

# Triumph TRumpeter

OFFICIAL NEWSLETTER OF  
THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA

"ALL THE NEWS THAT FITS - WE PRINT"

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DCTRA WEB SITE: <http://www.dctra.org>

## MAY 2002

Vol. 23, #5

MEETING: MAY 14 @ 7:00 PM  
MANUEL'S MEXICAN RESTAURANT  
2820 E. INDIAN SCHOOL RD.  
COME EARLY! BUY FOOD!  
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### CLUB OFFICERS

V.P. & Events: John Horton 602-843-1399  
Secretary: Deta Hampsch 623-434-1999  
Treasurer: George Montgomery 480-610-0279  
Newsletter: Mike Bayne 602-938-1282  
Tech Advisor: Armand LaCasse 602-870-8585  
Historians: Mike and Joyce Bayne 602-938-1282  
Membership: Tom Pennell 928-537-3355  
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 928-537-3355

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### PROJECT CAR STATUS

The car is now being stored in Mike Bayne's garage in Glendale. There will probably need to be a workday or two to fine tune some of the finish work prior to Triumphfest. Mike will keep a list of things needing attention.

## COMING EVENTS

MAY 19

### BOYCE THOMPSON ARBORETUM RUN

Meet at 32nd & Shea at 7:00 AM

For a 7:30 AM departure

PICNIC! The Club buys hotdogs!

MAY 5

### ALL BRITISH BREAKFAST RUN

HOSTED BY THE LOTUS CLUB

32nd & Shea

7:00AM to leave at 7:30

### AUTOMOTIVE EVENTS ALL OVER THE WEST

\*\*\*Friday Nights at 5:30pm - Cruise-In at NW corner of Cooper & Warner (Stapley turns into Cooper when it crosses Baseline, and Warner is three miles south of US 60)

\*\*\*Saturday Nights at 5:30pm - Cruise-In at US60 & Power Rd. in Mesa (Its really on Hampton, just east of Wendys) On the first Saturday of each month, we try to reserve spots for British cars)

May 5 - Breakfast run hosted by the Lotus Club - summer hours start for this run, so meet at 32nd & Shea at 7:00 AM for a 7:30 departure.

May 19 - DCTRA travels to the Boyce Thompson Arboretum on the road to Superior. If you've never been there it's a nice trip with a relaxing stop at the end. Come to the May meeting on the 14th for details.

## RACING REPORT

Racing Schedule for 1<sup>st</sup> Quarter 2002

Sports Car Club of America

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

Sports Car Club of America (Solo2)

<http://www.azsolo2.com>

Arizona Sports Racing Association

<http://www.azsportsracing.org>

National Auto Sport Association

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

May

4-5 SCCA @ PIR

4-5 NASA @ Firebird Main

July

5-7 NASA @ St. Johns Grand Prix

THE ASRA 2002 SCHEDULE HAS NOW BEEN POSTED  
TO THE WEBSITE

IT INCLUDES SEVERAL WEEKENDS AT PHOENIX IN-  
TERNATIONAL RACEWAY!!!

That's Right Folks. You asked for it, so in 2002, we are  
at PIR!!!

Events and Registration details  
will be announced shortly.

Dave Riddle

## THE PREZ SEZ

The B.E.A.T. was a real success this year! We had great weather and the Little America in Flagstaff was a wonderful improvement over where we have stayed in the past. We had very few breakdowns (sorry John & Kathy) and even had some excitement with a runaway MGA. In all 180 cars made the run. I'd like to thank everyone who helped us put this event on! without your assistance we couldnt do this every year. We have Little America booked again and are working on smoothing out any of the problem areas we encountered this year, particularly the ongoing problem of Sedona \* @ # \$ \* ! / % # ! ! ! ! traffic. By next year we'll have a better solution!

Now we can direct all our energies to getting the Triumphest going strong. This weekend a number of us will go to Laughlin to iron out the details with the hotel and make arrangements for the banquet, happy hour, parking and all the other details that go into hosting the event. Volunteers are needed to help us stage Triumphest so, whether you have experience in this sort of thing or not, please let us know that you are available and willing to help out. I'll fill you all in on our Laughlin trip at the next meeting, and by then the committee will have a better idea what kind of help we will need.

With A Smile, Roger Guzowski

## MINUTES OF THE APRIL MEETING

The meeting opened to twenty-six members at 7:05pm. We had one guest/new member, Ron Gurnee from San Diego, with a '64 Spitfire. He presented the club with a shoebox full of authentic old Spitfire and Triumph racing pins. In return we all voted him a free year of membership. Welcome Ron!

