk grazed roadside, seemingly aloof to humans gawking at them mere yards away. We were similarly surprised and delighted at the timely execution of Yellowstone's Old Faithful geyser, when she let off her head of steam right on cue. Everywhere along our journey, we saw a plethora of livestock amid fields of wheat, corn, potato, dairy, horse, and cattle farms. All together, the sights we saw



combined to form a truly beautiful panorama of America at her finest.....

Living in the Valley of Phoenix, Arizona, it doesn't take long to lose all references to plush greenery. Seeing "natural" waterfalls, rocky mountain streams and riverbanks, brought back into focus how diametrically different the desert climate is compared to that which we encountered on our northern escape. In the final analysis, and after returning home to find our backyard in utter disarray from the monsoons we thought we had escaped, we've come to appreciate the powerful and varied array of landscapes that Mother Nature offers up across this wonderful land.

HIGHWAY HUMOR

CLASSIC CAR DESCRIPTIONS FOR YOUR NEXT USED CAR ADD

"MUST BE SEEN" - *Too terrible to describe on the 'phone*

"LOVINGLY RESTORED" - *I don't know what I was doing; but I loved sawing bits off!*

"PROFESSIONALLY RESTORED" - *by two blind-folded gorillas with pop rivet guns, the Sunday Times, including supplements and two large tubs of "bondo"*

"RUST FREE" - *No metal left, just newspaper and fiberglass.*

"COSMETIC WORK NEEDED" - *Only needs 10 gallons of paint, 25 lbs. of body filler and a new interior.*

Calendar of Events

September 11: Monthly Club Meeting at El Zaribah Shrine Auditorium (6pm arrival time). This is a dinner meeting social get together for all DCTRA members. Many critical club business issues will be discussed...Please make every attempt to attend!

September 16: Mid-Month Triumphest Committee Meeting at F1 Race Factory (12:30pm)

September 30: Final Preparation Triumphest Committee Meeting at F1 Race Factory (12:30pm)

October 11 - 14: Triumphest 2007 in Laughlin, Nevada (www.triumphest.com)

Classic-Fied Adds

Trumpeter Classic-fied ads are free to members and will run for three issues, unless extended by the advertiser. If you sell your item, let us know and we will remove the ad from the next issue.

2004 car hauler with electric brakes, 3000 lbs electric winch, tongue box for storage, built-in-ramps, mounted spare tire - requires 2" ball. 77 inch wide by 14 foot long, dual axles can haul 7000 lbs., currently licensed in Arizona. Title in hand. Pics available
Rich Aubert - richaubert@cox.net

Triumph TR4

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Mesa, AZ

Extensive list of TR-4 parts. Too many to list. Contact Marilyn Larsen at 602-275-1398

New carpet set for TR4 thru TR6. The color brown with light tan piping. The carpet is of good quality and has felt on the back of floor pieces. \$100.00

Black vinyl AMCO tonneau cover, great condition, snaps are a little tarnished. Will fit TR4 thru TR250. \$65.00 - Bob McIlravy - 480-883-0859

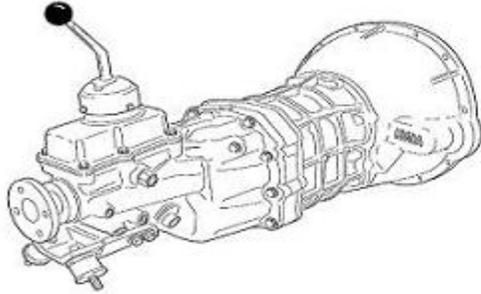
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could be the end of a breakfast run. The Restaurant, which has a banquet room, will provide coffee and donuts for breakfast and a free lunch for all displayed cars. We can display up to 60 cars. Ron and Rich will do committee. Jim Bauder will help.

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Old Business

Contributors

We would like to encourage every member to help with newsletter submissions. We welcome all TR stories, articles and photos.



