



Triumph TRumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA
PROMOTING TRIUMPHS AROUND THE WORLD WITH OUR
SISTER CLUB,
THE ISLE OF WIGHT TRIUMPH CLUB, U.K

JULY 2005 VOL. 26 Issue 7

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COMING EVENTS

CLUB MEETING:
JULY 12 - 7:00 PM
EL ZARIBA SHRINE
552 NORTH 40th STREET
COME EARLY -
HAVE DINNER -
SUPPORT OUR
BENEFACTORS!

Breakfast Run
July 17th

VTR 2005
A Time for Triumphs
July 26th - 29th



The 2005 TRA National Meet

Text and photos by Stu Lasswell



Now that we are safely back in the "Valley of the Sun," I suppose I can say that we had a wonderful vacation/road trip to the National Meet of the Triumph Register of America in Branson, MO. We (Debbie and Stu Lasswell) and the Truttmans (John and Lila) headed east on Monday morning (6/20) with no real plan except to arrive in Branson by Wednesday. Debbie and I chose to head out sans top and side-curtains, and by the end of the first day, we realized that this was not really such a great idea! After a night in a cheap motel in Santa Rosa, N.M. we headed out (top up!) Tuesday toward the Texas border in the hopes of reaching central Oklahoma before stopping. I discovered that a non-overdrive TR-3 with low profile tires and an open exhaust does not really make a great freeway cruiser, especially when compared to John's Toyota 5-speed equipped TR-6! John graciously kept his rpm's down to around 2500, whereas I was running 3700+ to keep up! Nonetheless, the cars seemed to be running trouble free... at least until we reached Tulsa. The Truttman's TR-6 was making an unpleasant sound which we diagnosed to be the water pump... so we all settled in that night anticipating a frantic morning trying to find the part and making repairs in the hotel parking lot. Come morning, clearer heads prevailed, and upon closer inspection it turned out only to be the

(TRA 2005, continued on page 6.)



CLUB OFFICERS

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Meetings are held on the Second Tuesday of each month. (Including January.)

Dues are \$18.00 per year

For membership information, contact Marty Clark at 480-962-7848

Permission to reproduce anything in this newsletter is granted provided proper credit is given.

CONTRIBUTORS

We would like to encourage every member to help with newsletter submissions, we welcome all TR stories, articles, and photos. A Best Regards and thank you to the following Contributors and Advertisers who supported our July newsletter:

Rich & Diane Aubert, Philip & Shirley Blahak, Delta Motorsports, F1 Race Factory, Ron Gurnee, Deta Hampsch, Beth & John Horton, Import Car Parts, Stu Lasswell, MicroWorks Computer Networking and Maintenance, Moss Motors, Ltd., Thomas Nicoud, John & Kathy Nuss, Tom Pennell, The Phoenix Flower Shop, Dave Reynolds, Dave Riddle, Pamela Rineholt, The Roadster Factory, Ken Schmidt, Roy Stoney, Arthur Wallis and anyone else we missed.

THE PREZ SEZ

Happy Independence Day! Our June meeting was quite interesting. In the true spirit of what makes our country and our Club great, reasonable men agreed to disagree without being disagreeable. We went from not wanting By-Laws to pulling together and creating a set of By-Laws that will serve the Club.



At the upcoming July meeting (the 12th) we will have a speaker from Anglo-American Road Racing, invited by John Horton, who will talk about high-performance parts for our Triumphs. This should be quite interesting. Because we will have a guest speaker making a presentation, and because the month of June has come and gone so quickly, your president did not have time to incorporate all the By-Laws changes that came out of the June meeting. I will have them available at the August meeting and ready to be e-mailed to the membership.

One very important note, we need to pull together as a Club and make our voices heard at ADEQ's public hearing scheduled for early August on the State Implementation Plan (SIP) Revision to the collector car emissions test exclusion. Therefore, at our July meeting John Horton will speak to this issue and I also will provide input on the strategy we should take at the hearing, namely, we want to have as many people attend and prepare to speak. We want to make sure that environmental groups are in the minority at this hearing.