The minutes were approved as printed and the treasurer said all was OK with our funds.

Our main event for the month is the B.E.A.T. A May trip to the Boyce-Thompson Arboretum near Superior is planned! a pot luck picnic with the club supplying the hot dogs. In June we have been invited to display our cars at the Episcopal Cathedral downtown during their English organ music recital. They will provide a discounted admission to us! more details as it approaches.

The Project Car Raffle has approached one-third of its goal of 750 minimum ticket sales. We will submit an article to British Car Magazine to help publicize the sales of tickets.

There has been a revival of the bill to eliminate emissions for collector cars. It is being attached to a bill that the motorcyclists have originated and will be presented next Thursday. In a related issue, we elected to have Independent gubernatorial candidate Richard Mahoney speak at our May meeting.

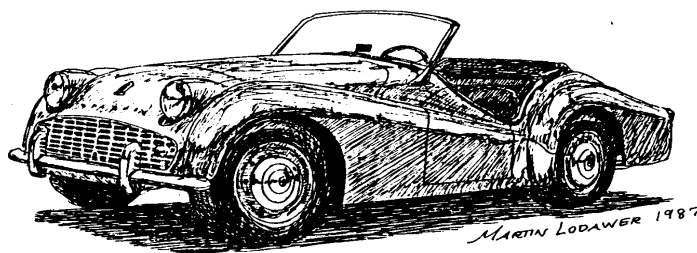
A group of committee chairs will travel to Laughlin May 3rd to meet with the hotel representatives and familiarize themselves with the layout the River Palms for Triumphest 2002.

In the Tech Session John Horton displayed his unique tool for installing window seal clips, and made the tool available for loan to club members.

Roger arranged for us to receive individual tickets from the restaurant at future monthly meetings. Thanks to Manuel's for working with us so well!

Meeting adjourned at 7:55pm.

Deta Hampsch



## A SAD NOTE

Our Canadian friend and long-time member John Sulentic's wife Nickki passed away in February following a long battle with cancer. John phoned to break the news and told me we can expect to see him more often now, particularly at Triumphest '02. Our heartfelt sympathies go out to John and we wish him well in the future.

Tom Pennell

## SOUTHWEST UNIQUE LITTLE CAR SHOW

Laughlin, Nevada April 6 & 7

Ken Schmidt, Deborah Cooke, Kathy and I left Phoenix just after 4:00pm on Friday April 5 to take part in the Unique Little Car Show. Kathy and I drove the brand X while Ken and Deborah drove Gary the black Mini through the desert night. Since the Subaru 360 Drivers' Club of California was hosting we expected many Subarus. Sadly that was not the case- just four of the little things. There were, however, Brit cars nearly by the pound: Metropolitans, Minis, and several Austin Bantams. Although the cars for this show were to be either under ten feet long or have engines less than one litre, other cars participated. One of the Bantams had a Pontiac V6 stuffed under the hood. Doc and Kathy Smith's red Spitfire was just about a monster compared to the other cars. Sometimes we see only the British "side" of things and forget about the inventive engineering and design from other manufacturers - DAF from Holland, Messerschmidts and BMW Isettas from Germany. I think the outstanding car of the meet was the only French car at the meet: a Renault 4CV finished in a shiny dark green. Once again I was impressed with the idea that while some of the cars had some serious infusions of cash many more had huge injections of meticulous care. Next year the meet will be in Tucson and my guess is that anyone with a car that qualifies is welcome. The Triumph Herald having a 948 cc. qualifies.

John Nuss

JIM MEDLAND, President

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## HUMOR MAKES THE WORLD GO 'ROUND

Never let it be said that ground crews and engineers lack a sense of humor. Here are some actual logged maintenance complaints and problems, known as "Squawks," submitted by QUANTAS Pilots and the solution recorded by maintenance engineers. By the way QUANTAS is the only major airline that has never had an accident.

P= The problem logged by the pilot.

S= The solution and action taken by the engineers.

P: Left inside tire almost needs replacement.

S: Almost replaced left inside tire.

P: Test flight OK, except autoland very rough.

S: Autoland not installed on this aircraft.

P: No. 2 propeller seeping prop fluid.

S: No. 2 propeller seepage normal. Nos. 1, 3, and 4 propellers lack normal seepage.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on backorder

P: Autopilot in altitude-hold modes produces a 200-fpm descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what they're there for!!

