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# Triumph Trumpeter



OFFICIAL NEWSLETTER OF

THE DESERT CENTRE - TRIUMPH REGISTER OF AMERICA

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FEBRUARY 8

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KACHINA INN  
1102 N. Central  
Zuni Room 8:00 pm

JANUARY 1983

Drive to the Ruins  
at Casa Grande, Feb. 27

Y'ALL COME Y'ALL COME!!!!

FROM THE PRESIDENT:

Hello, and welcome to another new year! The Desert Centre has now passed its second birthday and the future looks bright. Once again, our premier local event (the Champagne Brunch at the Pointe) was a success, with faces we haven't seen since last year's brunch. The Pointe personnel were outstanding (as usual) and the food was excellent. Many thanks again to the Club's Pointe Mentor, Jon Leet (who was curiously absent). Following the brunch, a short business meeting was held where the following new officers for 1983 were elected:

- President: Tom Pennell
- Secretary/Treasurer: Bev Peterson
- Newsletter Editor(s): Phil and Sue Hunt
- Events Chairman: John Gallen

You'll notice that Phil and Sue Hunt have stepped forward to become the Editors of this newsletter for 1983. I am very grateful to them, as I consider the newsletter the most important function within the Club. Phil and Sue will be approaching all the members for a contribution or two this year, so don't let them down. Here's your chance to sound off, exercise your literary skills, or just have fun. Let's make our newsletter team feel welcome!

A new membership roster is included with this newsletter. Please take note of the last line in each entry. This is the expiration date of the membership. If yours is about to expire, please send your annual dues (still \$10.00) to Bev Peterson. For your convenience, those members whose dues are due (or overdue) this month are listed here:

- Rich and Barb Pace 12-31-82
- Joe and Wendy Chavez 9-30-82
- Ken and Cindy Stoorza 10-30-82
- Larry Graham 10-30-82
- Bob and Peggie Horn 12-31-82
- Gil Simmons 01-31-83
- Edgar and Bettye Brannon 1-31-83
- Jon Leet 01-31-83
- Joe and Carol Reagle 01-31-83
- Dale and Janet Behie 01-31-83
- Larry Kutz 01-31-83

Remember that your annual dues are the only source of income for the Club, and that this monthly newsletter is the club's major expense. We don't ask for much, and we try to provide you with Triumph-related news and events all year long. Please mail your check today.

~~1001~~ <sup>1102</sup> Our FEBRUARY MEETING will be held, ~~as usual,~~ at ~~KING SOLOMON'S TABLE,~~ 1001 N. Central (~~9th floor~~) at 8:00 P.M. on the second Tuesday of the month, FEBRUARY 8th. Hope to see all of you there!!

LET'S KEEP 'EM ROLLING!  
TOM

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SECRETARY/TREASURER'S REPORT

by Bev Peterson

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As of January 1983, the balance in our treasury is \$583.70. It must be mentioned, however, that we have not received the bill for trophies for Las Vegas (which should be in the neighborhood of \$350.00.) We also will split the proceeds of the Las Vegas event with the southern Californiz club.

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EVENTS

by John Gallen

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We are sorry but we did not get John's report by the time we had to get the newsletter printed; but we were informed that the February event will be a trip to the RUINS AT CASA GRANDE! This should be a FUN and INFORMATIVE trip; how many times have you driven by the sign on the Interstate and didn't have time to go see the monument? Please call JOHN at 973-6680 for details on the trip...meeting place, etc. DON'T MISS IT!!

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OLDIE BUT GOODIE NEWS

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The New Year was greeted by several TR owners in the home of Tom and Grace Pennell. Things got rolling pretty good by 9:30 or so and many TR tales were exchanged. (Along with a few chukar stories...see what you missed! No, a chukar ia not part of a polo game).

After toasting in 1983 with champagne, we enjoyed a terrific meal. Grace made quiche, and yes, real men and women ate it! Some time around 2:00 or 2:30 we all departed, feeling that we had started the New Year in the best possible way...WITH GOOD FRIENDS!

????????? Why do Englishmen drink warm beer?

AAAAA AAAA Because they have LUCAS refrigerators!!!

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TRIUMPH WORKSHOP  
by Bob Schaller  
TRTRTRTRTRTRTRTRTRTRTRTRTRTRTRTRTR

Editor's Note: This month we begin a new column in the TR Trumpeter. This column is entitled "Triumph Workshop" and is authored by that dean of Triumph tinkering, Bob Schaller. Bob is about as qualified to write this column as anyone can be, having cut his teeth on locomotives and blacksmithing, graduating to Model A Fords and then to an engineering degree. He took some time off along the way to design some optical equipment, including the Leupold telescopic sight currently in use. He now works for Garrett Air Research in an engineering R&D/troubleshooting capacity. He became enamoured with TR's when they were yet babes in this country, owning either the first or second TR in Arizona (depending on which story you hear). He has been racing, fixing and generally tinkering with them since, swearing at them only when some poor misguided fool has had the misfortune to mess one up. Bob is "Mister Wizard" to most of us in DCTRA, and he has led many of us through the manifold mysteries and miracles of our TR's on countless occasions. Having all of this knowledge to pass down, it is only fitting that at least a small percentage of it be disseminated among us in print.