That's all for now. See you at the July meeting on the 12th at El Zaribah. Enjoy the holiday and the fireworks and try to keep cool!

Rich

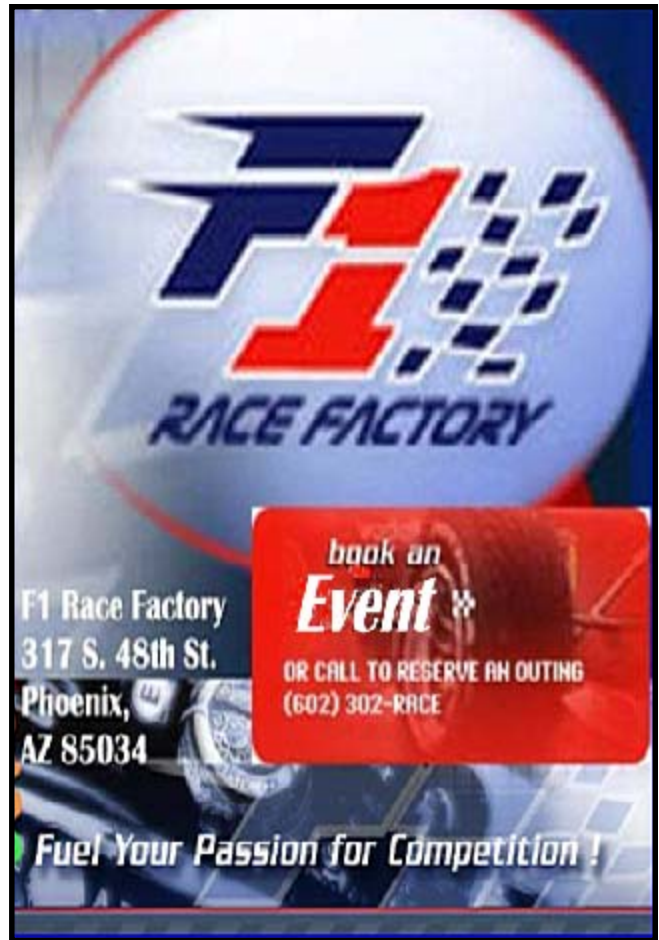
MINUTES OF THE JUNE MEETING

The meeting opened at 7:10 p.m. at the El Zaribah Shrine. We had about 25 present with an old member returning. Welcome back John Mihalka, owner of a Java green TR6. Rich & Diane Aubert had a guest, their nephew, Jim from Wisconsin - welcome. Minutes were approved as printed. The treasurer said, "We have money." Anyone needing name tags should let Ron Gurney know and pre-pay the amount of \$5.00. They come either with pins or magnets. The acting newsletter editor said thanks for everyone getting all the information in early. Stu, our events planner, gave a list of coming events, details to be seen elsewhere in this newsletter. He said that two cars went to the event in Prescott. There was a nice turn out for the tea & crumpets with a variety of British cars coming out. The breakfast run was on a beautiful day, and ended up in Cave Creek.

In old business, John Horton updated us on the emissions bill. It seems that we are now being told there have to be public meetings held by the EPA before this will officially pass. John will keep us posted with updates on e-mail. When Rich presented the by-laws, Virgil Cole spoke at length about the changes that needed to be made as currently presented. Many suggestions were made by many people, and the by-laws were gone over section by section. The revised by-laws will be printed online for viewing, and the final vote will be held next month.

It was decided we will have a post office box as a permanent address. We will be hosting Triumphfest in 2007, and need to begin selecting a place to hold it. We will look into the possibility of hosting a VTR convention in the future. John Horton and Julius contributed to Tech Talk. The meeting adjourned at 8:50 p.m.

Deta



Letter To the Editor

"Thank you all so very much for your continued support of "Max's Market" and the children at Phoenix Children's Hospital. Please know your kindness helped ease the pain of many of those who had the misfortune of spending Memorial Day in the hospital.

Our gratitude,
Patricia and Family,
"Max's Market".



