



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.

December 2008

VOL. 29 Issue 8

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NEXT CLUB MEETING:

Dec 9, 2008

7:00 PM

JB's

32nd Street & Indian School

Come Early

**Socialize and Network
with other members**



THE PREZ SEZ

The year went like a flash. We did have a lot of hot weather and it seemed interminably long. Now with the cooler weather we are driving more. We have the Christmas party and Christmas lights tour hosted by the Mini club. The old style gift exchange will be held. Rules are simple. Bring a gift value up to \$10.00 wrapped. We will draw a month from the hat and the earliest date picks the first gift, the second date can either steal the opened gift or pick from the wrapped ones. A gift can be stolen once in a turn. The next date pick person can steal a gift from anyone.

Elections are upon us. I was nominated for president. I did my turn this year and I am withdrawing. There will be others, I will nominate someone that will do an excellent job.

The run to Arcosanti was very interesting, and some what difficult. The place is very interesting and innovative, they are planning for a place to house 5,000 people. The dirt road from I-17 to the car park was absolute hell of ruts. Afterward we drove Norton to the winery for lunch tasting and buying goodies. There was about 14 cars and 24 people.

Off subject, I am starting the skin on the seven. A friend that was at the last breakfast run and has a seven came over and is helping bend aluminum for the three bent parts. Bonnet, scuttle, and back cover. When these are done and I finish the battery box, I can strip the car and paint it.

The Brunch is on Saturday this time so more people can attend. See you at the meeting.

Phoenix Childrens toy donation

At the last breakfast run, we gathered a lot of toys. The TR6

Continued on page 15



2008 Officers

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Membership

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

Dues are \$18.00 per year

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 '08 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, meeting or mail a check (made out to DCTRA) to our Treasurer, **John Reynolds**, 806 E. Campus, Tempe, AZ 85282.

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Minutes of the November Meeting

The meeting opened at 7:05PM with over 40 people present. Our guests were Kathy Slabaugh with a brown '79 Spitfire and Don Perry who needs a car. Dave Riddle's Dad - Bill Riddle - was also in attendance after a twenty year absence. The minutes were accepted as printed. Our treasurer says we still have money & we have gotten new advertisers. Membership reports that we have over 100 members now. Dave Riddle received a British coffee mug as a thank you for the great job he is doing on the newsletter.

Events coming up include

The Breakfast Run Nov 16,

The Christmas party at Bev & Pete's home in Carefree on Saturday Dec. 13 at 6:30PM. We will have our annual White Elephant Exchange. Please bring a gift for EACH PERSON attending to be of no more than a \$10.00 value. Please call Bev about what kind of food is needed to be brought.

Also upcoming in the new year is the Champaign Brunch to be held at "The Landmark" restaurant again this year on Saturday Jan. 17. NOTE: This a new day to have this! SATURDAY & not on Sunday. Shirley is hosting the annual Christmas lights tour again this year & will end up at her house for refreshments.

Nominations were taken for next years officers. Those nominated were

PRESIDENT: John Horton & Marty Clark,

V-PRESIDENT: Kathy Nuss & Gene Glenn,

TREASURER: John Reynolds,

SECRETARY: Deta Hampsch.

Nominations are still open & names may be added at the Dec. meeting.

It was announced that we still have Kroil for sale. Please see John Reynolds if you need any.

There were 56 items given out in a drawing.

meeting adj 8:05PM

Phoenix Childrens toy donation

At the last breakfast run, we gathered a lot of toys. The TR6 boot was very full and Beth rode home with an assortment of Bears stuffed around her. We will collect unwrapped toys at the meeting. I would like to fill the Camry with more, can you please help. These will be delivered to the Phoenix Children's Hospital after the meeting. I am sure your generosity will be appreciated by a sick child.



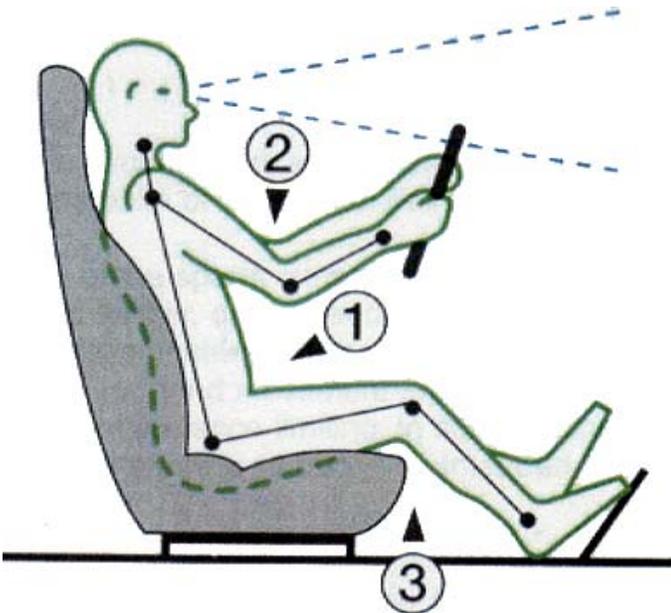
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Driving Tips

Seating – No “Gangsta” lean



- Sit up straight in the seat and extend your right arm over the top of the steering wheel with your back against the seat.
- Next, make sure that your wrist is bent over the top of the steering wheel.
- Be able to depress the pedals with no interference from the seat or wheel.

