

Triumph TRumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA

"ALL THE NEWS THAT FITS - WE PRINT"

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DCTRA WEBSITE: <http://www.microworks.net/dctra>

FEBRUARY 2001

Vol. 22, #2

MEETING: FEBRUARY 13 @ 7:00 PM
EL ZARIBAH SHRINE TEMPLE
552 North 40th Street
COME EARLY - BUY FOOD!
SUPPORT OUR BENEFACTORS!

CLUB OFFICERS

V.P. & Events: Bob Lee 480-473-0759
Secretary: Deta Hampsch 623-434-1999
Treasurer: George Montgomery 888-757-7701
Newsletter: Mike Bayne 602-938-1282
Tech Advisor: Armand LaCasse 602-870-8585
Historians: Mike and Joyce Bayne 602-938-1282
Membership: Tom Pennell 520-537-3355
AAHC Rep: Roy Stoney 602-414-9953

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

Dues are \$18.00 per year

For membership information, contact Tom Pennell at 520-537-3355

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PROJECT CAR STATUS NEXT WORKDAY

FEBRUARY 11 - 10 AM

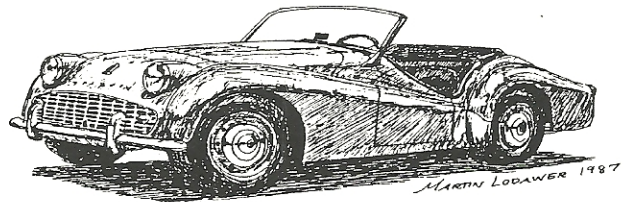
BRITISH SPORTSCAR SERVICE
4290 E. INDIAN SCHOOL

COMING EVENTS

FEBRUARY 10 - 8:30 AM
WICKENBURG - THE REAL WEST PARADE
Staging area near Rancho Bar - Hwy 60
West in Wickenburg
Details inside

OTHER EVENTS

FEBRUARY 11 - 7:30 am
ALL BRITISH BREAKFAST RUN
Hosted by the MG T Roadrunners
32nd Street & Shea Blvd



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EDITOR'S DESK

The annual Brunch and Election of new officers turned out really nice this year. Dave Riddle organized a great meeting at Michael Monti's restaurant in Mesa, and we had an overflow group to enjoy it. The surroundings and the food were some of the best we have had in years and I think most of those in attendance would probably vote to hold an event there again. Speaking of voting, our new board was chosen, and Roger Guzowski will serve as our new Prez, Bob Lee won the only contested election, for VP (pending the appeal, overseas votes, Florida returns and chads), George Montgomery takes over as Treasurer and Deta Hampsch returns as Secretary. A stellar cast if you ask me. Paul Bridgnell led the thanks and applause for outgoing Prez John Horton, who likewise thanked his crew and promised to help Roger conduct orderly and well-behaved monthly meetings. All said, it was a pretty successful annual meeting.

Earlier that same weekend most of the big car auctions were going on and Joyce and I got to see some pretty amazing cars. At the RM auction at the Biltmore was a Herald on which the owner had spent \$40,000 restoring. The car had been fabulously rebuilt from the ground up and was gorgeous, but it sold for \$13,000. Great money for a Herald, but what a loss to take!

There was a guy driving his Ferrari 340MM back and forth around the houses at the Biltmore (at a great rate of knots) before the auction, probably to blow all the carbon out. It later sold for \$1.7 mil. What a great toy for putting about the grounds! Later, at Barrett-Jackson, we ran across a George Barris-style custom built on a TR-3 chassis. It was in the unsold lot after it failed to meet its reserve, and based upon how much Bondo was caked on it deserved to be there. The other Brits there weren't fairing much better. A fellow with a nice yellow Morgan flat-radiator model cranked and cranked but just couldn't get it started (right before his turn on the block), and a huge group of "experts" finally determined that the starting problem on a hapless MG-PB was due to an empty petrol tank. But there were hundreds of beautiful cars! to-die-for, and one of the vendors there makes THE BEST Italian sausage and onions I have ever had! worth the price of admission alone.

Even more on the same weekend! Sunday night we watched original members of the Crystals and Sha-Na-Na do "girl group" and "doowop" music at The Orpheum Theater downtown. A fantastic experience for diehard early sixties music buffs and even better watching from the orchestra pit. Jeez, these guys are getting really old! But so is my TR. But they still sound and move so good. So does ... (you get the idea).

