



# 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**

**June & July 2006**

**VOL. 27 Issue 4**

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## COMING EVENTS

**CLUB MEETING:  
JULY 11TH - 7:00 PM**

**Imperial Garden  
Resturant  
1575 East Camelback  
COME EARLY-  
HAVE DINNER-  
SUPPORT OUR  
BENEFACTORS!**



## NEWSLETTER EDITOR

### ~SIDEKICK~

You'd think this would be funny, but how would you like it if you'd been ignored the past year or so. We'll, I'm about ready to back-pipe my "sidekick" in the knees (clean me up girl).

First, let me start with my life's story. My road-life started with a careless dealership's son who used to leave my top down while he'd party at the U of O. After a year of that, I was rescued by a college couple who coddled me for three+ years. When they expected their first child I was a jealous dog; my feelings of rejection ensued. Quickly, another college gal took charge.

Ahhh - To date I've enjoyed 35 years of a stable and caring relationship (even if she is a ditzy blond). Through it all, I've been driven...literally... around a corn field on two wheels, through sprinklers, spun out in snow & ice, overheated in parades, lived a week inside the belly of a semi-truck, been locked up in storage units, got heat-stroke in Death Valley, was snitched from my carport in Puyallup, WA, and have resided in seven states.

My journey has taken me from Eugene to Tacoma where I worked like a dog driving "her" to work every day for 20+ years. After retirement, I drove the bayous of Mobile, rolled around the hills in Chattanooga, enjoyed the backroads of Georgia [was scared silly by Atlanta freakways], and glided on roadways in Greenville, SC. I really thought I would retire a Southern-TR, but will soon have my oil cleaned to continue my drip-trail throughout Arizona.



## WEBSITE REVAMP

It's still being worked on!!! This new format will include a calendar (it will even count down the days until the next event), have an area for exchanging information, plus other features!



### CLUB OFFICERS

**PRESIDENT:** Stu Lasswell 480-786-0116  
**V.P. & Events:** Dave Riddle 480-610-8232  
**Secretary:** Deta Hampsch 623-434-1999  
**Treasurer:** John Reynolds 480-968-6078  
**Newsletter:** Deb Tobiasson 480-361-1345  
**Distribution:** Gene Glenn 602-264-2534  
**Tech Advisors:** Armand laCasse 602-904-1037 & Roy Stoney 602-231-0706  
**Historians:** Mike & Joyce Bayne 602-938-1282  
**Membership:** Marty Clark 480-962-7848  
**AAHC Rep:** John Horton 602-843-1399  
**EDITOR'S E-MAIL:** debgrace@cox.net  
**DCTRA WEB SITE:** <http://www.dctra.org>

Meetings are held on the  
 Second Tuesday of each month.

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.

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### 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 current newsletter:

Phillip & Shirley Blahak, Delta Motorsports, F1 Race  
 Factory, Inc., Deta Hampsch, Marty Clark, Import Car  
 Parts, Stu Lasswell, MicroWorks Computer Network-  
 ing and Maintenance, Moss Motors, Ltd., John &  
 Kathy Nuss, The Phoenix Flower Shop, Dave Riddle,  
 The Roadster Factory, Arthur Wallis, and anyone else  
 we missed.

## THE PREZ SEZ



Overlook near Coulterville, CA

Greetings one and all. I am pleased to be  
 able to say that our little vacation (LONG)  
 drive in the TR-3 was a success (i.e. we  
 made it home intact)! For those of you who  
 were not aware of our plans, let me reiterate...  
 Coincidentally, a British Car gathering was  
 taking place up at Lake Tahoe in the midst of  
 the few weeks I scheduled for vacation, so  
 Debbie graciously conceded to taking the TR-  
 3 for our trip to California. I payed the entry  
 fee and planned the trip, but didn't really look  
 at a map 'til a few weeks prior to our trip. After  
 all, Tahoe is just at the CA/NV border, and  
 Nevada is just up there north of Kingman,  
 right? Wrong! It's a long way up to Lake  
 Tahoe from here, let me tell you. Nonetheless,  
 Debbie was still game, so we decided to  
 leave on Wednesday, giving us 3 days to  
 make an easy two day trip.