P: IFF inoperative

S: IFF always inoperative in OFF mode.

P: Suspected crack in windscreen.

S: Suspect you're right.

P: Number 3 engine missing

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.

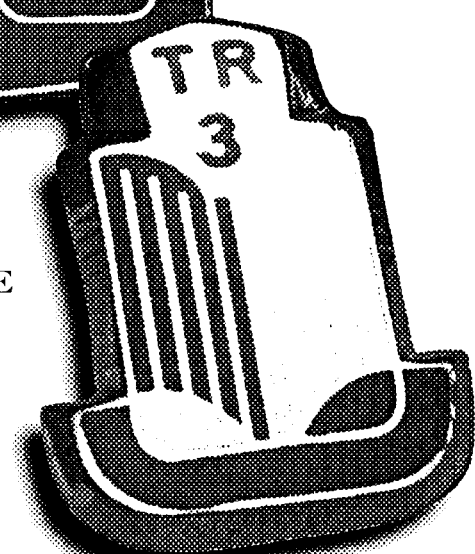
S: Reprogrammed target radar with words.

P: Mouse in cockpit.

S: Cat installed.

John Horton

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## DCTRA 2002-2003 MEMBERSHIP RENEWAL FORM

-or-

### MEMBERSHIP APPLICATION

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SPOUSE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

HOME\_PHONE \_\_\_\_\_ WORK\_PHONE \_\_\_\_\_

FAX \_\_\_\_\_ INTERNET \_\_\_\_\_

**AUTOMOBILE INFORMATION**

MAKE \_\_\_\_\_ MODEL \_\_\_\_\_ COMMISSION# \_\_\_\_\_

MAKE \_\_\_\_\_ MODEL \_\_\_\_\_ COMMISSION# \_\_\_\_\_

MAKE \_\_\_\_\_ MODEL \_\_\_\_\_ COMMISSION# \_\_\_\_\_

ONE YEAR \$18 \_\_\_\_\_ TWO YEAR \$34 \_\_\_\_\_ 3 YEAR \$50 \_\_\_\_\_

## EDITOR'S DESK

On Thursday, April 18th, the AZ Senate was presented with HB 2501, the bill that would eliminate emissions testing for selected vehicles, including motorcycles and collector cars. A number of voices were heard in support of the proposal, and the senate accepted the bill for consideration and review in concert with the AZ DEQ and the feds (EPA). While this may sound like a good move for us there is a possibility that it will progress no further unless the collector car enthusiasts can show that they belong in this fight.

Having spent most of my life involved with motorcyclists, and the bulk of my professional career in the motorcycle trade I know first-hand how passionate bikers can be when oppressive legislation begins to affect their lives ! and I'm not talking about the outlaws here. These guys could just as easily be us! I have kept in contact with a number of people in the local trade and am fortunate to have a neighbor who is a lobbyist for the Modified Motorcycle Association, who spoke in support of the bill last Thursday. He thinks that 2501 has a good chance of passing, but told me that at the hearing lobbyists from three local cycle groups presented their case, but there was no one there to speak in favor of the classic car portion of the bill, which is only a rider attached to the motorcycle bill. Shame on us. We need an active lobbyist.

Over the past couple of years John Horton has been quite active in the creation of the bill, and it's quite obvious that without his efforts the bill would never have progressed as far as it has. (Ever notice that when important issues need to be dealt with that the same names always seem to pop up?) With the ever increasing business demands he has had to deal with of late he hasn't a lot of time left to devote to this issue and we need someone to pick up the mantle in the interest of not only our club but all the classic owners of the state. The work that John has done so diligently does not deserve to die due to lack of attention by the rest of us.

So, here's what we need: Someone in the club who has some disposable time, can communicate well, can organize facts and figures obtained from other like minded Arizonans and has a passion for what we do here ! preserve the heritage of the classic cars and our ability to enjoy them. Gotta be somebody in the club who's interested.

I'll also give you the best reference I can think of to get you started ! Ray Huston, Lobbyist for the MMA, seriously dedicated motorcyclist and all-around great guy. He is more than willing to get somebody ramped-up on what is needed for our part of the bill to remain viable. Some validation from the four wheel crowd will even help their efforts. He made it very clear to me that if no one actively works our part of the bill, IT WILL DIE.

Then we're all losers. Ray can be contacted at 602-402-8026 or by email at rayofaz@prodigy.net.