TECH TALK

Add a Hardtop

By Art Wallis

As I sit here bringing my thoughts together about our topic for this issue, I am listening to talk on NPR about our founding fathers; George Washington and his brave crossing of the Delaware in the teeth of wintry gales and ice, marching at night nine miles to Trenton to best the Hessians. Undoubtedly, it was weather like this that brought out so many aftermarket suppliers of parts for our LBCs to develop hardtop replacements for our normally draughty and leaky soft-tops. Currently I have a fibreglass hardtop, gently rounded like the dometop of an eggshell to fit my TR3 thus bringing comfort to the interior of this vehicle despite the doors having only side-curtains.

I can appreciate the comfort that can be obtained by having a weatherproof covering on a roadster. Years ago I owned a Jaguar XK 140 MC roadster that I had to commandeer to go to

work at Washington, D.C.'s Union Station when my Ford blew a waterpump before leaving the yard. That evening on the way home, it rained cats and dogs and water poured into this hapless vehicle from every possible orifice in its shell. I arrived home drenched from head to toe.

I ran across an article in the March, 2004 issue of Classic & Sports Car magazine discussing aftermarket hardtop refits for sportscars from 1919 to the 1970s. Credit must be given to Jon Pressnell, who provided a fascinating pictorial history for "putting a lid on it".

Many of these early tops were constructed of aluminum skin over ash wooden framework to enclose touring cars as well as roadsters. Later, tops in the forties and fifties were aluminum skinned topped with leather-like cloth over an ash framework. Several designs were developed that gave the roadsters more visibility than their contemporary softtop forms.

Firms such as Lenham, GBG Accessories, Ashley and Fibrepair offered streamlined tops that not only gave more glass surface to the top, but larger trunk space by extending the top line from windshield to rear tail lights.

JIM MEDLAND, President
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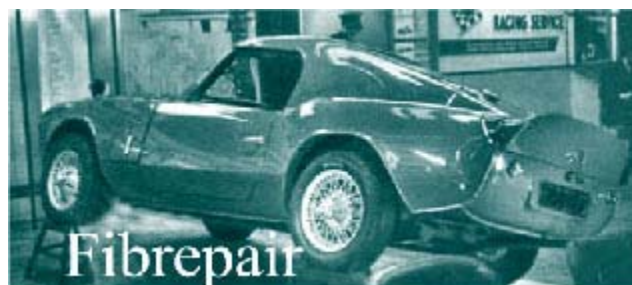
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In 1964, the firm of Fibrepair sold a neat looking GT fastback top for Triumph Spitfires. Note the sweptline rear deck edge similar to Aston-Martins of the time.



(Tech Talk, continued on page 7.)

CLUB MEMBERS AND THEIR LITTLE BRITISH CARS

From Beretta to TR6 in One Easy Lesson

by Pam Rineholt

Excuse us for a moment Guys...

Now, Ladies, what do would you do if your husband gave you a choice between buying a 4-cylinder '96 Beretta and a sweet '71 TR6? Well, this gal didn't fall off the turnip truck yesterday, and truth is, I ended up with both. OK, it's only because Clay's a perfectionist, and he couldn't stand the thought of the TR6 in a parking lot, but still...

Come on back now, Guys!



Back in 2003, I was given a choice, and I chose the 1949 TR2000 Roadster. That story is back in the August 2003 issue. Little did I think I'd ever have a second chance at the racy little green TR6 that was in the showroom when we bought the Roadster. When I was contemplating retirement and looking for the next job, we knew I'd need a transportation car; that one-ton truck needs it's own gas supply line! The idea was I would drive the TR6.


Then Clay decided Art and I should make a few improvements to it for Triumphfest, and we'd all drive up to Lake Tahoe — maybe caravan with the truck, or maybe find Art a ride with someone driving alone. Four months and I don't even want to know how many dollars later, the TR6 had a new coat of paint, inside and out. Every part that could be powder coated had been. Those parts that could be jet-hot-dipped were. All the hoses were original green, the tool kit was as

complete as possible, the carpets had been lined, and the hood had been replaced — twice. There was a new set of wheels with Michelin redlines; the old set with radials was set aside for road wear. If Moss, Roadster Factory or Rimmer Brothers sells it, we probably bought it. Oh, yes, and I was driving a Beretta to work.

