



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 2008

VOL. 29 Issue 6

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NEXT CLUB MEETING:

Oct 14, 2008

7:00 PM

JB's

32nd Street & Indian School

Come Early

**Socialize and Network
with other members**



THE PREZ SEZ

Finally cooler weather is here. I was able to work in the shop with no cooler running, and rusting my tools. Some small parts were needed and I visited the Peoria and Glendale College swap meets. There was about 1,000 tonnes of fat fender parts, and darn few that could be used. Whilst there I did find a few bits & pieces.

Triumphest is over for another year, and we should be coming up to host it in 4 years. Armand got the rundown of hosts: 2009 is SCTOA, in San Luis Obispo in conjunction with VTR. 2010 San Diego, one of my favorites. 2011 TRSC to be determined. A consensus is the 2012 fest hosted by the DCTRA can and will be hosted IN Phoenix. That will be a much easier event to host, as we have a lot of places and things that can be incorporated.

For a Christmas charity, our club has made donations in the past to the Shrine, while we were meeting there, and others. We did a food drive for the Desert Mission food bank last year. In Tuesday's meeting, we need to select a group to help this year. Please bring suggestions with you. The check should go out in November.

Elections are just around the corner. Nominations will be taken at the next three meetings. We also need to arrange a place for the brunch and elections event. Again suggestions are in order.

The run to Payson and the cooler weather was a nice break from the norm. We saw beautiful scenery, found a nice restaurant, and enjoyed an evening campfire. We even made s'mores. I did not hear of any broken down cars, YEA! Even the TR6 behaved itself.

What does the club think about posting birthdays (not the actual days) in the newsletter?

Continued on page 4



2008 Officers

President

John Horton
843-1399

johnehorton@yahoo.com

Vice President & Events

Kathy Nuss
480-983-3945

jknuss@juno.com

Secretary

Deta Hampsch
623-434-1999

dehamps6@aol.com

Treasurer

John Reynolds
480-968-6078

johntempe8@worldnet.att.net

2008 Appointees

AAHC Rep

John Horton
602-843-1399

johnehorton@yahoo.com

Distribution

Gene Glenn
602-264-2534

geneglenn@phoenixazcommercialproperty.com

Historians

Armand LaCasse
602-904-1037

big.blue.truck@live.com

Membership

Marty Clark
480-962-7848

martyclark@gmail.com

Newsletter

Dave Riddle
480-610-8234

dave@microworks.net

Tech Advisors

Armand LaCasse
602-904-1037

big.blue.truck@live.com

602- Roy Stoney
602-231-0706

royston469@msn.com

Webmaster

Dave Riddle
480-610-8234

dave@microworks.net

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Contact Marty Clark at
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Dues are \$18.00 per year

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Minutes of the September Meeting

The meeting opened at 7:05PM with about 29 Members present.

President John Horton announced the meeting would be short.

Minutes were approved as printed

The Treasurer said we still have money. He announced that we still have Kroil available at \$8 & \$10 per can.

VicePresident/Activities Chair Kathy Nuss reminded us that the breakfast run is Sept 9. Other upcoming events are Oct 4&5 is Triumphest & for those staying home there is an Automotive Swap Meet at the Peoria Sports Complex. Oct 25 is the Vintage Voyage & Dec 20 will be the Christmas Lights Run. Our Christmas party this year will be held at Bev & Pete's home in Cavecreek on Dec 13 starting at 6PM.

Tech Talk involved a variety of subjects. Meeting adj'd 7:20PM

Deta



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Continued from Page 1

Somewhere else in this news is a list of TR6 parts kindly donated by a gentleman in the NW valley. We will raffle them off at the November meeting. Rules are simple: No money to get tickets. Review the list and mark ONE ticket for the item or items you want to win. We will hold the raffle at the November meeting. First picked ticket for that item takes it home. There is a couple of hundred dollars worth of parts in my TR-UCK.

Get your car pictures to Marty Clark - he is putting together a calendar for 2009.

See you at JB's Tuesday.

John H.

British Car Humour

Q: What do you call an MG with dual exhaust?

A: A Wheelbarrow!

Q: What are the two questions you hear most from the passenger in your MGBGT?

A: 1. Is it HOT in here?
2. Do you smell gas?

Little Billy and his Dad were down at the autocross watching the Spitfires zipping through the cones. Little Billy looks up to his Dad and says, "Dad, when I grow up, I want to be a Spitfire driver." His Dad looks down at him and says, "You can't do both, son."

