



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.

February / March 2008

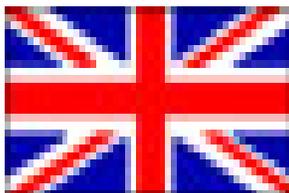
VOL. 29 Issue 2 & 3

PREZ SEZ	1
OFFICERS	2
MINUTES	3
CALENDAR	6
WORK PARTY	9
MEMBERSHIP FORM	11
CRUISE NIGHTS	12
KASTNER CUP	13
Oil is Killing Our Cars coninued	13
TECH ARTICLE	16

NEXT CLUB MEETING:
April 8, 2008
7:00 PM

George & Dragon Pub
4230 South 48th Street

Come Early
Socialize and Network
with other members



THE PREZ SEZ

The holidays are over and we are back to a work a day schedule. I looked at the club it's past activities and outings. We actually did a lot of good things last year. I do feel that we should have a monthly outing for the club other than the Breakfast run. Some excellent ideas have been emailed to me and I forwarded them to Kathy. We can do these and the other offerings. There are upcoming events we can participate in like: BEAT trip, The British Vintage voyage, Wheels of Britain, ABCD car days, Triumphest, weekend night car gatherings. We can drive out to picnics or barbecues before it gets too hot. How about an overnight like Bisbee, or a picnic at world wildlife zoo?

I particularly enjoy the fact this club works on our own cars, we have trailer queen's, show cars, daily drivers, and project cars, and modifications. Each is good in there own right. One particularly interesting project car belongs to Julius Walters; he has been working on it for at least 15 years, a record to be sure. Our members enjoy all facets of the sport. We should do all we can to support these efforts. I sincerely appreciated the members that pitched in and helped with the transmission change in the TR6. The upholstery is also finished and it is back on the road. Herman's conversion is really great. I was surprised at the much better highway speed at lower RPM.

Each of us have talents in different areas, we can hold tech events when some one is going to do something to their car, a transmission change, engine work, upholstery or other.



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Membership

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

Dues are \$18.00 per year

New Members

Paul Bridgnell - 1974 TR6

Lynn Thayer - 1974 TR6.

Michael and Julie Donick - TR6 and
Allard K3

Minutes of the February Meeting

John H opened the meeting about 7:05PM at George & Dragon with about 35 present. Our visitors were Ron Gurney's brother Paul and Garth Gordon (TR3) became a new member.

Minutes were approved as printed.

The Treasurer reported we have lots of money.

The new shipment of Kroil came in; cans will be available for \$8 & \$10 per can, depending on which kind you get.

Speros requested articles for the newsletter PLEASE!

Upcoming events will include Wheels of Britain- March 2, A Unique car show in Presto - April 5&6 & The BEAT - April 19 & 20. Look for details in separate article of upcoming events.

Tech report included Armond talking & showing a finely machined piece of equipment (ask Armond for detailed report) & John H talked about an electric fan he put into his TR6.

Shirley & Phil showed & explained a variety of jackets with our logo the club will be able to order. Ron Gurney will take & place orders for the members. Orders may be paid for with check or cash.



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5 cars participated in the Wickenburg parade & had good weather to enjoy the event.

Ron Gurney told about a display in Mesa @ AZ Museum for Youth featuring THE MUPPETS. Display will close March 9. Cost is \$7 per.

We will be meeting at George & Dragon again next month.

The Bylaws as amended have never been filed with the state. They will be review by the past Presidents & be submitted for filing

Meeting adjourned 8:10PM

Deta Hamps - Secretary

Minutes of the March Meeting

About 22 persons came for our March meeting at the George & Dragon.

First order of business was the Newsletter: Jim Andres, our editor, will be traveling even more on business, and living out of town part time. A new editor will be needed to continue Jim's good work. Any volunteers?

Membership: DCTRA is up to 108 members, Marty Clark said. Not all dues are current – please check to see if you are up to date.

Events: Kathy Nuss passed around a long list of potential events, so that we could check those we would like to attend. She also had a box of regalia left from Triumphest (tee shirts, mugs, picture frames, and hats). Let her know if you want any, at a discount. A list of upcoming events will be e-mailed to members.

