



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.

October 2007
VOL. 28 Issue 10

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NEXT CLUB MEETING:
OCTOBER 9 AT 7:00 PM
EL ZARIBAH SHRINE
552 NORTH 40TH STREET

COME EARLY
HAVE DINNER
SUPPORT OUR
BENEFACTORS!



THE PREZ SEZ

One of the California Triumph club's newsletter is titled TRIUMPHS, TRIALS & TRIBULATIONS. I always thought it was kind of long and a bit awkward, but lately I am reminded of just how appropriate that phrase is. Most of the time I can honestly say that I can revel in the triumphs of car ownership. I have put many a trouble-free mile on the odometer of my TR relative to the time spent fixing it. Sure, there have been a few minor set-backs, but not many for a nearly fifty year old car! I actually have come to expect to drive it any day, any distance, without incident, mostly based on the fact that not long ago the car was quite thoroughly refurbished to like-new condition. Recently, however, things have begun to fail. I forget that I've put 23,000 miles on it since then!

A while back my dash lights stopped working... the wire (hot) had just broken, so it's not mysterious, just too much trouble to fix! Then my fuel gauge became unreliable... it still works (sort

Continued Page 4



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Membership

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

Dues are \$18.00 per year

New Members

John Heisser

Minutes of the September Meeting

Stu opened the meeting at 7:05 PM with about 34 present.

Our visitors included Barry from Manchester, England & Joe Winters.

Our newest members John & Cheri Heisser who are looking for a car.

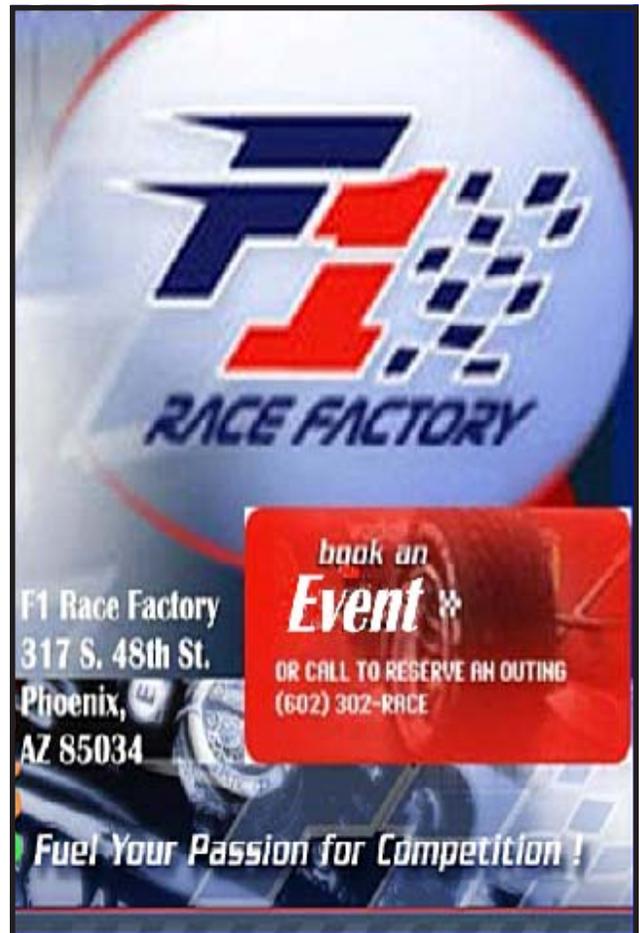
Minutes were approved as printed & our treas said we had so much money he should not be there!

Speros (Jim), our newsletter editor said he is in need of articles PLEASE!! Maybe someone could send an article on "How I Caught the TR Disease".

John Horton attended the first meeting of AAHC & will keep us posted as to the upcoming bills & laws being passed.

Jim Boudier showed us a thick binder of old manuals for TR3 forward to 1967. If anyone wants a copy of part of the manual, he will copy it for a small donation.

Mike told of car shows coming up. Look for details in a separate article. He said the Roadster Factory sent us a nice check for Triumphest & will also have door prizes for us.



2nd Skin Audio gave a number of door prizes also.

Rich found a place to get ball caps. The club will front the money needed to order the caps. They will be sold at Triumphest for \$15 each. We had updates from different committees about Triumphest.

Tech Talk consisted of a "show & tell" by a couple of members.

