

# TRiumph TRumpeter

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Pictures by Stu Lasswell—taken  
during the November Breakfast Run



# 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.

## THE PREZ SEZ

**Greetings, fellow Triumph enthusiasts!** I had great plans to do a write-up about the successful Tech Session we had at the presidential compound last month, and even a write-up about our very well-attended Breakfast Run a week later, but somehow life and work got in the way (as they often do) and it didn't get done. Fortunately Marty and John (respectively) got the job done quite nicely, and all I have to do is fill a couple of columns with my usual monthly gibberish! Many thanks to all the TR6 owners who showed up to work on Pam's car, and thank you John and Beth for arranging the club-sponsored breakfast. I took some photos of both events as well, but it seems the Tobiasson's got plenty of such input from others as well. It certainly was great to see so many Triumphs out there... fourteen, and a good variety of models and colors, too! At the work party I had three white TR6s in my driveway, and a pale yellow one at the curb. Looked like a meeting of the "White TR6 Club" or something. I don't know what my neighbors thought... they seem to be avoiding me ever since. On a completely different note, I thought of how I mentioned the way people tastelessly "customize" their

cars at the meeting last month, and even though the subject came up regarding non-Triumphs, I chimed in with some snide comment about "pearl white paint with a clear-coat" as an example, poking fun at Kiwi's beautiful TR6. I trust everyone knew I was only teasing... but it did bring to mind some interesting "facts" about values and aesthetics. It seems that as the value of a car increases, the tolerance for individual taste in modifications decreases. In the late '60s/early '70s people used to cut out the "split" in '63 split-window Corvette coupes... not to mention some wild flares and spoilers, so easy to add to a fiberglass car. Now people go to great expense to "undo" such creative touches, as they have become an automotive icon rather than a dated sports car. Putting a V-8 into a Jag or big Healey was an upgrade until they became valuable commodities... now that would be seen as an atrocity. The fact that the Austin Healey motor is one honking big boat anchor of an engine, and a small-block Chevy is both lighter and far more powerful doesn't make it any less of a transgression to swap one into said vehicle! I happen to

**CLUB MEETING**  
**Dec. 12, 7:00 PM**

**Location:**

**EL ZARIBAH SHRINE**  
**552 NORTH 40TH ST.**  
**PHOENIX, AZ**

**COME EARLY, HAVE**  
**DINNER & SUPPORT OUR**  
**BENEFACTORS**

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**December 2006**

**Volume 27, Issue 10**



## The Prez Sez (Cont.)

know that one of our club members once swapped a V-8 into a Ferrari 308... thereby reducing its value by half at least in today's market! This brings us back to our beloved Triumphs.

Now, nobody really minds if you want to put a Mazda rotary engine in a Spitfire, or swap an American V-8 into a Stag. Personalizing the paint or interior of your TR with non-original colors or materials is acceptable, within reason. Many of these cars spent years as "beaters" or barely running wrecks. Often correct parts were unavailable or expensive, and "making do" was the order of the day. Today most parts and information are available to recreate the vehicle to "as new" specs... and there is definitely a place for such cars in our hobby.

Perhaps we should be glad that the market hasn't driven up the values of our cars to the point that individual taste isn't tolerated. I knew people in the late '80s (just before the classic car market collapsed) who wouldn't drive their E-type Jags because their perceived value as a commodity had exceeded the value as a vehicle. Later, they were almost relieved that they could enjoy it again

when prices plummeted. Our cars are to be prized, to be sure! But prized as our personal expression of our interests, or lifestyle, or maybe fond memories.

We need the concours fanatics in our hobby... they remind us of what these cars were like in the showrooms. We need the racers... they show us the extreme of what makes a sports car a sports car. And we need the personalized, individualized cars. Kiwi loves his pearl white TR6. I love my bumper-less, oversize-tired TR3. The color may not be a factory offering, or the fabric choice might not be to everyone's taste. But it makes the owner happy. It keeps the car on the road.

Love is blind...Thank Goodness!

~Stu Lasswell

## Club Officers

President	Stu Lasswell	480-786-0116	debnstu2@yahoo.com
V.P. & Events	Dave Riddle	480-610-8234	dave@microworks.net
Secretary	Deta Hampsch	623-434-1999	dehamps6@aol.com
Treasurer	John Reynolds	480-968-6078	johntempe8@worldnet.att.net

## Club Appointees

Webmaster	Dave Riddle	480-610-8234	dave@microworks.net
Newsletter	Deb & Bob Tobiasson	480-361-1345	debgrace@cox.net
Distribution	Gene Glenn	602-264-2534	geneglenn@phoenixazcommercialproperty.com
Tech Advisors	Armand LaCasse & Roy Stoney	602-904-1037 602-231-0706	alacasse@valleycathedral.org royston469@msn.com
Historians	Mike & Joyce Bayne	602-938-1282	jimbpps@cox.net
Membership	Marty Clark	480-962-7848	martyclark@gmail.com
AAHC Rep	John Horton	602-843-1399	johnehorton@yahoo.com
Triumphest 2007 Chairman	Wayne 'Kiwi' Treloar	480-986-1268	treloar99@cox.net

## November Breakfast Run

Stu—driver & cameraman— “ There are SIX Triumphs in this shot (there are three TR6s and one Spitfire in front of my TR3, and if the photo were bigger you'd see Gene's TR4 in my wing mirror! ”



Photo by Stu Lasswell

# October Meeting Minutes

Meetings are held the  
second Tuesday of each month

The meeting opened with 25 members and guests present — President Stu presiding.

We had two guests from England! Graham & Angela represented our sister club — The Isle of Wright. They shared their enjoyment of touring and visiting around the state. This included a trip to the Grand Canyon. Graham & Angela looked rather spiffy in their cowboy boots & hats.

The minutes were approved as printed. Dave shared the list of upcoming activities. The Breakfast Run will be this Sunday. On Saturday there will be a technical session at Stu's house to get Pam's car back together and on the road. Our treasurer reported last month was another good month—we have money in the bank.