Mike Bayne

CLASSIC-FIED ADS

FOR SALE: 1977 Spitfire . Body in great shape, interior shot as is the motor. White in color. Asking \$500.00. The car is located in Scottsdale at about Scottsdale Rd and Sweetwater. If someone local would like to get it and needs a trailer to move the car I will let them use mine. His name is Randy Salo and his numbers are: (H) 480-837-4531 or (W) 480-892-8200. (01/01)

Dave Riddle

FOR SALE: 1977 TR7 engine & 5-speed trans. Includes carbs & electrics. Asking \$450 OBO. Call Dick Luna 602-867-8497 (Leave message). (02/01)

FOR SALE OR TRADE: Spitfire 1296cc short block. Disassembled, but all there. Make offer, reasonable interesting trades considered. Call Mike 602-938-1282 (02/01)

FOR SALE: 1966 Spitfire. Ready for paint & assembly. Rebuilt 1147cc engine. Just bought a TR3 and don't have time to finish. Call Dave Mure 480-483-9622 (02/01)

RACE REPORT

Upcoming Local Race Dates

VARA February 16-18 at Phoenix International

NASA February 23-25 at Firebird

Local Racing Organization Websites:

National Auto Sport Association

<http://www.nasa-az.com/>

Arizona Sports Racing Association

<http://www.race-asra.org/>

Sports Car Club of America - Arizona Region

<http://www.az-region-scca.org/>

Vintage Auto Racing Association

<http://www.vararacing.com/>

Dave Riddle



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WHAT'S GONNA HAPPEN THIS MONTH

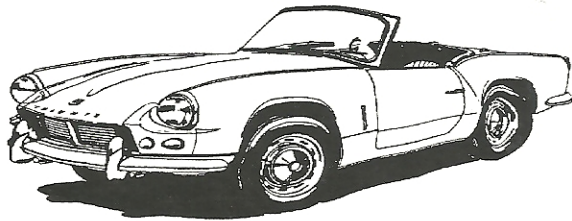
February 10 - 8:30 am - "Wickenburg, the Real West" Parade

Dust off ol' Paint and get your cooling system in shape. Here's an opportunity to show off your steed from across the pond. While they aren't exactly the breed that took the cowboys on a trail drive, they are our modern-day equivalent of the trusty mule. A bit stubborn sometimes, but sure-footed in the twisties and definitely more fun. We'll meet in the parade staging area in Wickenburg at 8:30 AM for the 10:00 start. The parade is largely downhill so if the temperature starts to climb, you should be able to do a bit of coasting. After the parade, you can enjoy the rest of the day in Wickenburg or take off to wherever. So, bring the trusty steed and let's show how the west was really won! the Brits "Triumph-ed". (Just don't follow the horses too closely)

Directions on how to get there: We need to meet at the staging area at 8:30 A.M. The staging area will be located near the Rancho Bar on Hwy 60 West in Wickenburg. There are 2 ways to get there. You can either go north on I-17 to the Carefree Hwy turnoff (Hwy 74) and go west on Hwy 74 for about 35 miles then north on Hwy 60 (Hwy 93) towards Wickenburg. You can also go north on Grand Ave which turns into Hwy 60 (Hwy 93). Stay on Hwy 60 West into Wickenburg. At the stop light in the center of town (just past the Hassayampa River Bridge) continue west under the train tunnel for about 1.5 miles to the Rancho Bar located on the north side of the Hwy. Look for our group in this area. Plan on leaving early Saturday since highways will probably be congested and cause delay. It should take about 1.5 to 2 hrs depending on where in the valley you are coming from. Since the theme of the parade is "Wickenburg, the Real West", it would be great if everyone could wear a cowboy hat or something western. See y'all there!!

Bob Lee

*****IMPORTANT -- An update to the Wickenburg Parade next Saturday. The Wickenburg Chamber of Commerce has asked us to carry about 6 to 8 Western Stuntmen in our cars as part of the Honorary Division. Ron Nix, who has done several stunts in movies, is the head of the group. They will probably be getting in and out of our cars doing stunts as the parade progresses. To do this we need at least 6 to 8 cars that they can sit in or on. I need to know how many of us are willing to do this. Please let Paul Bridgnell know ASAP if you are planning on going and will let a stuntman ride with you. I need to get back with them early this week. Contact Paul at 602-996-2880 or paul.m.bridgnell@boeing.com