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RACING WITH/AGAINST ROY STONEY AND HIS FAST TR-7

Around 1988, I was racing Arizona Region SCCA (Sports Car Club of America) in regional events (usually 40 cars in a group and 6 groups) on the road course at Phoenix International Raceway. It was a Saturday race, Roy Stoney had entered his white Triumph TR-7 fully prepared (gutted) race car and I had entered my yellow Mazda RX-3 sedan in the same class. The class was Improved Touring (IT class A) the cars were production street cars with roll bars, sticky street tires, gutted interiors to save weight, headers, loud exhaust, numbers and other performance modifications.

I had raced with Roy before and knew that he was a talented and experienced driver with an equally prepared car much modified because of his experience and Triumph racing connections in Great Britain.

I got lucky that day and was able to qualify right in front of Roy in a group of 40 cars.

When the green flag was waved to start the race we were mid pack. All went well until we got to turn 6 and the cars in front of us all but stopped. I down shifted to first gear and hit the gas too hard and started to spin. Suddenly, Roy hit me in the right quarter panel and spun me around. After recovering, I kept racing. On the next lap I saw Roy sitting up at turn 11 out of his car and out of the race. I continued the

race and finished the race feeling responsible for Roy's wreck. When I finally got to tech and they towed Roy in I went over to apologize. I told him that it was my fault and I needed to help him fix his car. Roy declined, he said that it was his mistake and he had caused the wreck.

To this day we both can not agree on who's fault that wreck was. But we are still great friends and still laugh about it.

A couple of years later the SCCA had another regional race but this time it was held at Firebird International Raceway in Chandler, Arizona. I had just built a new 1985 Mazda RX-7 race car for the Spec 7 class. Roy had entered his now even faster TR-7. Both cars were still in the same race group of around 40 cars. Roy had qualified faster than I. Roy and I had both qualified mid pack as usual. When the green flag dropped I was behind Roy and we were on the inside of the track. A Toyota MR-2 lost a wheel in front of us and turned right into the outside wall, thus blocking the track. I followed Roy through the confusion. Suddenly, we were in front of the whole group and they were trying to catch us. Roy and I raced for several laps. I couldn't get past that fast TR-7. After about 10 laps Roy got loose and let me by. I went on to win the race and the class. Roy finished right behind me to win his class.

Could this great day get any better? Well it did!

When Roy and I went to tech to receive our trophies several of the other racers were complaining that there must have been a lap miscount. They didn't know how we had gotten so far ahead. It must have been a mistake how did Bill and Roy win? We still laugh at our lucky win that day and at our fellow racers who couldn't figure out how we did it. .

Bill Close

Technical Article

Triumphal Offshoots, Part 5:

The Swallow Doretti

By: Andy Graybeal

When the TR2 came out it created a lot of excitement in the motoring world, and the sports car market in particular. It provided a great deal of punch for the pound and in those days, “breaking the ton” or exceeding 100 mph was considered a major bar to clear.

But some people considered the Triumph a homely pup, a bit more exposed to the weather for their tastes as well. Well, what did they expect, for pity’s sake? The only cars that came with beauty were the thoroughbreds of industry — the Jaguar, the Aston-Martin, the Austin-Healey, AC, the Jowett-Jupiter. (On second thought, scratch that last one!)

World War II ended and the Swallow Coachbuilding Co. — a sidecar manufacturer and part of the pre-war firm SS, which later became Jaguar — was sold off to the Helliwell Group. By 1949, Helliwell was



Doretti designer Frank Rainbow. The Doretti was Rainbow’s maiden car design project even though he came to the project with a thick portfolio of engineering and vehicle design credits. The production prototype design was done in a few months with the staff of two draftsmen and a secretary. When production commenced, only 18 workers were employed at the Walsall facility and when terminated ten months later, the workforce was the same.

absorbed by the conglomerate Tube Investments Group (TI). So much for the organizational chart tour.

The recovering automotive industries had discovered sports cars, and companies like, Standard Triumph were bringing products to a rapidly expanding market. With a diminishing market for motorcycle sidecars, Helliwell director Ernest Sanders thought the time was right to get into this new game and conceived a sports car chassis to be made from chromoly tubing supplied by Reynolds, another member of the TI corporate family.

