



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

DECEMBER 2005

VOL. 26 Issue 12

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COMING EVENTS

CLUB MEETING:

December 13th - 7:00 PM

EL ZARIBAH SHRINE

552 NORTH 40TH STREET

COME EARLY -

HAVE DINNER -

SUPPORT OUR

BENEFACTORS!

DCTRA Christmas Party

December 16th

Christmas Lights Tour

December 17th



RUN TO THE BUZZARD'S ROOST

Story by Beth Horton

Hot air balloons rising from the mountains were out to enjoy the beautiful morning, just as we were, driving along Lake Pleasant Road. Quite a group gathered at 32nd St & Shea on Nov. 13th, joined with more along the way. Is 51 people a British Breakfast Run record?



Photo: courtesy of Craig Kanyon

We passed through Wickenburg and on to Congress, no longer a ghost town. Now they have a dollar store! After that, drivers were rarin' to try the nine miles of twisty road up the famous hill to Yarnell.

The Buzzard's Roost in Yarnell had roped off a parking lot, and set up picnic tables for us outside the restaurant beside their mock old West town. After a good buffet breakfast, we were treated to a comic show, with a gunfight between the sheriff and his bumbling deputy against a dastardly bank robber. Kathy Smith got to play the prosecutor, and John Truttman looked quite at home as the hanging judge.



Photo: courtesy of Beth Horton



Photo: courtesy of Beth Horton

There was a table full of goodies for the raffle, including a gift certificate donated by Delta Motorsports. Of course we enjoyed the car show we'd made in the center of town, too. Besides all the Triumphs, there were

(Buzzard's Roost, continued on page 5.)



CLUB OFFICERS

PRESIDENT: Stu Lasswell 480-786-0116

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Secretary: Deta Hampsch 623-434-1999

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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 Marty Clark at 480-962-7848

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 December newsletter: Jim Bauder, Philip & Shirley Blahak, Delta Motorsports, F1 Race Factory, Gene Glenn, Deta Hampsch, Beth & John Horton, Import Car Parts, Craig Kenyon, Stu Lasswell, MicroWorks Computer Networking and Maintenance, Moss Motors, Ltd., Thomas Nicoud, John & Kathy Nuss, Tom Pennell, The Phoenix Flower Shop, John Reynolds, Dave Riddle, Pamela Rineholt, The Roadster Factory, Arthur Wallis and anyone else we missed.

THE PREZ SEZ



Alas, November is pretty much over, and the Holiday season is truly upon us! Thus far we have had a pretty busy fall with regard to club activity (both planned and unplanned)! At the November meeting we requested nominations from the floor for new officers, as we will vote in a new board at the January breakfast/meeting. So far it seems that the club, at least those in attendance, were only willing to commit to stay with the status quo. What with the "old board" having had just a couple of months to demonstrate our competence (or lack thereof) I guess I should take heart in this rather positive assessment. When I suggested that surely we could do better, Armand rather dryly put forth that perhaps, sadly, we could not! I just wish that he would stop referring to me as "President for Life"! Take heart, we will take further nominations at the December meeting, as well as at the January breakfast itself.

The activities of the month were very well attended, as the breakfast run to Yarnell was the best attended Brit Breakfast Run in several years, with twenty-something cars making the trip. John and Beth Horton did a great job arranging the route and the destination. The little restaurant was a bit overwhelmed, I suspect, as the crowd was about double what was promised. The little "show/gunfight" was a fun addition to the day. Many in attendance went on toward Prescott, while Debbie and I headed home, with me promising to put the windshield back on the TR-3 for any other "winter" driving events. Maybe even the side curtains as well.



Photo by Beth Horton.

(Prez Sez, continued on page 4.)

MINUTES OF THE NOVEMBER MEETING

Stu opened the meeting at 7:25 with 24 present. We had two guests present, Beth Schlee a guest of Craig Kenyon & John Tsuletech from British Columbia, Canada who has a TR7. Minutes were approved as printed. There was no treasurer's report this month. The newsletter editor's representative, Pam, expressed deep gratitude for articles, and asked for more. We need a list of members who were being sent hard copies of the newsletter. We will ask Rich Aubert if he has a list. John Horton reported that all is looking good for the emissions bill being passed. There is not expected to be much with the "comment meeting" coming up. Stu reported that all necessary paperwork has been completed to get our new treasurer set up at the bank. John Reynolds, the treasurer, reported that the amount of money in the bank is unknown, but that it does exist.