The plan was for Clay to fly in to Phoenix, he and Art would drive the TR6 to Tahoe, caravanning with other Club cars starting out on Wednesday, and I would fly up on Friday after work. I was driving the Beretta to the airport when it broke down. By the time Clay and Art got the trailer cleaned out and went to pick up the Beretta, it had been trashed by vandals. We eventually loaded the TR6 up and started the drive to Tahoe. Even though I had worked all day, the guys had been working on the car all night, so I was still the freshest driver aboard, and tried to drive as much as I could to give them a chance to sleep. We pulled into the Triumphfest parking lot about 8:30 Saturday morning, managed to get the TR6 in the line-up for Concours, and brought home a Gold, despite the missing cubby lid — ask Art about that one!

Then there was the near car-be-cue at the October Economy Run! Somehow or other, Art managed to get that straightened out well enough for us to drive the TR6 to Mesa for the Highland Games, and a couple of weeks later to Phoenix in March for the Wheels of Britain. Wonder of wonders, I almost fell over when Shirley called my name for First in Class for the TR6 class that hot afternoon. It really had been worth standing out in the heat all day! I even got the TR6 back home, but it was nip and tuck. Then I had to convince Art that, yes indeed, there was something wrong and, no we weren't going out again until it was fixed — again.

So, now it's all fixed up, passed emissions, and sitting in the trailer, waiting for weather that won't fry an egg on the bonnet! Somewhere along the line, Art said we should name the TR6; I suggested Penelope; he said that was good, since we've spent a pretty "Penny" on her! We do love our LBCs, don't we!



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(TRA 2005, continued from page 1.)

alternator cooling fan spinning on the shaft... not good, certainly, but not anything needing immediate attention. So, off we went on the final leg of our trek to Branson.



Thursday morning Debbie and I rose early to make the 7:00 Breakfast Run, and it was a pleasant day indeed. After breakfast, a small group of us headed south into Arkansas to a little Victorian town called Eureka Springs, and after a day of sightseeing followed by dinner, the drive back barely got us into town by dusk! The next day started the same way, and once again we enjoyed a day of driving some of the finest "sports car" roads I've ever experienced... never a straight line, winding around through such verdant scenery, trees often hiding the sky, through green fields, by and over beautiful lakes... just Triumph Heaven!



Later, after a welcome dinner and an auction of some new and used car "stuff", there was the Lucas Olympics. This consisted of teams of four competing in events such as a fanbelt toss, spark plug removal relay, tossing wiper motors into tires...you get the idea. While Debbie and I took in the scenery that day, John and Lila participated in the Poker Rally. All in all, a busy but enjoyable day. Saturday was to be the day of

serious competition.



Saturday morning was the judged car show, with both a Concours and "Participant's Choice" show. Our cars were in the latter group. After these events, I took off to enter the Autocross event, staged in a business complex rather than the usual large parking lot. This meant that we drove down some fairly narrow roads, around buildings and warehouses, with some minor changes in elevation. Even 'round curbs with haybales as barriers, like the old days. It was decided that the course, as initially layed out, was too fast, and chicanes were placed in some of the straights to slow us down! Alas, time constraints permitted only two runs per entrant so we never really got the chance to get a real handle on the course. It was fun, though!



Saturday evening's closing Banquet was very nice, with a nice "slideshow" of photos from the week's events on the screen behind the podium. We acquitted ourselves well, I must say, upholding the honor of our club with several awards. We got a plaque for "Longest Distance Traveled" (1,386 mi.), 3rd Place TR-3 in the

(TRA 2005, continued on page 7.)

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(TRA 2005, continued from page 6.)