Mike Long said he was KING of his castle so did not need to consult with his better half to volunteer their home for the Christmas Party. This year's party will be held Saturday, December 9th at 7 PM. Elections and champagne brunch will be held at the Landmark in Mesa on January 14th.

Triumphest was enjoyed by those attending & the pro's & con's were given about events to see how we could improve ours coming up next year.

Only four TR's attended the Tucson show & all were from our club. Two of our cars took awards; one by Kiwi and one by Stu. Gene took 12th place at the McDonalds All British & European Car Show.

## Membership

Contact Marty Clark at 480-962-7848  
for membership information

Dues are \$18.00 per year

The business cards & window decals came in & were handed out.

Nominations were accepted for next year's officers: President—Stu, VP—Mike Long, Secretary—Deta, Treasurer—John Reynolds.

Wiring diagrams were provided by Marty for a variety of TR's. You can print your own from a link on our DCTRA website.

John Horton made a motion that if members have not paid their dues after 3 months (from January) they will be given a warning. After 5 months they will be dropped from the membership list. Motion passed.

It was announced that we will soon be receiving telemarketing calls on our cell phones. To be placed on the AZ DO NOT CALL LIST phone 1-888-382-1222.

This Sunday there will be a meeting to plan Triumphest 2007 at F-1. The next meeting will be held on January 28, 2007. James Bond 007 is the theme for this event.

There WILL be a meeting at the regular place and time in December.

Graham & Angela donated 12 coffee mugs with cartoon scenes of car problems to us. We will decide how to distribute them.

Meeting adj.

~ DETA HAMPSCH

**WELCOME NEW MEMBERS!**

**Al and Sheri Elisco - 1971 TR6**

---

# DCTRA ANNUAL HOLIDAY PARTY



## ***DIRECTIONS TO MIKE LONG'S DCTRA HOLIDAY PARTY*** ***7630 E. Carol Way, Scottsdale, AZ***

Date: **DECEMBER 9, 2006 [Saturday]**

Time: **7:00 p.m.**

**Come join the party!!**

My wife, Rebecca, our daughter, Aubrey, and I look forward to hosting this festive annual event to usher in a fun-filled holiday season for all. If possible, please drive your Triumph automobile to the party. It will most certainly impress my neighbors to see all those sweet cars in front of our house. Parking is no problem as I live in a large Cul de sac. You can call me anytime **(480-544-8355)** to determine what you want to bring to the party. I am eager to have a memorable party to end this year with a bang!!

I truly hope you make plans to attend and join in the excitement. Kids are welcome to come if you have a problem with getting a babysitter. We have a game arcade to amuse and entertain them for the evening.....

**MAKE PLANS TO ATTEND.....**

### **Directions:**

We're located in N. Scottsdale (between Scottsdale Rd. and Hayden Rd.). Take 101 to Cactus Rd. (West). Make the first right turn past Hayden Rd. to 76th. Place (North). Go past first stop sign and make next left turn onto E. Carol Way. We're the second house on the right side (#7630). Any problem call me at above number.

**HOPE TO SEE YOU ALL THERE..... HO,HO,HO! MIKE LONG**



# ELECTION OF NEW OFFICERS ~BRUNCH~

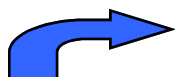


Date: **JANUARY 14, 2007** [Sunday]

Time: **11:00 am**

Place: **Landmark Restaurant**  
**809 W. Main St, Mesa 85201**  
**(480) 962-4652**

**The Landmark is on the S.W. corner of Main St.  
at the only traffic light in between  
Country Club & Alma School roads**



**RSVP to Dave Riddle your meal selection and  
number of people attending no later than January 10**

**Dave will email you with confirmation of your selections and total meal cost.  
Please bring a check (made out to DCTRA) for your total to this meeting.**

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Once again we will have the following meals to choose from:

The Salad Room \$19

Entrees include: Garden Salad, Choice of a starch (twice baked mashed potato, baked potato, rice pilaf or mashed potato), seasonal vegetable, beverage & desert (NY Cheesecake)

The three other entrees that we have to choose from are:

Champagne Chicken \$21

Sautéed Chicken breast accompanied by a rich Champagne cream sauce

Flat-Iron Steak \$21

10 oz USDA Choice (served "medium")

Chicken Cordon Bleu \$23

Boneless chicken breast stuffed with ham and Swiss cheese. Served with a mornay sauce.

[If you select a regular entree you can substitute the-included-Garden-Salad for a trip to the Salad Room for an additional \$3.00.]

The Salad Room is "Probably the Largest Salad Bar You'll Ever See" with an ever-changing assortment of soups, hot foods, breads, beverage and dessert. Landmark's Salad Room menu can be viewed via <http://www.landmarkrestaurant.com/pdf/salad.pdf>

**By tradition, the Club provides the Champagne. This brunch constitutes  
our January meeting and Election of Officers  
for the 2007 year.**





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## ***DCTRA 2006 Membership Application & Renewal Form***

### **MEMBER INFO:**

Name: \_\_\_\_\_ Spouse: \_\_\_\_\_

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



City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Other (Work/Cell) Phone: \_\_\_\_\_

E-Mail (needed for newsletter): \_\_\_\_\_

### **AUTO INFO:**

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Commission# \_\_\_\_\_

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Commission# \_\_\_\_\_

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Commission# \_\_\_\_\_

*Length of Membership Requested (New memberships are prorated at \$1.50 per Month)*

☐ ONE year \$18.00 ☐ TWO year \$34.00 ☐ THREE year \$50.00

I Would Like to Receive the Newsletter Via: ☐ E-Mail ☐ US Mail

Comments/Suggestions:

*Return completed form to John Reynolds  
Treasurer, 806 E. Campus, Tempe, AZ 85282*



## Visitors from Isle of Wight—Our Sister Club

Friends of John and Beth Horton, Graham Stretch and Angela Cotton from the Isle of Wight Triumph Club in the UK, visited Arizona from November 10-25th. They attended the **November 14th DCTRA Club** meeting and **November 19th Breakfast Run**. See pages 15-16 for details and more photographs.