Under activities, Bev Peterson reported that "Packrat Pete" is now dead, and the new Pete and she are having a huge garage sale. Maps were passed out to show where to go to get great deals. Dave Riddle, our VP and events person said this Sunday is the Breakfast Run to Yarnell, with breakfast at Buzzards' Roost Restaurant and a gunfight for entertainment. Movie night will be November 19th. Bring lawn chairs and blankets to watch a movie on the side of a big white wall. Munchies will be provided. Marty Clark has volunteered his home for this year's Christmas Party on December 9th. The Christmas Lights Tour will be Saturday night, December 17th this year, and will end up at Shirley Blahak's house as usual. The next tech event will be January 7th at Jim Bauder's house to renovate his TR250. He is out at 136th Street & Shea. John Horton said he will sponsor another tech session at his home again so members can get the chance to "play" with his assorted "toys," such as welders, plasma cutter, etc. Last weekend, there was a car show with three of our TR members taking 3 of the top TR prizes, Keith Davis 1st, Stu Lasswell 2nd, & Bob 3rd. In February will be the Wings & Wheels Pancake Breakfast in Carefree. Bev Peterson will get us the details.



It was unanimous to give a donation of \$500 to the Shriners' Children's Hospital as our charity this year.

Nominations for officers for the coming year are: President - Stu Lasswell; Vice President - Dave Riddle; Secretary - Deta Hampsch; Treasurer - John Reynolds; Newsletter Editors - Pam & Clay. Additional nominations will be taken at our December meeting. In January, after the election of our new officers, we will be electing the Chairman of Triumphest 2007, which we, the DCTRA, will be hosting. Dave R. and Gene said they would put together a one-sheet history and purpose of the club to be handed out at events. It was announced that Arizona Image, located at Gilbert Road & Main Street in Mesa, would be willing to give discounts to DCTRA members for bodywork and paint. Marty Clark asked about disconnecting the drive shaft to install a set of spannings. Pete Peterson brought an assortment of model cars to sell. The meeting was adjourned at 8:30 p.m.

Deta

MEMBERS AND THEIR CARS

My Triumph Story

By Marty Clark

I bought my 1974 TR6 from my sister who lives in Wisconsin in July 2004 with just over 37,000 miles on it. Her husband had bought it for her when it was 2 years old and he was working as a car salesman and took it in as a trade. She loved the car and always babied it, but only drove it once or twice a month in the summer. Never drove it in the winter or rain and it was always garaged. Things went down hill for my sister over the years (of her own doing) and the TR6 sat in her garage for the last 12 years with a tarp over it without any maintenance or being started. When I bought the car, because I was in AZ, I arranged for someone to have the car towed to a mechanic I knew back there that works on old Jags.



Over the next couple of months I would call a couple times a week to get a parts list to order for him for the items he could not find locally. He tried to rebuild the carbs but to no use, so I ordered SUs. I went back to Wisconsin on vacation that year and had a chance to drive the car only one day and got a temporary registration for it. The mechanic only charged \$500 for getting it running and that included the parts he got locally, like plugs, hoses, brakes, battery. I had the car shipped to AZ after the mechanic said I was nuts for thinking about driving it 2,000 miles without testing it on some short trips. Good thing, because when I got it back here I found the fuel tank had rust which had come loose during shipping (certainly would have during a long drive to AZ) and I couldn't go for more than a mile before clogging the fuel filter. That's when I discovered DCTRA on a Google search.

The club members talked me into pulling the tank myself and taking it to be boiled out and

sealed. I'm not even a backyard mechanic and the most I've ever done was to replace brake pads or a starter so I wasn't really sure I wanted to do it myself. Well, the members' instructions were perfect and the car's been running great since. I never had to do anything to the exterior and now am getting ready to replace the rear springs and trailing arm bushings with instructions from the club. I'm over 39,800 miles and enjoy taking the car to work a couple days a week. Next up, new seat foam, then replace the tires, which I estimate to be 15 years old (yes they held air after 12 years of being on the car and flat spots gone after about 15 - 20 miles of driving on them), then one of John's rear tube shock conversion kits!

(Prez Sez, continued from page 2.)

The "Drive-In Theater" event, put on by our activities director Dave Riddle, went off without a hitch, and was also well attended by an enthusiastic crowd of Triumph owners. Dave was kind enough to delay the start of the movie (The Gumball Rally) a bit so Debbie and I wouldn't miss any—I had to work late (my apologies to all). It was a cool evening, but clear and dry, and Dave's projection system worked very well, and I think everyone there found the whole experience quite entertaining.