Mike Bayne

## B.E.A.T. 2002

I was so pleased that this year I did not have to stay up late getting the car ready for the journey to Flagstaff. I was in bed, asleep even by 10:15pm so I could get up at 4:15am to meet Ken and Deborah at 5:00am for the drive to the Crescent Hotel. (Why does Roger have to start so early? Thanks for having the coffee wagon there!) The car ran well, the weather was great - bright sun and we met some friends in Wickenburg and showed off our car and in a sense all the rest. It was quite a sight: the Ferraris, Alfas, Fiats, Loti, Triumphs, MGs, Morgans, BMW, Porsches...

The traffic was a little rough on SR 93 heading north from Wickenburg with the little cars competing for space on the road with the SUV drivers but thankfully most everyone was alert and no harm was done. Trevor was running especially well in the cool air- we actually passed a few cars ourselves. When we turned on to SR 97 were pushing just a little to stay up with traffic but then we noticed a "rup rup rup" sound coming from the rear of the car. We stopped and looked under the car and checked as best we could and found nothing loose. We drove a little more- the sound was louder. Fortunately Roy and Sheldon came along so we put the car on the trailer and added some gear oil to the differential in Prescott. The noise persisted so Trevor rode back to Phoenix. (Many thanks to the BEAT folks for getting the special rate for the tow truck.) The up side of this we had to make do with traveling in the 1952 Bentley. Yes it was tough but we managed. Thanks to Tom and Karen Barnes for the ride.

The return to Apache Junction in the Mini was a hoot. We went from about the largest car to about the smallest car. People passed and showed some surprise that there were really four people in the car. Thanks to Lance Johnson for taking our prizes down to Phoenix - the weight of the floor jack and tool set might have been too much for the Mini. The neat part was watching the cars pass us. We took some neat photos of the cars going by: the green Lancia, the red Fiat 850.

I wonder sometimes about the drivers of more modern cars... I think they miss out on some of the adventure. They're pretty sure that when they depart the Crescent Hotel that they will return Sunday afternoon in that very same car. With Trevor we're not always sure. We had terrific company, heard great stories, and learned a lot about cars and people. It may be true to paraphrase "It's not a car, it's an adventure."

John Nuss

## CLASSIC-FIED ADS

FOR SALE - 1979 Spitfire. Red-Orange color, no rust. Hard and soft tops, recent alternator and under-bonnet rewire. Runs well but needs TLC and a good home. Contact Monica Gustafson at e-mail: [gustafso@mail.arizona.edu](mailto:gustafso@mail.arizona.edu) (05/02)

## T'FEST COMMITTEE MEETING MINUTES

The March 27 meeting was held at the Aubert's home. Present were Roger Guzowski, John & Lila Truttman, George Montgomery, John & Beth Horton, Rich & Diane Aubert, Al Melendez, Mike Bayne and Dave Riddle. The meeting opened with committee reports:

**HOSPITALITY:** The Truttmans had a comprehensive plan for the Friday night party. There will be a 50's theme, staged around a display of Triumphs with appropriate decorations, music and contests (costumes / dancing). Sources are needed for supplying music and a representative vehicle from each TR model. Food choices will be decided later.

**RAFFLE:** Collecting of prizes is just getting started. Bags from The Roadster Factory are already here. Dave Riddle has a few interesting parking signs to donate.

**REGISTRATION:** Beth had a tentative schedule for registration hours, plus a list of supplies needed. Fees were set at \$50 for pre-registration, \$60 for "at-event". Additional cars are \$20 each.

**BANQUET:** At this point, Fran and Diane Wickenhauser arrived beaming with news of their first grandchild. They reported that cocktails will be at 6 PM Sat. night, banquet at 7 PM. The price of \$27.50 for adults and \$12.50 for children was set, regardless of menu choice.

**FUNCOURS:** Armand has signs ready. Some vendors want to sponsor awards. Al suggested a judge's checklist. We decided to ask members to bring their cars early to the May meeting and hold a practice judging.

**SIGNS:** Signs will be needed at the hotel to direct entrants. As soon as we know where they need to be and the direction of the arrows, Dave offered to make them up.

**REGALIA:** Mike had conferred with Stitches Unlimited, and passed out a sheet with recommendations for apparel and other items, with costs. We talked about possibly having a different color shirt for staff (or armbands). It was decided the logo should have a gold border, commemorating 50 years. The logo on the flyer must be improved, to better sell regalia. As there was no consensus on shirt colors, Roger said we should try the logo on several colors at the next meeting. Prices were decided; one problem is that Stitches Unlimited must have our order by August 1st. Since getting the form out is urgent, Mike and John T. will finalize details next week.