Tech Report: Bill Close told about replacing a floor pan in his TR3. Another TR3, Pete Peterson's, broke a spring on the way home from Wheels of Britain. It is in the process of surgery now.

Minutes Continued

Old Business: Ron Gurnee spoke about the club clothing we can order from Stitches He showed polo shirts, denim shirts, and jackets. A full order form will be e-mailed for our convenience, and the total order will be placed after the April meeting.

A committee of six updated our club bylaws. There are only two changes: first, since memberships have always been either individual or dual, both persons in a couple may vote. Secondly, absentee ballots will be allowed. The associate membership, which was never used, was eliminated.

One last order can be made for Triumphest baseball caps, according to Rich Aubert.

New Business: Jim Medland of Delta Motor Sports was hurt in a fall. Also, a thank you card was received from Sandy Close for flowers sent by DCTRA.

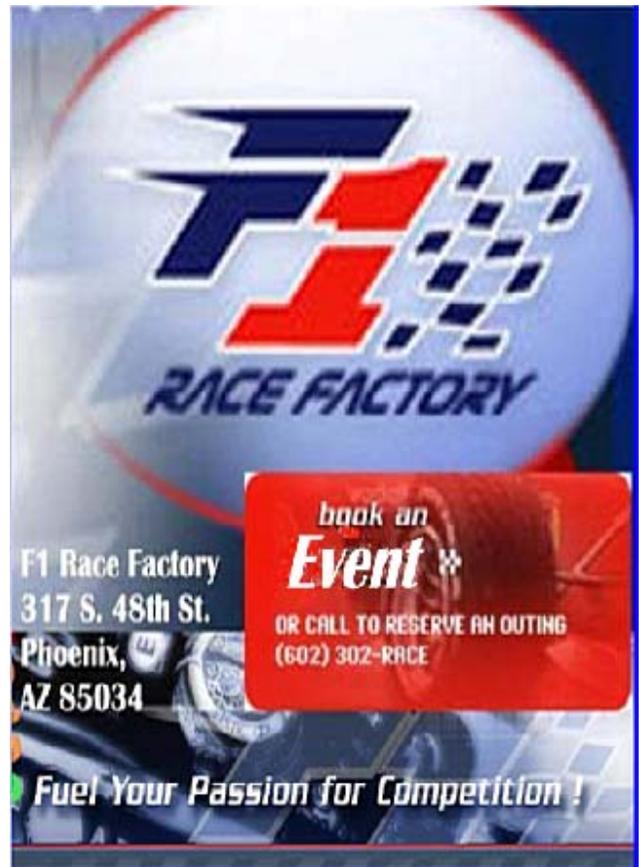
A reminder was given that general comments belong on our club e-mail list. Any comment intended for an individual should be directed to that individual.

Stu Lasswell told about the group of Triumphs and other sports cars that came to drive a group of German students to Tortilla Flats, a drive instigated by Craig Kenyon.

Virgil Cole announced that he had won one of John Horton's TR250/4 shock kits at Triumphest, but he is already using one. If anyone would like to buy it, contact Virgil.

John gave the weather report on the Isle of Wight, which was in the middle of an icy storm. Meeting adjourned 7:40.

Beth Horton, acting secretary



Continued from page 1

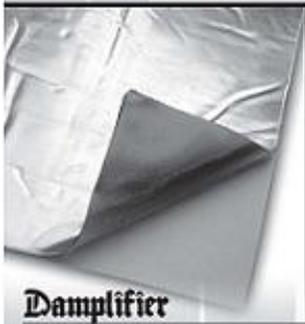
Everyone really enjoyed the valve and carburetor tune secession held by Graham Stretch. I am offering my shop for any of these. We can also do machine or welding work as necessary. If anyone has a project coming up, let us know. We can turn it into tech secession.

We were spoiled by the meeting arrangements at El Zariba shrine. The George & Dragon at 48th street is decent and being English fare fits nicely and suits the bill for now. If anyone has any other place that we could meet please bring it up and we can certainly take a good look. Anything near the center or eastern Phoenix would work.