This month finds us not without additional events to attend. Don't miss the Christmas lights tour (December's substitute for the Brit breakfast run) as it is generally a good opportunity to see what those people out there with no Triumphs (therefore with extra time on their hands) waste their time and money on this time of year. Really, some people go all out on some very elaborate and spectacular scenes. It usually ends up at the Blahaks' house, with food, hot cider and great camaraderie! Also, in the time honored Club tradition, we have our own DCTRA Christmas Party coming up. I personally have not attended one of these, but I hear that it has been my loss, as it is sure to be a fun event. No doubt some details of both these events can be found elsewhere in this newsletter, so you (and I) should have no excuse to miss out. Happy Holidays to all of you, and Happy Motoring!

—Stu Lasswell

(Buzzard's Roost, continued from page 1.)



Photo courtesy of Craig Kenyon

multi Minis, Jaguars, Lotus, a Sunbeam Tiger, and even a '39 Ford.

DCTRA members on the run were Marlene & Virgil Cole, Gene Glenn & Linda

(his TR4A is on the road again!), Stephan Green (with a fine right hand drive TR4), Deta Hampsch & John Sulentic (visiting from Canada), Hank Hastings, Beth & John Horton, Armand LaCasse, Debbie & Stu Lasswell, Judi & Tom Nicoud, Kathy & John Nuss, Kathy & Baron Smith, Lila & John Truttman, John & Matt Reynolds, Deborah & Ken Schmidt, Marie Thompson and Betsy Kavash. Apologies to any members missed in the crowd.



Photo courtesy of Craig Kenyon



Photo courtesy of Craig Kenyon

Essential Tools for Classic English Vehicles

Courtesy of Jim Bauder

TROUBLE LIGHT: The home builder's own tanning booth. Sometimes called drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, it's main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts last tightened 70 years ago by someone at Ford, and rounds them off.

TECH SESSION

Friends,

I have scheduled a 'Tech Session' to be held at my house starting at 9:00 on Saturday morning, January 7th! As you may know, I have been working on my TR250 restoration project and it will be ready for the engine and transmission to be installed then. I will need some help and this will be an opportunity for interested club members to see a TR 6-cylinder engine installed! This will also be an opportunity for you to preview the updates and 'improvements' I am adding to my car.

Check out the web site below for a few pictures!

For those that decide to come out and help and/or just kibbutz, I will provide soft drinks and pizza for lunch!! Our address is listed below, we are just south of Shea at 136th Street, that's almost to Fountain Hills!

Call 480-551-4936 for directions, it is always out, but not hard to find!

Regards and hope to see you then,
Jim Bauder
'68 TR250, CD47L

TR web site: <http://www.triumphowners.com/>
647 Still in restoration, but fewer parts are in boxes every week!

13534 E. Estrella Ave.
Scottsdale, AZ



Photo courtesy of Jim Bauder.

TECH TALK

Sixpot Emissions

by Craig Kenyon

We owners of sixpot TR's are all too familiar with the heartache of emissions testing. Our venerable engines are the stroked versions of the 2.0 liter saloon engine and if equipped with euro spec FI produced a healthy 150 HP. The US spec TR250 produced 111HP with the ubiquitous Zenith Stromberg 175's. However, as the years progressed, the engine was strangled to meet increasing emission requirements. In 1972, the compression ration fell to 7.75 to 1 and horsepower dropped to 106 HP. In 1974, Exhaust Gas Recirculation (EGR) was fitted to reduce NOX and the compression ration was further dropped to 7.5 to 1. An anemic 101 HP and 128 ft-lb. of torque was the result.

As the last remnants rolled off the line in 1976, the engine bay sported a plethora hoses, reminiscent of a spider web. The totality of equipment included an air pump with vacuum

controlled valving, a injection manifold for the air, EGR with piping and more vacuum controlled inputs, vacuum retard for the ignition, a carbon canister with hoses to the valve cover, vacuum side of both carbs, another set of hoses to the carbs, an electrical anti-run on valve with more vacuum connections, several fuel traps, more tubing, (see pages 91, 93, 101, 103 of TRF catalogue). The carbs weren't left alone either, with all the extra connections from above plus idle trimming screws, temperature compensators, bypass valves, and leak balancing screws. No wonder the cars don't run right, nor do they pass emissions very easily.