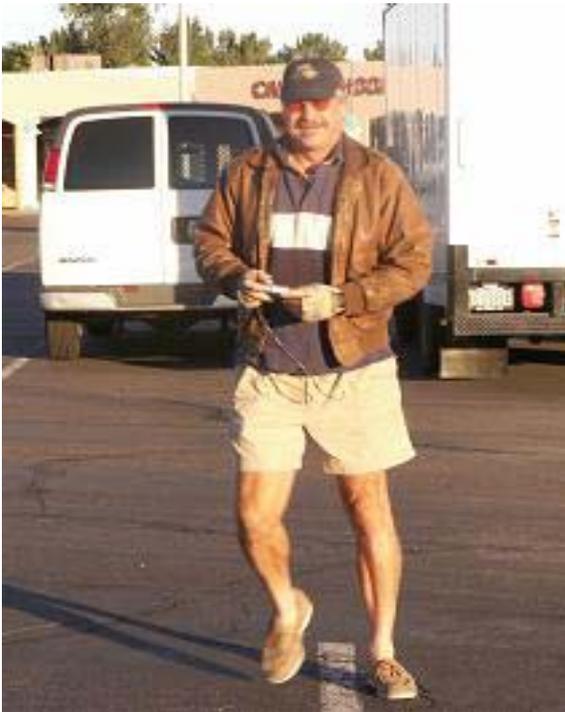
Meeting adjourned abt 8:30 PM.

Deta Hampsch - Secretary - '79 TR7

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of), but I've found out the hard way that it can be out of gas and yet still show a quarter tank. I now carry a dip-stick in the boot! You might recall that the generator stopped generating during this year's BEAT tour, but a new (old) replacement seemed to solve that problem. Then a couple weeks ago, while driving up to Bill Close's place to install a Toyota 5-speed, the generator light on the dash started to glow red. We pretty much decided that the problem was the regulator, as the generator seemed to be doing it's thing, but the next two "replacement" regulators I tried exhibited the same basic symptoms. Now, I put quotation marks around the word "replacement" for a reason... spare parts, especially old, dusty spare parts of unknown origin and history, must be viewed with suspicion. Is it a good spare, or a part that failed yet was saved because "you never know, you might need one to rebuild or repair later!"? Many of us just hate to throw away any car part because you don't know when the original parts might not be available anymore, and that old "watchmacallit" just might be worth it's weight in gold! Or not. Such are the TRIALS of Triumph ownership.

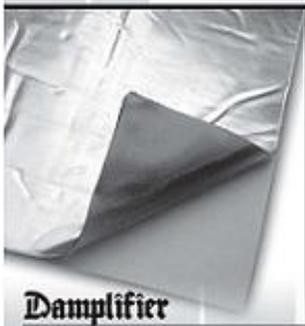
At the last meeting I described a bit of the previous week's trials, involving both my own (the TR3's) and my son's Spitfire problems. It was a tale of both trials and triumphs in that problems were solved, mostly thanks to the knowledge and assistance of our fellow club members (thanks again, Armond and Bill). Although I hadn't resolved my TR's charging issues, I thought that my Triumph trials were over. WRONG! On the way home from that very meeting I was enjoying the way I could cruise down the highway, actually at a brisk pace, without the high RPM thanks to my new 5-speed, when I thought to check my mirror. The view seemed rather hazy, and when I looked over my shoulder I could see little but a huge, billowing cloud of black smoke pouring out the back of the TR3! I gently limped off the 202 freeway at Scottsdale Road, still showing oil pressure but knowing I wouldn't for long.

Seems I'd blown an oil cooler hose (again!), this time because it was too long, and managed to move itself into contact with the fan belt pulley. I tell you what, a few quarts of oil can really make an engine bay a slimy mess. Once again I have Bill Close to thank, as he came to my rescue, driving me home to retrieve a trailer. Actually, the only reason I had a trailer at home with which to rescue my TR3 was that I had borrowed Ron Gurney's (unbeknown to Ron... thanks, Ron!) from John Nuss (thanks, John) to rescue my son's Spit the week before, and had yet to return it! Perhaps TRIUMPHS, TRIALS & TRIBULATIONS should be the name of my column this month!



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**

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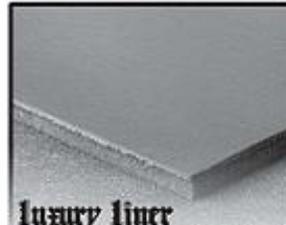


SECONDSKIN SOUND DAMPENING



Motor Mat

Motor Mat is a self adhesive thermal acoustic hood liner, designed to reduce engine noise inside the vehicle, and to protect the point 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**



Spectrum

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 boars these products provide over 300% better results.