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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**

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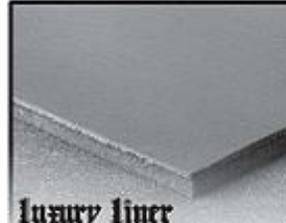


SECONDSKIN SOUND DAMPENING



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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Post Your TR Story

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

Update Your Triumph Membership

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

Calendar of Events

March 30th is the annual Caars against Cancer car show at Joe's Crab Shack on Southern Ave in Tempe, just west of McClintock. For more info call 480-982-9898 or e-mail rf_maher_2@hotmail.com

April 5th is the show part of the 28th Southwest Unique Little Car Meet in Prescott. Even if your car is too big to enter you might like to take a drive up there to see all the strange little vehicles, Isettas, Gogomobiles, Crossleys etc. Call 480-985-2531 or e-mail me for details.

April 6 is the launching of the Copperstate 1000 cars (80 prime collector cars) from Tempe Diablo Stadium. Doors open at 8 a.m., through 2 p.m. The annual "Field Of Dreams" event also includes a showcase of 20+ unbelievable vintage racecars from the '30s through the '70s, along with a collector car display of 200+ vehicles. Copperstate cars launch via a Mille Miglia-type start beginning at 10 a.m. \$10 general admission, children under 12 free

April 8: DCTRA meeting at George and the Dragon at 7:00

April 13th the AZ MG Club has agreed to arrange a breakfast drive. Meet as usual at 32nd & Shea at 7:30 for an 8:00 send off.

April 19 & 20: British Euro Auto Tour

April 25-27th is the 17th Annual British Car Days in Las Cruces, NM. If you have never been this show is well worth the drive. Entry forms available on the British Car Club of Southern NM website www.zianet.com/bmcsnm



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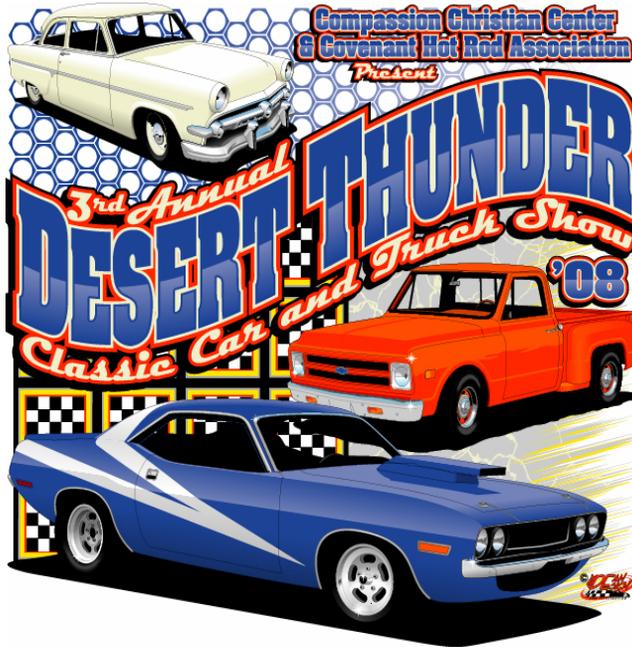
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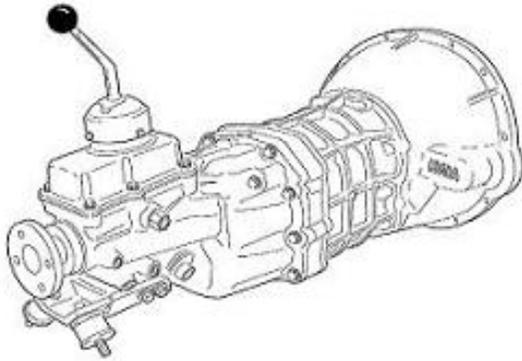
Saturday, March 29, 2008
Compassion Christian Center
(formerly Life Changers Community Church)
7420 E. Main Street, Mesa (1/2 mile east of Power)
Registration 8—10 am, Show 10 am—3 pm

REGISTRATION FORM

Name _____ Phone # _____
 Address _____ City _____ State _____ Zip _____
 E-mail _____
 Vehicle: Year _____ Make _____ Model _____
 List Any Modifications _____
 Check all that apply: All Original Under Construction I'm 21 or younger Vendor
 Non-Food Vendors: Type of booth _____ # of spaces needed _____
 Registration: \$25 before March 24, \$30 after March 24, \$25 per vendor space (10x10)
 Registration includes t-shirt, dash plaque, and goody bag Shirt size: M L XL XXL
 Make Checks payable to: Compassion Christian Center
 Registration is non-refundable
 Mail to: PO Box 13039, Mesa, AZ 85216 More info: (480) 835-5600 or teens@lifehere.org