I have owned my 76 since 1982 and on only two occasions did I have a shop try to get it to pass emissions. The shop was successful once (not for lack of experience or knowledge – Glenn at MG shop). Today, I spend about 2 hours, drive in, and it handily passes all four requirements – Carbon Monoxide level at both idle and loaded, and Hydrocarbon level at both idle and loaded. My car has approximately 80 – 100k miles, a functional air pump, no ignition retard, the carbon canister has been converted into a crankcase breather, no EGR, a increased compression ratio to about 9.0 to 1, and only two operable vacuum lines, one to the air pump valve and the other to the brake servo.

The stoichiometric air/fuel ratio is 14.7 by weight. This gives close to the best specific fuel consumption and also the lowest emissions. The engine will run with ratios all the way from 8 to 22. Peak power occurs with a mixture richer than the optimum, approximately 12.5 to 1. As we lean the engine from this ration CO levels fall, especially at idle. If we try to accelerate the engine from this lean setting we will have difficulty as the mixture goes leaner with higher air flow through the engine and the leaner mixture burns slower, retarding engine acceleration. CO occurs when there is insufficient oxygen available for the amount of fuel. Theoretically, colder temperatures and denser air would provide slightly more oxygen and would reduce the CO. Another approach is to oxygenate the fuel with additives, especially methanol (methyl alcohol). In the winter months, the fuel sold in the valley has about 5%

JIM MEDLAND, President
ROSS VAUGHAN, Parts Mgr.



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(Tech Talk, continued on page 7.)

(Tech Talk, continued from page 6.)



Photo courtesy of Pam Rineholt.

methanol. If an engine passes the CO levels at idle, typically it will pass under the loaded condition. The HC levels are more problematic as they are measuring unburned fuel. If the mixture is too lean at idle, or even worse under the loaded condition, and a lean misfire occurs, HC levels will spike out. Another source of HC levels is blow by from incompletely closed exhaust valves. High lift cams with overlap will need to be lashed open to ensure full seating of the exhaust valve, especially at the end of the power stroke.

Several systems have to be in good working order to pass emissions. The ignition has to be bullet proof. I run the petronix hall effect points replacement (fits inside the distributor), a Lucas sport coil (higher output voltages due to more windings), fresh rotor, cap, and wires, and split fire plugs gapped at .030". The bigger gap gives a hotter spark, the sport coil is needed for the gap, and the petronix gives a longer spark duration. I do not have lean misfire from ignition issues. Second, the carbs need to be in good order, the jet pressed into the body cannot be worn, the needle cannot be worn, the throttle shaft bushes cannot be worn, the temperature compensators need to work properly, the air valve cannot stick, and the bypass valves need to operate properly. I have had ovalized jets, needles that were worn into banana shapes, bypass valves that were torn inside or stuck open, air valves that stuck (due to bad dampers), bad throttle shaft bushes, leaking floats, torn diaphragms, and air mixture screws that had a seat worn into them. I have also had

the needle bias spring break! You cannot control the mixture with finesse unless all of this is in good working order.

For emissions, I do the following, adjust the valves slightly more open (exhausts at 0.012"), change the oil, increase the methanol mixture to 10% by volume by adding several cans of the yellow Heat to a ¼ full tank, ignition timing set at 0 degrees at 800 rpm (I don't have the retard operating), idle rpm set at 1100 rpm (this is critical!!!), the mixture of the needles adjusted 2.5 turns leaner than full rich (I run TR250 needles that have a richer profile), bleed air bypass screws opened 2.5 – 2.75 turns (depending on front versus back carb), no oil in the dampers, and the carbs warm but not hot. Usually, I test early in the morning with the oil still somewhat cool, during the winter! I have used both the CO detector at home and the colortune to fine tune what I do. I get at idle – 0.79 CO (2.00 limit) 108 HC (250 limit), loaded – 0.40 CO (1.50 limit) 59 HC (250 limit).


References:

Haynes Techbook 10240
Zenith Stromberg Carburetor Manual
1995

Your Key to Performance
DIY Emissions Manual
British Leyland publication
1976

TR6 Spare Parts Catalogue Vol 1
The Roadster Factory
1994

The Triumph TR5/250 and TR6 Companion
Steven Rossi and Ian Clarke
1992



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December

Hi all!

Club Christmas Dinner - Friday 9th December (Date confirmed) UPDATED

This years menu will be sent separately after this email. 7.30pm for 8.00pm at the Woodman Arms, Wootton

Christmas Meeting Night - Monday 19th December (To be confirmed)

At the Woodman Arms, Wootton from 8pm

Classic Mince Pie Run - Monday 26th December (Date confirmed)

Join us on our run from Brading Downs to Havenstreet for mince pie. A great way to

complete Christmas for all the family. All classics welcome. More information to follow soon.

And finally...