For those of you who have never had the pleasure of owning a British car, but want to know what it's like: Next big rainstorm, wait till dark, roll down all windows, leave off lights & heater & wipers and go for a drive. Stop at every intersection and throw out a twenty dollar bill. It's not exactly the same, but it's real close.

Driving Tips

Brake a Bad Habit

Do the brake lights on the car in front of you resemble a flashing billboard in Times Square? I'll bet yours look the same to the driver behind you. So, in low- to medium density traffic, plan ahead. Use your vision and speed sensing skills to keep your foot off the brake pedal. Anticipate traffic slow-downs and coast it you have to. Play a little game with yourself: Travel along the freeway from point A to point B, and for every time you have to use the brake pedal due to "random acts of slowing," give yourself a demerit. Practice, practice, practice, and you'll start to see things you never saw before - the traffic slow-down before it happens; the wreck before it occurs. Not only will this drill make you a better driver, it will make you a better citizen. If we were all aware of the infernal accordion effect every time we hit the brake pedal, traffic would flow much smoother

The Shocking Truth About Dampers

Springs and dampers suspend your car. The springs control how much the car pitches and rolls, and the dampers control the rate at which it pitches and rolls. Many dampers now come with adjustable compression and rebound settings. It's great to have adjustability (it's a must for race cars), but many drivers don't have sufficient car feel, and quickly get lost in adjustment options,



royally screwing up their car's balance. So, before you work on your suspension setup, train your body to feel what's going on underneath you. Feel the car roll and take a set as you enter



a corner. While in the corner, feel the dampers absorb the bumps and how the car responds. Pay attention to the difference between the damper compression and rebound, and how the rates differ. This drill can be done at speeds as low as 2 mph when you go over a speed bump.

Stoner

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ROSS VAUGHAN, Parts Mgr.



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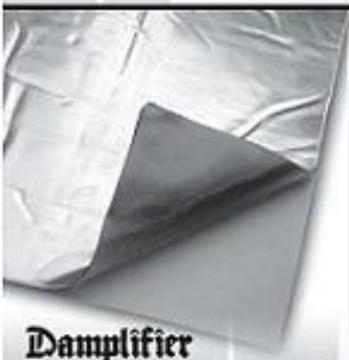
All members that Register with the website (<http://www.dctra.org>) can post a profile and history of themselves and their car(s) along with a photo. Visit the site and on the membership page you can find a detailed step-by-step process (including pictures!) of how to do it.

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.

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 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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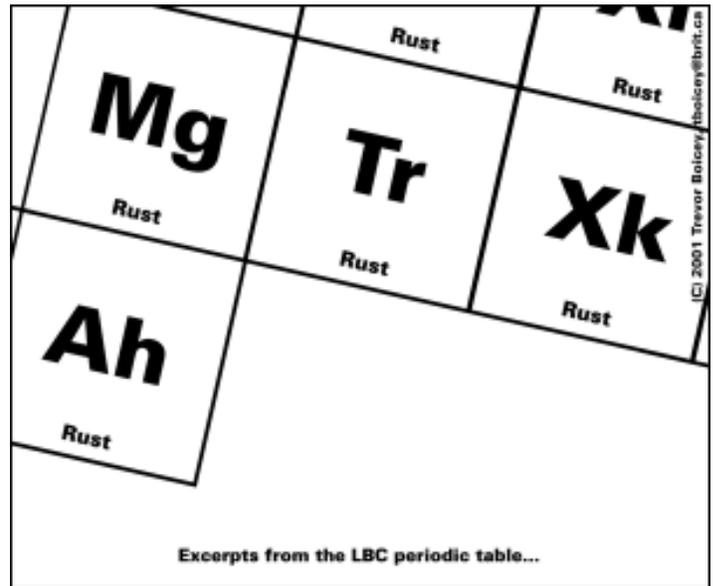
Classified

TRIUMPH/TOYOTA TRANSMISSION ADAPTORS

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

Lease Return Notebook Computers

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



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Calendar of Events

Sunday, October 19. Breakfast Run. Going to winter hours, meet at 7:30 am at the usual place. Thanks to LOOP for doing this one.

Saturday & Sunday, October 25 & 26: British Vintage Voyage sponsored by AMO.

Tuesday, November 11. Mesa Veterans Day Parade. E-mail me if your club would like contact details.