We left Gilbert at 0-dark-thirty to beat  
 the Phoenix traffic, with top up in anticipation  
 of needing the shade it provided while  
 crossing the Mojave Desert. As it turned out,  
 having the top erected was a good thing... we  
 caught pouring rain in Kingman, with an  
 occasional squall here and there throughout  
 the day! Never enough to bother with the side  
 curtains, however, at that would have

necessitated the removal of pretty much everything in the (stuffed) trunk. We soldiered on through to Brawley, then headed north on Hwy 395.

As an aside, I'd like to mention here that when we hit Needles, CA, we were getting a bit low on fuel, and the map showed no noteworthy burgs between there and Brawley. We got off the freeway for gas, and the Chevron and the Mobil signs showed premium at \$4.49 per gallon! The Arco nearby looked like the bargain, at ONLY \$4.19. OUCH!!! I must say, however, that was by far the worst gouging we saw on the entire trip.

We went on that day through to Lone Pine, a pretty little town in the shadow of Mt. Whitney (the tallest point in the lower 48, I believe). From that point we stayed from 5,000 to over



7,000 ft. in elevation 'til after Tahoe. After our night in Lone Pine, we were about 2/3 of the way there, so we took our time, visiting all the small towns and scenic overlooks. Next night was in Bridgeport, CA. What a nice, quaint town. We stayed in the Bridgeport Inn, built in 1880, in the room used by Samuel Clemens (Mark Twain) when he was in town. It's also the nearest inhabited town to Bodie, a preserved old mining "ghost" town, and well worth the 13 mile deviation off the highway. Except for that last 3 miles, that is. Three miles of rutted, washboard dirt road better suited to the myriad of SUV's out there than to a nearly 50 year old British sports car. I'm pleased to report that nothing noteworthy seems to have fallen off as a result of that abuse! After that, finally, it was up the mountain to State Line, NV, better known as South Lake Tahoe. The Hotel/Casino was the same one used for Triumphfest when the more northerly Triumph club hosts the event.

To be honest, this event was not as big as I (or the hosts, a Bay area Healey club) had hoped. I guess there






were 50 or so cars there, the lion's share being big Healeys. Maybe 8 or 9 Triumphs, a few Sprites, maybe 5 MGs, a big Jaguar Mk. IX, and a Ford Anglia drag car. The gentleman who organized the event also did the big "Healey Enclave" there, and he said they had over 700 Healeys from all over the U.S. in attendance! WOW... I can't remember seeing more than 3 or 4 since I moved to the Valley... Maybe they just don't handle heat very well.

One of the Triumph TR 7s drove down from Portland, OR, and I figured that he probably came the farthest... but it seems that Tahoe is about 600 miles from Portland, and over 800 miles from Phoenix! Go figure.

On Saturday we took a driving tour down the Mt. to Virginia City (NV) and wandered about for a bit, but I kinda rushed Debbie in order to get back to Tahoe for the Autocross. I was really anxious to see what the old car can do. I am pleased to say that we got all the runs through the course that we wanted, and that allowed for some adjustments between runs. I got about a dozen runs in, and with some engine tuning and tire pressure adjustments, I dropped my time down a couple of seconds, but seemed to hit a wall (figuratively) in either



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the car's handling limits or, more likely, my skill limits. I seem to let that "red mist" of aggressiveness cloud my judgment, and frequently went into the corners too hot, missing the fast line out. Frustrating, knowing what I SHOULD do, but repeatedly NOT doing it! Nonetheless, it was good enough for a Third Place in the 4-Cylinder class, besting a few Healey100/4s, MGs and even the TR-7 that ran.