## Triumphest 2007 Planning Committee

If you'd like to be involved with the planning of **Triumphest 2007**, please let our Chairman, Kiwi Kreloar know. His phone number is 480-986-1268 and his email is [treloar99@cox.net](mailto:treloar99@cox.net). Committee meetings are being held at **F1 Factory Racing**, 317 S. 48th St., Phoenix.

CHAIRMAN — Wayne 'Kiwi' Treloar  
Hotel — John Truttman, Kiwi Treloar  
Shirts/Design — Dave Riddle, John and Kathy Nuss  
Flyer for 2006 Triumphest — Dave Riddle  
Lists of Vendors/Sponsors/advertisers  
— John Truttman and Fran Wickenhauser  
Registration Package — John and Kathy Nuss  
Raffles/Door Prizes — John Horton  
Judges/List of names — Marty Clark  
Trophies — Mike Bain, John Horton  
Program — Dave Riddle  
Driving Rally, Poker Run — Gene Glenn  
Auto Cross — John Horton, John Reynolds  
Banquet — Kiwi, John Truttman  
Hospitality Party — Kiwi, John Truttman  
Walking Rally — Gene Glenn  
Signs — Dave Riddle



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# CLASSIC-FIED

**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 Deb know and she will remove the ad from the next issue [email: debgrace@cox.net]. Otherwise, it will automatically disappear after the third consecutive printing.**

**For Sale:** A garage kept 1972 Triumph Spitfire IV that is an every day runner. We're asking \$4,000 for it and pictures are available via the web on either **Google, Craigslist or Tucson Backpage**. They can e-mail me (desertmap@comcast.net) or phone (818-0099 or 870-1553) to discuss details. (11/06)

**For Parts:** If anyone is interested in a 1976 Midget, I have a friend who has one and just needs to get it out of his garage. He has been driving it for a number of years but presently has it up on blocks and has just finished some engine work. Contact JoeWinters@cox.net (11/06)

**For Sale:** 1980 Spitfire, 38k original miles, one owner. Has been sitting a few years-will need some work to get it running. Body in very good shape. Needs interior work and new top. It was given to me from my mother ( the original owner) and I don't have the time or money to fix it up the way it should be. I'm not sure what it's worth so will take offers but won't give it away. The money will be given back to my mom because she gave me the car to begin with. Frank Jones 602-315-9061 (11/06)

## CALENDAR OF EVENTS

**December 2nd—Saturday—British Night!!**

**Cruise Night at the K Mart**

**Meet before 6:00 p.m.—Power & Hampton—Email:** Shirley Blahak — shirley@azwildblue.com  
If you decide to come out please email Shirley. She will try to hold a space for you.

**December 9th—Saturday**

**DCTRA Holiday Party**

**Time: 7:00 pm Place: Mike & Rebecca Long's home**

See page 4 of this newsletter for details.

**December 16th—Saturday (deadline: Dec. 13th)**

**Christmas Lights Tour**

This takes the place of the British Car Breakfast for December. We will **gather at Fry's Electronics store on Baseline** in Tempe, just west of the I-10. The North East corner isn't as busy as closer to the store entrance!! Bring a navigator + flash light + clipboard -makes it more enjoyable.

**PLEASE contact Shirley Blahak — shirley@azwildblue.com if you plan to join. She needs to prepare enough instructions for everybody. If a club representative wants to gather names and send her the numbers that will fine SO LONG AS THE INFORMATION GETS TO Shirley BEFORE December 13th.**

# CALENDAR OF EVENTS—cont.

**December 17th—Sunday**

**Luminarias—Besh-Ba-Gowah Indian ruins - Globe**

**Meet by 3:30 p.m.**

This is the only day that the Besh-Ba-Gowah Indian ruins in Globe will be lighted by luminarias. It's an awesome site and well worth the trip. We will need to be there no later than 5pm if we want to see the dancers and the storytellers that we just missed last year. Therefore we will meet at the Albertson's shopping center at Power & Baseline and try and leave there no later than 3:30pm. Again, please let us know if you are coming so we can print off enough maps.

**January 6th—Saturday — British Night**

**Cruise Night at the K Mart**

**Meet before 6:00 p.m.—Power & Hampton—**Email: Shirley Blahak — [shirley@azwildblue.com](mailto:shirley@azwildblue.com)

If you decide to come out please email Shirley. She will try to hold a space for you.

**January 7th—Sunday**

**Treasure Hunt—**for details contact Shirley Blahak — [shirley@azwildblue.com](mailto:shirley@azwildblue.com)

At the end of the Christmas Lights Tour we will announce the details and kick off of the **Treasure Hunt** which the Mini Owners are organizing and which will end on **January 7th**. What new twist have they got this year?? Of course the night before (Jan 6th) will be British Night at Power & Hampton and it may help you with finding your 'treasures' to be there!!!

Don't forget, it isn't necessary to drive your LBC (Little British Car) on any of these events. Your company is more important than what you are driving. We all know that the lighting systems on the older British cars isn't that good !!

## *December 2006*

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 ☒
3	4	5	6	7	8	9 <i>Party</i>
10	11	12 <i>Meeting</i>	13	14	15	16 ☒
17 ☒	18	19	20	21	22	23
24	25	26	27	28	29	30
31	<i>January</i> 1	2	3	4	5	6 ☒
7 ☒	8	9	10	11	12	13
14 <i>Elections</i>	15	16	17	18	19	20



## TECH. SESSION NEWS

Special thanks to Bill Close for lending the use of his truck and trailer and Stu and Debbie Lasswell for opening up their garage and home for the Tech. Session.

Great success today (November 11th) at Stu's house in re-installing the dash in Pam's 1971 TR6. The first being before we started and the second of everyone trying to give Matt Reynolds (John's son) instructions while he assembled the glove box door onto the dash. We did manage to install the dash and all the gauges worked when we were done! Some carb adjustments were completed and Armand spent some time on the rear backup lights. We will provide Pam a list of items we saw that were missing or needed replacements.