Saturday, November 22: Drive to Arcosanti with a possible run up to the Santa Domingo Winery on I-17.

Thursday, November 27. Fountain Hills Thanksgiving Day Parade. Contact FH Chamber of Commerce for details.

December: Christmas party, date and place to be determined.

Saturday, December 20. Christmas Lights Tour instead of a breakfast run.

Happenings with the Isle of Wight

No Report this month



The Caledonian Society of Arizona Presents
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The Tenth Anniversary
BRITISH VINTAGE VOYAGE
October 25th & 26th 2008

**PLEASE READ CAREFULLY AS THINGS
 CHANGE EVERY YEAR**

The British Vintage Voyage is a weekend trip for ALL British Car Owners, AND a limited number of other makes. All proceeds, including \$10.00 of the entry fee, will be donated to the AZ Humane Society this year.

A route book, a goodie bag, lunch on Saturday and a souvenir of the event are included in your entry fee. In addition to the usual engraved glasses each car will receive special recognition, even if this is the first time it has participated. Every year we try and plan a different itinerary and this year we head down south to re-visit our favorite Village of Elgin Winery with an over-night stay in Benson and on Sunday morning before our wrap-up lunch in Tucson you could visit the Old Tucson Studios or the Arizona Sonora Desert museum. Check their websites and order your own tickets. www.oldtucson.com or www.desertmuseum.org On Saturday morning we will stop in Tucson to join up with those living there, no need to come to the Phoenix area for the start.

Registration is \$55.00 per vehicle, which includes driver & navigator, additional adult passengers are \$20.00 each, \$10.00 for under 12's

Closing date for registration is October 1st, or as soon as the maximum number of 50 teams has been reached. Sorry, no "day of" registrations can be accepted.

Arrangements have been made for accommodations at the Best Western Quail Inn in Benson (520-586-3646) and be sure and mention the Arizona Mini Owners Group to get the special rate of \$89.00 + tax per room.

Our block of rooms will only be held till Oct.1st, so make your reservations early.

A post card, or e-mail message, will be sent with the start location.

.....cut here and mail.....

The British Vintage Voyage 2008 registration
 (PLEASE PRINT)

Name of Owner/driver.....Navigator.....

Street address.....Passengers if any.....

City.....State.....Zip.....Home phone.....

Car Marque.....Year.....

License Plate #.....Club Affiliation.....

E-mail address.....

I agree to hold the organizers, the Arizona Mini Owners Inc., harmless and not liable while traveling to, during & from this event. My car is legally taxed, licensed and insured and I agree to obey all Arizona driving laws.

Signature..... Date.....

See page two.

Cruise Night Locations

Albertsons Shopping Center - Warner and Lindsey Friday Nights

Scottsdale Pavillions near McDonalds
Saturday evenings from 4:30

Mesa - 2nd Friday of each month in Downtown Mesa

Mesa - Power & Hampton on Saturday Evenings

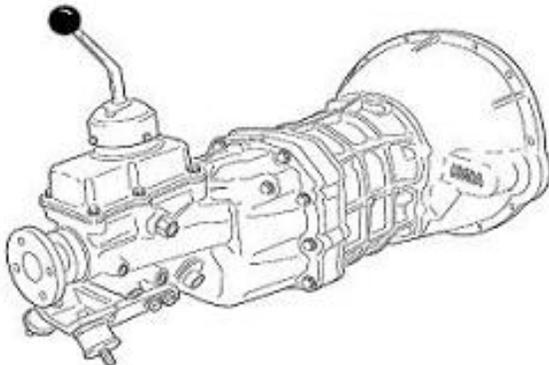


Last Sunday of every month
Cruise-in at Red Mountain.
summer hours - May-September 3:30-6:30
winter hours - October-April
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Triumphest 2008

Thanks to Kathy Nuss for submitting this article & pictures and to John Truttman and Armand LaCasse for additional photos

DCTRA members at Triumphest did very well in the awards department. Two members of the North London Triumph Club each chose a car that they would like to take back to England with



them. One was a TR2 race car and the other was Jim Bauder's TR250.

Armand LaCasse and Pete Peterson won the Picture Rally. They tied with another car but they



had answered both of the tie-breaker questions, so were awarded First Place.

We also did all right in the Autocross event. Ken Schmidt had the fastest time of the day for a non-race car as well as first place in his class. Kathy Nuss also got first place in her class and John Nuss got a special award for "Retractable



Landing Gear". He went into a turn so hard that both rear wheels looked like they were folding.