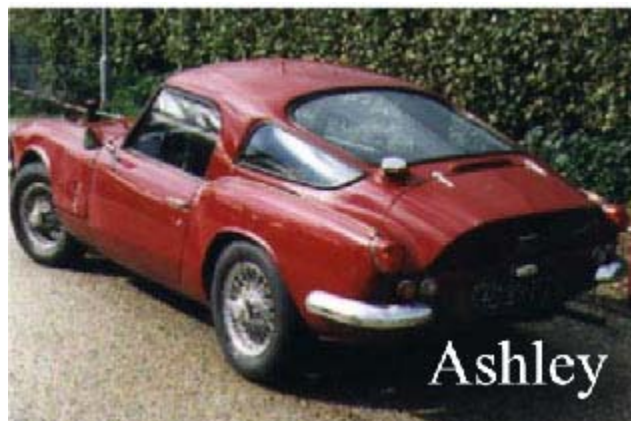
show, 2nd in class in the autocross, and a "silver medal" in the Lucas Olympics! Not a bad haul, I think!

Sunday morning Debbie and I headed for home while John and Lila stayed in the Ozarks a bit longer, but both cars made it home without any further excitement. Now that we've done a long haul like that, that "little" run over to San Diego for Triumphfest in October will seem like a pleasant jaunt! We're looking forward to the next "road trip!"



(Tech Talk, continued from page 4.)

Lenham offered a fastback top for the Spitfire as well, but it had a chunky and angular style to its design. It had a large glass rear window but a small boot opening.



Ashley also offered a GT style top for the Spitfire similar in shape to that offered by Fibrepair, but with a more extensive backsweep to the bootlid. Though it had quarterpanel sidelights, they were high on the flanks and must have had terrible rear vision from inside.



July

Hi everyone,

As an update of what is happening locally for those of you without internet access...

Sat 9th - Sun 10th

Triumph Sports Six Club International Weekend - Stafford. Autojumble, concours, trade stands, camping, entertainment and much more. Tel TSSC HQ 01858 434424 for more info

Tue 12th **VHVC Club meeting** - At the Riverside Centre, Newport from 8pm

Sat 16th **Rookley Village Show** - from midday £1 admission. Arena events and sideshows. Tel 01983 721445 for more info.

Sat 16th - Sun 17th

Triumph Razoredge Owners Club 30th Anniversary - Annual Rally.

Mon 18th

IW Triumph Club meeting - All Triumph owners / enthusiasts welcome, the *free* club catering for all clubs! At the Woodman Arms, Wootton from 8 pm.

Fri 22nd - Sun 24th

TR Register International Weekend - Malvern. Tel 01235 818866 for more info.

Sat 23rd - Sun 24th

Isle of Wight County Show - A country show, animals, exhibits, competitions, gardening, horse show, games, rides etc. Tel IW Horticultural Association for more info 614634 . Passes are very limited.

Sat 30th - Sun 31st

Sandown Airport Airshow - More details to follow.

Angela & Graham
Isle of Wight Triumph Club

END OF THE WAR - 60TH ANNIVERSARY - AIRSHOW



In celebration of the 60th Anniversary of the end of World War II, vintage aircraft from both the European and Pacific operational theatres will take part in a spectacular two-day display of 1940's airpower - even bigger than the 2004 D-Day Air show, which attracted more than 9000 people.

Classic warbirds, including Spitfires, Hurricanes, Mustangs, ME109, BE17, Helicat, Wildcat and many others, will share the show with aerobatic display teams and fun activities for all the family.

The End of the War Show - Sandown Summer Air Show with displays by **The Army Air Corps Helicopter Display Team, The Blue Eagles and the Royal Air Force Parachute Display Team, The Falcons** Fantastic War Bird display, Vintage Cars, Military Vehicles celebrating the 60th Anniversary of the end of World War 2. Isle of Wight Airport, Sandown, Isle of Wight, UK.



Calendar of Events

July 12th — DCTRA Meeting Dinner at 6:00, meeting at 7:00 p.m. at El Zariba Shrine, 552 North 40th Street, Phoenix.

July 17th — Breakfast Run, 32nd & Shea, Meet 7 a.m., Leave 7:30 a.m. Note summer hours.