Meanwhile, in the fast developing U.S. sports car market, Dorothy Deen and Paul Bernhart of Cal Specialties Company — manufacturer and distributor of a popular line of automotive accessories with the Italian sounding brand name “Doretti” — were also entertaining thoughts of offering a sports car of their own design. It happened that Dorothy’s father, Arthur Andersen, was meeting with Ernest Sanders in Los Angeles to discuss other business matters when the conversation turned to sports cars. Anderson said he liked them and would like to market them. They agreed to talk some more.

They met in 1952 again, this time with Sir John Black, director of Triumph, in on the discussions. Sanders and Anderson presented an outline of the project with some sketches Anderson had done with Swallow engineer Frank Rainbow, and Sir John agreed to take part. Black would supply the mechanicals, Sanders would build the cars in his factory and Anderson would sell them. Anderson sold the Doretti name and badge to Sanders. Rainbow, a recent hire from Bristol Engines, was given the task of styling and developing two prototypes based on a chassis Sanders had fabricated which

reflected much more contemporary thinking than found under the TR2.

Wider and stiffer, and having a scuttle hoop to insure cowl stiffness and outriggers to support the bodywork, the chassis was made from Reynolds chromoly square tubing, and the body with aluminum skin supported by steel inner panels.

Ironically, the in-house coachwork crew wasn't considered up to the task of producing the bodywork and it was outsourced to the very capable firm Panelcraft, which tooled it up from full-size drawings — a remarkable accomplishment.

Production design work was under way, led by Rainbow with a staff of three draftsmen and a secretary and an unbelievable schedule ahead of them.

In March, 1953, Dorothy and her father visited the Swallow plant to see how the two prototypes were going and to work out a distribution deal with Standard-Triumph vehicles with Sir John Black, for the states west of the Mississippi.

By September of that year, Frank Rainbow and a Doretti were heading for the U.S. on the Queen Mary and then by air to Los Angeles.

In October, the private introduction on the west coast of the TR2 and the Doretti was held on Balboa Island at Newport Beach, with the general public introduction to be held at the Ambassador Hotel in January.

There were a few criticisms of the prototype. The trunk was a joke — hardly enough room for the spare — and crank up windows were mentioned by many.

Sanders was anxious to get the car into the production and insisted on freezing the design.

Progress was smooth and Anderson received updates and progress reports, which he

approved. Production started the Walsall facility at the airport outside of Birmingham in the West Midlands.

Dorothy tirelessly and successfully marketed the Doretti with substantial sales made in the first year of production, and even hired Phil Hill to drive in west coast events.

But it was soon to end, as the British Motor industry, notably Jaguar, pressured TI to cease production of what they considered an unwanted competitor. The last of the Dorettis rolled off the line in 1955. The argument the industry gave was that TI was a supplier to other car manufacturers and thus had a serious conflict of interest. So much for entrepreneurial spirit in the U.K. It seems as though if your car production was purely niche-sized and of mediocre quality, the industry giants didn't mind, but when your product was of high quality and finish, and competed against the likes of MG, well, that was another story.

The factory never employed more than eighteen workers yet turned out 276 cars — including one fixed-head coupe — during the ten months it was in operation before word came down to sack everyone.

By comparison, during the same time, only 244 TR2s were produced. In an ironic twist, Sir John Black, driving with Ken Richardson in Black's specially-fitted Doretti, was involved in a serious road accident, leaving him crippled and eventually leading to his retirement.

It could be speculated that had he been in one of his own cars, he might not have survived at all.