I have never had the dash out of my TR6 so it was a good day for me and I learned a lot. I now feel I could do that with my car.

Thanks, Marty



Here's what Pam's dashboard looked like about mid-morning. Whew!!

Joe Winters in the orange shirt.  
Stu is in the back (in black).  
That's John Reynolds in the white shirt, with Kiwi Treloar in blue. The young feller is club member, Matt Reynolds.



Triumph Trumpeter

## Tech. Session News—cont.

Matt, Stu and John mounting the glove box door on backwards.



John and Kiwi still working on the small gauges with Stu and Joe Winters prepping the car for it's first start in months.

Matt, trying different screw drives. Those mounting screws are very small.



Basically all went well. We started around 10 a.m. Saturday. Matt got the glove box door on, Kiwi, John and Matt installed the dash and small gauges, I did the Speedo and tach. John read the wiring diagram and made sure we had the gauges connected right. Stu and Joe assembled misc parts on the car. Armand and Joe adjusted the carbs to get it running after being "put away". Armand took the backup lights out and got them back together after testing everything.

The car then went for a couple of short test drives and since all the gauges worked we called it a day. Stu then grilled up some hot dogs and passed out the Guinness. The car is still missing some small parts but I've source most for members of the Triumph and 6-pack email lists. A couple of those list members are sending me their extra parts at no charge! i.e. spring for the safety latch on the hood, 2 warning lights mounting assemblies, bulb holders for the backup lights and the brace for the checkstap on the door.

~ Marty Clark



## Tech. Session News—cont.



John and Kiwi installing the dash and small gauges.



John and Kiwi still working on the small gauges with Stu and Joe Winters prepping the for it's first start in months.



Armand LaCasse spraying starter fluid into the carbs with Joe in the background and John and Matt now installing the dash.





## These Tech. Session Pictures by Marty Clark



Armand and Joe setting the idle

Dear Friends, Thanks so much to all of you for your help in getting "**Penelope**" back on the road. Clay would be so pleased, and I am so grateful. We always knew that DCTRA members were great people Very best regards, Pam



Armond driving Stu's green TR3.

*I also got to take it for a spin. First time I've been in a 3. Very nice.  
Marty*



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# **FIRST TIME AUTHOR**

**- by Mike Long**

Rebecca Long, my wife, is a first-time author. I would like to share with Club Members that she will be having a book signing the day after the Club Holiday Party, Sunday, December 10th.

**LOCATION: Borders at the 101 in North Scottsdale**

**TIME: 2-3:30 p.m.**

The book is entitled:

**"Unemployment Boot Camp: Tactics for Surviving and Thriving in the 21st Century."**

It's a self-help motivational book about avoiding the pitfalls of job loss, whether it's from being laid-off, retiring or just switching careers. She's very excited about the event and it would mean a lot to us if you could put the word out.

## **Second Date & Location:**

For those who find Mesa a more convenient location, there will be a second book signing at the **Superstition Springs Borders in Mesa** on Saturday, **December 16th** from **2-3:30 p.m.**



*~ Rebecca Long ~  
Club member is a new Author*

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## NOVEMBER BREAKFAST RUN AND FOOD DRIVE

### By John Horton

November 19<sup>th</sup> dawned cool and crisp, just the correct Triumph convertible driving weather. The DCTRA was responsible for this event. Beth and I had the route and destination planned. However, we had to change plans the last moment as the first restaurant changed the rules.

**Angela Cotton and Graham Stretch** (see below) from the Isle of Wight Triumph Club in the UK joined us. They were here on holiday. Beth and I visited with them on two occasions in the UK and we were treated to a brilliant time. We offered to have Graham drive our TR6 on this event and he obliged with Angela as copilot.



The drive was a total of 18 miles and visited the wilds of Paradise Valley, twisting around Mummy Mountain, and winding up at “The Good Egg” restaurant in Scottsdale. We were amazed at the flash service they gave us. Pricing was very reasonable. This is a really good place to visit for breakfast any time. There were 40 people in attendance—a room full.

After breakfast, Stu had the 14 Triumphs present line up for a photo (see front cover). I think this was the most TR's at any breakfast run in recent times.

One point of interest: As Beth and I were running the event, one evening at sunset we found that the sights of Phoenix would lend themselves to an evening drive to a restaurant for a drink, snack or dinner. A full moon in the summertime might be good. Someone could use part of the directions to come up with an event like this. The restaurant could be the El Charro on Lincoln. I understand that El Charro has been there for a very long time. How about it?



# NOVEMBER BREAKFAST RUN AND FOOD DRIVE

*John Horton and Gene Glenn*



*Mystery riders  
Original was a tad  
blurry.*



*Cars On-the-Move during the Breakfast Run*



*We collected  
150 lbs of food  
that was deliv-  
ered to the  
Desert Mission  
food bank on  
Monday.*

*They were very  
happy to get it.*



## ADEQ Update on Emissions

I spoke with Ira Dumski at the local ADEQ office. Ira states the emissions exemption is going thru the signature process in San Francisco. The Director has signed the document and when all signatures have been done the document will be in the Federal Register for 30 days for national comment then become final, then we will have the exemptions we have sought for many years.

The time frame Ira referred to should be about late January or early February 2007. I am slightly concerned about the “hook” clause included by the Feds that can reverse the exemption if a major violation occurs. I will keep in touch with Ira and keep all informed.

~ John Horton

## WISH YOU COULD STAY!



Graham Stretch and Angela Cotton from the Isle of Wight in the UK visited with us in November. We took them to four different car shows, including the pavilions and three smaller ones. They drove our TR6 to the club meeting and on the breakfast run the following Sunday. On the breakfast run we actually had 14 Triumphs show up to enjoy the cool weather.