Discounted Triumph World Subscription
Additionally for those of you interested in getting a discounted subscription for Triumph World please visit www.chpltd.com and enter the following club code: GWHXJT you will receive 20% discount if you sign up / renew online.

Hope to see you all soon!

Angela & Graham

IW TSSC AO / IW Triumph Club

The Isle of Wight Triumph Club Christmas Dinner 2005

Woodmans Arms, Wootton Friday 9th December 7.30pm for 8.00pm

Christmas Menu

Main Course - *All served with seasonal vegetables and accompaniments*

Sliced Roast Turkey - *In a rich gravy, with a bacon & chipolata roll, seasonal stuffing and a Cranberry Filo Basket*

Roast Topside of Beef - *In a rich gravy, yorkshire pudding*

Salmon & Asparagus En'Croute - *Served on a bed of Mixed leaf lettuce and coated in Citrus glaze*

Quorn Kebabs - *Served with a red pepper salsa and garlic bread*

Dessert

Traditional Luxury Christmas Pudding - *Served with a creamy Brandy sauce*

Irish Liquor Cheesecake - *Served with vanilla & Honey Cream*

British Cheeseboard Selection - *Served with breadbasket or biscuits*

Exotic Fruit Salad - *Served with fresh double cream*

Followed by

Fresh coffee and mince pies

Isle of Wight Area News

Greetings Folks,

I am starting my report this month with some sad news.

One of our Isle of Wight groups founding members John Line, peacefully past away on the 29th of October. Some of you will remember John & some of you will have unfortunately never met him Please read his obituary else where in this issue. John owed a Spitfire & his son Chris has a GT6. He was a very fine Gentleman, in fact I can think of few the term Gentleman fits better. Any one who knew John will know what I mean. Our sympathies go out to Rose, Kerry, Chris also Johns Granddaughter's Harriet and Eliza. He was a true Gent & is sadly missed but fondly remembered.

Other news, the Isle of Wight's club Christmas dinner is to be held at the Woodmans Arms on the 9th of December, 7.30 for an 8.00 start. All members booking will receive a £5.00 discount off the £18.95 price. Please book now or miss out. Email Angie or phone (number at front of area news section). I'm not sure when this will land on your door mat, it may be to late, if so, sorry but I did not get the full info in time for the previous issue. This needed to be in by the 1st December as such this is now subject to availability but might be worth a try. The Menu was emailed to you on 6/11/05.

As many of you will know by now I have sold my Vitesse to a chap called Paul in Bournemouth who promised to look after her (with Mark & Rachel's guidance at Southern Triumphs). My intention was to do the Estate but I was offered Derek's 2ltr MK1 & could not say no. My thanks to Derek for trusting me with his baby!

Carole is now the proud owner of a 1500 Spitfire. She kindly brought an Acclaim boot lid to my house after her purchase & had that look on her face a kid has in a Chocolate or Toy shop, I bet she's still grinning now!

We had a fantastic turn out for the visit of the TR Register, what a lovely bunch. We had a lovely run round the Island, eventually ending up at Sandown Airport for lunch. The owners were kind enough to allow us to line up at the front of the



restaurant on the runway. After a fine lunch (We recommended the Aviator Restaurant) we travelled in convoy to the Isle of Wight's Bus Museums open day just in time for the heavens to open. I cannot recommended this event enough. Your entrance fee also entitles you to unlimited trips on vintage buses & coaches, wonderful!

My best giggle of the month was catching Steve & Neil the other night acquiring a Dolly Sprint Engine for Steve's Dolly from another former member, Steve Mathews.... Naughty Naughty!

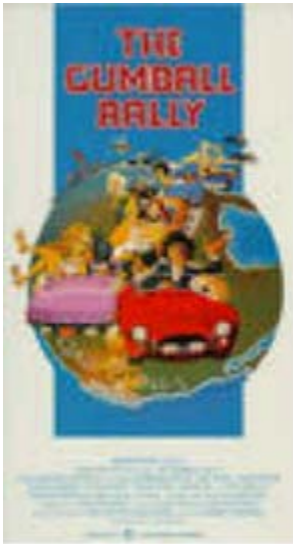
Don't forget to book your Christmas Dinner early if its not already to late. See you all soon, Paul.



Letter & photos courtesy of John & Beth Horton.