Everyone was given a ticket and you had to find another person with the same number in order to



get a prize. John Reynolds was one of only two pairs to find a ticket mate and won a shirt.

Kathy also won the Uff Dah Award. A clogged fuel filter and gas tank and a failed generator and

control box were Tilly's problems. Dave Mure's Spit donated a battery to get Tilly into town using only her running lights. She was sandwiched between Dave's taillights and Ken Schmidt's headlights on Wednesday night for about 35

had a clutch breakdown near Wickiup on the way home, but thanks to a donated screwdriver shaft,



miles to get into Bishop where her own battery could be charged. John brought Trevor's generator and control box with him on the plane and did a repair in the motel parking lot.

Marie Thompson and Betsy Kavash made the trip okay even though Marie's TR6 had some braking problems. Ken Schmidt and Deborah

made it back to Marie's place in North Phoenix where they had left another car.

Other DCTRA members in attendance were John Truttman and Matt Reynolds. The venue was beautiful, but the weather was not what we are used to. The Twentieth Birthday Party for the Triumph Travellers on Friday night was a smash hit. I believe all of us that attended had a great time.





Peter Peterson auto crossing in Armand's GT6+

Are you sure John Reynolds is still following us?



A car show in a dimly lit parking garage...



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These items were donated to the club by a gentleman that lost his brother, the Triumph owner. The car was sold and these parts left over.

We will hold a raffle for them. No cost to the club members. The items will be brought to the November meeting and we will pass out tickets. The idea is you put the item number on a ticket and hold the other half. We will draw numbers and you take home the item, providing some one else did not get it first.