July 26th - 29th — A Time for Triumphs - VTR 2005 - Rockford, IL. The Illinois Sports Owners Association is proud to be your host for the 2005 Vintage Triumph Register National Convention. ISOA is focused on providing good-spirited competition and fun-filled events for all participants. While Concours and Participants' Choice are a major part of the convention, we encourage all Triumph enthusiasts to bring their Triumph to Rockford - in any condition. Four beautiful days in early summer were chosen to give you more travel options. Rockford is Illinois' third largest city. Located along the Rock River in north-central Illinois, it has many big city amenities without having to try to cover up big city hassles. Interesting and uncongested local roads are perfect for tours, rallyes, and fun. The nearby interstate highway system puts Rockford within a two day drive for over two thirds of the U.S. and Canada. Rockford is also accessible by air (via Chicago O'Hare Airport or Northwest Chicagoland International Airport at Rockford) for those who choose not to drive. Convention Headquarters will be the Clock Tower Resort and Conference Center. The facility has been the host of many past car conventions with great success. The resort has restaurants, shops, and many recreation facilities. It promises to be a great place for families, with lots to do in the general area. Featured models for the 2005

VTR National Convention are the Stag and TR3 as we celebrate their 35th and 50th anniversaries, respectively. The Triumph Stag Club USA has designated the VTR 2005 convention as their Annual General Meeting. They are encouraging all Stag owners to attend and have set an ambitious goal to have over 100 Stags in attendance. This would be the largest known gathering of Stags in the USA to date.

OCTOBER — San Diego - Just plan to spend a week in San Diego!

OCTOBER 2nd — San Diego British Car Day - San Diego, California - All Marques - More information at www.sandiegobritishcarday.org.

OCTOBER 6th -9th — Triumphfest 2005 - San Diego, California - The Triumph Sports Car Club of San Diego, California proudly announces Triumphfest for 2005. This 4-day event will be hosted at the luxurious Shelter Pointe Hotel, www.shelterpointe.com, from October 6 - 9, 2005. (Special room rate for Triumphfest participants is \$130.00/night double occupancy. This is only \$10.00 more than what we were charged in 2000.) Our tentative list of activities include: · A scenic driving tour guided by a native San Diegoian who wants to share "his" San Diego. · A bus tour to the Evans Garage (famous private collection of vintage car, aircraft and memorabilia), followed by lunch at a local "British" pub, and then onto the U.S.S. Midway museum, www.midway.org or if you prefer, shopping at Sea Port Village, www.spvillage.com. · Harbor cruise on San Diego Bay. <http://www.sdhe.com/san-diego-harbor-tours.html>. · Friday evening catered social with music, that includes a friendly darts competition and the Pinewood Derby. · Model car and photography displays/contests. · Funcours car show · Autocros · Walking rallye · A challenging gimmick rallye that will leisurely take you through the open back roads of San Diego County and test your powers of observation. · Saturday night banquet and awards dinner · Triumph is being a featured marque on Sunday at the Coronado Speed Festival, www.coronadospeedfestival.com, just across the bay from the hotel. We have reserve parking in the car show paddock, which will have almost a 1000 vintage and custom cars.

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(Calendar of Events, continued on page 10.)

(Calendar of Events, continued from page 9.)

Triumphest 2005 will give special recognition to the TR7/TR8 models in celebration of the "Wedge's" 30th anniversary. Plus opportunities to visit the various San Diego attractions, e.g. Zoo, Balboa Park, Sea World, Legoland, Wild Animal Park, Maritime Museum. As a bonus, for those so inclined to travel early, British Car Day is being held the weekend before Triumphest, www.sandiegobritishcarday.org. A Splendid Time is Guaranteed for All!. For details, please contact: David Stauffacher, 2442 Duraznitos Road, Ramona, California 92065 (760) 787-0643 Or Tidbinbilla@cox.net.

OCTOBER 9th — Coronado Speed Festival (vintage racing, with Triumph the honored Marque!)

Fall — British Vintage Voyage Watch here for details, when available.