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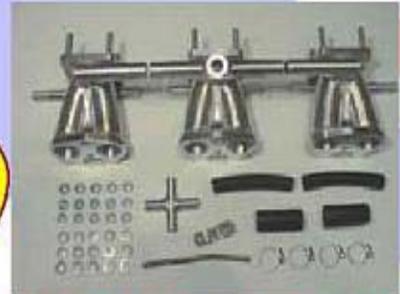
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Work Party

Dave Riddle's TR3

Saturday morning, 3/22/08, Work Party to take the nose and fenders off the car (big thank you to Bill Close, Jim Hughes, Gene Glenn, Cliff Philpot, John Horton, John and Matt Reynolds, John Heisser and Speros Andres!)



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The Roadster Factory

Participants, Triumphest 2007...

The Roadster Factory Will Attend Triumphest With A Selection Of Parts For Sale

Please Take Time to Meet John Swauger and Chuck Roser of TRF's Sales Department...

I am not able to attend Triumphest this year myself because of my heavy work load, four days each week for The Roadster Factory and three days each week for The Coventry Inn. I will miss seeing my friends at Triumphest very much, but completing my work is critical for the continuing success of my two inter-related businesses.

Although I am not attending Triumphest this year, I am still very much the voice of The Roadster Factory. I communicate each week personally with everyone who subscribes to my e-mail newsletter. I would appreciate it if you would try a subscription. Just follow the instructions on our home page. My weekly e-mails offer a large number of parts at web special prices, and there are amazing deals every weekend. Discounts, Half-Price Parts, Special Shipping Rates, and Much More. I spend one or two days each week in working up the listings for special deals offered in my newsletter. I also keep you up-to-date on new parts and other news from TRF. If you want



to unsubscribe at any time, it can be done very easily, also by following the instructions on our home page.

Thanks to all Triumphest participants who deal regularly with The Roadster Factory. The members of The West Coast Clubs, constitute one of the most active segments of our customer base. This is clear from the number of orders received, the value of orders shipped, and the number of TRF Car Club Members and TRF Investors who live on the West Coast.

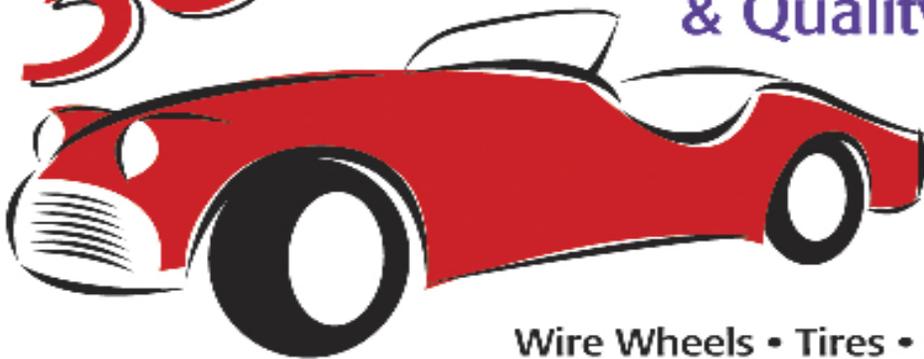
I hope you have a great time at Triumphest, and you may be sure that I am thinking of you this weekend.

Your friend,
Charles A. Runyan
"The Guvnor"

P.S. I'm sending along a load of "TRIUMPH... Glory Still Exists" bumper stickers. John Swauger will have one for you to keep for old times sake. —C.A.R.