Sunday morning brought the car show, so I was up at dawn to find a coin-op Car Wash to try and get some of that 900 miles of grime off the beast. It was then that I noticed a problem, or rather an explanation of why it didn't want to run well below 3,000 rpm. I thought it was the elevation (over 6,000 ft.) but while trying to get



it started I could see a puff of mixture shooting UP whenever the engine coughed or missed whilst trying to start. Hm mm... not supposed to do that! It seems I had blown a small chunk of intake manifold gasket out above the #1 cylinder... maybe that's why it's plug looked lean when the others looked rich!

With no time or part for a proper fix, I just splooged (that's a technical term) a mess of silicone gasket sealant over the top of the joint, and hoped that the couple of hours for the car show would be enough to cure it. Seems it did, as the car ran better than ever for the remainder of the trip.

We left Lake Tahoe heading southwest, toward the Gold Rush country (CA Hwy 49) intent on taking the scenic route down to my sister's home near Mariposa (west of Yosemite). Lots of neat old towns, such as Columbia, Auburn, Angel's Camp (made famous by Mark Twain's "Jumping Frog of Calaveras County") and Sonora, where we spent the night in a hotel built in the late 1880s. From there was a short hop to Mariposa, and a couple of days later we made the run down to San Diego.

Unfortunately, we delayed our departure on Saturday, not leaving until mid morning... which meant we dropped down into the Borrego Desert about noon. This meant that for the next six hours or so we were subjected to relentless sun and a wind blast that felt like a blow dryer! The poor old car ran steady at about 200 degrees, but seemed to deal with it without complaint. Not so Debbie! We finally put the top up a bit shy of Yuma, with Debbie on the verge of heat stroke. No problem from that point. In fact, we got back with a couple of hours to spare before the Club's Drive-In Movie Night! For some reason Debbie didn't want to attend with me... go figure! I guess 2,123 miles over ten days was enough!

## Too Good to be a Donor

It finally happened! It is a long story, or maybe not so long, but familiar. When we started working on Trevor, (in 1997), Packrat Pete said he had a Spitfire with a factory hardtop.



It was the right price and it turned out to be in better shape than the car we were repairing. It was too good to be a donor car and Kathy heard me say something about "his and her" Spitfires.

So after almost nine years of "on and off" work, the body is back on the frame.

The frame has been painted and all suspension parts have been restored with new bushings. The engine now has the nine-to-one pistons, a new header, and HS6 S.U.s. This places it near the European spec engine so the Spitfire should be a better freeway car than Trevor. The brakes have new rubber awaiting the addition of silicone brake fluid.







A few weeks ago Dave and Daneen Mure, Ken Schmidt, Deborah Cooke, Marie Thompson, and Betsy Kavash, gathered for what Kathy called a “mating party.” I preferred the title “Unification party” since it sounds less kinky.

After a dinner of fish and chips, washed down with Guinness and New Castle, we went to work. “Just put the body on the frame and everything will line up.” Well mostly. We did use a 2x4 to push and pry, but no fingers were pinched and, even better, no paint was damaged.

Since that night I have added the boot lid and various electrical parts. When we took the car apart, I carefully bagged and marked pieces that came off the car. Now, after several years of moving parts boxes here and there, I can’t find all the boxes, and somehow, many of the nuts and bolts have slipped away. It has to be around; it is just finding the stuff. It was like Christmas morning when we discovered bits and pieces to go back on the car. We found stuff we had forgotten about; things we ordered twice.

Part of the stress of returning the car to completeness is drilling holes in the new pristine rear valance. Since the valance is the



same for all MkI, II and III Spitfires, the holes for the lights and bumpers are left for the repair person to do. My fear is that the bumpers or tail lights end up in the wrong place.



Whew ~ Some difference!

~ John Nuss



## MINUTES OF THE JUNE MEETING

The meeting opened at 7:04PM with 22 club members present. Dave Riddle filled in for Stu, as president, while Stu and Debbie were on vacation. The minutes were approved as written. The Treasurer reported; "We have lots of money; but have lots of bill to pay, which will still leave us a bit in the bank."