These articles are actually condensations and excerpts of an upcoming book written by Bob and spawned at the Las Vegas TRA West national meeting last October. In Bob's own words this book was designed to "help ease both the cash outgo and help you realize that some of the most helpless situations can be resolved" and ... "to depart from traditional automotive thinking to find answers to the unanswerable."

For you that did not attend, Bob was present at the champagne brunch at TaPatio. If you have not had the opportunity to meet him you certainly have missed something; but if you have a TR that requires service, the chances are that you will eventually meet him. His machine shop is currently undergoing a rebirth but that can only serve to facilitate some of the ingenuity that has come out of it. Having made a short story long, below find the introduction and first installment of the TRIUMPH WORKSHOP.

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Since all the TR's are old enough to buy beer and vote translates to the realization that the machines have outlived their "design life" by more than ten years. Many of the parts that lived well the first ten years, after the expiration of ten more, have developed ailments never anticipated by the car's designers. They did not design the car to live forever nor could they have been expected to do so, especially since their objective was to produce a saleable product, at a definite price and on a very limited budget.

Today's situation of hundreds of TR's still alive and healthy shows how well Messrs Belgrove, Richardson and the others achieved their goal. They did far better than they ever expected, or even intended. We owe them and their design team for all that we have today. They did one thing not often done today, they designed a "repairable" contraption. We don't know if that

was a design parameter or not, nor does it really matter now, but the fact that it turned out that way forms the base that all TR lovers build on.

All we can say now is "Thanks, fellas"!

That, then brings us to what there is to say about today's situation.. our goal is to "Keep 'em running in the grand manner of their youth". The generation who bought TR's first were mainly in their thirties at the time. Most of these pioneers are now late fifties and early sixties. In the days of dealer service and factory supplied spare parts, it was easy to do the things necessary to keep things in top shape. Many of the parts never required servicing or replacement then anyway, and now those parts are showing up as a major headache. This class of spares are obtainable today only by current manufacture, cannibalization, or substitution. This is where ingenuity is that friend indeed.

The lively souls who, today thirst after a TR in like new condition, are again, mainly the younger generation that missed out completely on the heydays of 1954-1965. So, read on, perhaps it will help you realize the potential that exists and smooth out some of the rough going on the way to putting the machine on the road in all its finery and good health.

This writer's good fortune was to have been born at the right time and having the good sense (this is Hindsight speaking) to have bought a TR and keeping them almost continuously, with only brief interruptions, to the present day. We have been the full circle of rallying, racing, slalom-ing, restoring and general fixing almost continuously for 27 years. This chronicle will pass on some of the information that has been collected, tried and maybe prevent mistakes, provide an unorthodox solution and prevent each one from having to "reinvent the wheel".

This will show our way of doing some things that have given success. The failures will be conveniently ignored. Others have undoubtedly developed equally successful solutions, but these fixes have had years of use and have generally proved that they accomplished their intended purposes.

First, get an original shop manual or a current reprint. This is mandatory.... Desirable also is a copy of the "TR Spares Catalogue" presently available from Roadster Factory, Armaugh, Pa. Learn the names of the parts, how they fit and function. This cannot be overemphasized if you expect to understand what is said here. It is not intended that this be a substitute for the shop manual but only to supplement it. We will try to fill in some fine points and gaps. The original manual was not written for the average owner, but was intended for the professional mechanic working in the dealers service department. The skill and general knowledge of this pro was expected to be applied in the proper manner and omission of certain things and ways of doing were not outlined, by intent. Today those men are largely the "hosts of the past" and so you are on your own. Pieces that were thrown out and replaced with new then, today, MUST BE FIXED. Therein lies the whole rationale for this paper.

NEXT MONTH: BASIC TUNE-UP



XOXOXOXOXOXOXOXOXOXOXOXOXOXOXOXOXO  
UNDER THE BONNET  
by Sue Hunt  
XOXOXOXOXOXOXOXOXOXOXOXOXOXOXOXOXO



This column will feature the "better half" of the TR owners and is designed to help us get to know one another better. Somehow the gatherings tend towards TR talk and we don't always learn what the people behind the TR's are up to.

This month I interviewed a very interesting woman, one who we all see a lot and one who is very active in the Club...GRACE PENNELL. Grace met Tom over an IBM machine, but one of their first dates was to a sports car rally. She remembers a red Alfa Romeo and running races with a curta and a stopwatch. Needless to say, I had to ask what a "curta" was; I'll let her explain it to you when you see her. Their first TR was a "junk heap", described by Grace as "drivable" but with something like a kitchen chair for a seat, and very limited gas lines; in fact on the drive home as proud owners, they ended up with a gas can fastened to the windshield, directly supplying the carburetor.