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MEMBERSHIP



DCTRA 2007 Membership Application & Renewal Form

Please print and return completed form to:
John Reynolds, Treasurer
806 E. Campus
Tempe, AZ 85282

Member Info:

Name: _____

Address: _____

City: _____ State: _____ ZIP: _____

Phone: _____ Phone: _____

email: _____
(required for newsletter notification)

Auto Info:

Make: _____ Model: _____ Commission #: _____

Make: _____ Model: _____ Commission #: _____

Make: _____ Model: _____ Commission #: _____

Length of Membership

One Year
\$18.00

Two Years
\$34.00

Three Years
\$50.00

I would like to Receive the Newsletter via:

Email
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Comments/Suggestions:

Form may be returned to John Reynolds,
Treasurer, 806 E. Campus, Tempe, AZ 85282

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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



Classic Motorsports Magazine presents The Kastner Cup

The Friends Of Triumph, the nationwide group of Triumph racers and

race fans, is assembling Triumph cars from around the world to showcase the marque at the SVRA Zippo Grand Prix at Watkins Glen this September 4-7 2008.

The highlight of this event is the presentation of the Kastner Cup by Kas

Kastner and Classic Motorsports magazine and Moss Motors to the

Triumph racer who best embodies the spirit of the marque and the event.

Legendary Triumph tuner, racer and head of the competition department, Kas

Kastner will be on hand to assist racers and meet and talk to fans of the marque.

Many significant Triumph cars are already scheduled to appear including the famous Group 44 factory race cars and the first Triumph TR ever made, TS01, a 1952 Triumph TR2.

Triumph clubs from all over the globe are organizing to attend this event, which is the largest vintage race weekend in the east.

The Western Pennsylvania Triumph Club is organizing hospitality and the car corral area for Triumph enthusiasts.

As part of this amazing weekend of vintage and historic racing, the downtown merchants association of Watkins Glen puts on a street festival and racers are allowed to run the old street circuit through the town.

This festival has also named Triumph the featured marque for the weekend.

All fans of the Triumph marque and other classic sports and race cars will want to make sure to put this event on their calendar.

Classic Motorsports, now in its 20th year of publication, is the hands-on magazine for the classic sports car enthusiast who appreciates the past but lives in the present.

Anyone interested in obtaining a free sample of Classic Motorsports can request one through our Web site, www.ClassicMotorsports.net.

For quicker service, please call the magazine's offices at (800) 520-8292.

For more information go to www.ClassicMotorsports.net or contact Tim Baxter

at baxter@grassrootsmotorsports.com

Oil is Killing Our Cars Continued...

"If you're currently putting mileage on your classic vehicle and using the latest API grade SM oil, you are almost certainly doing irreversible damage to your engine."

William C. Anderson, 'New Oils and Old Cars', Old Cars Weekly 48

In November 2006, I published the first of the "Oil is Killing Our Cars" articles and virtually all major engine builders and camshaft manufacturers are now admitting that we were right in condemning the new oils. These oils were causing at least 75% of cam failures! (American Engine Rebuilder's Association, pg. 8, Jan-Mar 2008). Now with everyone

admitting the problem, solutions are surfacing.

What's this all about? In the middle 1970's catalytic converters (cats) became mandatory on most cars. By the middle of the 1980's it was noted that cats had a limited lifetime. With the addition of computer controlled fuel delivery, oxygen sensors were introduced into the exhaust system. Soon after this it was noted that one of the Extreme Pressure (EP) components of oil, ZDDP (Zink-Dialkyl-Dithio-Phosphate), caused deterioration of the oxygen sensors and cats. The auto manufacturers started to redesign engines so that they didn't need much of this additive and by 2005 all major oil manufacturers started to reduce ZDDP in their oils with the goal of meeting at least "SM" classification. Most engines produced before 1980 were of the flat tappet design that were designed around and had to have ZDDP. As the "old" engines use only a small percentage of the total lubrication oil consumed today, the removal of ZDDP did not affect the majority of the oil market. Of the 500 million registered cars in the U.S. only 10 million are older than 1988 (2%). Most well known companies therefore choose not to help people who own older cars, especially those with flat tappets. Those that are acknowledging our needs are limiting what is available and even what they offer may not be sufficient. The bottom line here is that if you are not using a lubricating oil with at least the necessary amount of ZDDP your car was designed to use (flat tappet design or high performance hot rod) you are damaging your engine.

