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OFFICIAL NEWSLETTER OF
THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA

"ALL THE NEWS THAT FITS - WE PRINT"

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MAY 2001

Vol. 22, #5

MEETING: MAY 8 @ 7:00 PM
EL ZARIBAH SHRINE TEMPLE
552 North 40th Street
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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
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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

NO WORKDAY IN MAY

CLIFF WILL BE IN ENGLAND

BRITISH SPORTSCAR SERVICE

4290 E. INDIAN SCHOOL

COMING EVENTS

MAY 20

ALL BRITISH BREAKFAST RUN

7:00 AM

32nd & Shea

Sponsored by the Jaguar Club

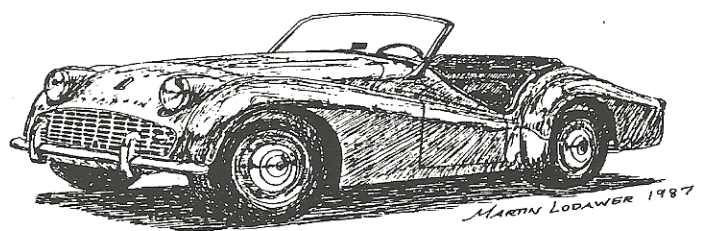
OTHER EVENTS

JUNE 8-9

RIM COUNTRY CLASSIC

PAYSON, AZ

See enclosed flyer & entry form for complete details



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EDITOR'S DESK

Spent part of Sunday with a small crew working on the project car. Cliff Philpott has really done an great job taking over the reins of this task. Because of the great variety of TR-3's from which many of the parts come, there is a lot of engineering involved in piecing together the car, but the result is really quite good. The car is miles ahead of where it was when Cliff took over, but if it is going to be ready for 2002 Triumphfest, we're really going to have kick it up a notch and get more people involved in the work days. The next work day is in June ! hope to see you there.

There were lots of interesting events to keep our interest piqued over the last month. The BEAT was bigger and better than ever, with more than a few thrills, spills and casualties thrown in for effect. Best of Show has to go to Stu Lasswell, who had a front suspension fitting go AWOL at speed, taking the wheel with it and relegating him to the back of Roy Stoney's tow vehicle. His successful repair of the front end in a freezing high wind and snow flurries on Sunday morning also produced for him a runaway bonnet blown into the windscreen, with many more broken pieces the result. He kept a surprisingly good humor about it, and ended up finishing the run without further mishap. In the Prince of Darkness category, Dave Riddle was stopped by a dead coil and Bob Lee smoked a generator. Ken and Deborah Schmidt lunched the motor and had to nurse poor Smedley back to the barn, where they picked up alternate wheels and finished the run in their Porsche. Just a few miles from home Joyce and I stopped to help Deta Hampsch, who had banshees from hell screeching from under her hood. The fan clutch bearing was shot, and she was able to drive home, albeit rather noisily. In the bonehead department, a banzai hotshot in a BMW was driving way above her abilities and lost it in a big way, scaring the bejeezus out of herself. She finished the rest of the run rather slowly. The weather was splendid: Cold, windy, rainy and snow flurries. There was good company, beautiful scenery and great cars, and Roger sez that next year's event promises to be even better, at a new hotel to boot.

Last Saturday night some of us took advantage of the free tickets provided by Bob Molner of Wide World of Maps to attend the Sun Automotive 200 road races at PIR. Bob owns a NASCAR Southwest Tour stock car team and was competing out of town last week and donated his season tickets to the club. I tried to contact as many of you as I could by e-mail, but it was fairly short notice, so for those of you that I missed, sorry. See Dave Riddle's report elsewhere in this issue. In addition to the fantastic racing, though, the weather was once again wonderful: Cold, rain, wind and dark-of-night to boot! By the time we left the track the missus and I were frozen and soaked and stoked. It doesn't get much better than that! (By now you will have guessed that my least favorite thing in the world is a glamour-boy TV weatherman giving me the "good news" that the five-day forecast will be warm, sunny and dry ! a painful pox on his sort!)