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5 Gallon \$220 - \$305

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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.

Letter from the Editor

Greetings, fellow TR enthusiasts.

Triumphfest begins Thursday – I hope all of you and your cars are ready for this momentous event.

Unfortunately, my little TR4A is still a work in progress.

In September, I finally conceded the final metalwork to an expert and delivered the body to his shop. He promises to have the body ready for the final “float” and paint in a month or two.

In the meantime – I’m getting things ready for the powder coater and metal plater. As well, I’m trying to make stock of what parts will need to be replaced and which will “work”.

As many of you know, mine is not a “concourse correct” restoration – I intend to “Hot Rod” the car while using as much of today’s technology

as I can. In that vein, this is a photo of my motor as it sits.

In closing I want to thank Dave Riddle, Julius Walters and John Horton for their article submissions for this issue. Also, thanks to our usual cast of players. It’s **GREAT** to have members submit original articles and photos so that when other Triumph enthusiasts see our newsletter, they know that we have an active, inventive and technically proficient group.

See you in Laughlin!

Speros “Jim” Andres ‘66 TR4A





PACK RATS

Don't sell these buggers short, they are smart and are capable of reasoning.

My TR-4 workshop is the patio on the back of our house. We have a three car garage but it has her car and my car in it since we don't want to leave them out in the "gentle" Arizona sun. The rest of the garage is warehouse since we don't have an attic or basement.

Some time back, a rat decided that since the TR-4 was covered with a tarp, this was a good place to live. Rats can make a pretty good mess with their eliminations! I got fed up with this and got some rat poison at the hardware store. This package contained cardboard trays with granules of poison bait in them. I placed one of these under the car and the next day I found that about half the contents of the tray were gone. I refilled the tray and the next day, about a quarter of the contents was gone. The next day only a little bit was gone. A couple days later I found a dead rat off in the corner of my back yard. Since I didn't know how many rats there were, I topped off the tray again. The next day, I checked and I found the tray covered over with small scraps of wood, twigs and Oleander leaves! I removed the cover and the next day I found that about half the bait in the tray was gone. I put in some more and after the third day, none went away. Didn't find any more droppings or dead rats for quite a while.

Finally, one day I noticed droppings etc. in and under the car again. I finally remembered hearing somewhere that they did not like clothes softener sheets that you put in your dryer when drying clothes. I asked my wife to give me the sheets after she used them. After a few days I put three or four on the floor of the car and two or three in the engine compartment. IT WORKED! No more rats!!!!

If you think you might have some rats around, try this. It sure worked for me. They just don't come around any more!

Julius A Walters - '64 TR4

HIGHWAY HUMOR

The Lucas Motto: "Get home before dark"

How did Joseph Lucas die? He used one of his own pacemakers.

Lucas holds patents on the short circuit.

A Lucas switch has three positions - Dim, Flicker and Off.

Engineering discovered the new design was shorting out, so they made the wires longer.

Back in the 70's, Lucas manufactured vacuum cleaners. It was the only product they offered that did not suck.

Lucas Electrics - The original anti-theft device.

Why do the British drink warm beer?
Because Lucas makes their refrigerators.

Calendar of Events

10/9/07: Next DCTRA monthly club meeting at El Zaribe. Please note that following this meeting a secondary meeting will occur for all interested members to assist the Triumphest committee to prepare all the Welcome Bags and Raffle Gifts for Triumphest 2007.

****Please remember if you plan on donating any items to the club to be raffled off at Triumphest you can drop them off at this evening meeting. Your cooperation and support in this matter is greatly appreciated!!**

10/11-10/14/07: Triumphest 2007 in Laughlin Nevada, hosted by DCTRA.org

10/20/07: 1st Annual Classics on the Plaza show at Westgate City Center, Glendale AZ (10am-3pm) see www.DesertCruisers.com for details.

10/21/07: Parts Exchange at Glendale Community College (59th Ave. & Olive (Dunlap), 7am - ?). If your interested contact Dick Wheeler at 602-618-0577, for details.

10/21/07: 17th Annual Orphan Car Show at Los Olivos Park, Phoenix AZ. If your interested contact Jane at 602-978-5622, for details.