Here's the number we need: Around 1,600 Ppm. with 2,000 ppm being about the highest concentration of ZDDP (Zink-Dialkyl-Dithio-Phosphate), a minimum of around 1,300 ppm. Most of today's oils have reduced this chemical to near 650 (400 to 800) ppm and in most cases it seems their goal is to reduce it further! Another point: Zinc and/or Phosphate do not equate to protecting our engines.

ZDDP is the compound that protects our engines. Don't accept oils or additives that claim to have what we need if they give just zinc and/or phosphate numbers.

Differing ZDDP compounds have different temperature tolerance, read the manufacturer's literature!

There seem to be only two major North American oil companies producing products for us and they are Castrol (Syntec 20W-50 in the black bottle with "Recommended for Classic Cars" on the back) and Valvoline (VR-1 20W-50). Joe Gibbs Racing Oil is now producing street oils that seem good for our engines and distribution of this product is just starting in North America. Red Line Oil, a smaller manufacturer on the West Coast, is available at many racing shops, with 10W-40. Eastern States seem to be able to find Brad Penn Oil, Swepco and Hi-Z. Penrite Oil in Australia.

Now comes The News! Companies are now producing ZDDP additives that can be added to any oil! Rather than try to find oils that protect our cars, you can now add a prescribed amount of one of these additives to your oil of choice. The more concentrated the additive the better. Be aware that the larger the dose of additive required to reach 1,600 ppm, the "carrier" in the additive will probably dilute your oil and reduce the oil's designed lubrication abilities.

First to come to market was a product called "ZddPlus". Kirban Performance, the manufacturer, has a web site www.ZddPlus.com that expands on what we have been learning over the last year and their approach to solving our problem. They are seemingly careful not to suggest any brand of oil and claim their product should be compatible with any company's products. There is no new information on this web site but it answers many questions. They market directly on-line or through dealers.

The second product is “Cam-Shield”. A person that has been in the lubrication business for many years has developed this product and is a very experienced lubrication formulator for some of the largest racing programs from road racing to off-road. This product is very concentrated so it does not dilute your base oil. It comes in a bottle that has a built-in measuring device so that you can accurately dispense the product based on how much oil you put in. This company markets through local dealers, distributors and on-line www.Cam-Shield.com. This company also does not suggest any single brand of oil.

Other products that contain ZDDP are EOS, Torco, Crane, CompCam and STP. These are not specifically formulated for our cars and have limited use. Some are specifically to be used only during break-in. There may be others.

So we have a final answer! We can now know, by adding the ZDDP that was mandated out of most oil, that we are not internally wearing away our engines at an accelerated rate by restoring the ZDDP that our engines were designed around.

I want to acknowledge and thank the companies, large and small, and the individual people who have written and called me with input on this subject from all over the world. Many were aware of this problem even before my first article was published. All these inputs are used and are appreciated.

WHAT OILS ARE BEST FOR OUR CARS?

What oil to use with the additive I don't think is a question that has a definitive answer. Most oils are similar enough that there aren't great differences in the oils manufactured by quality companies. I'll share what I have learned, especially over the last years. By going into any auto supply store you can see, by the fact

that there are lots of different brands and types of oils, that there isn't one answer.

Synthetic, blend, or dinosaur juice? It seems that the quality of all the lubricants may well exceed anything most enthusiasts would ever need. Synthetics are the best; many people, including some manufacturers, will admit that conventional oils are adequate in most applications. One manufacturer admitted to me that all their products were similar, just marketing and some modifications to additives got higher prices and sold more products.

If your car's owner's manual recommends a single weight oil and/or non-detergent, what should you do? Great improvements in oil since your car was manufactured make those old recommendations no longer valid. One exception: If you have been running a non-detergent oil it might be advisable to stay with what you have been using until a new engine is built.

Engine manufacturers realized in the early 1970's that the new multi-grade oils were superior and completely dropped recommending single grade oils.

I recommend using the grade of oil recommended during the last production dates of your engine if it includes a multi-grade. Lighter weight oils get more horsepower to the wheels and if properly used can increase engine life. The rule we use is that the oil pressure should be 10 Psi for each 1,000 Rpm of redline. i.e.: If the redline of your engine is 6,000 Rpm you should have 60 Psi, 50 Psi with a redline of 5,000, etc. If these numbers cannot be reached using a 20W-50 it probably is time for a new set of bearings.