Dave reported that on Saturday, June 17 the Drive-In movie night is scheduled for 8:00 p.m. The movie, **THE WORLD'S FASTEST INDIAN**, will be shown. Sodas and popcorn will be furnished by the club.

Highlights of The Eloy Grand Prix - 1984, are to be shown at 7:30 p.m. before the main movie begins. This race highlights Tom Pennell with his "Spitoya". Please contact Dave for a copy if you would like one.

7

Kiwi reports that the River Palms would be happy to work with us for **Triumphet 2007**. John Horton informed us there will be no AAHC meetings until this September.

The **bill limiting all races to 'under covered event places' was tabled.**

There will be a work day scheduled on June 24<sup>th</sup> to further the efforts on Deta's car.

Marty Clark informed us that the membership list would soon be available on the Web.

It was suggested that we tour the Penske Museum at some time for an event. This museum is located off Hwy 101 and is worth seeing we've been told.

The July and August meetings will be held at the Imperial Garden Chinese Restaurant located just west of 16th Street and Camelback because the Shriners will be closed for the summer.

Meeting adjourned at 7:50 p.m.

JIM MEDLAND, President  
ROSS VAUGHAN, Parts Mgr.



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## WELCOME NEW MEMBERS!

Mike & Roberta Pavlik	1971 TR6
Daniel & Jean Shapiro	TR3 yr. unknown
Ronald Hanson	1981 TR8
John Hansel	TR6 and a Stag
Ronald Price	TR3A
Tom and Sally Benford	1974 TR6
Patrick McDermott	1980 TR7
Stephan Green	1962 TR4

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## DCTRA 2006 Membership Application/Renewal Form

### Member's Information:

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

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

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

Home Phone: \_\_\_\_\_ Work Phone: \_\_\_\_\_

E-mail: \_\_\_\_\_

### Automobile Information:

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

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

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

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

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

Length of Membership Requested (New Memberships are prorated at \$1.50 per Month):

☐ ONE year \$18.00

☐ TWO Years \$34.00

☐ THREE Years \$50.00

Newsletter: I would like to receive the newsletter via: ☐ E-Mail ☐ US Mail

Comments/Suggestions:

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



# Calendar of Events

**July 23rd**

## **Breakfast Run**

Meet at 7:00am at the NW corner of 32nd St & Shea Blvd in Phoenix ready to leave at 7:30am.

**August 13th**

## **Breakfast Run**

Meet at 7AM at the normal location - 32nd Street & Shea, depart at 7:30AM. The location is in the N.West Valley, easy access to freeway for quick trip home in the heat!

**September 16th - 17th — 23rd Annual Colorado English Motoring Conclave**, Arvada, Colorado. The Ride the Rockies Tour and Conclave car show are not to be missed. On Saturday, tour Colorado during the fall—blue skies, warm days, and golden aspen covering the mountainsides. At the Sunday Conclave, you can vote by marque for the best of the 600 British cars, trucks, and motorcycles, spread across the green lawn of the park, while picnicking in the shade of century-old cottonwood trees and listening to a Highland pipe band. Web address: [www.ColoradoConclave.com](http://www.ColoradoConclave.com).

**October 14 & 15th**

## **Vintage Voyage**

8th British Vintage Voyage, the charity run to visit an Arizona winery and have fun on a weekend trip. We will go north to Chino Valley.

**October 19th - 22nd, 2006**

## **Triumphest 2006**

Hosted by the TRSC (Triumph Register of Southern California)

Presenting the 25th anniversary of the largest West Coast gathering of Triumph automobiles. Held at the beautiful Santa Ynez Valley Marriott, Buellton, Ca.

