

On the Block

TRIUMPH STAG, 1973, never out of Arizona, never seen rain. Less than 30K; Original bill of sale, both tops, soft only out of well two times, absolutely pristine! Five original alloys, no marks, SOHC V8, purpose designed for this car only, 3 liter. Twin carb, upgraded to European electronic ignition, engine just freshened o include timing case by top STAG SPECIALIST in West. A/C, kPS, kPB, PW, AT, Tilt wheel, independent suspension all around, original dealer installed stereo, Mallard blue, black soft top. Shows well (99 points in open class Jag Owners Club annual concourse at Biltmore in Phoenix). One of last STAGS into U.S.; fine, rock solid GT, rarer than contemporary Mercedes SL and seats four adults in comfort with safety of T-form roll-over bar as standard. Phone Mr. Sharp, 602-966-9832 evenings.

PETE and BEV are "selling our" a portion of their collection of TR's and parts. Need something? Call 993-9442 and leave message.

1968 XKE 2+2, one-owner Jaguar is looking for a new home. The car is complete and operational with lots of spare parts. This toy must go to make room for the completion of the restoration of the TR-3.
HUGHES, 899-1030.

TR3-4 PARTS FOR SALE. TR3 chassis, rear ends, rotors, drums, set of wires, hardtop shell TR4 body parts, and misc.
Ed Deering 997-8494



Triumph TRumpeter



OFFICIAL NEWSLETTER OF
THE DESERT CENTRE - TRIUMPH REGISTER OF AMERICA

TRIUMPH TRUMPETER
THE OFFICIAL NEWSLETTER
OF
THE DESERT CENTER
TRIUMPH REGISTER OF AMERICA
(Affiliated with TRA and VTR
National Organizations)

DCTRA
P.O. Box 44354
LOS OLIVOS STATION
PHOENIX, ARIZONA 85064

Club Officers

JOHN GALLEN	PRESIDENT	938-4426
JIM HUGHES	VP & EVENTS	899-1030
MARIAN GALLEN	SECRETARY	938-4426
DEBBIE LAMB	TREASURER	
JACK LIVINGSTON	NEWSLETTER ED.	832-7859
TOM PENNELL	MEMBERSHIP	951-8472

Membership dues are \$12.00 per year. For Applications and additional information write to the club address or call one of the officers listed above.

NEXT MEETING:
Tues. Oct. 8
HUNAN Restaurant
near the corner
of 16th and Camelback

The DCTRA meetings are scheduled the second Tuesday of the month and meet at the above restaurant, 7:00 p.m.

Don Groves, A.P.
Phone 515-752-5131
2510 S. 6th St., #C-11
Marshalltown, IA 50158

AAHC: REPEAL OF THE CASUAL AUTO SALES TAX

Many, many months ago (March 1985), petition forms were passed out to volunteer club members. Get fifteen signatures, get it notarized, and get it back to me. Not much work. No big deal. Right? Wrong! Twenty-one petitions were passed out. To-date only six have been returned. Next month we will publish a list of the "lozees."

Digger

* * * * *

ADVERTISE OUR CLUB!

This has been a particularly successful year for acquiring advertising to support club activities. This response of our business associates has been beneficial to both ourselves and to those advertisers who showed the foresight to use our nationally distributed publication. However, this advertising works both ways! When dealing with our advertisers, be sure to tell them the "Triumph Trumpeter" sent you. They can then see for themselves the benefits of dealing with our club newsletter.

* * * * *

Our September meeting was quite a meeting, and well attended. The Sep. 15 "concours prep" at Tom's house was discussed, as well as the upcoming concours itself in Southern California in October. Looks to be quite an event. The club voted to plan a rallye in early '86 with the participation of the local handicapped Boy Scout troop. We need lots of cars for this event. More on the concours in Nov.

8-12-85

D.C.T.R.A.

ENCLOSED IS MY CHECK FOR ONE YEAR CLUB DUES \$12.00.

PLEASE SEND NEWSLETTER TO ABOVE ADDRESS UNTIL 9-30-85.

I HAVE 59 TR-3, BOUGHT FIRST TR-3 IN 1961 AND HAD A 1960 TR-3 FOR YEARS. MEMBER OF TRA.