10/28/07: ABECD 2007 Car Show, hosted by www.azmgclub.org in Scottsdale AZ. Visit their website for details.

11/3/07: 2nd Annual All European / British Car Show 07 (8am - 1pm). If your interested see www.tucsonstates.com, for details.

11/13/07: Monthly DCTRA meeting at El Zaribe (6pm - 8pm).

11/30 - 12/1/07: SHOP.DINE.SHOW event in Historic Downtown Glendale (6pm-10pm) If interested see www.VisitGlendale.com, for details.

Classic-Fied Adds

Trumpeter Classic-fied ads are free to members and will run for three issues, unless extended by the advertiser. If you sell your item, let us know and we will remove the ad from the next issue.

2004 car hauler with electric brakes, 3000 lbs electric winch, tongue box for storage, built-in-ramps, mounted spare tire - requires 2" ball. 77 inch wide by 14 foot long, dual axles can haul 7000 lbs., currently licensed in Arizona. Title in hand. Pics available
Rich Aubert - richaubert@cox.net

Triumph TR4
Needs total Restoration. Rust Free AZ Car. Powder-coated frame. Needs complete interior kit, Top, Paint. Body is Straight.
\$3,000
TR3 parts also available
Bill Close 602-524-5351
Mesa, AZ

Extensive list of TR-4 parts. Too many to list.
Contact Marilyn Larsen at 602-275-1398

New carpet set for TR4 thru TR6. The color brown with light tan piping. The carpet is of good quality and has felt on the back of floor pieces. \$100.00

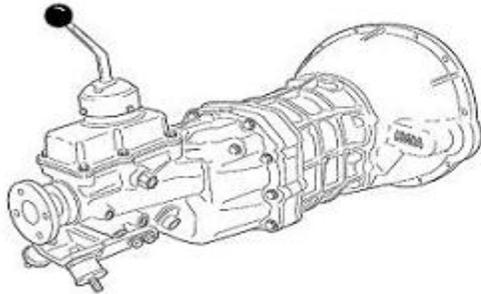
Black vinyl AMCO tonneau cover, great condition , snaps are a little tarnished. Will fit TR4 thru TR250 . \$65.00 - Bob McIlravy - 480-883-0859

72 TR6 - Recent rebuilt engine, new leather seats, new interior, new front suspension, rear shock conversion and much more . Email rcn491@commspeed.net for photos and more information. \$11,500 928 445-0940
Dick North - Prescott, AZ

Continued on Page 9

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ClassicFied from Page 8

For sale, 4 Moss Motors part # 455-385 wheels with 4 new tires mounted on them. These are 15x5.5" rims with Michelin MX4 185/65 R15 tires. Tires have a manufacture date of 12/00. So they are a bit old, they show no signs of cracking. I will include 4 used hubs and 4 knockoffs. Moss list price for the wheels is \$349.95 each plus freight. Wheels are a few years old but

still look like new. 2 still have the moss sticker on them. I want \$800.00 for the set.

Keith Davis - (480) 782-5916 - Gilbert



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Technical Article

When I teach High Performance Driving (as opposed to Race Driving) there are a bunch of lessons and drills that Students can work on away from the track that will make a marked improvement in their abilities behind the wheel.

The first thing they have to realize is that no matter how many years they have been driving they have to leave their ego at the door so that they can make progress and become capable of doing more than just barely being able to drive from their Home to the Mini-mart and back.

This will be the first in an installment of driving exercises that you can work on to make driving your LBC and the Family Sedan safer and more enjoyable.

“BRAKE, LOOK, TURN”

This drill is designed to neutralize some of the hand-eye coordination that you began developing at an early age.

By the time we're Adults, our eyes and hands are glued together. This is a great skill to have if hitting a baseball but needs to be able to be broken at will for high-performance driving.

Your Eyes must be able to LEAD your hands.



When approaching a simple corner - for example - a common left-turn on your suburban grid - make a deliberate effort to first brake and then look into the corner, all before actually turning the wheel.

Move your vision through the apex* and toward the exit as you add steering look at the proper turn-in point.

With practice you'll find that you need not look directly at your turn-in points and apexes in order to hit all your marks.

Your reprogrammed brain will automatically tell your hands when to add steering input.

*Note: An “apex” is not really a set place within a corner. An apex is a point in time in relation is the geometric center of that corner.

Depending on the trajectory that you want to take when exiting the corner will determine where the apex is actually located.