Angela noted the exchange rate favored them and they almost bought out Wal-Mart. I think Graham went “western” on us. Angela mentioned that a meal in the UK that was 7 and 95—there cost 7 and 95 here. The exchange rate being at \$1.90 to the pound.

We drove to the Grand Canyon with them and the first comment from Angela was, “**Blimey that’s BIG!**” We all enjoyed a sunset view and a sunrise view. Both are recommended. They flew out last week with the promise to return.

~ John Horton ~



Triumph Trumpeter

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# Upgrading Your Lighting System

So, you say your headlights aren't bright enough, and you want to do something about it? The very first thing you should do is aim them. It's amazing how much better even old tungsten sealed beams are when they're pointed where they're supposed to be! Best of all, it's free.

The next thing to do is check the electrical connections. Most importantly, make sure you have a good ground coming off each headlamp. The Lucas bullet connectors are usually pretty good, but the wire going into them isn't strain relieved and some strands may have broken over time. Check for corrosion on the spade lug connectors; if you have any doubts, replace them. Use a good crimping tool **and** solder - most "automotive" crimping tools won't make a gas-tight seal, and if gas can get in, moisture can get in, which leads to corrosion. Throw away the plastic collar on the connector (if you buy that kind) and make your own strain relief with multiple layers of heat shrink. This is another area where the economies of the automotive industry did not have long lifetimes in mind, and we can learn from the technology used by aircraft engineers.

OK, that's not bright enough? Time to start spending some money. The cheapest upgrade you can do is to replace your headlamps with new versions of what's in there. If you're in the US, that means buying new sealed beams with tungsten filaments - something like US\$5/side. If you're anywhere else, replace the bulb unit - it can't cost much. (But keep reading before you head out to the store!)

Just for grins, check the aim again after you've made the swap. (Have you detected a theme here?) The theory is you don't alter the alignment when changing bulbs, but manufacturing tolerances are not that tight.

The reason this can make a difference is that tungsten filaments get dimmer over time - while the lamp is on, a microscopic amount of the filament gets boiled off and deposited on the glass. This forms a barrier to the light, so the light gets dimmer!

But if you're going to go to the effort of taking your headlamp apart, I suggest that you at least spend a bit more and move to slightly newer technology: buy a halogen sealed beam (in the US), or put in a halogen capsule that's rated at approximately the same wattage as your stock capsule (that probably means 60/55 watts instead of 45/40).

In a quartz halogen light, the bulb globe is made of quartz (to withstand the higher temperature). The bulb itself is filled with one of the halogen gasses (iodine or bromine), which acts to redeposit the tungsten particles emitted from the filament at incandescence back onto it instead of on the inside of the globe, which causes the characteristic glass blackening - one of the reasons, along with corrosion resistance, that we in the US got saddled with sealed beams in the 1930s.

This gets you an improvement in light output with relatively low expense. You also won't toast your wiring. If you're running "classic" separate bulb units (like the Lucas PL700 "tripods" or Le Mans, or Marchal Equilux), you'll need to get a special bulb - you can't just go out and buy an H4 bulb and plug it in. PL700s take what's known as a P45 or type A base. Halogen capsules on a P45 base are commonly available (see vendors, below, or the Monster Vendors list). The LeMans lamps are on a P36 base - also adaptable, but more rare these days; they need a different bulb and a special adaptor to fit the modern three prong lighting plug.

*If you have British PreFocus headlamps, you are finally in luck. I've never run a car with BPF, so I have never tried to upgrade the lamps; but I've been contacted by a vendor in Australia who makes the lamps you need. In particular, they have the lamps for the original P700 tripod lamps. (Again, see the vendors list below or the Monster list.)*

Speaking of wiring, you may be able to get an improvement in light output by upgrading your wiring harness and continuing to use the stock headlamps. Most British cars run the headlamp circuit unfused, and use fairly thin leads in the wiring harness to the switch, if not out to the headlamps.

Now, if you want to go to the expense of getting better lamps than your car left the factory left with, it will take some work - read on.



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## Upgrading Your Lighting System—cont.

### Get a better headlight

*Please note - I'm writing about 7" round headlights because they are what I know - all my cars are fitted with them. The same theories apply to smaller round or rectangular, but I have never dealt with them so I can't make specific recommendations.*

There is no reason to tolerate 1930's headlights in the 21st century, be it on a fine vintage car or your modern sedan. Installed responsibly, today's quartz halogen lights provide efficient lighting to the driver and are inoffensive to opposing traffic. The DOT has finally (and quietly) dropped the 1930s requirement for a sealed reflector. Few communities bothered to enforce these old laws, and most of the lights aren't even that expensive. (Today, H4 lamps fail to meet the letter of the law because their beam pattern doesn't typically meet the US standard, and because they don't have aiming bumps.) So better lighting is no longer automatically illegal in the US. However, some states (California is one) still require that replacement headlamps be sealed beam if the originals were. I don't believe that there is any reason not to have these superior and safer lights.

Usually the term "quartz halogen" is used broadly to refer to any light system using a QH bulb, because lens, reflector and shielding all work hand in hand with the improved bulbs. There are several things that distinguish the top-of-the line QH lighting systems from the rest of the products that carry that moniker. Lenses, for instance, are lead crystal, the clearest glass man can make. Reflectors in the quality lights are precisely shaped stainless steel with highly polished, aluminized coating (even more reflective than chrome), not "silvered" plastic. Bulb location, shielding and lens fluting are all closely controlled dimensionally to give sharp upper cutoff for better vision in weather conditions and to keep from blinding oncoming traffic.

QH headlights are usually built to European (E-code) specs, which feature a distinct horizontal cutoff low beam that gives an amazing amount of light without blinding an approaching driver. High beam range is generally twice that supplied by US Federal sealed beam.

The best, bar none, 7" round headlights in the world right now are the Marchal H4 "flat face" lamps. Unfortunately, they are no longer manufactured, and are getting rare and expensive (the only source I know is charging more than \$200 each).