Details on the raffle entry portion of the form were haggled over for some time. George M. said that the funds could be kept separate, so we will go ahead and sell raffle entries along with registrations. The mailer will be a Triumphfest program with separate inserts that can be returned. Forms will be mailed to George with an entry deadline of September 1st.

**PHOTO:** Al said he could handle both the photo and model contests and the group photo as well. The hotel will provide 24 hour gated security for entrants. We might also have pictures taken during the rallye that would be ready at the banquet.

**AUTOCROSS:** Dave wants pictures and measurements of the area so he can design a course. K&K Insurance has

provided coverage for past events, George will check into it.

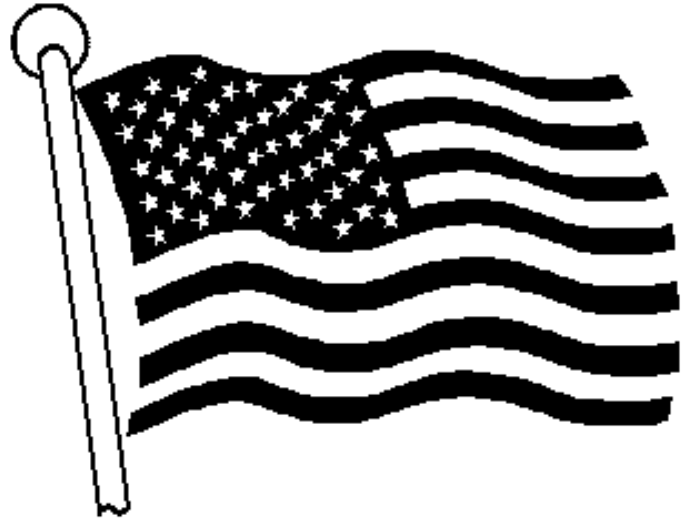
**SPEAKERS:** Roger will serve as Master of Ceremonies at the banquet. Sponsors, workers and awards will be acknowledged. The Digger Davitt award is decided by Moss Motors. Any other ideas are welcomed by John T. Special awards could be projected - John Horton offered to provide an LCD projector. Pictures from other clubs might add interest, too. Al suggested we have a parts identification contest, with teams. Truttmans said their son could provide standup comedy. The last two could be either at the banquet of the hospitality party.


**VENDORS:** Fran has commitments from Roadster Factory, Moss Motors, Victoria British and Rimmer Bros. \$1600 has been pledged for use at our discretion. He is still working with TripleC and asked for other names of possible vendors.

Several committees are to report later. A planning trip to Laughlin was set for April 27.

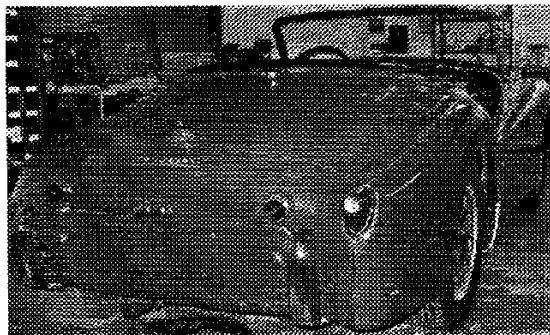
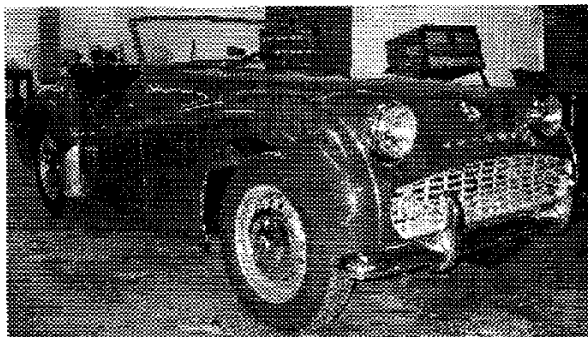
The next meeting will be 4/11 at the Horton's.

Beth Horton



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## DESERT CENTRE PROJECT CAR RAFFLE



Additional photographs of the car are on the DCTRA website: [www.dctra.com](http://www.dctra.com)

The Desert Centre Triumph Register of America has completed their 12 plus year project car. This is a red 1960 Tr/3, total frame off restoration. The car will be presented and raffled off at TRIUMPHEST, October 17<sup>th</sup> 2002, held at Laughlin, Nevada.