Movie Night

by Dave Riddle



<http://www.imdb.com/title/tt0074597/>

The night of November 19th saw the DCTRA enjoy a home-brewed "Drive-In" movie experience. About 20 members gathered with their cars to meet in the parking lot of Summitwest Signs in Gilbert to watch the old car movie "Gumball Rally" projected up onto the side of the white-walled building. Most brought their lawn chairs, some brought blankets (it was colder

that evening than it had been the previous evenings) and a few that were parked on the front row really got to enjoy the experience by actually sitting in their cars. Before the movie started we enjoyed listening to some old 50's and 60's car theme songs (Beachboys, Jan & Dean and the Rip Chords) and renewing friendships with the Wickenhauser's who were down from Colorado visiting the Truttman's.



<http://www.driveintheater.com/list/mo/66di.htm>



Letters To the Editor

Hi all,

Mike Goodwin and I are organizing a breakfast run for Sunday Jan 22nd. Meet at the parking lot for Coffee Bean and Einstien Bagels just east of the 101 and Chandler Blvd. This is east of the freeway, northside, in the parking lot with Office Max and Ross dress for less. Meeting time is 7:45 am depart 8:15 ish. Terminus is the "Tilted Kilt on Warner and Kyrene (just east of the I-10 and Warner).

Please talk it up. Thanks.

Craig Kenyon

480.706.4644



Thank you to John Horton for arranging the brunch trip to Yarnell. It was probably the best attended run we have had in the last 2 years. Great road and good food with the best company, what more could any one want?

So far there has been no volunteer for a January breakfast run.

Shirley

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DCTRA Christmas Party

The DCTRA Christmas Party will be hosted by the Clark's this year on Friday Dec. 16th starting at 7:00 pm. The Clark's home is located at 3473 E Harvard Ave. in Gilbert, not very far off the 60 Freeway. The directions from the 60 Freeway are: Turn south on Higley Rd., Turn east on Guadalupe Rd., Turn north on Loyola Blvd and then turn east onto Harvard Ave.

As in years past the "menu" will be potluck with the Club supplying the beverages. Please call Marty Clark (martyclark@gmail.com) at 480-962-7848 or Dave Riddle (dave@microworks.net) at 480-610-8234 to find out what dishes are needed or to let us know what you would like to bring to share.

Also we will be having our traditional "white-elephant" gift exchange. If you are unfamiliar with this type of exchange you bring a gift of no more than ten dollars in value (new or used). All the gifts are placed in a pile together to determine the order in which the gifts are distributed the 12 months of the year will be put

in a hat - when a month is drawn, all those having a birthday in that month, in chronological order, get to pick a gift from the pile. After the first person picks a gift, each person after that gets to decide to take a wrapped gift from the pile or "steal" a gift that has already been opened. Any one gift can only be "stolen" twice before it can no longer be an option for theft. If the gift you chose is "stolen" you cannot "steal" it back in that round but must either steal from someone else or choose a new gift from the pile. Makes for a fun event with lots of interaction with the Club members.

-Dave Riddle



Photo courtesy of Pam Rineholt.

Calendar of Events

DECEMBER 16th — DCTRA Christmas Party, at the home of Marty Clark, 3473 E Harvard Ave, Gilbert. A little over a mile south of the 60 and just east of Higley.

DECEMBER 17th — Christmas Lights Tour will take the place of a breakfast run and will be Saturday, December 17th. Bring a flashlight and a navigator to the NE corner of the Fry's Electronics parking lot, Baseline just west of I 10. Meet at 6:00 pm ready to leave at 6:30 pm. Simple directions will take you around to Ohhh & Ahhh at light displays before finishing up in East Mesa for refreshments, prizes, raffle etc. Please let Shirley & Phillip know if you are coming so we can be sure to:- a) have enough directions and b) have enough food and drink. Either email shirley@nis4u.com or call 480-985-2531. Shirley, British Motor Enthusiasts

DECEMBER 18th — Sunday (18th) is the one and only night this year that the **Besh-Ba-Gowah Indian Ruins** in Globe will be lit with luminarias. It is a wonderful sight, or should that be site?? Either way it's worth the trip. Phillip and Shirley will leave from the Albertson's at Power Road and Baseline, (where we met for the last BVV) at 5:00 pm which will get us up to Globe about their opening time of 6 pm. Afterwards you can pick somewhere to eat before heading home. No need to RSVP as it's pretty simple to get there and we are not going to try and arrange with any restaurant ahead of time. Shirley, British Motor Enthusiasts

JANUARY 7th — K-Mart Cruise Night at Power & Hampton in Mesa. The first Saturday is when we try and get as many British cars there as possible. By then the Christmas tree lot should be gone and we can have our usual spot back again! Either email shirley@nis4u.com or call 480-985-2531 and we will try and hold a space for you till 6 pm at least. Shirley, British Motor Enthusiasts