Mike Bayne

CLASSIC-FIED ADS

For Sale: 1961 TR4. Restored in early 98. First year production car. The car is not original, but it is fun! The car was disassembled, except for removing the body from the frame. All body parts were stripped to bare metal. The bumpers were removed and bumper holes filled. It is painted BRG. All rubber seals and gaskets were replaced with new during re-assembly. New Chrome beading. The engine was evaluated while out of the car. It required new rod bearings and timing chain. Many, many new parts. Call Jim at 602-201-8869 (pager) (04/01)

For Sale: Spitfire 1296cc short block. Disassembled but all there. Make offer -or- reasonable interesting trades considered. Call Mike at 602-938-1282. (05/01)

THE PREZ SEZ

For the past few months the bulk of Roger's time and resources have been devoted to taking care of Roni. During an apparent upswing in her condition he was able to once again ramrod a successful BEAT, and even this was probably a lot more than he should have tackled at this time. Roni has had a few setbacks and even more surgery on her legs, and at this time all we can reasonably expect from our Prez is that he take care of his wife. He'll keep us posted when he can, and we should offer our prayers and support when we can.

RACE REPORT

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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ENGLISH 101

Haynes: Rotate anticlockwise.

Translation: Clamp with mole grips then beat repeatedly with hammer anticlockwise.

Haynes: This is a snug fit.

Translation: You will skin your knuckles!

Haynes: This is a tight fit.

Translation: Not a hope in hell matey!

Haynes: As described in Chapter 7...

Translation: That'll teach you not to read through before you start, now you are looking at scary photos of the inside of a gearbox.

Haynes: Pry...

Translation: Hammer a screwdriver into...

Haynes: Undo...

Translation: Go buy a tin of WD40 (catering size).

Haynes: Retain tiny spring...

Translation: "Jeez what was that, it nearly had my eye out"!

Haynes: Press and rotate to remove bulb...

Translation: OK - that's the glass bit off, now fetch some good pliers to dig out the bayonet part.

Haynes: Lightly...

Translation: Start off lightly and build up till the veins on your forehead are throbbing then re-check the manual because what you are doing now can not be 'lightly'.

Haynes: Weekly checks...

Translation: If it isn't broken don't fix it!

Haynes: Routine maintenance...

Translation: If it isn't broken... it's about to be!

Haynes: One spanner rating.

Translation: Your Mum could do this... so how did you manage to botch it up?

Haynes: Two spanner rating.

Translation: Now you may think that you can do this because two is a low, tiny, itty-bitty number... but you also thought the wiring diagram was a map of the Tokyo underground (in fact that would have been more use to you).

Haynes: Three spanner rating.

Translation: But Nova's are easy to maintain right... right? So you think three Nova spanners has got to be like a 'regular car' two spanner job.

Haynes: Four spanner rating.

Translation: You are seriously considering this aren't you, you plebe!

Haynes: Five spanner rating.

Translation: OK - but don't expect us to ride in it afterwards!!!

CONTINUED OVER THERE ---->

MORE ENGLISH 101

Haynes: If not, you can fabricate your own special tool like this...

Translation: Hahahahahahahahahahaha!!!!

Haynes: Compress...

Translation: Squeeze with all your might, jump up and down on, swear at, throw at the garage wall, then search in the dark corner of the garage whilst muttering "bugger" repeatedly under your breath.

Haynes: Inspect...

Translation: Squint at really hard and pretend you know what you are looking at, then declare in a loud knowing voice to your wife "Yep, just as I thought, it's going to need a new one"!

Haynes: Carefully...

Translation: You are about to cut yourself!

Haynes: Retaining nut...

Translation: Yes, that's it, that big spherical blob of rust.

Haynes: Get an assistant...

Translation: Prepare to humiliate yourself in front of someone you know.

Haynes: Turning the engine will be easier with the spark pugs removed.

Translation: However, starting the engine afterwards will be much harder. Once that sinking pit of your stomach feeling has subsided, you can start to feel deeply ashamed as you gingerly refit the spark plugs.