Dorothy Deen turned all her energies toward the marketing of the new TR2 and saw success making it one of the best selling British marques even against the likes of MG and Jaguar. She was also visited by John Gordon and took on the Peerless GT for a

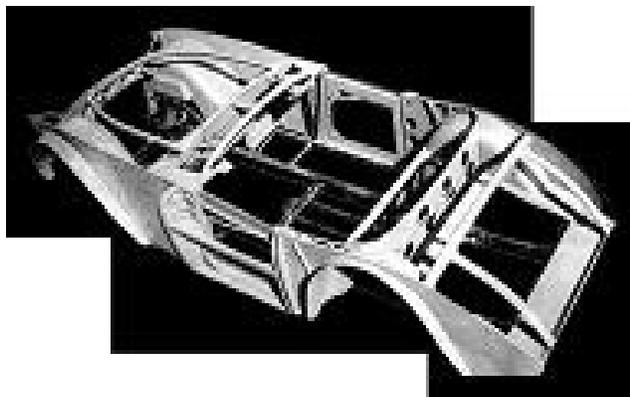
short time, but found it didn't live up to her standards of quality. No, the Doretti didn't die of the usual causes. Financing and quality were certainly there and distribution was well in hand, but when car people and financial types go head to head it usually is the car people that come out second.

Of the Dorettis that were sold out of Dorothy Deen's Cal Sales in Gardena, four were sold by her to one Max Balchowsky of "Old Yeller" fame, a series of the most feared specials of the late fifties and early sixties.

There is usually one or two of the legendary specials at the Monterey Historics every year.

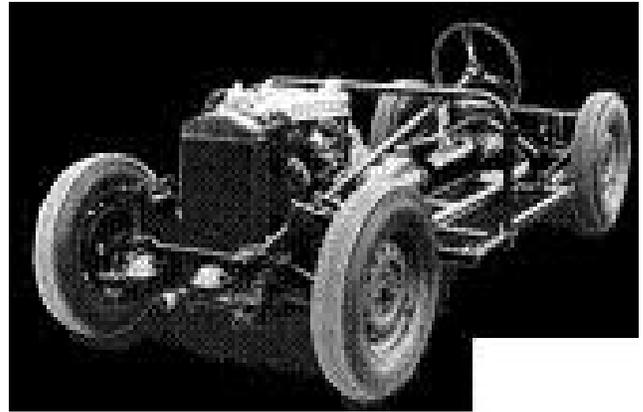
Before Old Yeller 1 came into being, Max was doing engine swaps in Dorettis, installing 6 liter Buick V8s, his favorite, in as many as seven Dorettis purchased new and used.

Such conversions were an accepted solution for getting spectacular performance out of an otherwise modestly-endowed sports car.



Doretti's inner body structure shows how thoroughly thought out this car was from the get-go. Steel stampings provided the support for the outer aluminum panels.

The chassis, made from Reynolds 531 tubing, was an improvement over the TR2 chassis with greater stiffness and improved rear axle location thru the use of radius arms that eliminated wheel hop under acceleration. The engine/transmission was set farther back, resulting in a 50/50 weight distribution. Front suspension and steering were stock TR2 components.



One thing Detroit was good at was producing a lot of horsepower for a relatively low cost.

Builders like Max and, later, Carroll Shelby, were out to find a way to get that power to the ground and around corners. Max took his own Buick-powered Doretti, now christened "Buretti," to local race courses and drag strips where it regularly turned in quarter mile trap speeds of over 105 mph.

Of course, the horsepower cranked out by the 322 cu. in. V8 was triple what the TR2 engine had.

He converted two others to Cadillac and Chevy V8 power. Contrary to one site that indicated that a Doretti chassis was to be found in Old Yeller 1, it was actually built on an early special built by Phoenician Dick Morgensen.

In fact there is a dispute whether Old Yeller 1 even exists and that in its place is a replica. (More about that later.)

Another Doretti chassis found itself in another special owned and raced by one Bill Binney.

At the time a company called Allied, one of the many manufacturers of fiberglass bodies, produced a knock-off of the classic Cisitalia Farina Coupe which Binney mounted on the Doretti

chassis. It was entered in numerous Cal Club races as the Binney Allied Doretti.

This car still makes the shows .

When production was stopped and leftover stock was going for a song, a roadster was purchased and remodeled into a coupe by Peter Kirwan-Taylor, who, in association with Colin Chapman and with input from Frank Costin, produced the celebrated design for the Lotus Elite.