JANUARY 8th — Fourth Annual Landmark Rally organized by the Arizona Mini Owners, everyone welcome. Meet at the 5 & Diner at Arizona Mills to leave at 2pm. If you want to eat there first please allow yourself extra time. There

is a different twist planned for this year!! Either email shirley@nis4u.com or call 480-985-2531, again it's the printing. Shirley, British Motor Enthusiasts

JANUARY 15th — January Breakfast Run, Craig Kenyon (JCCA) will be doing the January breakfast run from 32nd and Shea on January 15th at the normal starting time (7:30 to leave at 8:00.) This will be the normal monthly drive. He will be going back to the Superstition Springs location as the destination. Although it was also the destination in October, January will be a three month time difference from October. Shirley, British Motor Enthusiasts

JANUARY 21st — Santa Cruz Valley Car Nuts are holding their annual car show at the Tubac Golf Resort on January 21st. Full details and entry form available on their website, www.carnuts.org Please be aware they will not accept day of show entries, you must sign up in advance. This is a big show in aid of the local High School. Shirley, British Motor Enthusiasts

JANUARY 22nd — Breakfast Drive, Mike Goodwin and Craig Kenyon will also be doing another breakfast drive on January 22nd that will start from 101 and Chandler Blvd. Please do not confuse this second drive as the monthly breakfast drive. This is in addition and will be open to anyone who would like to attend. E-mail Mike for exact starting details, koolkataz@qwest.net or Craig at thorn-and-rose@juno.com Shirley, British Motor Enthusiasts

FEBRUARY 25th & 26th — 2006 Highland Games at Mesa Community College and all the British car owners are invited to display their LBC's. Philip will have sign-up forms available soon. Shirley, British Motor Enthusiasts

(Calendar, continued on page 1.)



Photo courtesy of Beth Horton

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.

SERVICE = If anyone in the club is looking for photographs, I can do them...at a discounted rate for club members. I can shoot both film and high-end digital and I also have a wide format digital printer....so I do most of the work myself. Rick Hill, Goodyear P.S. The photo was taken in June (05) when I went to Denver to pick up the TR ...and drove it back across the "Continental Divide"...that was the view from the top.... amazing! <f64usa@yahoo.com> (1/06)



SERVICE = I am willing to put together an Excel worksheet of all the odd tools people have that they are willing to lend out. Please email me at: kenyonsmiracle@juno.com with tool, contact information and rules of engagement for use. Craig (2/06)

<p>Dan Frank 480-358-1744</p> <p>Automobile and Aircraft Artist</p> <p>Collector or Sportscar In</p> <p>Watercolor / Mixed Media</p> <p>Your Favorite</p> <p>Vehicle with</p> <p>Family or Friends</p>	
<p>Eastside Art Studios, 9919 Apache Trail, Mesa, AZ 85207</p>	

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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:

- 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. at Pima Freeway and Pima Road, Scottsdale. 4-10 PM. 602-443-0800
- 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
- Shoney's, 59th Street & Bell, Phoenix. 602-948-0719, 623-561-1971
- Sonic, 33rd Avenue & Bethany Home Road. 6-9 PM. 623-936-6587



HIGHWAY HUMOR

Top Female Drivers. . . caught on camera



Photo courtesy of John Horton.

Blast from the Past

Some previous newsletter entries and a funny graphic that was in the December 1990 issue

15 Years ago - December 1990

Picacho Peak Picnic

The weather was almost perfect, you could not have "ordered" better - clear blue sky, moderate temperature, and no wind (to speak of) - ideal conditions for top down motoring. We convoyed (sort of) from MacDonalds on schedule (almost). We found a double ramada at the base of the mountains facing East with a clear view of the valley (we could see Eloy). And the stragglers and the Tuscon guests arrived within fifteen minutes of us. The schedule called for "bring your own picnic", there was plenty of sharing of special stuff. It was a thoroughly enjoyable laid back relaxing afternoon. We peeled off (going north and south) sometime after three. Our guests from Tucson were Jeff Durant, Everette Reeves and Brooks Quinsler in a GT-6+ and a TR-3A. We welcomed two new club members, Tony Chapman and Dennis Barnes (this was their first outing with us).