What makes these lamps so very good is that they have a razor sharp low-beam cutoff; unless the fog is *very* thick, you don't need any auxiliary lamps (assuming that you've aimed the headlights correctly, of course).

After that, I would choose a Cibie Z beam, and then a Cibie "E Code". These also have a great low-beam cutoff. Z beams used to be available in the US for about \$90/pair, but the supplier I knew has been unable to get them. Current production Cibie E code lamps can be had from a couple of suppliers. Ebay is a good source of used lamps, but *caveat emptor*.

Either of these lamps should get you through the worst weather without the need for an auxiliary lamp - provided you drive slowly enough for the conditions. The low-beam cutoff is critical to not letting the light reflect back into your eyes.

Unfortunately, Valeo, which is now the parent company of both Marchal and Cibie, does not seem to care much about the US market any more, nor much about the lighting aftermarket in general. So these lights are getting hard to find. The Marchal brand has largely disappeared from the world market, not just the US. Pity.

Hella has a good reputation and a large market presence. Unfortunately, I don't have any direct experience with them. They are not the first name that comes up when rallyists get together and talk lighting.

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## Upgrading Your Lighting System—cont.

There are cheaper lamps. I don't have any experience with them. I look at lighting the way I look at brakes: it's not worth skimping a few dollars.

Any 7" H4 will be an improvement over the stock sealed beams. Even the sealed halogens (Sylvania makes them, among others) will be an improvement, but they suffer from many of the same problems that tungsten sealed beams do - in particular, they typically have a very poor reflector design.

*J.C. Whitney sells several different kinds of H4 lamps. The most expensive is about \$30 for the pair, and looks in the drawing as if it is a clone of the Marchal flat face. For grins, I ordered a set. They are Zelmots, made in Poland and do indeed have a flat face and very clear glass. But they are only barely superior to the sealed halogens. The low beam cutoff is very sharp, but the overall light level is insufficient. Don't waste your money.*

Again, whatever lamp you choose, AIM IT PROPERLY!

Now, back the H4 lamps. Upgrade the stock 60/55 bulb - for courteous street driving, I recommend a 100/55. If you're careful about aiming, trust your wiring and don't think you'll attract the attention of cops, go for the 100/80 or 130/90 or higher ... but don't come back to me when your stock wiring melts. Even if you install relays, the wiring out to the headlamps in our cars is woefully small. I ran 100/80s for a while and the resistance out to the buckets was high enough that they weren't appreciably brighter than the 60/55s. (Note that most European countries have declared lamps brighter than 60/55 illegal. If people would learn to aim their lamps properly, we wouldn't have such ridiculous laws on the books.)

### Upgrading your wiring harness

If you make any of these upgrades, add relays, and fuses. The stock harness in most of our cars runs all the headlight current through that teeny-tiny headlamp switch, which often comes from the factory with 18 gauge leads! If the contacts don't burn, and the wires don't melt, you'll be getting a lot of voltage drop. Not to mention that the headlamp circuit is typically unfused - a ground fault/short here will cause serious harness damage. (If your switch isn't the weak point, someplace else will be - our Morris Minor has a great harness all the way out to the fenders, but the sub-harness that goes through the fenders to the lamp is made up of 18 gauge wire...)

*One reader has suggested that fusible links, or circuit breakers, be used instead of fuses; and even better, one per side of the car. The thinking is that automotive fuses tend to be quick acting, and an intermittent short caused by loose wiring and bumpy road would leave you, suddenly, without headlights at high speed.*

*To be honest, I'm not going to argue hard against this, though I have yet to see a production automobile wired thus. I \*have\* seen a number of cars with individual fuses for high separate from low beams. My experience with the Lucas 17/35 A fuses is that they do not blow easily, only when there is a hard short. But I will not advise against the extra protection, if you feel so inclined. I continue to use fuses.*

*Another reader suggests that most American cars do not use fuses in the headlight circuit; rather they have a thermal circuit breaker built into the light switch. That may be the optimum solution, since if the short clears, the circuit breaker will close and bring back the lights. I don't have a lot of experience with these units, but they are available as a plug-in replacement for glass fuses.*

At the very least, you want a relay and fuse on the high beam circuit. My favorite (and easiest!) way to do this is to buy a fused Marchal 514 relay. They're bulletproof, and can easily be spliced into the high beam circuit (but they're hard to find, expensive and use a weird fuse - read on for other options). Find some source of unswitched 12V (brown wire, you want a heavy one). Find the blue/white wire leaving the dip switch (usually there's a connector that connects the switch, the lead out to the lamps, and the indicator - this is a good spot). Connect the brown wire to the source terminal on the relay. Connect the U/W wire

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## Upgrading Your Lighting System—cont.

coming from the switch to the coil. Connect the U/W wire going to the headlamps to the load. Make a good coil ground. Voila! You now have brighter high beams, even if you didn't change the lamps. (If you're particularly anal, wire the new harness with appropriate colors - I would use blue/slate for the lead that splices from relay to the headlamp wire). Use heavy wire for the load connections - 14 gauge.

If you think about it for a little while, you can make up a neat two- or three-wire harness and mount the relay where it's out of the way but accessible (so you can change the fuse if it blows). In the GT6+, I mounted it on the firewall with all the other relays; there's a good source of hot at the overdrive relay, and it was easy to pass the two-wire harness through one of the existing grommets.

Now, if you're having fun, you can rig a parallel relay for the low beams. If you're going to do this, then consider not using two Marchal relays, but two unfused relays, sharing a single source, which you fuse. Or better, two fuses in a Lucas two-place fuse box. Lucas make a very nice metal relay with a separable plastic base (it's called a 28RA) - you can snap the bases together to make up a multi-unit block, and there is available a fuse holder that snaps to the end (holds a modern blade-style fuse). These are all available from British Wiring.