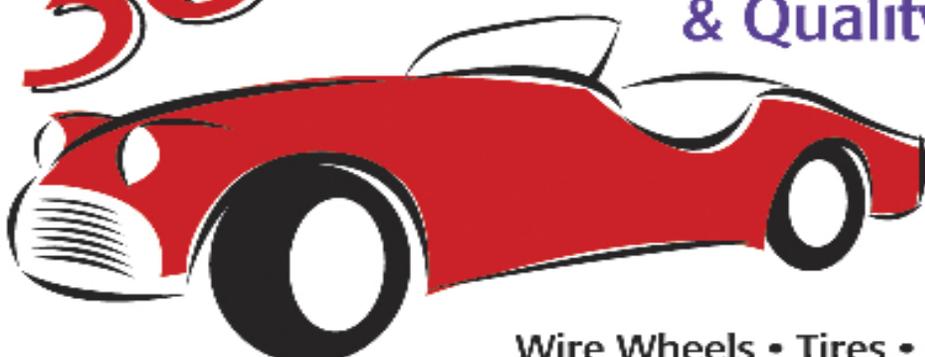
Another coupe, fabricated by Ghia, exists in the U.K.

The Swallow Doretti page, www.doretti.co.uk, has a plethora of information on this marque, with pictures of all of the known examples existing today.



The Binney Allied-Doretti coupe as photographed at Pebble Beach. Allied Fiber-Glass, Inc. manufactured this knock-off of the classic Cisitalia coupe called the Allied Swallow, and Bill Binney raced this one during the fifties.

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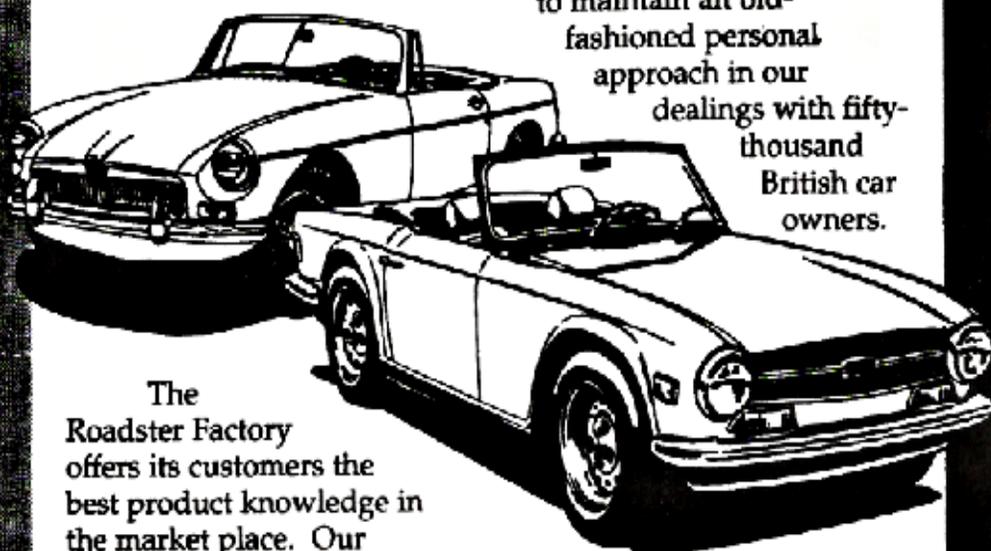
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Committee meetings