You are now seated correctly. This technique will work in any type of vehicle. Sitting upright will help you be more alert and ensure that you are ready to respond to any type of driving situation.

*Slide from Dave Riddle's
NASA High Performance Driving Class DE1*

An advertisement for F1 Race Factory. The top half features a large, stylized 'F1' logo in blue and red, with 'RACE FACTORY' written below it. The bottom half is a red banner with white text that reads: 'book an Event ✪ OR CALL TO RESERVE AN OUTING (602) 302-RACE'. Below the banner, the address 'F1 Race Factory 317 S. 48th St. Phoenix, AZ 85034' is listed. At the bottom, the slogan 'Fuel Your Passion for Competition!' is written in a white, italicized font.



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DCTRA.ORG Email Account

Want to get a DCTRA email account (yourname@dctra.org)? Send an email to Dave@microworks.net and request one.

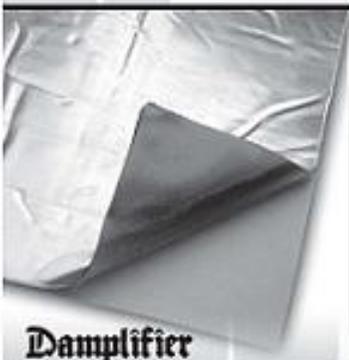
You can access the account via a web interface at <http://www.dctra.org:8383> or you can use a regular email client like Outlook, Eudora, etc... There is even built in support for syncing with Outlook and PDA phons (Windows Mobile, Blackberry, etc...)

The mail server is configured to provide stringent SPAM and Virus filtering so you can use the account with little fear of being bombarded with SPAM or getting a virus infected attachment.

Settings for your mail client: set both the POP3 and the SMTP Server to dctra.org.

Sound Deadening and Thermal Insulation

• Eliminate Road Noise • Reduce Engine rumble • Kill Exhaust Drone • Insulate from Extreme Temperatures



Dampifier

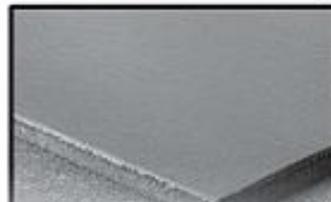
Dampifier is a self adhesive thermal-acoustic vibration mat that gets applied to the cars metal panels to dampen unwanted road noise, engine rumble and exhaust drone. Dampifier has no odor, protects against rust and has the highest thermal rating in the industry. Over 500 degrees! **40 sq feet \$96**

**Save 60% off the popular
name brand products
by buying direct!**



Motor Mat

Motor Mat is a self adhesive thermal acoustic hood liner, designed to reduce engine noise inside the vehicle, and to protect the paint on the cars hood. It can also be installed on the firewall for greater heat and sound isolation results. **13.5 sq feet \$50**



Luxury Liner

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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Spectrum is our family of water based, heat & noise coatings that can be sprayed or painted on with a brush roller or trowel. We have ceramic coatings for dissipating heat and ultra thick vibration paste for quick and easy applications. When compared to traditional asphalt and tar coats these products provide over 300% better results.
1 gallon \$51 - \$70
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Classified

TRIUMPH/TOYOTA TRANSMISSION ADAPTORS

Put a Toyota 5 Speed into your TR-3 or TR-4, Transmission adaptor uses stock Triumph hydraulic clutch set up. Adaptor Kit, with instruction, pictures \$400.00, Bill Close, Mesa, Az, (602-524-5351)

Lease Return Notebooks & Computers

Dave Riddle has some more notebook computers that are available off lease return. Typical notebook is either a Dell or an HP Business class and the typical cost is between \$350 and \$400 and include carrying cases. Contact him at 480-610-8234 or dave@microworks.net





Performance for Triumph

\$379



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The perfect carburetion system for your TR6

- Increase horsepower
- Improve throttle response
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610-777-4457 goodparts@verizon.net
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Calendar of Events

December: DCTRA Christmas party. Details on Page XX of this issue

Saturday, December 20th will be the Christmas Lights tour that takes the place of a breakfast run this month.

Meet at 5:30 PM, to leave at 6:00 PM.

Meet at the Compass Bank parking lot on the SE corner of Elliot and McClintock in Tempe.

Pretty easy to get to.

If you are southbound on I 10 take the Elliot Road exit and go east to McClintock.

If you are on the US 60, from either direction take the McClintock exit and go south to Elliot.

Taking the 101 southbound is more difficult, suggest taking the Guadalupe exit and going west to McClintock, then south to Elliot. Easier than dealing with the divided streets at the intersection of Elliot and McClintock.

Bringing a navigator with a clip board and a flash light will make things easier.

If you prefer NOT to drive your LBC in the dark, we know all about Lucas, by all means come in whatever you are comfortable driving.

PLEASE let me know if you plan on attending so sufficient instructions can be prepared, I will not be printing off lots of extra copies. Also it would be helpful to be able to estimate how much hot spiced cider we will need at the end, together with other munchies.

The first **Sunday in January, the 4th**, the Arizona Mini Owners invite you to another driving event. Their Landmark Rally will start from the 5 & Diner at Superstition Springs, first car leaving at **2:00pm** so there's time for lunch there first.

No need to bring a camera this year as the photos will be provided and you have to spot where they are ! Here again a navigator who knows right from left would be very helpful. **Also**

please let us know if you are coming, we will end up with tea and crumpets.