<http://www.socaltriumphs.org>

**October 29th**

## **All British Car Day**

Hosted by the MG Club

**April 21, 2007**

## **10th Annual BEAT**

**October 18th - 21st, 2007**

## **Triumphest 2007**

Hosted by DCTRA

### **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 The last Wednesday night cruise at Gilbert Town Square will be moving to the new shopping center on Val Vista at Baseline in Mesa on February 22nd.
- Hills, 43rd Street & Union Hills, Phoenix

### **SATURDAY EVENINGS**

- Wendy's, Superstition Springs Mall, 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](mailto:shirley@nis4u.com) or 480-985-2531
- The Pavilions (McDonalds), Indian Bend Rd. between 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

## CLASSIC-FIED ADS

Trumpeter Classic-fied ads are free to members and will run for three issues, unless extended by the advertiser. (That's why you see a date at the end of each ad). If you sell your item, let us know and we will remove the ad from the next issue. Otherwise, it will automatically disappear after the third consecutive printing.

SERVICE = I am willing to put together an Excel worksheet of all the odd tools people have that they are willing to lend out. Please email me at: [kenyonsmiracle@juno.com](mailto:kenyonsmiracle@juno.com) with tool, contact information and rules of engagement for use.  
Craig (02/06)

FOR SALE = Roll bar to fit later TR3, must have flat rear seat, All nuts bolts and washers grade 8, \$90.00 Cliff Philpott 623-214-2314, or [cndinaz@msn.com](mailto:cndinaz@msn.com) (03/06)

FOR SALE = Time to downsize, TR 3A's I have enough parts to put together 2 complete cars, both cars have restored frames but the bodies need total redoing. . Another TR 3A that is rust free and complete with wire wheels and a hard top, AZ car , Offers and part trade OK. Bill Close, (602) 524-5351 (03/06)

FOR SALE = I have completed a deal for a Bridgeport mill. I need to sell the Enco mill. It comes with some collets and cutters, The vise is not included. They are available on Ebay for less than \$100.00.

I need \$1,000 for it. It is in excellent working condition. It is not too heavy and can moved on a car trailer.

John Horton (602) 843-1399 (07/06)

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## 1984 Eloy Grand Prix DVD

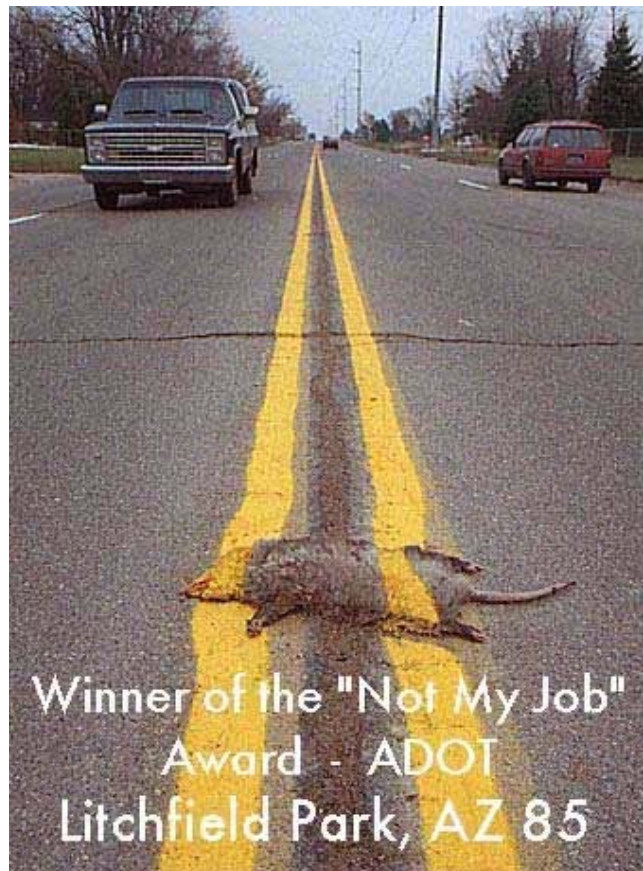
The club purchased a copy of the Eloy Grand Prix on VHS tape from ASRA back in 1984 (Tom Pennell competed in the race in his yellow Spitfire). I captured the video and burned it to DVD. If you would like to borrow a copy of this race to watch please let me know - or for "old timers" if you want a copy for your library please let me know!