### RULES OF RAFFLE.

Quantity of tickets sold will be 750 minimum, 1000 maximum.

Purchase price is \$20.00 each.

A duplicate ticket will be mailed to the purchaser by return mail. This ticket is your entry.

Ending date will be October 7<sup>th</sup> 2002, or when 1000 tickets are sold. No other tickets will be sold.

No refund of tickets allowed before or after the drawing.

The winning ticket will be drawn at TRIUMPHEST 2002 only. There are no other prizes.

Entrant need not be present to win.

The winning ticket must be presented to claim the car.

The winner (if not present) will be telephoned and notified by registered mail.

The car must be picked up at TRIUMPHEST, or at Phoenix, Arizona by arrangement. Any transportation costs are the winner's responsibility.

By signing and entering, you agree to these terms. No other terms are implied or indicated.

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**PHONE NUMBER:** **AREA CODE** \_\_\_\_\_ **NUMBER** \_\_\_\_\_

**NUMBER OF TICKETS AT \$20.00 EACH** \_\_\_\_\_ **TOTAL \$ SENT** \_\_\_\_\_

**SIGNATURE** \_\_\_\_\_

**MAKE CHECKS TO,**

**ENTRY ADDRESS IS: PROJECT CAR FUND, DCTRA**

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# PHOTOS FROM B.E.A.T.2002



JOYCE BAYNE'S ADOPTED MASCOT AT LITTLE AMERICA



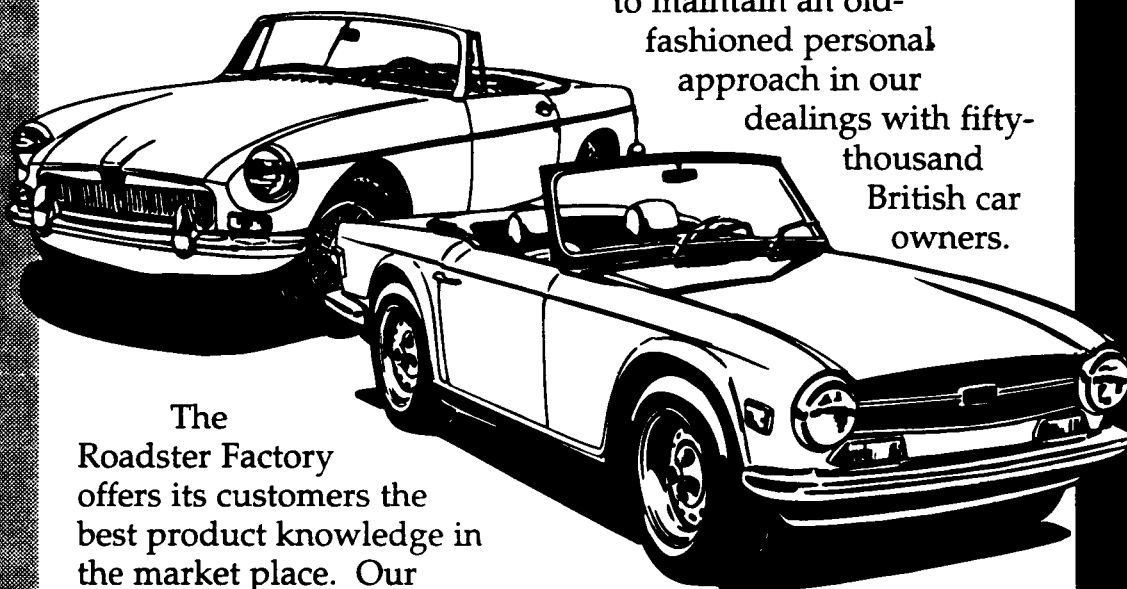
TR3 TR4 TR4A TR250

TR6 TR7 TR8

SPITFIRE I-IV 1500 GT6

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The Roadster Factory offers its customers the best product knowledge in the market place. Our salespeople answer questions about parts, and they can do part number research. Our technical research representative knows most models well to the nut-and-bolt level, and he is an experienced mechanic and body man. Our Customer Service is helpful. Our shipping is fast, safe, and virtually error free. We ship most orders today, and we offer very inexpensive two-day and three-day delivery. Our business goal is simply to offer the best possible service to British car enthusiasts



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