Think of it this way.

The geometric center of the corner could be thought of as a “normal” apex whereas a point before or after the center would either be an early or a late apex.

Generally, the safest way around an apex is to late apex or in other words come closest to the physical corner on the back (or far) side of the corner.

Continued Page 11

Continued From Page 10

Driving an apex is an exercise in physics and geometry and

the fastest way round a corner is to be smooth.

To be smooth means to “flatten” the corner out which entails increasing the size of the arc that you take through the corner.

If you approach the corner before the geometric center you will find that you will either run out of room on the exit of the corner or have to slow down to complete the exit.

When you slow down either by braking or lifting off the throttle the weight of the car is pitched forward and since you are turning that weight is actually being shifted to a single tire - the outside front.

This is a recipe for disaster since the car can more easily pivot around that single point causing the car to spin.

Getting slowed down (braking in a straight line) and then turning into the corner with your foot off the brake and gradually feeding in throttle will allow you to make a cleaner, smoother and faster exit around that corner.

Next month we'll discuss connecting the dots of an apex and how to drive a series of turns.

Dave Riddle - '58 TR3A



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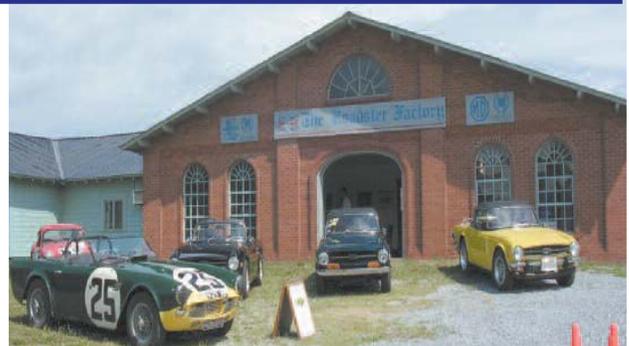


The Roadster Factory

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.

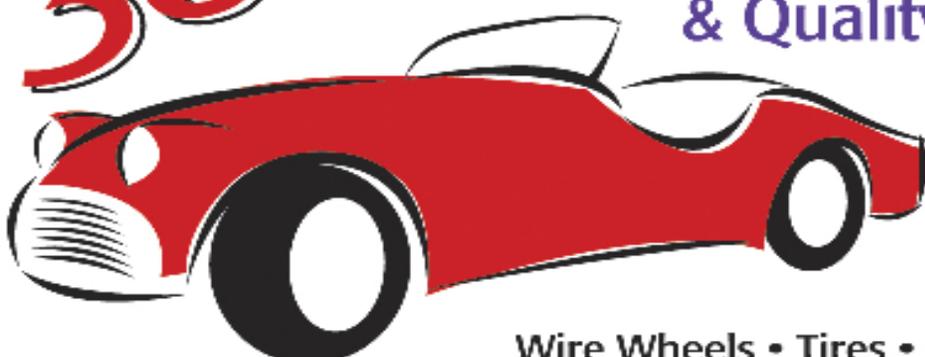
Your friend,
Charles A. Runyan
"The Guvnor"

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 #: _____

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Three Years
\$50.00

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Comments/Suggestions:

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

Triumphest '007

Laughlin, NV

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TE This event is approved for all Triumph Club members

TRIUMPHEST 2007 - OCTOBER 11-14 - produced by DCTRA - hosted by THE RIVER PALMS RESORT AND CASINO, LAUGHLIN, NV
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MIKE LONG'S 1974 SPITFIRE 1500 - STU LASSWELL'S 1960 TR3A - MARTY CLARK'S 1974 TR6 - TOM BUTLER'S 1967 TR4A



Breakfast Run

Sunday, September 23, 2007

I wish to thank Rich Aubert for answering my plea for a last minute breakfast run. Rich came up with a really smashing run through the cool morning air, just long enough to be interesting. We drove through some scenic areas of Scottsdale, winding up at Mr. Egg, which fortunately was large enough to hold the 44+ people attending.

If you have not come to one of the Breakfast Run events, give it a try. Good people and cars appear and we usually find different places to dine. Also, if you would like to try your hand at setting up a run, contact myself and Beth, and we will help in any way needed.