Sunday January 18th will be a breakfast run, organized by the BME. Meet at 32nd & Shea at



The Caledonian Society of Arizona Presents
The 45th Annual Arizona Scottish Highland Games & Gathering
SCOTCH TASTING! BEER GARDEN!

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British Cars * Clans * Fun-Filled Wee Ones Area!
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MARK YOUR CALENDAR!

DCTRA CHRISTMAS PARTY!

WHERE: Pete & Bev Peterson's
37488 N. Piedra Grande Dr, Carefree

WHEN: SATURDAY
DECEMBER 13
6:00 p.m.

RSVP to: BEV: 480-488-4872 (HOME)
or: 602-615-3640 (CEL)
or: bev@carefree.org

PLEASE LET ME KNOW WHAT YOU WANT TO BRING SO WE CAN COORDINATE THE MENU

DIRECTIONS & MAP

FROM SCOTTSDALE ROAD:

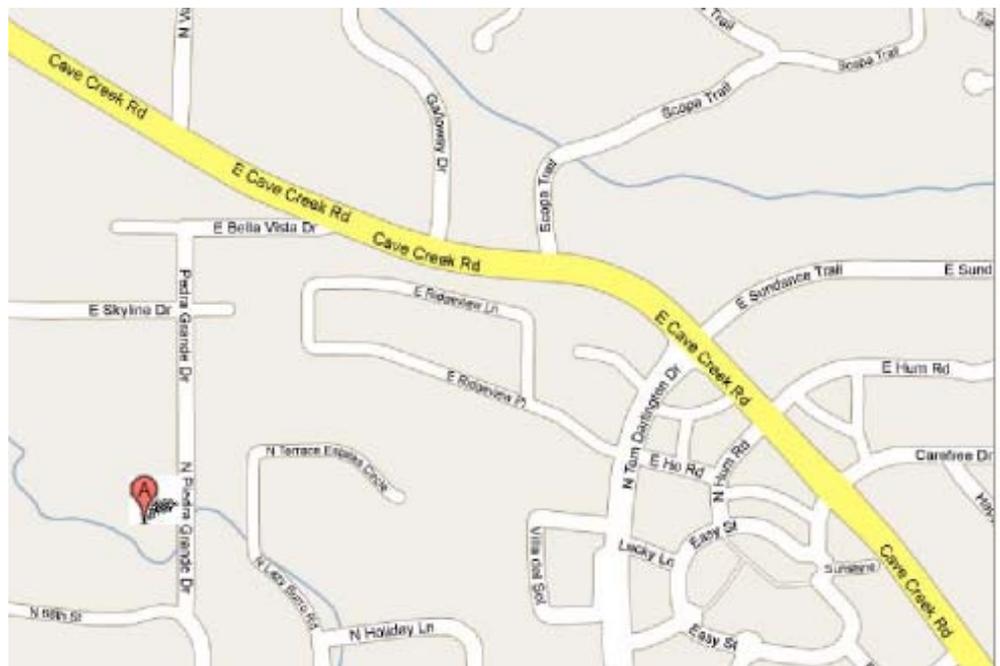
1. On *SCOTTSDALE ROAD*, go NORTH past the *CAREFREE HIGHWAY* into the Town of Carefree. In Carefree, *SCOTTSDALE ROAD* changes its name to *TOM DARLINGTON DRIVE*.
2. Continue NORTH on *TOM DARLINGTON DRIVE* until you come to the left-hand turn-lane for *NEVER MIND TRAIL* - 2nd street on left after (NORTH) of *STAGECOACH PASS*.
3. Turn left (WEST) onto *NEVER MIND TRAIL* and stay on it until it tees at *CAREFREE DRIVE*.
4. Go left (NORTHWEST) on *CAREFREE DRIVE* to *PIEDRA GRANDE DRIVE*.
5. Turn right (NORTH) onto *PIEDRA GRANDE DRIVE*. (only way to turn)
6. We are the first house on the left (WEST) side of the street – it is split-face block with a rusty metal roof and the driveway access is BEFORE you

get to the house (SOUTH of the house). The driveway entrance has pavers and the first part goes up between stack-stone retaining walls, then the rest is gravel and winds around to the front of the house. The front door is on the SOUTH side of the house, facing Black Mountain.

OR you can come up *CAVE CREEK ROAD* - in which case you will be approaching our house from the NORTH:

FROM CAVE CREEK ROAD:

1. Going EAST on *CAVE CREEK ROAD*, turn **EXTREME** right onto *BELLA VISTA DRIVE*.
2. Turn left (SOUTH) onto *PIEDRA GRANDE DRIVE* (only way to turn).
3. We are the last house on the right (WEST) side of the street BEFORE you get to *NEVER MIND TRAIL*. It is a split-face block with a rusty metal roof and the driveway access is AFTER you pass the house (SOUTH OF THE HOUSE). The driveway entrance has pavers and the first part goes up between stack-stone retaining walls, then the rest is gravel and winds around to the front of house. The front door is on the SOUTH side of the house, facing Black Mountain.