THE PREZ SEZ

Roger, what a sneaky way to get someone else to write your column! After this month, though, you're going to have to be really creative to top this one:

Last weekend Roger was outside talking to a neighbor kid who mentioned that somebody's fireplace must be burning, and Roger said that yes, he had just gotten a fire going. A short while later, Roger went out to his garage, opened the door, and found the fire that the kid had really noticed. Evidently a cord to one of his garage stereos (one of his garage stereos?) had shorted out and caught fire, pretty well toasting his workbench and various things around it. Roger said the bench had been turned to charcoal! As much as the fire burned it didn't reach the cars, but the heat and smoke damage to them looked pretty severe. When I talked to him he mentioned some paint damage but was unsure how much else needed attention. His garage is pretty much a mess and, as it was carpeted, will have to be completely gone through. The adjuster was arranging fixes for the smoke damage on the contents and replacement of the drywall. Roger said that it was so hot that some of the plastic caps on solvent cans were melted. As bad as it was it could have been much worse. When I was a kid I worked for a neighbor who had a business cleaning up houses that had burned, and I can sympathize with Roger's situation as there are few messier jobs than cleaning up after a fire.

I'm sure we'll get all the gory details at the meeting. Good Luck, Roger

Mike Bayne for Roger Guzowski

JIM MEDLAND, President

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MINUTES OF THE JANUARY MEETING

The meeting opened at 7:11 with twenty-eight present. We had Bill Scott as a guest. Minutes were accepted as read. Ron Strong reported that "We have a lot of money left and are doing OK". His new airplane wing arrives tomorrow; no assets from the club are allocated to that! Newsletter editor Mike Bayne thanked all those who had submitted articles. All of the project car pieces are now at Roy Stoney's new location. There will be no work day in January.

John Horton reported that there was no AAHC meeting this month. In racing news, Dave Riddle told us about a VARA event February 16 through 18, and a NASA event February 23 through 25 at Firebird. Dave also gave us a website to view a very detailed Ferrari miniature car: www.johnegerton.co.uk/cmcc/

The raffle was won by Roy Stoney and Charisse Montgomery. We have gotten two new members from web site contacts. Plans are also continuing for a group trip to England sometime in the future.

The Champagne Brunch will be January 21 at Michael Monti's Restaurant in Mesa. No new nominations were taken for the elections. It was decided to take part in the Wickenburg Gold Rush Days Parade on February 10. Wheels of Britain show will be March 11 ! hopefully no rain this year.

Many thanks to the Coles for hosting the Christmas party. It was a great success! The Carneys finally made it to Florida after an eventful trip. First they burned up their Suzuki while towing it, and then their motorhome was sideswiped. We wish them better luck!

Many potential problems were presented concerning the purchase of the British motorhome from the TR Club in Albuquerque. The subject has been tabled until after the elections.

Pete Peterson has an old Triumph Thunderbird motorcycle for sale. It is need of repair, but a good start for someone who needs a project.

Meeting adjourned at 8:28pm.

Deta Hampsch

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NOTE FROM YOUR PUBLISHER

Newsletters via e-mail

For those of you who are still getting your newsletters via the US post office - it's time again for me to remind you that DCTRA is in the 21st century and offers the monthly bird cage liner in .PDF format on the Internet. You can download, view and print the newsletter without waiting for the snail-mail man to arrive. All you have to do is send an e-mail to:

tpennell@cybertrails.com

requesting that your newsletter be delivered via e-mail only. Not only will this save the Club's money in postage, but also the reproduction costs. You will need Adobe Acrobat Reader to view and print the file, and you can get it for free. Go to:

<http://www.microworks.net/dctra>

Then click on the link "Get Acrobat Reader" at the bottom of the page. Once you have downloaded the file called "AR405eng.exe", double-click on it to install Acrobat Reader. After you re-boot, you will be able to view and /or print your newsletter.

As the population of personal computers and the Internet expands, so does the possibility of this sort of communication. Not just for DCTRA, but for many other organizations as well.

Join in! You'll enjoy it!

Tom Pennell

MS WINIFRED IN THE CHIPS

This damp and chilly weather leaves me grumbling. Why can I lubricate my little auto but not me knees? Where is science when you need it? The evening was not going well anyway. It all started when Harry, hubby of my friend Daisy two doors down, was such a help on my last project that I decided to pop in with a gift. Now Harry hasn't the soul for our dear British sports cars, but he does know motors. He used to go on and on for hours about his favourite American cars. I took awhile for me to realize that "mussel cars" were not units on a train used for carrying seafood, and longer to spell it correctly.