Dave Riddle

[dave@microworks.net](mailto:dave@microworks.net) / 480-610-8232



## HIGHWAY HUMOR





# TRIUMPH 2006



Presenting the 25<sup>th</sup> Anniversary of the largest west coast gathering of Triumph automobiles.

Thursday, October 19<sup>th</sup> – Sunday, October 22<sup>nd</sup> 2006  
Held at the beautiful Santa Ynez Valley Marriott, Buellton, Ca.



25 years ago 10 TR3A's, 7 from the Desert Center Triumph Register of America ([DCTRA](#)), and 3 from the Triumph Register of Southern California ([TRSC](#)) met in Lake Havasu for the first Triumphest. This event has grown to include approximately 175 cars from five Western US Triumph clubs.

We welcome Triumph enthusiasts and car buffs to join the Triumph Register of Southern California October 20<sup>th</sup> through October 22<sup>nd</sup>, 2006 as they present the 25<sup>th</sup> Anniversary of Triumphest to be held at the [Santa Ynez Valley Marriott](#), 555 McMurray Rd, Buellton, Ca. 93427 (See the Triumphest 2006 discount rate information below.)

Among the many activities planned are:

· *A car show on the hotel grounds on Saturday, October 21<sup>st</sup>, 8AM – 11AM, where you can see extraordinary Triumph cars ranging from cars that are ready to be restored, in original condition, to fully restored and everything in between.*

- *A hospitality party.*
- *Tours of Central Coast wineries.*
- *Road rallies.*
- *Imaginative car competitions.*
- *Guest speakers.*
- *Technical sessions.*
- *An awards banquet.*
- *And much, much more.*

The special event room rate is \$109 per night when the DISCOUNT CODE "Triumphest Fall" is used when registering. Marriott's Internet reservation system will not recognize the code word, so we recommend that you call the hotel directly at 1 800 638 8882, or 805 688 1000 to make the reservation. The registration must be made on or before September 19<sup>th</sup>, 2006 to receive the special event rates. The only code restriction is a 48 hour advance notice for cancellation, otherwise the first night was billed to the credit card.

Contact the TRSC Triumphest Registrar

David Patience at  
[Triumphest2006@alephia.net](mailto:Triumphest2006@alephia.net)  
Ph: 818 362 5234





## American Legion Post 102 ALL EUROPEAN CAR SHOW



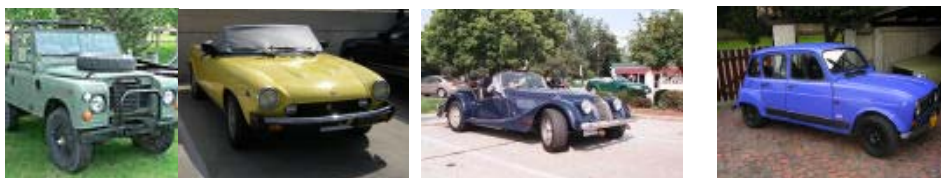
A VETERANS PROGRAM FUND RAISER HELD AT TUCSON ESTATES

Proceeds go to the American Legion & Auxiliary VA Hospital support programs

Spectators – Free Admission – Park in the street please.

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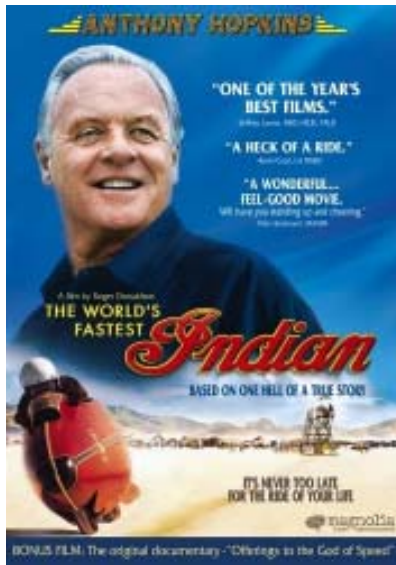
For Information Contact Duane Krause, Commander Post 102 Office 883-1440,  
Fax 883-8525, Cell 240-6890 See the Car Show link at [www.tucsonestates.com](http://www.tucsonestates.com)

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Scooter, Best of Show Participants Choice and Best  
of Show Spectators Choice.