Hella also make a very nice 30A plastic cube relay that can be used with or without a socket. These have a diode across the points to prevent arcing and increase the relay life. But they're not British or old :-). Sometimes this isn't good enough, because the harness out to the lamps is not up to the task. One fellow with a TR3 reports that when running 100W bulbs but stock wiring, connectors and switch, he measured only eight volts at the lamps! In this situation, you want to mount the relays out at the lamp end of the harness; there's usually a spot near the grille where one wire becomes two, and this is the place to splice in to minimize that sort of voltage drop.

There's a company called Painless Wiring that builds a headlamp relay kit that is supposed to be dead easy to install. You unfasten one of the connections at the back of a headlight and plug that connector into one in the kit. You then connect female connectors to the back of each headlight taping off the original one that is now redundant. You fasten two relays and a fuse holder and connect a ground and a hot wire and that's it. For someone who just wants the end result without a lot of fuss, this might be the way to go.

### Auxiliary lamps

Now we can go on to auxiliary lamps: There are two basic kinds, with variations on each.

**Fog** lamps have a short but wide beam with a very sharp cutoff to reduce light reflection off the fog into the driver's eyes; they're used to illuminate the road immediately in front of you without reflecting back off the fog or rain and blinding you. They should be mounted as low as possible, ideally below the bumper. They're also useful as cornering lights for racing because of their broad lateral pattern.

**Driving** lamps have a narrow but long beam, to light up the road beyond where your main beams reach ... several thousand feet ahead of the car. They have a broad beam that lets you see around curves far ahead. You want these when you're headed down your favorite straightaway at night at an illegal speed. They are best mounted above the bumper.

**Spot or pencil beams** are an extreme variant of driving lamps, and do just what they sound like they do. They provide a tunnel of light over a mile ahead, but give no lateral vision. These are of little use alone (use them in conjunction with driving lamps) and are a waste of time unless you intend to drive over 100 mph. The old rallyist term of "follow the bouncing ball" of light is an earned reputation. Primary use is racing, high speed rallies, and off road. But then they would prove just the thing if you live 50 miles down a straight lonely road in Nevada!



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## Upgrading Your Lighting System—cont.

All these lamps should be individually switched, but everything except fogs **must** be interlinked to the high beam dip switch so you can cut them all with one motion when meeting another car. (This is the law in most European countries - it may well be the law in some States. It's also a good idea.) See this [tech note](http://www.dimebank.com/tech/WiringDrivingLights.html) <http://www.dimebank.com/tech/WiringDrivingLights.html> for detailed tips about wiring things this way.

Fog lights, aimed correctly, will help your vision and not harm your fellow motorist's vision at all. Wire fog lamps so you can turn them on with just the parking lamps, in case the weather is so bad that your well-aimed low beams still make the fog too bright to see what's going on. **None** should be used in heavy traffic situations.

Note that you don't *have* to fit these in pairs. A rallying acquaintance yearns for the days of running his Volvo 122 with one each of the Marchal 902 fog and driving lamps (switched individually, of course). Use relays and fuses. If you're clever and careful, you can put it all together without cutting the original harness. My TR4A has a set of four 28RA relays and a Lucas two-fuse box in the driver's footwell: the low and high beams are on individual relay circuits, the driving lamps on another, and the fourth relay is a changeover - I can select just the high beams, just the driving lamps, or both together, when the dipswitch is in the "main" position. It took a weekend to figure out exactly how to splice into the original harness, but the result looks as if the factory intended it that way.

### More Power!

Now that you've added all those lumens, you might need to add some more amps. The stock Lucas generator is good for about 22 amps, if it's in perfect condition. The venerable Lucas ACR series of alternators might be good for 28 amps. Those are barely enough to run the stock electrics without draining the battery (especially in bad weather, when you are also running the wipers and the heater blower), much less extra wattage bulbs or auxiliary lamps.

To do a quick calculation, add up the wattage of all the lamps you're running (don't forget side lights, indicators and tail lights!), divide by 13.8, which will give you the amperage draw *for your lights*. Add maybe 5 amps for ignition, an amp or two for an electric fuel pump. If that's more than your generator/alternator is rated, you might consider an upgrade. The job isn't hard to do; if you've an older car and want to stay all Lucas, you can substitute a Lucas alternator for your original generator.

For example, my TR4A is currently running 55W high beams, 55W driving lamps, and about 30W of running lights. I've got a Bendix electric fuel pump which draws about 3 amps at full chat, and a Crane HI-6 electronic ignition that's good for another 5 amps. That's about 140W of lamps, call it 11 amps to be generous, or an overall draw of 19 or 20 amps while running down the road in good weather. Turning on the heater fan or the wipers, or going to 100W high beams, means that I'm drawing down the battery, since I still have a 22 amp generator in place. So I'm due for an upgrade sometime soon - I'll probably make the jump to a Bosch or GM unit that gets me 55 amps of output.

### Aiming your headlamps

If you haven't figured it out yet, I think that aiming is important. Your lights are dangerous and ineffective when improperly aimed. There are specialized machines that aim headlamps very accurately - but these tend to be in the hands of "official, certified" shops who will either call the light cops or charge you for aiming and even give you a certificate saying they're aimed, but not do anything. So it's best to just learn to aim them yourself.

The basic goal is to get the beams parallel to your direction of travel, low enough that they don't blind oncoming traffic, and the same height. You should see the low beam cutoff on the cars in front of you. First, find a level stretch of driveway that is adjacent to a wall or garage door (to act as the aiming screen).

Prepare the car in normal travel trim (*i.e.*, luggage, fuel and passenger load simulated). Roll the car up

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## Upgrading Your Lighting System—cont.

to the wall. Mark the headlight centers both vertically and horizontally with a heavy felt tip on the screen. (You might want to use a large piece of cardboard and save it to be re-used *on the same car*. These days I tend to stick a couple of Post-Its on the wall and be done with it.) Mark the center of any auxiliary light as well. Now, roll the car **straight** back, 25 feet. Scribe a straight line between the headlight centers (line B). Measure down 3" and draw another horizontal line (D). Do the same for your auxiliary lights. One at a time, aim the lights as follows (turn off or cover the lights not being aimed):

**Low Beams.** The correct visual aim for low beams is with the top edge of the beam at horizontal D. The point at which the cutoff begins to rise to the right should be located straight ahead of the lamp at the intersection of D and C.