John Horton, Breakfast run coordinator



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<http://www.rmchurch.org/mens/ci.html>

Gerry Groeber

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GerryGroeber@msn.com

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Casino Royale Triumphest '07

October 11th - 14th 2007

www.triumphest.com



PARTICIPANT INFORMATION

NAME(s) AS YOU WISH THEM TO APPEAR ON NAME TAG		STREET ADDRESS:		CITY, STATE, ZIP COD	
CO-ENTRANT NAME (SEE NOTE ABOVE)		STREET ADDRESS (if Different Than Above)		CITY, STATE, ZIP COD	
PHONE NO () ()	FAX NO () ()	CLUB AFFILIATION:		EMAIL ADDRESS:	
CAR #1 MODEL /Y/		CAR #2 MODEL /Y/		CAR #3 MODEL /Y/	

PARTICIPANT'S CHECKLIST

Please check events you will attend:

AUTOCROSS	CASINO ROYALE RALLY
FUNCOURS	AWARDS BANQUET
MODEL CONTEST	FRIDAY NIGHT HOSPITALITY PART
OFF DA CONTEST	HOTEL WALKING RALLY
PHOTO CONTEST	TECH SESSION
FUNKHANA	

TRIUMPHEST FEE:

TOTAL AMOUNT:

REGISTRATION - ONE CAR, TWO PARTICIPANT		
\$65.00 (\$35.00 to register without a car)		\$
REGISTRATION AFTER SEPTEMBER 1st, 20		
\$75.00 (\$45.00 to register without a car)		\$
ADDITIONAL CAR:	NUMBER	
\$20.00 each		\$
RAFFLE & PRE-ORDERED REGALIA - PLEASE ENTER TOTAL AMOUNT		\$
AWARDS BANQUET:		
CHICKEN CORDON ROUGE	NUMBER	
\$30.00 Adult / \$12.00 Child under 12		\$
MAHI MAH	NUMBER	
\$30.00 Adult / \$12.00 Child under 12		\$
PRIME RIB	NUMBER	
\$30.00 Adult / \$12.00 Child under 12		\$

GRAND PRIZE RAFFLE - CAR LIFT (VIDEO CLIP ON WEBSITE) _____ QTY	\$5.00 ea.
--	------------

REGALIA - Please fill in quantities per size(s)

T-SHIRT - PRINTED LOGO	
____ S ____ M ____ L ____ XL ____ XXL	\$12.00 ea.
POLO SHIRT - EMBROIDERED LOGO	
____ S ____ M ____ L ____ XL ____ XXL	\$20.00 ea.
DENIM SHIRT - EMBROIDERED LOGO - LONG SLEEVE	
____ S ____ M ____ L ____ XL ____ XXL	\$27.00 ea.
CERAMIC MUG	
_____ QTY	\$8.00 ea.
EXTRA DASH PLAQUES (one included with entry)	
_____ QTY	\$2.00 ea.



TOTAL AMOUNT ENCLOSED: \$

Please make your check payable to DCTRA

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Electronic entries will be accepted via e-mail to the registrar, but final entry only becomes official upon receipt of payment.

Send completed form with remittance to:

TRIUMPHEST '07
 2325 S. Gold Ore Court
 Apache Junction AZ 85211

QUESTIONS?

Wayne "Klwi" Treloar, chair (480) 986-1268 email: treloar99@co.juno.com
 John & Kathy Nuss, registrar (480) 983-3945 email: jknuss@juno.com
 Fax Directly: (480) 983-39

The River Palms Resort and Casino Reservations: (702) 298-2242 Please use this code: DCTRA07 This will enable you to get the following rates: Friday & Saturday rate of \$63.95 per night Weekday rate of \$33.95 per night
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I/We, the undersigned, hereby RELEASE, WAIVE, DISCHARGE AND COVENANT NOT TO SUE The DESERT CENTRE, TRIUMPH REGISTER OF AMERICA, ITS OFFICERS AND SPONSORS from all liability for any and all loss or damage, and any claim on account of injury to person or property resulting from participation in TRIUMPHEST '07 including travel to and from the event. I/We hereby assume full responsibility for risk of bodily injury, death or property during the course of Triumphest '07

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Technical Article

A NEW IGNITION SYSTEM TO REPLACE DISTRIBUTORS

Craig Kenyon adapted the Ford EDIS ignition system to his TR6 using the available

Autosport labs "Megajolt" ignition computer and ignition parts including the coil pac, magnetic pickup, computer, and module from a recent ford.

Craig needed machine work to complete the mounting brackets that hold the magnetic pickup and the coil pack to the engine.