Cruise Night Locations

Albertsons Shopping Center - Warner and Lindsey Friday Nights

Scottsdale Pavillions near McDonalds
Saturday evenings from 4:30

Mesa - 2nd Friday of each month in Downtown Mesa

Mesa - Power & Hampton on Saturday Evenings

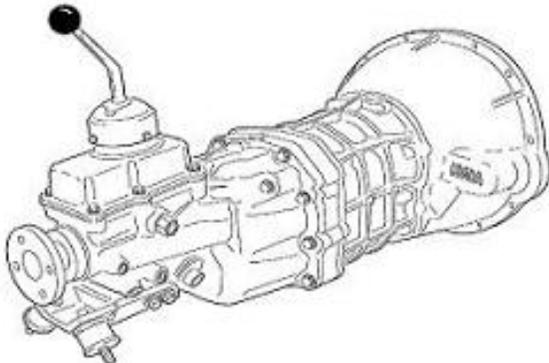


Last Sunday of every month
Cruise-in at Red Mountain.
summer hours - May-September 3:30-6:30
winter hours - October-April
202 and Recker rd N/E corner
Weather permitting
Questions call Gerry@ 602-430-4094
<http://www.rmchurch.org/mens/ci.html>



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Sweetheart Car Show

Saturday, February 14, 2008

*Gold Canyon United Methodist Church
6640 Kings Ranch Road, Gold Canyon, AZ*

Just off U.S. 60

10:00 AM to 2:00 PM

Registration fee: \$5.00

Proceeds to benefit the GCUMC Youth Programs

All types of cars, trucks and cycles are welcome.
Winners selected by popular vote. One vote per registration.

Classes:

Domestic Cars earlier than 1940

Domestic cars 1941 – 1959

Domestic Cars 1960 – 1979

Domestic Cars 1980 – 1999

Domestic Cars and Trucks 2000 – 2009

Trucks earlier than 1959

Trucks 1960 – 1999

Hot Rods

British & European Cars

Motorcycles

Hot dogs and drinks available for a donation.

Entry Form

Name: _____ Phone Number: _____

Address: _____

Car Class: _____ Make: _____

Model: _____ Year: _____ e-mail: _____

I agree to hold Gold Canyon United Methodist Church harmless while driving to, during and from the show.

Signature

Date: _____

Make checks payable to: Gold Canyon United Methodist Church

Mail entry form and payment to: 2325 S. Gold Ore Court, Apache Junction, AZ 85219

A 21st Century Triumph

Contributed by Martin Jones

I should start by disclosing that this is the first article I have ever written and it may contain statements that are opinion rather than fact. However, where possible I try to base my opinion on fact.

I was born in England in 1962 when England still had a sizable car and motorcycle industry. For that matter it has a thriving steel and coal industry. Britain in those days, was on the back end of its empire and was still a power house even if it no longer owned two thirds of the globe. Throughout the first thirty years of my life I watched the evening news as, one by one, all of those industry's that were once jewels in the British crown were destroyed. The four elements of destruction were in equal part Company leaders, Powerful unions, Government intervention and Workers with an entitlement attitude. It is interesting to note that these four elements are currently alive and well in the USA and seeking to destroy this great nation. I once watched a documentary about the demise of the British car industry and it pointed out that the employee who fitted the wind screen wiper motor, was not able to test the motor to see if it worked as he had not been trained. However, he had received specific training on how to brew the tea in the break room. It was rumored that of the 8 hour spent at the factory only two hours were actually spent manufacturing cars, the rest of the time was spent in meetings, tea breaks and industrial actions (Strikes). The company leaders spent most of their time on the golf course trying to engineer mergers and buyouts and were not interested in vehicle manufacturing, the union leaders were drunk with power. It was possible in those days for a dispute to arise at a coal mine and the auto workers would walk out in sympathy. And finally in the Thatcher years she decided, after numerous bail outs, to break the unions. Many companies in England in those days were nationalized (own by the government)

Thatcher had no problems will closing the doors of unprofitable businesses and putting all of the employees out on the street. Of course all the union workers in all the other industries then walked out and there were a number of years in the early eighties when Britain was in turmoil. Thatcher killed the unions but in turn contributed to the death of British manufacturing.