NEED MEMBERSHIP INFO ON VTR.

WE ATTENDED ONE OF YOUR MEETINGS LAST WINTER, AND BOUGHT SOME PART FROM BOB SCHALLER. SEE PICTURE ENCLOSE.

MY ADDRESS AFTER 10-1-85 WILL BE:

Donald O. & Evelyn A. Groves
Lot # 1560
Valle Del Oro Resort
1452 S. Ellsworth Road
Mesa, Arizona 85208

TELL BOB I NEED TUBE CROSS BRACE IN FRONT OF ENGINE, BEHIND RADIATOR. WILL ATTEND MEETINGS AFTER OCTOBER 1.

THANK YOU,

Don Groves

DESERT CENTRE T R A - WORD PUZZLE

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FIND THESE HIDDEN WORDS IN THE PUZZLE

BATLEY
 GALLAN
 HUGHES
 LIVINGSTON
 PECK
 SCHALLER
 ZRECHER

COLE
 GROSS
 LACROSS
 NICELROY
 PENNELL
 STEWART

DAVITT
 GROVES
 LAPP
 MINNESOTA
 PRATT
 WALKER

DANEON
 HANSCHELS
 LARSEN
 NORTH
 PRESCOTT
 WRIGHT

Submitted by: Bert and Mary Lou Evans,
 3340 Poplar,
 Warren, MI 48091

ETHYL CORPORATION

THANKS TO
 A.A.H.C. 9/85

GILLIAM CLARR, JR.
 FUELS SPECIALIST
 CHEMICAL DIVISION



CHRYSLER CORPORATION
 CHRYSLER DIVISION
 410 30-73 P O BOX 1116 DETROIT MI 48280
 313/556 4777

U.S. GASOLINES

Fuel Name	Pump Posted Octane (R-3/72)	Research Octane Number (Old Method)	Suitable for Compression Ratios up to:	Remarks
Leaded Regular	89	93	8.5	Available
Leaded Premium	95	99	10.2	Disappearing; may be bulk bought for a few years yet.
Unleaded Regular	87	91	8.2	Availability req'd. by Federal law.
Unleaded Premium	92	95	9.5	Now appearing at retail
Avgas 100/130	(103)*	107	13	Any airport
Avgas 115/145	(106)*	110	14.5	Military airports and Military fuel purchase points.
Union 76 Racing Fuel ("Firebird")	(103)*	108	13	Available at Union 76 wholesale offices.
"Cam-2" Racing Fuel	(103)*	108	13	Available from Sun Oil headquarters and regional offices
H&H Racing Fuels	(100)*	102	11.5	Available from hot rod shops. Quality varies. May be diluted by retailers.
Indolene 30 (leaded)	(100)*	102.5	11.5	Available from American Oil Co. Chicago.
Clear Indolene (no lead) Engineering test gasoline	(93)*	97	9.7	Available from American Oil Co. Chicago

IN-THE-CAR BLENDS

25% Leaded Regular and 75% Unleaded Premium	(92)*	95	9.5	{ Will satisfy most { Chevrolets { 1960-1970
25% 100/130 Avgas and 75% Unleaded Premium	(96)*	100	11.0	{ Will satisfy most { 1965-70 muscle { cars - Hemi's, { 427's, etc.

ADDITIVE BLENDS

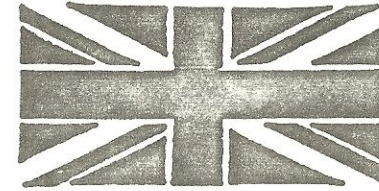
Unleaded Premium + 5% aniline oil (Moroac or Vortex brand antiknock additives)	(95)*	98	10.0	Satisfies most leaded-fuel cars
Leaded Regular + 5% aniline oil (Moroac or Vortex brand antiknock additives)	(94)*	97	9.5-10	Satisfies most leaded-fuel cars

* Not posted on pumps. No law.

Certain of these fuels will not necessarily have road taxes paid at the point of purchase. To legally use them for highway driving, you should arrange to pay all taxes due.