Registration Fee: \$20.00 advanced; \$25.00 at the  
door. Includes 2 ea; Coffee, Soft Drink, Donut and  
Hot Dog tickets, gift pack. Go to  
[www.tucsonestates.com](http://www.tucsonestates.com) for registration PDF files.  
The first 24 registrations guaranteed to be parked on  
the grass near the Memorial.

# ! Drive-In Movie Night !



June 17th saw the Club meet for another "Drive-in" movie night, this time for a showing of the just released to DVD of "The World's Fastest Indian". This time a record turnout of at nearly 30

members. Quite a few even braved the early heat to drive over in the LBC, but of course got to enjoy the nice evening drive back home afterward.

The Club again provided ice-cold Soda, Water and popcorn. While we still had quite a few cans of soda left at the end of the evening (started out with 48 cans) there were only a few of the 36 bottles of water left. Who says that Desert dwellers don't know the proper fluid to be drinking in the summertime (or maybe we were just looking out for a girlish figures!)

The evening started out well enough with a slight technical hiccup in that the audio was only being played through a single speaker. Eventually got that fixed when a real technical gremlin reared it's ugly head. The DVD Player decided at about Chapter 16 (of 24 chapters) point of the Movie to refuse to play beyond that point - even with Herculean efforts to try to coax it to continue! The sensitivity of this DVD player could have been guessed (in hindsight) with the fact that it refused to even play the copy of the Eloy GrandPrix from 1984 that had been

scheduled before the main "Feature". Time for that DVD player to go the way of all things.

The next time we hold a Movie night we'll have to make sure before hand the the Player to be used is happy with the Disc before hand so that we don't get surprised halfway through the film.

---

## BLASTS FROM THE PAST

From the July 1981 Issue... This trip was the initial forerunner for what has since become known as Triumphest!

---

"Don't forget to be making your plans for the trip to the London Bridge in October. Next month we will be taking reservations and making final preparations."

---

From the July 1984 Issue...

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### "The Birth of D.C.T.R.A."

Have you ever wondered how your Club got started, how all these fine people came together in a organization centered around (of all things) an out-of-production British car marque? Since we're sure that this question has been burning to the minds of all the newcomers, we will attempt to explain. first, you should know a little history of the National Organization, the Triumph Register of America. About ten years ago, a group of TR2 and TR3 owners in central Ohio got together and formed a small club. Their intent was to take advantage of each other's specialities in keeping their aging sports cars on the road. They learned of the existence of the Triumph Sports Owner's Association (T.S.O.A.) in England and began to correspond with that group. The idea of TRA grew of this, and to it was. TRA became then "The only National Organization dedicated to the TR2 and TR3" and as it was stated: "Formed to preserve the marque - TR2 and

TR3". Little did they know that the Triumph marque itself would require preservation in the fairly near future. After all, the TR6 was the current Triumph sports car and Triumph looked healthy as a company.

At any rate, the TR owners began to join and support the TRA from all over the country. This made formation of local "Centres" necessary to provide forums for discussion and activities on a local basis. The first such "Centre" was C.C.C.T.R.A. (Central Ohio Centre - Triumph Register of America). The principals in COCTRA were the same individuals who started the first club. As the number of "Centres" grew, it became evident that some sort of annual get-together would be needed to bring all the centres together (mostly for a party) and create some synergy among the individual centres. The first TRA National Convention was then scheduled and came off very well. There has been a TRA National Convention every year since then, hosted by one of the Centres in the East. Each National has been bigger and better than the one before, and in 1984 the convention entertained 400 people and showed 125 cars. You should remember that the TRA National is really only two people - a President and a Newsletter Editor. Each of these people is also a member in good standing of a local centre. The message here is that the local centre is what TRA is all about. Now, what about YOUR local centre?