JIM MEDLAND, President

ROSS VAUGHAN, Parts Manager



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MINUTES OF THE APRIL MEETING

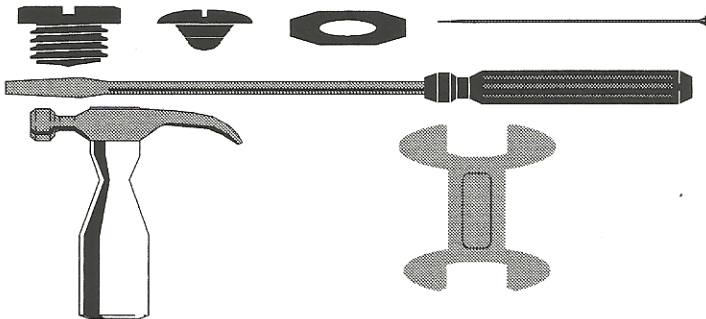
We met at El Zaribah with 18 present. The meeting opened at 7:06pm with John Horton as acting prez since Roger could not attend. The minutes were accepted as read. We are still in the black according to the treasurer's report, which was also accepted. Mike said that there was no real news on the color use for the newsletter, and he is currently trying to learn more about the programming involved.

Cliff reported that the gas tank is now installed in the project car, and that it is progressing nicely. The AAHC is back to its old meeting place at the Mt. Olives Church for meetings until September. We will be linking our website with theirs and will begin receiving e-mail updates on all upcoming legislative items and issues taking place.

Everyone really enjoyed the BEAT! There were so many marques represented. This was the largest turnout with approximately 175 cars. Waking up to the snow Sunday morning was unexpected, but the cars really looked rather pretty with the white contrasting with the various colors of cars. There were some repairs going on in the midst of the wet weather: Dave Riddle and Stu Lasswell survived their injured cars on Saturday, Bob Lee lost a generator, Ken Schmidt lost Smedley's motor, Deta Hampsch had a fan clutch go out on the Sunday return trip only fifteen miles from home. The tech report consisted of various members talking about their various problems and solutions from the BEAT.

Meeting Adjourned at 8:00pm.

Deta Hampsch



NOTES FROM SHIRLEY

An interesting website has been brought to my attention. Try <http://www.auto-culture.co.uk> and see if they have a poster featuring your car or bike. There was even a Wolseley Hornet and a Met when I visited. The problems with the Saturday night cruise at Hampton and Power have been ironed out. It is happening to the east of the Wendy's, closer to K Mart. Cars start gathering before 4 pm and drift in and out all evening till about 8pm. We can try and get a special effort to get the Brits there on the first Saturday nights in the month as we did before IF YOU will support it. Let's try for May 5th. A small group of us went to Lake Havasu last weekend to the River Run 2001 and had a good time. We will be going to Las Cruces at the end of the month to the all British show there.

Shirley Blahak

INTERNET INFO

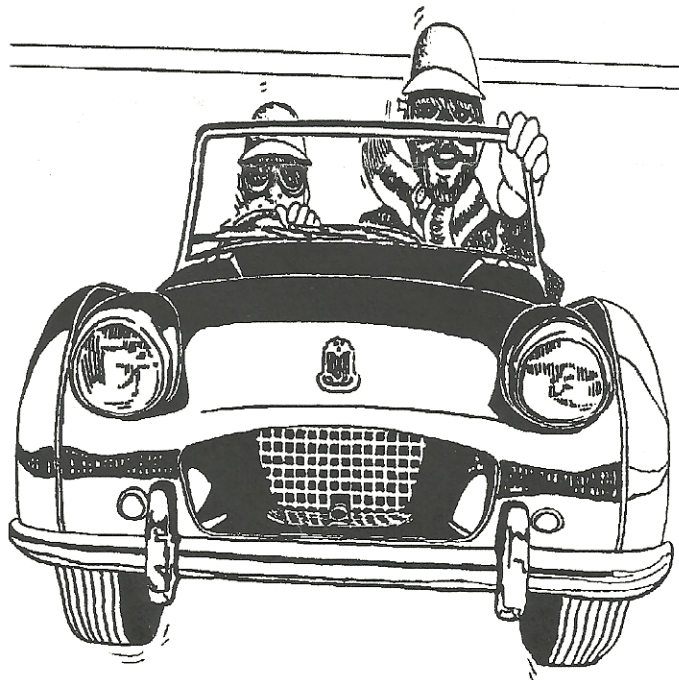
This may be of interest to some of you, passed on by Mike Goodwin:

Activity has been rather light of late on the forums and so I'm appealing to all our current users to help spread the word about the forum. If you know anyone with a passion for British Cars, please be sure to pass on our site address

www.britishcarforum.com

I have been looking into the possibility of placing an ad in British Car Magazine to help get the word out. If I do, that should help a great deal. In the meantime, you can help simply by getting on the forums and posting! Spring is here now, so tell us about your recent top-down outing! And don't forget our new Humor forum (post your favorite "clean" jokes) and the Classifieds. Also, if there's a car-related event coming up in your area, don't forget to pass it on in our Events forums.