Part of the necessary work is rebuilding the front damper to original specifications, then turning it on the lathe to accept the timing wheel.

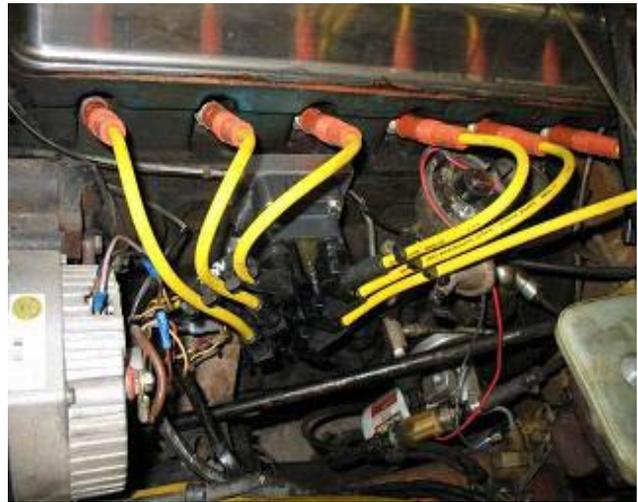
A wiring harness was also designed and built. As easy as this is to install, Craig could put together a kit.

We did the machine work in my shop and made a series of parts needed.

The unit on Craig's car sounded very throaty and accelerated strongly.

On a recent Saturday morning Craig, Mike

Goodwin and myself gathered to do the deed



I had removed the radiator and had it cleaned and replaced the steering rack/pinion mounts with aluminum mounts I built.

The installation of the ignition took about three hours.

It was necessary to remove the front cross member stiffener to have access to the front damper.

The above added about two hours to the project.

I installed a blanking plate on the nose of the crankshaft as I dispensed with the fan assembly in favour of an electric fan.

I made the blanking plate on the lathe.

After completing the project I drove the "6" around to test the results.

Before, the RPM's fell off around 3500 and acceleration was lacking. I also had to use the choke on cold starting.

It will be necessary to do some final bits of adjusting on the carbs.

Perhaps a TBI or tuned port injection system would be in order in the future.

The car now starts cold immediately with no choke, acceleration is hearty and goes beyond 4500

Continued Page 21

Continued From Page 20

RPM very easily. I have not pushed the "6" really hard, however all looks like this is a very worthy and satisfying project.

I want to thank Craig Kenyon and Mike Goodwin for their assistance on this project.

The "6" will be at Triumphfest 2007 driven by Graham and Angelia from the Isle of Wight.

Anyone should contact Craig for details. I can supply the steering rack & pinion mount and the blanking plate for the crankshaft.

The original fan and mounts weigh over 6 pounds. My replacement weighs 8 ounces.

I think that a worthy lightening project in itself.



Mike Goodwin should show up at a breakfast run with this same system on his Jaguar soon.

John Horton 76 TR6





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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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Welding Demonstration

On August 18 some club members gathered in my shop for a welding class, demonstration, and a chance to try different techniques. We totaled about 9 people.

Welding has come a very long way since the early blacksmith used an anvil and hammer to “weld” material together.

Twenty years ago gas welding was the favoured medium for cutting, welding, brazing and silver soldering.

Arc welding is a heavy welding technique for commercial use due to ease of assembly of parts.

Recently MIG “metal inert gas” welding has replaced a lot of the older arc work. The main advantages are in continuous feed of the filler material and inert gas shielding to prevent contamination of the weld.

More recently TIG “Tungsten inert gas” has come on the scene and is used to weld aluminum and exotic materials. A steel or aluminum weld does not produce slag that has to be cleaned off the weld. TIG welds can be very accurate and very closely controllable.

Plasma cutting machines can slice thru all metals, like the proverbial hot knife thru butter. This is an electric ARC blown thru a nozzle with high air pressure that produces a 6,000 degree “knife”

We diagnosed a small welding problem with a unit brought by the Nuss’s. Anyone that that wanted tried the different techniques had the opportunity to do so.

We held on til the temp got the better of us. I want to thank to people that attended. We will do this again in the cooler weather.

John Horton 81TR8



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TRIUMPH 2008

You are invited to the Triumph Travelers Sports Car Club celebration of 50 years 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.

The word is "FUN!"



Get complete details and info at www.triumphtravelers.org and/or Rich and Karyn Gibbon at: kgibbon@volcano.net



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