DCTRA RAFFLE LIST

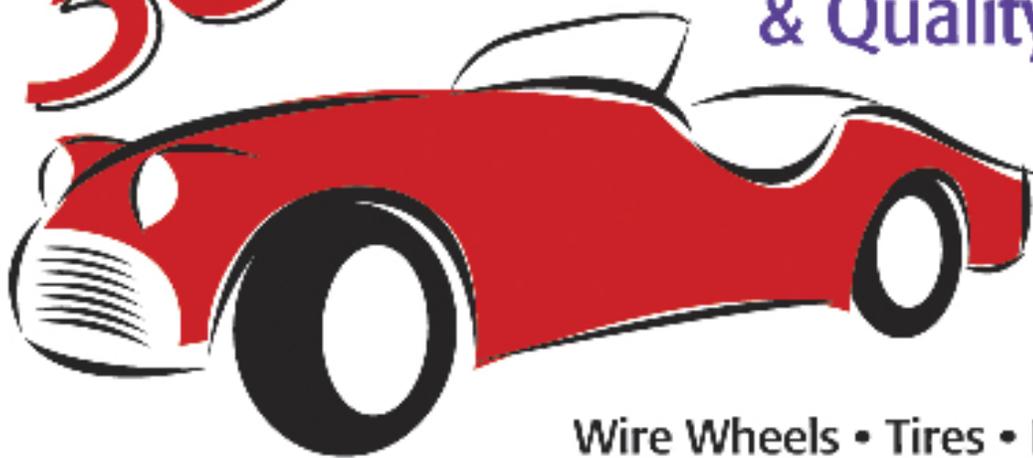
All model-specific items are for TR6

NO.	AMT	ITEM	NOTES
1	1	Water pump	Needs rebuilding
2	1	Fuel line electric lock	
3	1	Shock absorber oil	
4	1	TR6 car cover	Looks new
5	set	Wood bead seat covers	
6	1	Rear muffler, dual pipe	New
7	1	Box of seat belts	New & used
8	1	Car cover	Looks new
9	1	Fuel tank	New
10	set	Rear springs	New
11	set	Front bumper guards	Used, exc. Cond.
12	1	Truck cover	No description
13	1	Car cover, Large	No description
14	4	Beauty rings	Almost new
15	set	Dual intermediate tail pipes	New
16	1	Nose bra	New
17	2	Stromberg carburetor rebuild kits	New
18	1	Original oil filter housing	Used, exc. Cond.
19	1	Oil filter	New
20	1	Oil filter	New
21	1	Distributor cap	New
22	1	Oil filter	New
23	1	Distributor cap	New
24	1	Point set	New
25	1	Point set	Used
26	1	Coil	New
27	1	Distributor vacuum unit	New
28	1	Shock absorber gasket	New
29	set	Wheel chocks	New
30	set	Starter brushes	New
31	1	Distributor vacuum	Used
32	set	Points & condenser	
33	1	Large gasket	?
34	1	Unisin carb vacuum gauge	
35	1	Stromberg adjusting tool	
36	set	Point, condenser, & rotor	
37	set	Carburetor gaskets	
38	set	Carburetor gaskets	
39		Misc. clips	
40		Thermostat & gaskets	New
41	set	Oil canister gaskets	
42	1	Stromberg rubber diaphragm	
43	1	Brush set	?
44	2 sets	Original NOS green spark plug leads	
45	1	TR6 - 7 Emissions Manual	
46	1	Haynes Zenith Stromberg Carburetor Manual	
47	1	TRF Catalog	2003
48	1	Owners Workshop Manual for 1967-73	Hard cover
49	1	Clymer Shop Manual, 1954 - 76	
50	1	Original TR6 Manual	Loose-leaf
51	1	TRF TR250 - 6 Glove Box Companion	2004 - 5
52	1	TRF TR2 - 8 Catalog	2004



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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

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Two Years
\$34.00

Three Years
\$50.00

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Camping Trip

Thanks to Kathy Nuss for submitting this article

It was Saturday, a beautiful, sunny day in Mesa, Arizona when we gathered at Southern and Ellsworth for a drive to Tonto Natural Bridge north of Payson. Two TR-6s (John and Beth Horton and Julian and Kerry Anderson), two TR-250s (Jim Bauder and Bob McIlravy), Stu and Debbie Lasswell in their TR-3, Gene Glenn and Linda (TR-4A) John and Kathy Nuss in Tilly (Spitfire)



their campground (The Majestic Mountain Inn) and Beth and John headed for theirs (Best Western). Somehow, Julian and Mike got left behind at the restaurant while we walked to another antique store a half a mile away.



and Mike and Aubrey Long in their Jaguar were accompanied by Ron Gurnee as far as Bush Highway and the Beeline Highway. The rest of us motored on up to the bridge.



Boredom set in for them, but they were good sports about it.



After viewing the bridge and the waterfalls, we went on north to Pine where we had lunch at the local diner. Low and behold, there was an antique store right next door, a boon for the ladies in the group. Jim and Bob left to go back to the valley and Gene and Linda headed for



Julian and Kerry headed to their campground (Majestic Mountain Inn) while the rest of us went on to the Payson Campground and RV Resort. And, what to our surprise, there was another antique store next door! After we got camp set up, the others joined us for conversation and we

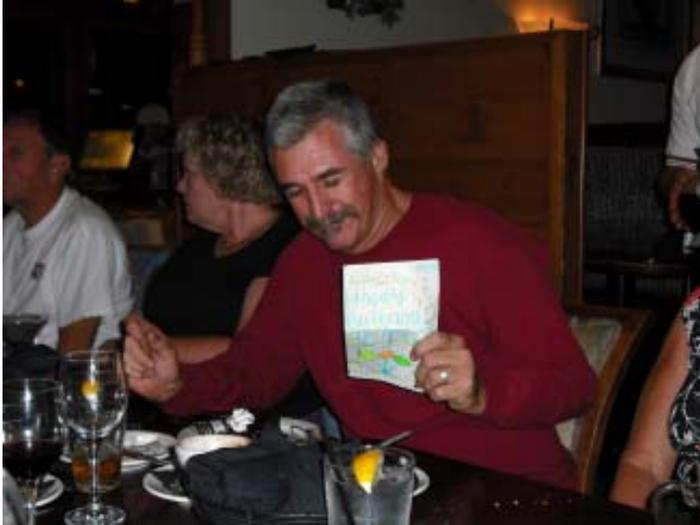


Laswells and Nusses had to make one final stop at a yard sale before heading home.

All LBCs and the one LargeBC made the trip with flying colors. We all decided that we would like to make this an annual event. Next time, we hope to see more of you!!



went to Fargo Steakhouse for supper. This was the easiest camping trip I have ever attended.



After s'mores around the campfire, we all retired to our respective campgrounds.

Morning came sooner than desired for some. Mike and Aubrey had to get back to the valley for a 10:00 appointment but the Andersons and Nusses met the Hortons at the airport for breakfast. We went our separate ways, but

Camping Trip

Thanks to Julian Anderson for submitting this article

On September 20 DCTRA held a wonderful run to Tonto Natural Bridge, just north of Payson. The run was organized by Stu Laswell and was thought to be a great success by those who participated.