If anything changes in the future I'll put out new data. Now with the new additives and some new oils we have products that will keep our engines purring like they were designed to do! Just remember to have

Tech Article

Trail-Braking

Public roads offer a perfect venue to learn the “feel” of trail-braking, as you can develop the smooth footwork that’s required for this technique by gently lifting off the brake pedal while turning in at slow speeds.

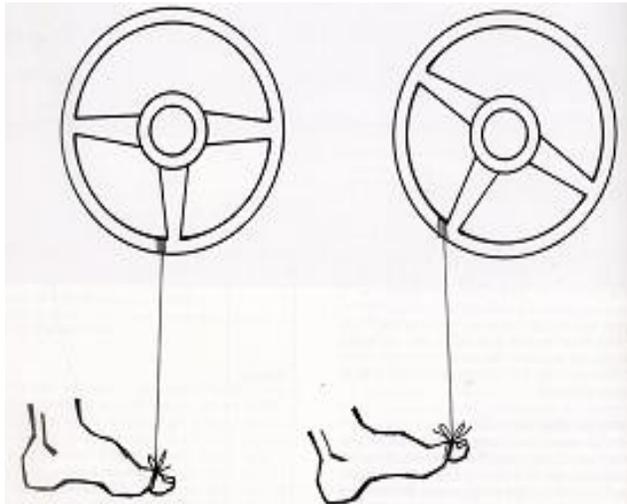
Freeway on-ramps and off-ramps are great places for this.

Work on coordinating your brake release with turning input. Only release as much as you are

When driving on a track at or near the limit of adhesion (how much grip your tires have), too much brake release results in oversteer, while not enough brake release can cause the front tires to understeer.

Obviously, the best place to practice trail-braking is at the track (while entering corners with plenty of run-off and no traffic around), but if you lack the “feel” of the maneuver, the learning curve is very steep.

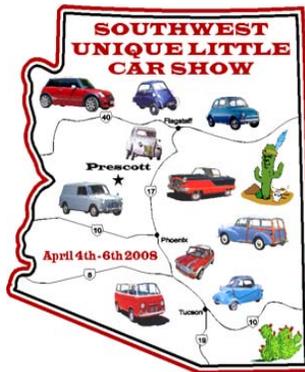
Start at slow speeds and build up safely while below the limit.



willing to turn. Only turn as much as you are willing to release.

The relationship between steering input and brake release (even throttle) needs to be directly proportional.

I call this “string theory” in that you imagine that there is a string tied to the bottom of the steering that is connected to your big toe. If you turn the wheel that string will pull your foot off the pedal and if you push your foot down on the pedal it will in turn straighten the steering wheel.



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There are many other attractions in Prescott. Lots of quaint shops surrounding the Courthouse Square offer everything from ice cream and pizza to Birkenstocks and antiques. There are lakes for fishing and boating, a Zoo, golf courses and tennis courts, a roller skating rink and a bowling alley so there is plenty to keep everybody amused.

The average temperature in Prescott in April is upper 50s during the day, dropping at night so come prepared with jackets and sweatshirts.

Our headquarters Hotel will be the America's Best Value Motel where we have arranged a special rate of \$69.99 per night + tax. You must call 928-776-1282 and mention the Unique Little Car Meet to obtain this rate.

We are arranging all the usual features, the show itself we are opening to all unique vehicles at the owners discretion. If you feel you have something Little and Unique by all means bring it. The number of show awards and the classes will depend at the pre-registration figures so gather the fellow owners of your car's family together and register early.

The entry form will be available soon and if you have an email address we would appreciate a message from you and we will send the form that way.

Before long there will a special SWULCM web page so please be patient and keep checking www.azminiowners.com

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with a Birthday Party as a highlight of Triumphest 2008, October 2-5
at the Horizon Casino & Resort, South Lake Tahoe, Nevada**

Triumphest will begin with a dinner cruise Thursday evening on the M.S. Dixie paddlewheel boat, cruising Lake Tahoe and Emerald Bay. Events such as the Autocross, FUNkhana, Tech Session and FUNcours will be held on site. The Friday Driving Tour will take in some of Lake Tahoe and the surrounding area's beautiful Autumn colors.

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

The event will conclude with a group photo Sunday morning.

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

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