Like TR's, computers kept turning up in Grace's life, sometimes planned, sometimes not. Of course Tom must have something to do with computers, but Grace kept getting odd jobs involving them as well. She has a very versatile background, from working for hotels to running the computer for the auditor of the state of Ohio. When Tom travelled with his job, Grace very independently went out and got jobs as a Kelly Girl; good stories regarding auditing state mental institutions and working for a dead boss.

Finally, along came Tommy...and between Gyna, Campfire Girls, Heart Fund campaign, children's hospital auxillary, and Cancer drives...needless to say things were busy!

Grace and Tom lived in a suburb of Washington, D.C. awhile, where Grace went to college to work on computer programming, psychology, English, etc. She also worked as a tape librarian and did payroll for a flooring company. Tom worked in Georgetown and commuted. They both completed SCUBA and became certified divers. Grace learned the Priscilla Houser method of tole painting and taught craft classes as well.

The next move brought them to Birmingham, Alabama. While there, Grace worked on getting the YWCA classes started near her home, and worked awhile in mini-computer/digital computer sales for small businesses. On the side she continued her interest in crafts, organizing a craft group which met on a regular basis.

After their move to Phoenix, Grace began designing caftans for friends and acquaintances. She had been making caftans since before Tommy was born because of their comfort, but doing more and more "craft type" things made the idea start to blossom for her now business. She has studied sculpture, art, and design, which is obvious when you see her work. She now specializes in caftans embellished with applique, embroidery, and her own special touches. Her creative abilities have produced quails, geese, cats, sheep, elephants, ice cream cones, butterflies, balloons, ducks, flowers, sailboats, seashells, stained glass effects, a parrot, and of course, a TR! Her clothing designs are custom ordered and made to your specifications with great care from the planning stages to the completed product.

Grace has been very supportive of Tom's TR habit, but she does have ground rules. Says Grace, "Tom can have anything he wants as long as he doesn't track it in on the carpet."

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PAST EVENTS  
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DCTRA Champagne Brunch was held at the Pointe TaPatio at 10:30 on January 16, 1983. Membership turnout was good and the TR's sure looked pretty lined up in the parking lot. We were pleased to have Bob and Barb Hassle as guests this year. Bob has done TR body work for Club members Bev Peterson, Bob Schaller, and Phil Hunt, to name a few. Tom Pennell says, "Bob is probably the only body man in Phoenix to know what a TR body is supposed to look like."

The patio breakfast was served promptly and topped off with champagne, compliments of club member Jon Leet. Tom Pennell gave a welcoming toast, ending with "TR's Forever!" On that note, we went inside for a viewing of the video tape of the Las Vegas trip. It sure looked like everyone had a lot of fun there! Plans for a similar event in another location are being made for early next fall. Watch for details later on.

We had a short business meeting during which it was decided that Tom Pennell will be our president another year; Bev Peterson remains our Secretary/Treasurer; Phil & Sue Hunt will do the newsletter; and John Gallen will be competition chairman for the upcoming events this year. We would also like to thank John for the dedication he has shown doing the Newsletter in years' past.

Tom Larsen gave a slide presentation that was informative as well as entertaining. Many detailed close-ups of the cars in Las Vegas gave us a better view of the individual variations each owner displayed. Included also were wedding pictures of Bev and Pete Peterson; of course they drove away to begin their married life in a TR!

The meeting was over by 1:30 or so but of course we all visited for awhile. The CHAMPAGNE BRUNCH is a SUPER EVENT; start making plans to attend NEXT YEAR!

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1958 TR3 -red \$3300.00 - negotiable  
-regular wheels  
-top - tonneau - side curtains  
-mechanically OK  
-body and paint OK (some rust)

Contact Mike Hughes 968-1115 2176 E. Wildermuth, Tempe  
(works nights at Trappers in Scottsdale)

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INNER BODY SHELL \$300.00  
-very little rust, IN GOOD SHAPE!  
Contact Tom Pennell 971-4859

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CAMPING EQUIPMENT...Large tent, 14 X 20, 2 rooms, reasonable. Call Pennell's for specific items and details...971-4859.

((((((((((((((((FROM THE EDITORS))))))))))))))

WE HAVE A LOT OF TALENT AND UNTAPPED RESOURCES IN OUR CLUB. PLEASE SHARE YOUR INFORMATION WITH US...IF YOU DON'T LIKE TO WRITE, CALL US (867-7576) AND WE'LL INTERVIEW YOU ON THE PHONE OR AT YOUR CONVENIENCE.

Remember: THE ONLY WAY TO GET LOVE OR TRIUMPH INFORMATION IS TO GIVE IT AWAY!!!

THANKS...WE'LL LOOK FORWARD TO TALKING WITH YOU SOON.

Phil & Sue

CALL 867-7576 IF YOU HAVE AN ADVERTISEMENT TO BE PRINTED....IT'S FREE!!!!

ANY SUGGESTIONS, IDEAS, LETTERS, COMMENTS OR COMPLIMENTS WILL BE GRATEFULLY ACCEPTED.....ARE YOU OUT THERE????