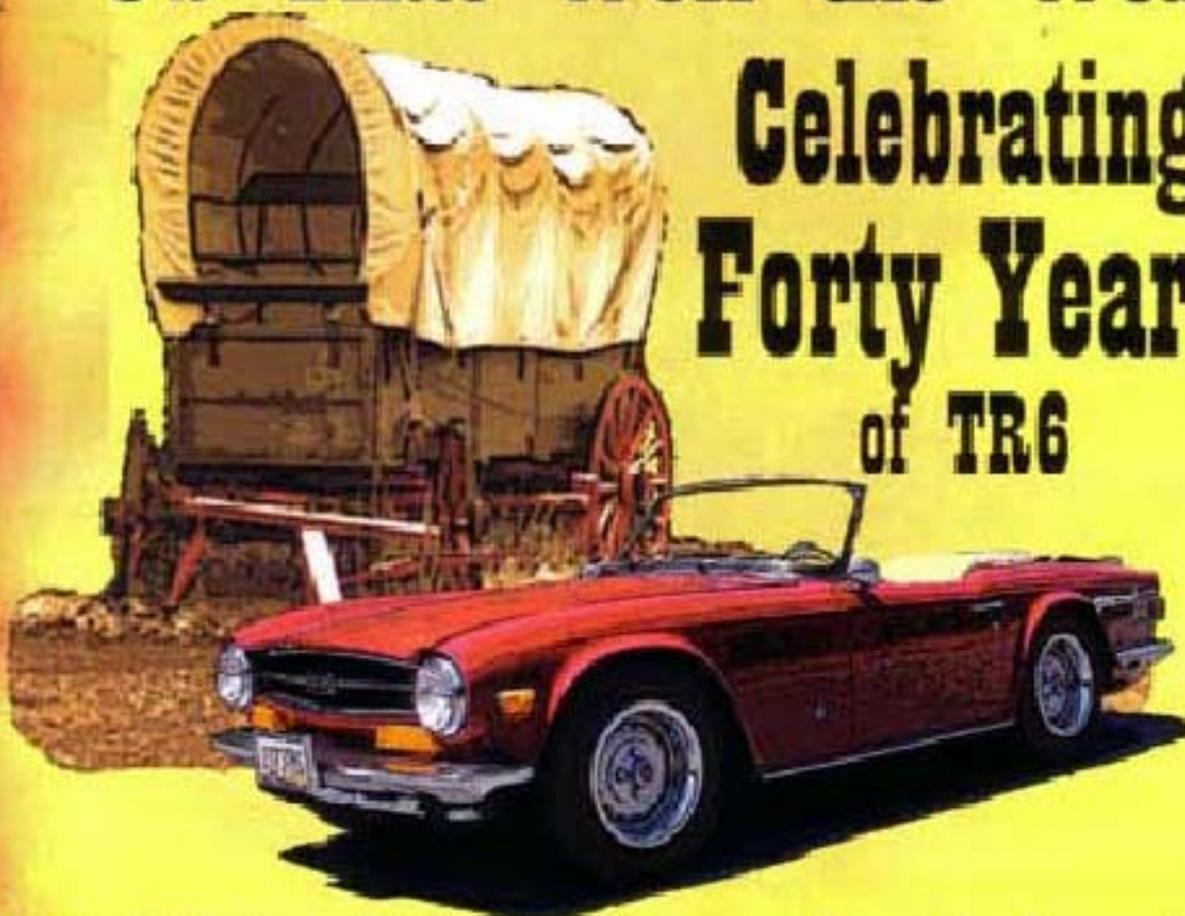
Despite being blessed with Lucas (Prince of Darkness) Electrics, Leaking oil, awful rust issues, and after taking delivery, requiring a rebuild to make them work, the British made some beautiful and fast in their day. With the end of British manufacturing the English attempted to get in to the computer manufacturing and after realizing it was impossible to get them to leak oil they gave up and invested in Insurance. Insurance is one of England's largest exports these days and given Americas propensity to experience natural disasters probably not a great business to be in. I understand that Katrina nearly put Lloyds of London out of business.

In the world of motorcycles Triumph who started manufacturing bikes in 1902 (One Year before Harley Davison) was the sole survivor. Their meridian plant was struggling and despite a couple of government bale outs they eventually failed in 1981. A consortium of employees bought the rights to the name and equipment then continued to produce 100 machines per year. Towards the end of the 80s a wealthy property tycoon and Triumph enthusiast John Bloor bought rights to the company. In 1992, after building a brand new state of the art factory, the first machines, based on a Kawasaki design that had once been based on a Triumph design, started to roll out of the doors. New Triumph's built in Hinkley England fall largely in to two categories; Retro twins based on the old Bonneville designs and modern sport bike triples that are totally unique to Triumph. Surprisingly the electrics work and they don't leak oil.

So when in late 2004 I heard that Triumph were going to bring out a totally new machine, that would have a totally new motor, designed specifically for this machine and it would be a

6s That Won the West

**Celebrating
Forty Years
of TR6**



2009 All Triumph Drive-In

August 7-9, 2009

Eagle Crest Resort, Redmond, OR

Hosted by Portland Triumph Owners Association

CAR SHOW

SATURDAY, AUG 8TH

WWW.PORTLANDTRIUMPH.ORG

three cylinder 2300CC motor, I was enthralled. I had to have one. After a test ride I was still grinning an hour later. The dealership called it the test ride grin. This machine will giddy up to 60 mph in 3.2 seconds. The only down side is that you will chew through its massive 240 rear tire in under 8,000 miles. In November 2005 I took delivery of my new shiny black Triumph Rocket (Aptly named). I spent six months working out how to carry all of my gear on in and in July 2006 I rode it to Alaska and back in 21 days (Maybe another article in that). This year at three years old and 30,000 miles, on the way back from Lake Tahoe, I started to hear a bearing noise as I went through the gears. I took it to my local dealer who pulled it apart to find the Torsion damper bearing had failed. In addition one of the clutch plate housing lugs has sheared off. Somewhat stunned and being a year out of its two year warranty I was looking at a big bill. The mechanic agreed to talk to Triumph. Imagine my dismay when he got back to me and said Triumph will cover all repair costs. He ended up replacing all of the transmission bearings the clutch plate housing, the cam chain and guides. Total cost... free. Of course it is a totally new model so you expect to have some teething problems and Triumph recognize this. When issues like mine arise they are standing by their product and upgrading all of the parts that they know have failed in the past. This reduces the possibility of further issues. Bravo Triumph for doing the right thing. It is all too common these days for companies to abandon quality and customer satisfaction in the pursuit of profit.

This year Triumph Motorcycles overtook BMW motorcycles for units sold. Compared to Honda they are still the flea on the side of the 900lb gorilla. However having toured their factory last year I can say they have a 'can do' attitude and are committed to quality. Certainly they are the remaining jewel in the somewhat battered British crown.