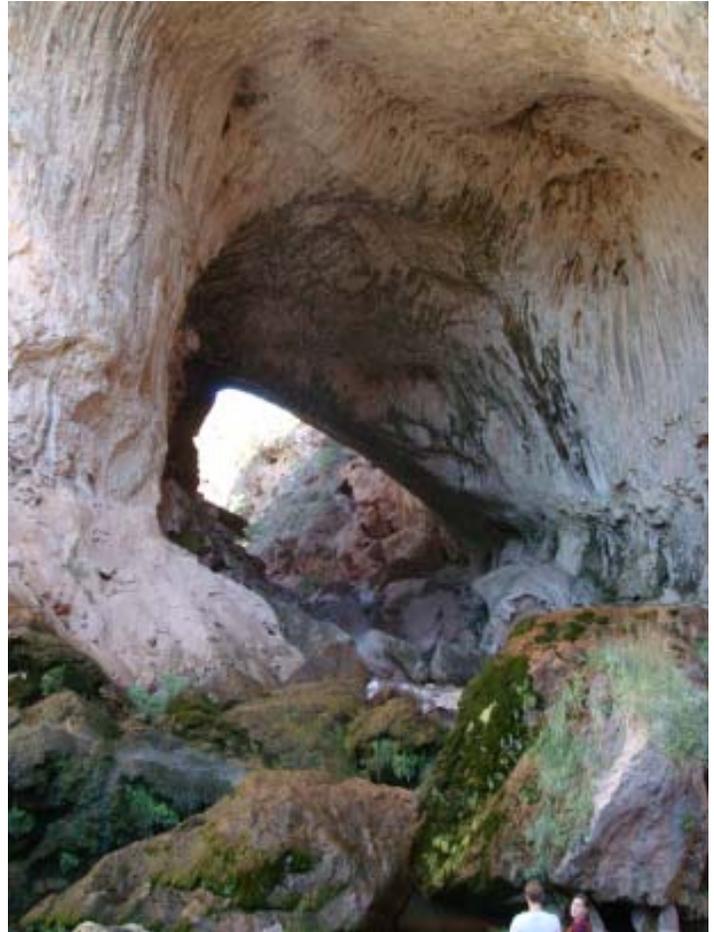
The convoy comprising a Spitfire, a TR3, three TR250's, two TR6's and Mike Long's Jag set off a little after 8:00 a.m. from the meeting point at the corner of Ellsworth and Southern Avenue in Mesa. The convoy enjoyed a delightfully scenic drive along the Bush Highway eventually connecting with Highway 87 (Beeline Highway) and motoring along through Payson and on to the Tonto Natural Bridge State Park.



According to the Arizona State Parks Department website;

“the Tonto Natural Bridge State Park is tucked away in a tiny valley surrounded by a forest of pine trees and has been in the making for thousands of years. It is believed to be the largest natural travertine bridge in the world. The Bridge stands 183 feet high over a 400 foot long tunnel that measures 150 feet at its widest point. The discovery of the valley was documented first in 1877 by David Gowan, a prospector, who stumbled across the bridge as he was chased by Apaches.

Gowan hid for two nights and three days in one of the several caves that dot the inside of the Bridge. On the third day he left the cave to explore the tunnel and



green valley surrounding it. Gowan then claimed squatters rights.”

For more information on the Bridge go to <http://azstateparks.com/parks/tona/index.html>.

Once at the Park the group took the opportunity to inspect the area around the Bridge and many hiked down to the bottom of the waterfall to view it and the arch from its best angle.

Around noon the convoy set off for Pine and lunch at the Nifty Fifty Diner which was a very good experience; nice little place with decent food in a quaint little town. Seems like the restaurant staff and other guests really liked seeing our little convoy of cars too.

Passing of the Triumph Torch

A TS1 Tale

Thanks to Robert Smith for submitting this article

Having been involved with sports cars for over forty years, it is now my honor to be the caretaker of the first Triumph sports car built for the North American market, Commission Number TS1 LO. (Translation: Triumph Sports, Chassis #1, Left Hand Drive, Overdrive provided with gear box).

Most of you reading this article likely know the car and its former owner and restorer, Joe Richards, much better than I do. But I thought I'd put my own story about TS1 into a few words, and know that there are many other stories that accompany the car and its wonderful history.