FRIDAY EVENINGS:

- Alma School & Warner, Chandler.
- Lindsay & Warner (on the east side of the Albertson's Parking lot), Gilbert, 5-? PM depending on the weather.
- Hills, 43rd Street & Union Hills, Phoenix

SATURDAY EVENINGS:

Power & Hampton, East Mesa, 4-? PM depending on the weather. First Saturday of every month is for British cars. If you are coming, let me know so we can hold spaces and all park together. shirley@nis4u.com or 480-985-2531 The Pavilions (McDonalds), Indian Bend Rd. at Pima Freeway and Pima Road, Scottsdale. 4-10 PM. 602-443-0800

- Chuy's, Arizona Avenue & Warner
- Dairy Queen, 108th Avenue & Grand, Sun City. 4-8 PM. 623-977-3303
- 5 and Diner, 906 N. 56th Street, I-10 & Ray, Chandler. 5-9 PM. 480-753-1114
- Shoney's, 59th Street & Bell, Phoenix. 602-948-0719, 623-561-1971
- Sonic, 33rd Avenue & Bethany Home Road. 6-9 PM. 623-936-6587



DARTS ANYONE?

If you would like to gather with other LBC people indoors instead of out, please consider this offer from Gareth!!

Shirley

I am trying to put a new darts team together to play on the Scottsdale darts league. You have to be over 21 (we play in bars/pubs) and available most Tuesday nights. I know it's not car related but I thought fellow British car enthusiasts might be interested in playing Darts. We obviously like to win the game of darts but fun is the name of the game so experience isn't necessary. My e.mail address' if anyone wanted to respond are gpjlytham@cox.net or gpjtriumph@yahoo.com

Thanks again,
Gareth
78 Green Spitfire
Scottsdale AZ

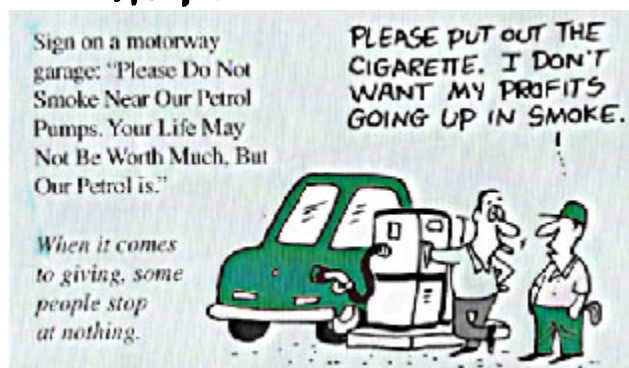
Shirley,
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CLASSIC-FIED ADS

Trumpeter Classic-fied ads are free to members. Check our next issue for new ads.



HIGHWAY HUMOR



Cartoon courtesy of Beth Horton.

TR250

TR4A

TR4

TR3

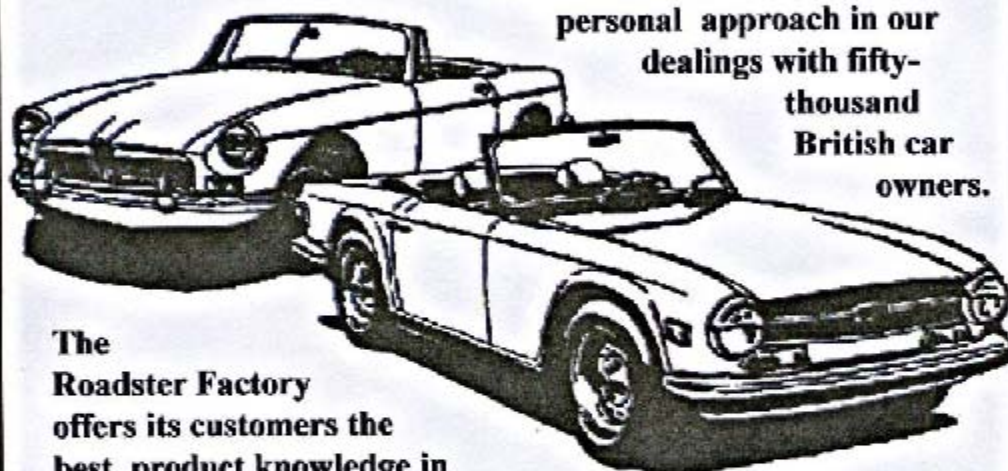
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