Martin Jones

Nov. Breakfast Run

Contributed by Kathy Nuss

November 19, 2008 Such a beautiful day!! More than 50 people attended the breakfast run sponsored by the Delorean Club. I believe there were more DCTRA members than any other club in attendance. We gathered at 32nd and Shea and took a fairly direct route to the 5 and Diner on 16th Street just south of Missouri. We took over most of the outdoor seating as well as a good portion of the indoor seating. The wait staff and cooks did an excellent job of taking care of such a big group. The parking lot was very impressive to many of the customers.

Next month's gathering is the Christmas Lights Rally sponsored by the Arizona Mini Owners on the evening of December 20th. The meeting place has yet to be determined, as we don't know where the best light displays will be located.

Prez Sez from Page 1

boot was very full and Beth rode home with an assortment of Bears stuffed around her. we will collect unwrapped toys at the meeting. I would like to fill the Camry with more, can you please help. These will be delivered to the Phoenix Children's hospital after the meeting. I am sure your generosity will be appreciated by a sick child.

John H.

Arcosanti Trip

*Contributed by Kathy Nuss.
Photos Kathy Nuss and Dave Riddle*

more concentrated state: 5,000 people on 15 acres, rather than 5,000 on 500 acres as we do now. That was to leave the land for production of crops.



More than 20 people (four Spitfires, five TR6s, a TR7, an RAC truck, and a BMW) met at Carefree Highway and I-17 to head north to Arcosanti. Having never been there, I didn't realize there was 2 ½ miles of nasty gravel road. That didn't seem to put a damper on the visit, though. The architect Paulo Soleri had a pretty good idea, but when he mentioned that the idea was to eliminate most automobile traffic, you should have heard the growls. His idea was to have people live in a

The buildings are innovative, but look rather worn. There are only about 75 people



living there now – mostly students. The bells they produce are cool, although a bit pricey. We enjoyed a nice tour and some of us patronized their bakery.



We continued up I-17 to the San Dominique Winery. Their rough road seemed like a freeway compared to the road at Arcosanti. There was only one man there as his hired help



did not show up to work. Although several phone calls were made stating how many people were coming and what lunches we would like, he didn't



get the food out of the freezer until we arrived. Denine Mure, Marie Thompson and I were pressed into service to help get the food ready. The proprietor gave a little talk on the history of boutique wineries in Arizona. I didn't see anyone buying his wine, but several people purchased his garlic and olive oil products.



The group John and I were traveling with went on up to Camp Verde and cut across to Strawberry, down through Payson and on into Mesa. Most of the rest went back down I-17. I heard several favorable comments about the day from those in attendance.





Andy Graybeal on “Retiring” as President of TTSCC

From the TSCC Newsletter via Jim Bauder

I saw the attached in the Dec. Issue of the TTSCC newsletter and really thought that the ‘message’ was important and pertinent.

I asked Andy if he would mind if we reprinted it in the DCTRA newsletter.

And now, the end is near and so I face the final curtain.”

With due respect to old blue eyes, this is the end of a signal year in Traveler history. Just think, this club has been around almost as long as some of our cars, certainly some of our members. Fifty years of getting together, welcoming guests, taking part in different activities (mostly involving Triumphs), but generally forging a bond that would keep us coming back for more. In the early days, the club was made up of young owners of new Triumphs. When you think about it, old timers we might have known were still new to the marque since TRs first appeared in the area only a few years earlier. Many of the members started off single, married and started families. Triumphs were traded in on station wagons, but the attraction they held for the faithful meant that as soon as finances allowed for a toy, there was another TR in the driveway. In my own case, our TR4 was purchased as a present for my wife. Welda had been schlepping groceries and kids around in a ‘55 pink and white Stude Champion coupe that once was owned by my mother. You could say that a sea change took place in our relationship.

Carting three kids in the TR4 was never considered a problem. Even with me behind the wheel, Welda had daughter Michele in her little baby shell and the boys, Drew and Todd sat in back. The one concession to safety was to cut off the thumb grip on the glove compartment latch. We were young and bullet proof. Weren’t we all?

That was 41 years ago, but it might have been fifty with a TR3 as the subject. Young blood with a penchant for old British iron are not to be found at every gas station, so when one wanders up and asks about your treasure, it’s important to play him or her like a trout-don’t get eager, just show them how much the experience of owning one of these relics means to you and soon you will have a convert to the cause.

Andy Graybeal
2008 Pres. TTSCC



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Dan Needham, owner of Arizona Image CARSTAR Paint & Body, has been in the collision business for over 23 years. He has been around the business all his life. He started out helping his dad at a very young age when his dad owned his own shop for 47 years, the last 22 years in Mesa. Dan manages the business end of the collision repair facility and Arizona Image CARSTAR Paint and Autobody.

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Member Profile

From "Members Cars" on DCTRA.ORG

Bob Hohanshelts '54 TR 2

I bought TS22L in San Diego in Sept '64 when I finally got out of college and got my first job as an electrical engineer. With a wife and three young children I felt I could not afford a TR3A or Austin Healy at around 2-3 grand (six months salary) so I bought the 10 year old TR 2 for \$750. At the time it was painted metallic green but the original "split pea soup" color was visible in spots. It is curious that the TR histories do not admit to using this color until much later in production. An uncle who was a mechanic at a dealership claimed that some cars arrived in such ugly colors that the dealer simply repainted them to make them more sellable.