Digger

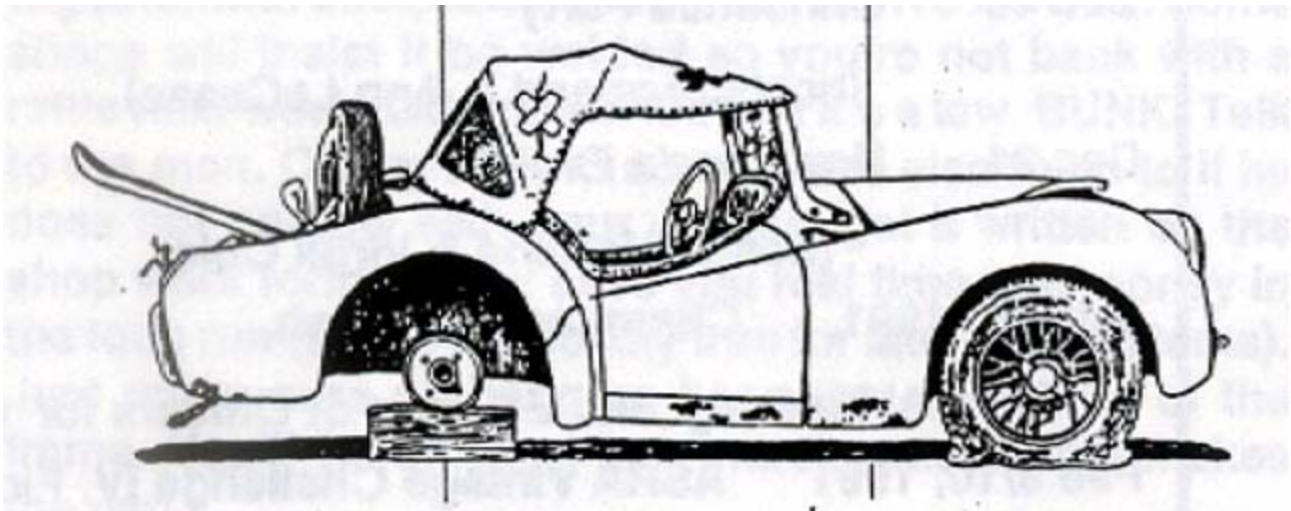


<http://www.tucsonattractions.com/picacho.htm>

22 Years ago - December 1983

Jack, Kathy, Judy and Dave come to us from the former 6-Pack club in Phoenix. If you will remember, TRA's membership voted to invite owners of ALL Triumph motorcars to join (contrary to policy of TRA National, which states TR 2's and 3's only). We can now boast to world that our membership includes owners of TR 2's through 6 models as well as the Spit. Never mind Pete and Bev, who have at least one of each.

Tom



Blast From the Past courtesy of Dave Riddle.

TR250

TR4A

TR4

TR3

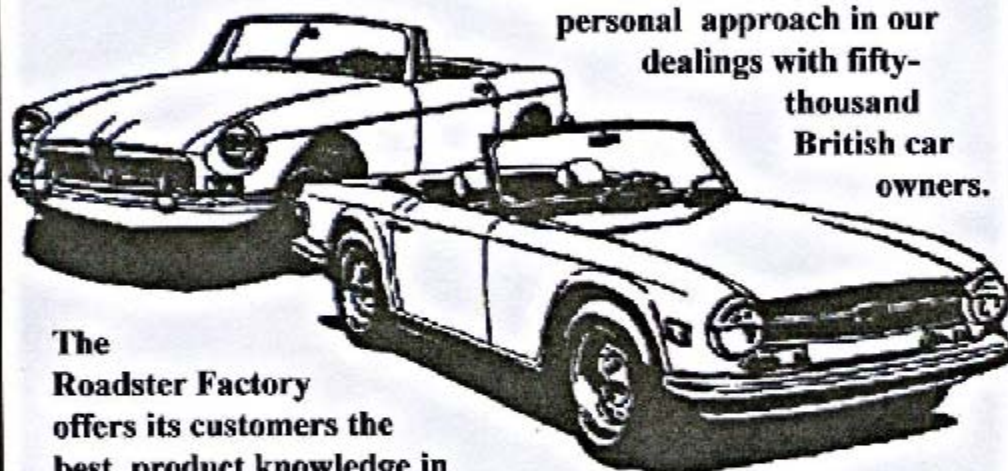
TR6 TR7 TR8

SPITFIRE I-IV

1500 GT6

The Roadster Factory

The Roadster Factory is the small but powerful British parts company in Western Pennsylvania. Small in size but powerful in customer service. Small in size but big on product knowledge. Small in size but the biggest manufacturer of replacement parts for Triumph models. Small in size but big on enthusiasm for British roadsters, our little company is able to maintain an old-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 service to British car enthusiasts.



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