My misguided idea was to bake a batch of chocolate chip cookies. Daisy says the only way she can keep chocolate chips for recipes is to hide them in the freezer, labelled "squash". He'll never know they're from a tube in the deli section. A little scraping on the bottom only makes them look a little more home made. The bother came when I tried to wrap the box. I spent an hour searching for invisible tape, until the obvious hit me that how could I expect to find something that was invisible.

Then came the flash of brilliance. Flowery paper wasn't appropriate. Harry has motor oil in his veins (as well as on most of his clothing). I felt much better as I wrapped the box in big, orange shop rags, and closed it all up with duct tape. Happy eating, Harry!

MISCELLANEOUS CORRESPONDENCE

Remember that many of you have your annual membership renewal overdue as of January 31. This year we have a new Treasurer, after many years of Ron Strong's service to the club. Mail a check for your dues to George Montgomery at:

DCTRA Treasurer
701 S. Dobson Rd. # 337
Mesa, AZ 85202

WHY IS THAT?

The US standard railroad gauge (width between the two rails) is 4 feet, 8.5 inches. Why was that gauge used? Because that's the way they built them in England, and English expatriates built the US railroads. Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used. Why did "they" use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons which used that wheel spacing. Why did the wagons have that particular odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts. So who built those old rutted roads? The first long-distance roads in Europe (and England) were built by Imperial Rome for their legions. The roads have been used ever since. And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels. Since the chariots were made for (or by) imperial Rome, they were all alike in the matter of wheel spacing. The United States standard railroad gauge of 4 feet, 8.5 inches derives from the original specification for an Imperial Roman war chariot. So the next time you are handed a Specification and wonder what horse's ass came up with it, you may be exactly right, because the Imperial Roman war chariots were made just wide enough to accommodate the back ends of two war horses. Thus, we have the answer to the original question. There's an interesting extension to the story about railroad gauges and horses' behinds. When we see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah. The engineers who designed the SRBs might have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory had to run through a tunnel in the mountains. The SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track is about as wide as two horses' behinds. So, the major design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a Horse's Ass!

Paul Bridgnell

AUTOMOTIVE EVENTS ALL OVER THE WEST

February 10, 2001 - Wickenburg Parade. Details elsewhere in this issue.

February 24-25, 2001 - Annual Highland Games at Mesa Community College. All British cars are invited and the first 25 cars to register will receive 2 FREE tickets to the event; the remaining cars will receive one free pass. This is not a judged event but all registered cars will receive a souvenir dash plaque. We would like to have as many cars as possible there for both Saturday and Sunday, and there will be security to leave your car overnight. However, if you can only come one day we will be just as pleased to see you. Please be aware that MCC safety regulations require all cars be in place when the gates open to the public at 8:00am and must remain in place until closing at 4:00pm. Not only is this a really fun event, but it is a great way to make your club known to newcomers to the valley. Please return the enclosed form ASAP so that the Games can allocate sufficient space. We will issue you a parking pass to allow you easy access to the assigned area. If you have any questions please feel free to call Phillip Blahak at 480-985-2531.

February 24, 2001 - All British Car Day. Sponsored by the AZ MG Club. Times and location TBA.

March 11, 2001 - Wheels of Britain at Heritage Square, 6th & Monroe Streets, Downtown Phoenix. 10am ! 3:00pm. Preregistration entry opens at 8:00am, day of show entries must be in place by 10:00am. \$15 for first vehicle, \$10 for each subsequent entry. Day of show entry is \$20. Registration form included in this newsletter. Info! Shirley ! 480-985-2531, Mike or Janice ! 480-759-9386.

March 18 - British Breakfast sponsored by the Mini Club. Annual "Pancakes in the Park" \$5 donation.

April 7-8, 2001 - Fourth Annual British-European Auto Tour (BEAT). Here is another opportunity to cruise the backwoods of Arizona. Flyer and entry form included in this issue.



DCTRA OFFICERS FOR 2001

Top row, left to right - Deta Hampsch, Secretary; George Montgomery, Treasurer; John Horton, Outgoing President; Paul Bridgnell, Outgoing Vice President.

Bottom row, left to right - Bob Lee, Vice President & Events Chairman; Roger Guzowski, President.

Give them a hand and lots of help in 2001!