I drove the car to work daily through 1972. Sports cars were popular among young engineers so once a week we would have mini slalom races in the parking lot during lunch. Each participant was expected to provide at least 6 traffic cones for the event. One of us would lay out the course while another would be the timer. A Corvette owner might design the course with three long straight-aways while a Mini owner would make the whole course a series of tight S

turns. The idea was to set your fastest time and then trade cars to prove if it was car or driver. I eventually learned how to use the handbrake to introduce a rear-end slide in order to fool the non-synchro tranny into going into first gear. (New rear axels were still available from BAP in those days).

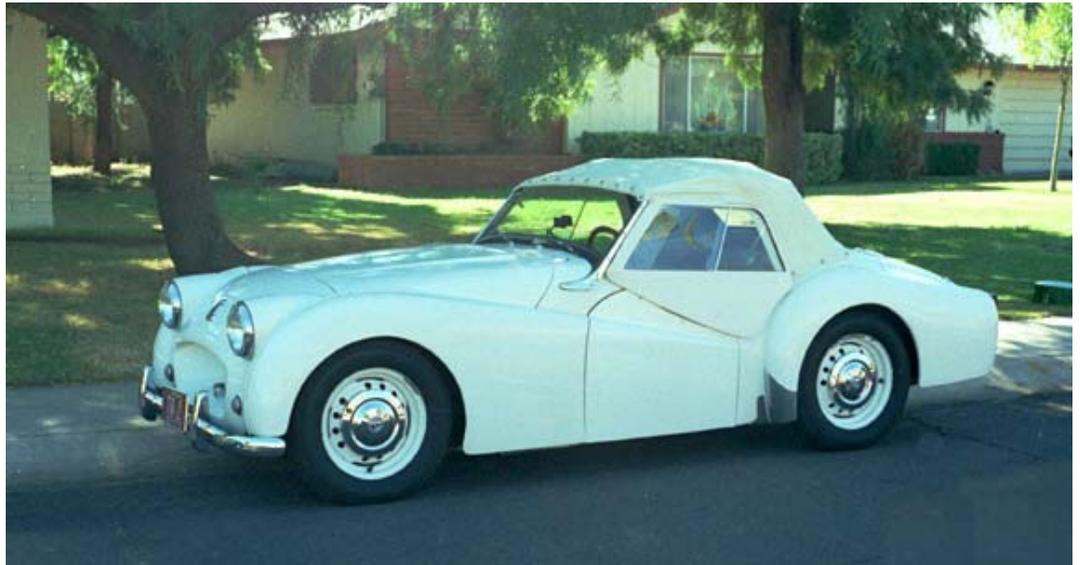
We moved to Arizona in 1973 and my son drove the TR 2 to Scottsdale High and ASU until he could afford something with more sex appeal. His two younger sisters lusted after the TR 2 also but I began to realize that a TR in the hands of a teenager is too maintenance intensive. So the TR just rested in the garage until they were all out of college and had other modes of transportation. Around 1982 I decided to fix the TR 2 up a little. No frame-off, but practically everything else was done. The body was sandblasted to get rid of that ugly green paint and I repainted it GM Passenger Car White because the color is widely available and likely to remain so for my lifetime.

The original steel rims began to crack and I could find no replacements so I got a set of used wire wheels instead. One curious aspect of the TR 2 is that the spare tire well is too small to accept a wire wheel spare. They did not increase the size of the spare tire well until later when wire wheels were offered as an option. The "bonnet" of the first 100 or so cars was made of soft aluminum which tends to dent easily. Especially if your son's high school buddies sit or stand on it. The internal bonnet latches are released by a knob with interconnected cables so precise adjustment is required to get both sides to release at once. If one side does not release, or if the cable breaks you are in deep yogurt! Consider for a moment how you would achieve this precise adjustment

when you can't even see the problem with the bonnet closed! It is easy to see why they put Dzus fasteners on later models.

I should point out that while the TR 2 may be the progenitor of the TR 3/3A/3B, they are totally different animals. There is hardly a single part that interchanges. Many parts such as aluminum rock guards are produced in the after-market for the more common 3A but they simply don't fit a 2! Popular folklore has it that the first few bodies were produced at Mullners for hand assembly to see if everything would fit. As you can see by looking at my TR 2 — they just barely fit!

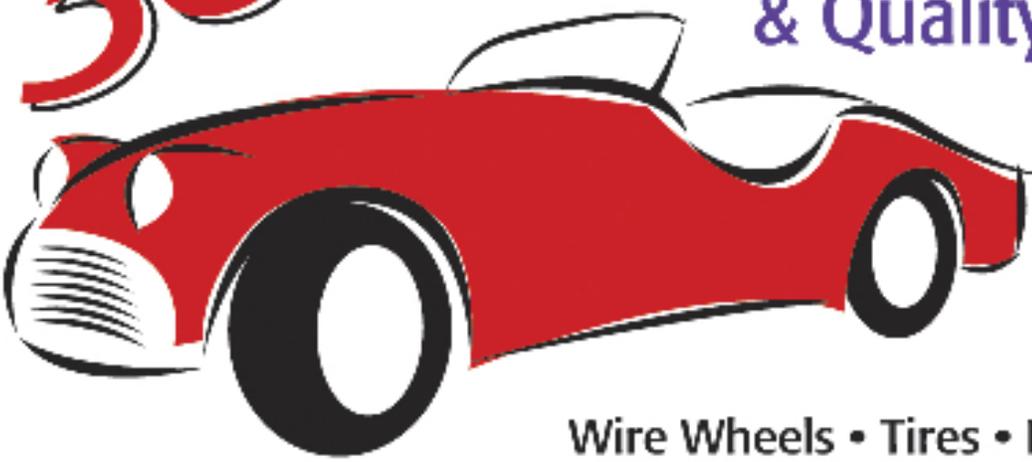
I am unable to drive the TR 2 at the present time because the wind noise drives my hearing aids berserk. I suppose I could turn them



off, but what is the fun in driving a TR if you can't hear that fruity exhaust. I suppose I could also sell it, but it is almost a member of the family and that would cause a mini-revolt amongst my adult children. So it now just rests in my sons' garage in Tempe waiting for my grandsons to reach driving age.