I bought a 1958 TR3A in 1959 and was introduced to the world of Sports Cars by a friend who owned (please don't hold this against him, he really is a nice person) a Porsche. He showed me the S.C.C.A. and a local club called S.S.C.C. I raced, slalomed, gymkhana'd, rallied and concoursed for the next 3 years with my TR and then fell for an Italian beauty called "Alfa Romeo Guilietta Sprint Coupe". I couldn't resist the charm of this fire-engine red conveyance, so my TR went to the used-car lot of the local Alfa Romeo dealer never to be seen or heard from again. I won't dwell on my experiences with

the Alfa, just to say that the car put me in a financial hole I didn't get out of until 1975. Many other vehicles intervened, but in 1977 I bought a basket-case '59 TR3A for \$150.00 with the intention of doing a complete restoration. I was living in Birmingham, Alabama at the time and there was no local centre for TRA. After joining TRA, Gracie and I went to the 1978 TRA National Convention in Burr Oak, Ohio. We were so impressed by the organization and the people that we decided to start a local centre in Birmingham. Fate held other cards, however, and in mid 1979 my employer went bankrupt. The TR's (by now I had acquired a 1961 example which ran) would have to wait until I could secure gainful employment. The search was successful in Phoenix so we moved here still holding the idea of starting a local TRA centre. After settling in (and buying yet another TR) we decided to forge ahead. We posted signs at all English car places and the foreign parts houses, placed flyers on every TR3 we saw, watched the newspapers for TR's for sale, and ran ads announcing the formation of a new club for TR owners.

The first meeting was held in November of 1980 at my home on 28th Way. In attendance were John Gallen, Vernon Zigler, Vicki Burke, Fred McArthur, and a couple of others whose names escape me. The name "Desert Centre - Triumph Register of America" was selected at that meeting, and the format and frequency of the newsletter was established. John Gallen took on the Editor's post and Vicki Burke became the first Secretary-Treasurer. The dubious honor of the office of President fell to yours truly (I think because nobody wanted it). From those humble beginnings has grown a strong, cohesive group of Triumph motorcar owners who enjoy each others company, swap secrets and skills, and are ACTIVELY "preserving the marque - TRIUMPH". I wish to thank each and every one of you for your dedication and hard work, and I'm positive that DCTRA is here to stay.



TR3 TR4 TR4A TR250

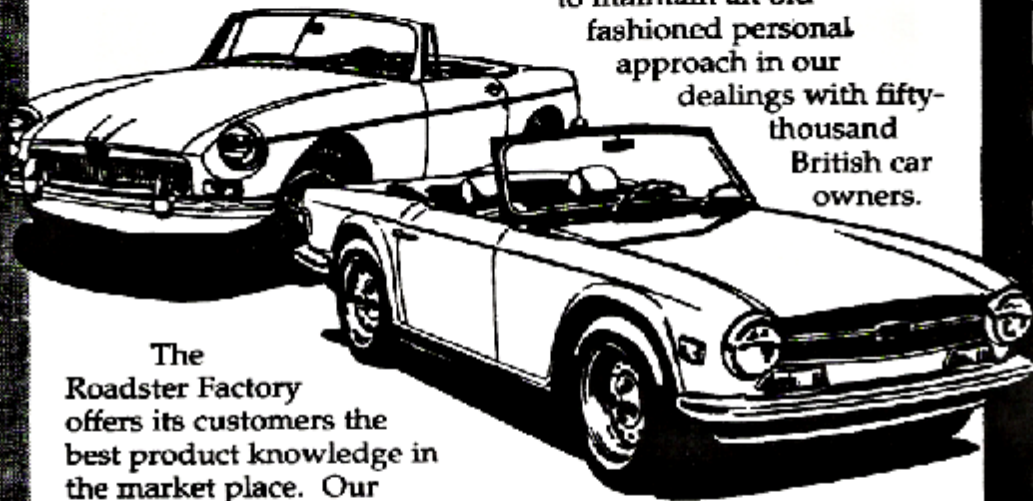
TR6 TR7 TR8

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