I have an understanding wife who has allowed me to pursue this life long addiction to sports cars to a point that some may deem "over the top." We now have about 24 British sports cars in a collector car garage which doubles as a small museum/collection on the island of Hawaii near Hawaii Volcanoes National Park—believe it or not the only car museum in all of Hawaii, to my knowledge.

Among other marques, I became interested in Morgans years ago, and since we only have Plus 4 Morgans, they are all powered by Triumph engines (or in the case of our 1952 "flat rad" DHC, the early Standard Vanguard 2,088 cc engine, which is the engine preceding those supplied in Triumph TR2's). Dealing with Triumph engines gradually got me interested in Triumph sports cars, and I finally asked my wife if we could add a "cut door" Triumph to our collection.

In explaining early Triumphs to my wife, I'm afraid I was too simplistic. She wanted to know the basic differences between early Triumph sports cars and later TR3 cars, and I basically said that the early cars had a small grill, essentially resembling a pouting or small mouth,

and the later TR cars had a larger, more smiley grill. She immediately said she'd rather have the big smile on the car, so our first "cut door" Triumph was a very nicely restored TR3B we found in Atlanta.

Once the TR3B arrived in Hawaii and she got the flavor for the automobile, she and I both became much more interested in the history of the marque. My wife gave me permission to look for a small mouth car as well, and after weeks of pounding the keyboard on the Internet, I finally found what I still believe to have been a very old list of TR2 and TR3 owners. I wrote each one an apologetic inquiry, simply asking if anyone may know of a nice example of a small mouth Triumph that may be for sale.

I got quite a few nice responses, but nothing really yielded the quality car we were looking for. Then, nearly four months after my initial cyber inquiry, I got a note from Joe Richards. In his typically understated way, Joe informed me of three cars that may be available, including "A 1953 TR2, Build VIN TS1, very correct restoration, excellent condition."

I could hardly believe my eyes, and read this one line in Joe's e-mail several times. The next day I called him, and thus began a courtship of custody that lasted well over a year. There was never any argument, never any haggling, only very gentleman-like discussions about the car, and how such a transition, both historical and highly personal, may take place over time.

Joe (rightfully so) would not part with TS1 unless I personally inspected the car. In the long process of planning a long trip, Joe Alexander of Friends of Triumph got wind of the planned passing of the Triumph torch, and had a good idea. Joe Alexander knew that this year's Watkins Glen vintage races in September would feature Triumph as the featured marque. What a better way and venue to pass the torch, and allow Triumph enthusiasts from all over the world the ability to see the car before it left for Hawaii?

The rest of this story is recent history, and the best experience of my life with sports cars. We

were welcomed at Watkins Glen with open arms, to the extent that the official race program featured TS1 on the cover. There was a wine label with TS1, and a wonderful, original oil painting done that is now part of the provenance of the car. Joe and Dottie Richards received more recognition for the excellent restoration

early September, 2008, on the modern Watkins Glen race course.

I'll close by saying again that it is an honor to be the new custodian of TS1. Many thanks to Joe and Dottie, and all of their friends and colleagues from all over the world who assisted in the restoration, and provided the encouragement to help restore this important piece of sports car history. You will be able to read a much more thorough account of TS1 and the Watkins Glen experience in the upcoming addition of Classic Motorsports magazine.

For all who read this note, please feel free to contact me at any time, and certainly make plans to come and see TS1 again, along with some other nifty sports cars in our small museum on the Big Island. I can be contacted at smith1127@aol.com, or by telephone at 808-342-1036. Mahalo nui loa (Thank you very much). Robert P. Smith



done on this "holy grail" of Triumphs, and grown men and women even shed a tear or two when confronted with TS1.

As for me, it was a sports car enthusiast's dream come true. I was allowed to drive TS1 on the original (re-enacted) Watkins Glen race course, following the four cars present that had been racing at Watkins Glen since the early days of American road racing. I also got to drive TS1 as an honorary pace car in the "Kastner Cup", an all Triumph race held in honor of the great Triumph racer and innovator, Kas Kastner. Kas rode in TS1 around the Watkins Glen race course with me, gently walking me through all the right moves until we completely lost sight of the pace car behind us. Even Kas said that it was hard for him to imagine TS1 driving out any more smartly when new in October, 1953, as it did on that wonderful day in



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