See page 21 for instructions on how to post your own TR Story on the DCTRA Website

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John Reynolds, Treasurer
806 E. Campus
Tempe, AZ 85282

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City: _____ State: _____ ZIP: _____

Phone: _____ Phone: _____

email: _____
(required for newsletter notification)

Auto Info:

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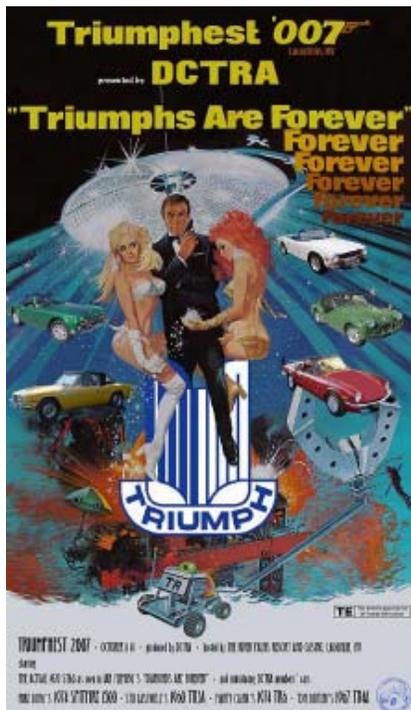
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January 2009 Election Brunch Location

For the past number of years the Annual Election Brunch has been held at the Landmark Restaurant.

Date: Saturday January 17, 2009

Arrival time: 11:00am

Food Service: 11:30am

Menu Options for the Election Brunch

Salad Room = Fresh salad ingredients, assorted hot soups, hot appetizers and other sweet and exotic items. \$20

Beef = Flat-Iron Steak - Ten Ounces of flavorful USDA Choice (served MEDIUM)*. \$22

Chicken = Champagne Chicken - Sautéed Chicken breast accompanied by our popular champagne cream sauce. \$23

The Beef and Chicken entrees include a garden salad with a raspberry vinaigrette, mashed potatoes, a seasonal vegetable. Additionally, all

three entree selections include beverage and dessert (New York Cheesecake)

*Note: Given the "banquet" nature of this event we are only allowed to request that the beef be served at a single temperature. Therefore MEDIUM is chosen to accommodate the widest range as opposed to Rare or Well Done.

Cost shown is per person and is payable to DCTRA.

Like last year an RSVP and Meal Reservation system will be placed on the DCTRA website or can be emailed directly to dave@microworks.net

We have to let the Restaurant know the meal selections by 1/13/09. Any additional attendees that have not RSVPed with the meal selection prior to that date will be limited to the "Salad Room" (or course given the number of selections in there that is not really a limit).

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LUNCH & DINNER HOURS

Lunch - Monday thru Saturday 11-3

Dinner - Monday thru Thursday 3-8 Friday & Saturday 3-9 Sunday 11-7



Post Your TR Story to the Club's Website

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.

http://www.dctra.org/files/How_to_post.pdf

Our Webmaster would be happy to post your info for you if the following seems to complicated. Just email him (dave@microworks.net) with the text you want and a picture if you have one.

Or...

You can follow the instructions below or go to http://www.dctra.org/files/How_to_post.pdf to open/download a PDF document that takes you through the process step-by-step with illustrations.

1. Login
2. Select "Write" from the menu at the top (your account must be upgraded from the initial level when the account was created - if you do not see the "Write" option send an email to [Dave](mailto:dave@microworks.net) to have your account upgraded)
3. Fill in the Title box. For example enter your name: John Q. Public
4. In the Post box fill in a little bit about yourself, your car and how the two of you got together.
5. **DO NOT CHECK** the "Notify everyone (regardless of subscription).

Now to upload your picture(s) to accompany your post...

6. Select the "Browse" button on the right hand side of the field called "File" **See below for some**

advice on photos.

7. This opens the normal Choose File dialog box. Find the file you want to upload. Click on it and then select the "Open" button. If you want give the file a Title and a description.
 8. Press the "Upload" button.
 9. Leave the settings "Show Thumbnail" and "Link File" just like they are.
 10. Now backup in the box where you typed your "Post" place the cursor where you want the picture to be located.
 11. Press the button "Send to editor"
 12. Over on the right hand side in the Categories menu place a check in the "Members Cars" box.
 13. If you want people to be able to comment about your post leave the Comments and Ping boxes checked. Otherwise uncheck them.
 14. Press the "Publish" button
- Now you can "View site" and see your post in the "Members Cars" category!

A Note about posting and uploading your picture in your Member Posting. PLEASE PLEASE PLEASE pay attention to the size of the picture you want to upload. Resize the image so that it is no more than 600 pixels wide. If you do not know how to do that feel free to email the picture to dave@microworks.net and he will resize the image and email it back to you.

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