**High Beams.** The correct visual aim for high beams is with the center of the high intensity zone at horizontal, straight ahead of the lamp as indicated by circles C1 and C2. When aiming high beams on a four headlamp system, cover the adjacent headlights.

**Auxiliary Lamps.** To aim your lamps, turn the lamp to be aimed on and cover or turn off all other lamps. Loosen the nuts on the mounting bolts and move the lamps until the light falls into the place recommended by the aiming diagram.

**For Fog Lamps:** light should fall between lines B and D as indicated by shaded rectangles.

**For Driving Lamps:** light should fall straight ahead of the lamps at the intersection of lines B and C1 and C2 as indicated by circles.

Tighten the nuts on the mounting bolts securely when aiming is completed.

### Care and feeding

QH lamps are fairly trouble free, producing uniform light until they fail. About the only thing to worry about is handling the bulbs. Since they run quite a bit hotter than conventional tungsten bulbs, it is important not to get skin oil on them - the high temperature react with the oil and cause the quartz glass to crack. When installing a new bulb, don't touch it with your skin - use a cloth or a paper tissue. If you can't avoid it or slip, wipe the bulb down with isopropyl alcohol to get all the oil off.

### Future technologies

The future promises new and wondrous lighting technologies. One, projector bulbs, is on the road already. This is a variant of the kind of bulbs you find in a slide or movie projector: a very small QH light capsule with a small but precise reflector attached to it. PIAA pioneered this in their line of compact auxiliary lamps, and a number of OEM manufacturers have adopted it for their cars. Porsche and BMW have gone so far as to package small projector units in a traditional-looking round headlamp. It provides a very tightly controlled beam, without much upward splash. It can also be put into a small package, which is good for modern cars that are concerned with front end aerodynamics to meet CAFE standards.

The other, ion discharge, is starting to appear on the market. These are appearing as standard equipment on high-dollar cars such as Porsche, BMW and Lexus. The aftermarket is catching on: PIAA has been selling a complete driving light system including two lamps and a special ballast since 1996. The claim is that the light is much whiter than QH bulbs and very efficient - the ballast consumes only 35 watts! The problem is that you need to replace the entire lamp housing. Recently, Bellof HID has introduced a system that uses standard base configurations for the capsule, allowing an HID capsule to be installed in your existing lamp housing. See Bellof HID for details - but sit down before looking at the prices! If power consumption remains low, it may be possible to upgrade even our old British wiring to use this very new technology. And manufacturers are still talking about light pipes - a system where there is a single, very bright source of lighting (probably something like the ion discharge unit) and a collection of fiber optics that directs the light to the right place in the car. But no one has road tested such a system yet, as far as I know.

**... and be seen**

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## Upgrading Your Lighting System—cont.

Now that you can see what's in front of you, it's time to wonder if the people behind can see you! You can do many of the same things to check out your brake and tail lamps - clean up the wiring harness, polish the reflector (check to make sure it's metal first - more modern cars have plastic with a very thin metalization layer!), clean the lenses - but most of our cars have small bulbs and poorly designed reflectors, leaving them all but invisible from the rear. (I started worrying about this one night when I was driving behind my GT6+.)

QH technology comes to the rescue again, but with a catch. You can buy QH light capsules fitted to traditional bulb bases, but rated at higher wattages. They draw a bit more current, provide a lot more light, and *put out a lot more heat*. This latter is of concern to those of us whose cars have small taillights with plastic lenses, because these bulbs have been known to melt them. You can buy them from the usual suspects, but be careful; you might want to test them with a scrap lens first.

And if you've significantly increased your wattage with upgraded headlamps and QH taillamps, it's time to start wondering if your generator is up to the task of running all this stuff...

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If you need vendors beyond those located in Arizona, check out the bottom portion of Chris's article. The vendors he uses are listed here: <http://www.dimebank.com/tech/Light-up.html>

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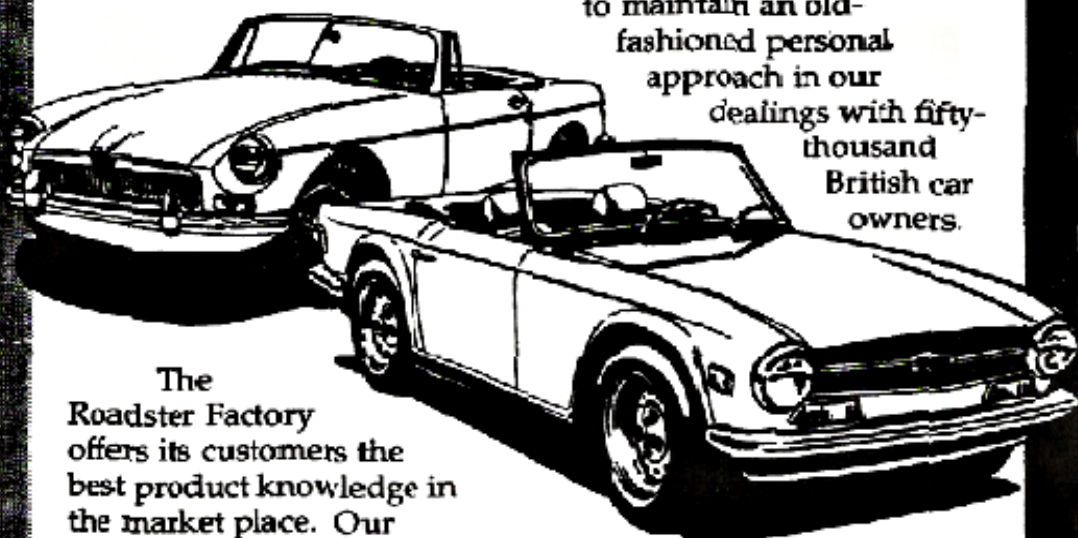
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