4:00 PM at F1 Factory Racing, 317 S. 48th St., Phoenix, AZ

CHAIRMAN — Wayne 'Kiwi' Treloar

Hotel — Kiwi Treloar, Mike Long

Registration Package — John & Kathy Nuss

Flyer for 2006 Triumphest — Dave Riddle

Lists of Vendors/Sponsors/advertisers

— Mike Long & John Horton

Raffles/Door Prizes — John Horton

Shirts/Design — Beth Horton

Judges/List of names — Marty Clark

Trophies — Patrick McDermott

Program — Dave Riddle

Driving Rally / Poker Run — Gene Glenn

Auto Cross — John Reynolds

Banquet — Kiwi Treloar, John Truttman

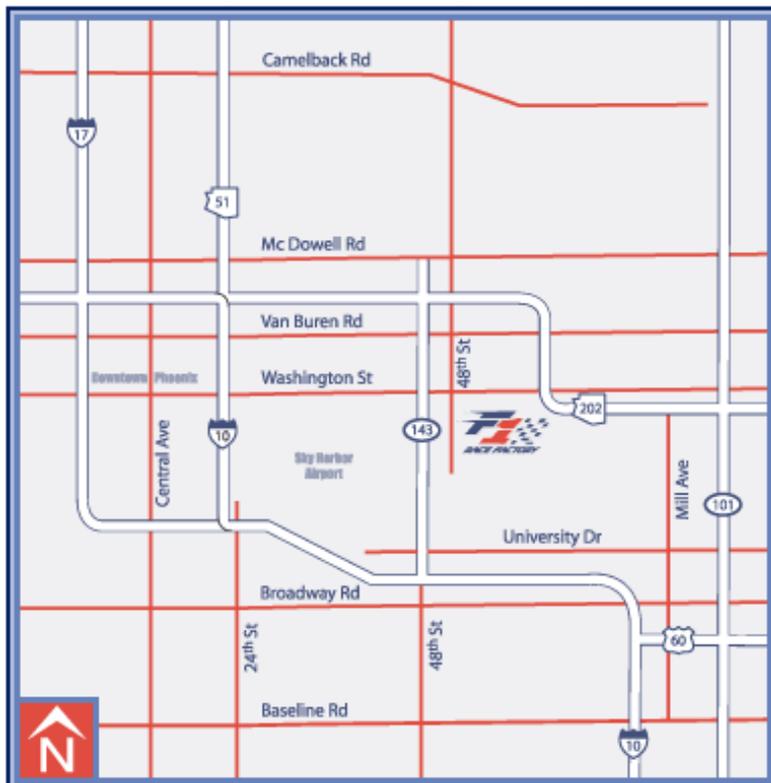
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Map to F1 Racing Factory



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CAR #1 MODEL /Yr		CAR #2 MODEL /Yr		CAR #3 MODEL /Yr	

PARTICIPANT'S CHECKLIST

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FUNCOURS	AWARDS BANQUET
MODEL CONTEST	FRIDAY NIGHT HOSPITALITY PART
OFF DA CONTEST	HOTEL WALKING RALLY
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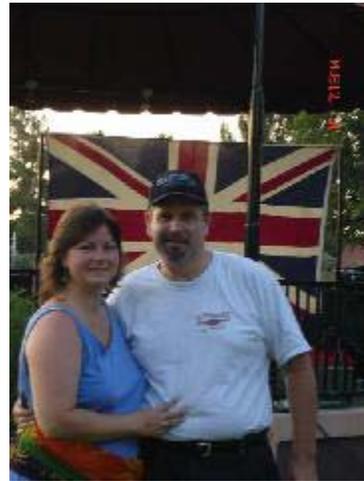
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Last DCTRA Summer Outing

On Sunday, July 15th, some 25 or so DCTRA members, spouses and kids met at the McCormick-Stillman Railroad Park in Scottsdale for a barbecue and lawn concert. Hosts Rich and Diane Aubert provided and grilled hot dogs, hamburgers, bratwursts and drinks, and everyone brought a dish to pass. In spite of the heat, the Park was crowded with grownups and kids of all ages, and we enjoyed the last Park concert of the summer on the lawn - Beatlemania, provided by the band Apple. Some of us "kids" cooled off by taking a one-mile ride on the Paradise & Pacific Railroad, a 5/12 reproduction of a Colorado narrow gauge railroad that winds through the Park. Afterwards we got some ice cream at the Park's General Store. Although we were out of sight of those little British cars that some hardy members may have parked in the lot, a warm but relaxing Sunday was enjoyed by all.







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Friday night will be the Gala 50th Birthday Party with all the trimmings. Participants and families are encouraged to join us for Cake, Games and Music. And of course, your favorite vendors will be present to support Triumphest with Catalogs and Items for sale.

The event will conclude with a group photo Sunday morning.

Triumphest welcomes all Triumph owners and enthusiasts to participate in all the events at Triumphest no matter if your car is pristine or a daily driver.

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