Cheers, Basil



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PIR SUN AUTOMOTIVE RACE REPORT

Lori and I went out to PIR to watch the GrandAm race even though the forecast called for rain and wind. We took the TR-3 since we had special parking in the "Arizona Sports Racing Association" corral just under a grandstand and not way out in the "normal" parking area. Lori had never been in the TR before while it was raining. She now understands the comments about staying drier with the top down. It was not yet raining when we got to the track, however it was overcast and quite chilly for Phoenix. We missed the SRF race, but we did see the most of the Barber Dodge race. I was impressed with the speeds these guys were running. Their laps times would have beat most Atlantics. This was followed by the Doctors and Stock Brokers racing in the ACRL event of S2 type cars. Lori about summed it up when she described these cars as being "hot pretty". I stopped by the Zip-Pumpelly garage and met W2W list member Gerry Green who was working on data acquisition for them (11th overall and 4th in class). Always nice to put a face with a name. I also stopped by the Archangel garage and spoke briefly to Andy Lally to pass on a hello from his former F-500 drivers in the NE. He seemed pleased and what really impressed me was his attention to the fan and his overall presentation. While other drivers might be dressed in jeans and such he looked like he was dressed to impress sponsors. Nice clean white pull over shirt with the team logo and slacks. Also after our brief conversation and my wishing him well Lori and I stepped away for me to call a friend who was headed out to the track to meet us. After my call we started to walk away from the garage and Andy came running over to again say thanks for stopping by and to make sure that we had completed our conversation. It was a nice touch. Unfortunately for Andy he pulled back into the pits after making about three recon laps before the start and did not leave the pits until he was 34 laps down! They had to change the gearbox (according to Speedvision). Jon Field beat Weaver into T1 on the start but Weaver was back in the lead coming out of T2 since Field spun at the entrance for T2. I will never understand why some drivers feel they have to try and win the race on the first lap of a three-hour event when their tires are cold and the surface is wet. We had showers and sprinkles intermittently throughout the race and with about 1 hour to go the heavens opened and it poured. The pace car was brought out and the field just continued to circulate for about 30 minutes (we took refuge in the Goodyear Tire garage). Finally the race was red flagged and then with about 15 minutes left it stopped raining and they went back to green on a very wet circuit (I was impressed that the infield was not flooded). Our friends were impressed by the sound of the Judd powered SRP cars. I took them to various places around the track (exit of NASCAR 4, entrance of T1, exit of T3 and the entrance of T6-T7) to watch the action and they were additionally impressed by the obvious skill of the drivers on the wet track as they watched passing occur on both the straights as well as into and out of the corners with no contact observed anywhere we were watching from.

Dave Riddle

TRIUMPH AT THE TRACK

After the rain, cold and wind of Saturday night, I was almost sure the ASRA race Sunday would be canceled. Just in case, I loaded up the car and goodies. Sunday morning dawned bright and cool. I towed the TR-7 to Firebird for the race. The change to full slicks and new exhaust header were on tap to test. After registration and tech inspection, we watched the first two classes, I was in Street "B". We got out on the track and had a warm up lap and had at it. To say full slicks make a difference is an understatement. The soft tire compound stuck like glue. I was able to hit turns much faster than with street tires. I was able to pass almost all the other cars in the class. Everything was going great. The same thing happened in the second heat. I was able to establish a pattern and hit each turn a little faster each time around. Small differences in entering and exiting turns makes a large difference in time. The changes in the exhaust manifold made a considerable difference in power.

The third heat was the same story until I was hitting turn 10 and saw the oil pressure go to zip. Almost the same time the engine made very unpleasant rattling noises, and I turned it off and coasted to the pits. It looks like the low oil pressure caused a bearing to seize and spin. I guess this is the fortunes of racing. I will pull the engine and determine the problem. Want to help, anybody?

John Horton



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