GC:et 3/25

A.A.H.C. Calendar of Events



- tober
- PRO-First Friday Nighter Rally
 Vintage T-Birds, Central AZ Chpt., Las Vegas Tour
- 6 5th Annual Bell Ford Weekend, info: Phil@247-5429, Bill@897-8083
- 6 Cactus Corvair Club-Hayride
- AZ Volkswagon Club-Crown King Pre-Run
- A.A.H.C. Business Meeting
- 11-13 *1800 Round-up '85 Swap Meet, Concours, Tech Sessions-Tucson
- Volvo Sports America, S.W. Chapter
- 11-13 AZ Classic T-Birds, Navasu Tour and Parade
- 12-13 Vintage Chevy, C.A.R.-Annual Swap Meet-Glendale Commur
- 12-13 AZ Volkswagon Club-Crown King Run
- 13 Casa de los Ninos Show and Picnic in Tucson
- 17-19 AZ Rods and Customs-Lake Navasu Run
- 19-20 VR-VMCCA-Payson Tour
- 19-20 Lincoln Continental Owners-Open Pit Mine Tour
- 19-20 Swap Meet-S. AZ Contemporary Historical Vehicals-Tuc
- 19-20 Helldorado Days-Tombstone-Antique Auto Club of Tucson
- 19 AZ Volkswagon Club-Halloween Party
- 25-27 Overnight Tour to Tombstone, Phx. Model A Club
- 25-27 Great Pumpkin Rally-S. AZ Mustangs & Copperstate Musta
- 26 Arizona Roamers-Steak Fry
- 26 Fabulous 50's Ford Club-Halloween Party
- 26 AZ Classic T-Birds-Halloween Party
- 26 Retractable/Convertibles of Tucson, Halloween Party
- 27 Vintage T-Birds, Central AZ Chpt.-Hayride
- 27 Model A Club of Tucson, Halloween Party
- 27 AZ Rods and Customs, Trick or Treat Rally
- 27 AZ Volkswagon Club, BUG-O-RAMA 2
- November
- 1 PRO-First Friday Nighter Rally
- 2 Classic Chevys of Yuma, Classic Chevy Super Saturday,
- 4 A.A.H.C. Business Meeting
- 9 Cactus Corvair Club-Installation Banquet
- 10 VR-VMCCA Progressive Dinner
- 10 All Ford Rally
- 10 Multi Car Club Picnic-Tucson
- 16 Lincoln Continental Owners-Pinnacle Peak Steak House
- 16 AZ Volkswagon Club-2nd Annual Turkey Run
- 17 Fabulous 50's Ford Club-Club Mixer-All Car Clubs are
- 17 AZ Rods and Customs-Sadie Hawkins Potluck Picnic
- 17 AZ Classic T-Birds-Gilbert Parade
- 23 AZ Classic T-Birds-Gilbert Parade
- 23-24 Desert Campout and BBQ, Phx. Model A Club
- 24 Model A Club of Tucson-Poker Run & Road Rally
- 24 PRO-Day Rally
- 29-31 AZ Volkswagon Club-Dunes in Yuma
- December
- *2 A.A.H.C. Business Meeting
- 6 PRO-First Friday Nighter Rally
- 6 AZ Classic T-Birds-Christmas Banquet
- 7 AZ Volkswagon Club-Christmas Party
- 7 Vintage Chevy-C.A.R.-Christmas Banquet
- 7 Good Times Car Club-Christmas Party
- 8 VR-VMCCA Annual Christmas BBQ and Party
- 8 Vintage T-Birds, Central AZ Chpt.-Christmas Brunch
- 14 Lincoln Continental Owners-Christmas Party
- 14 Fabulous 50's Ford Club-Christmas Party
- 14 Model A Club of Tucson, Annual Banquet
- 14 Retractable/Convertibles of Tucson-Christmas Banquet
- 14 Vintage Chevy Club, SAR- Christmas Banquet in Tucson
- 14 Phx Model A Club-Installation Banquet at Rawhide

Grand Theft Auto

It's late at night. Do you know where your Triumph is?

As strange as it may seem, more and more Triumphs are ending up on the police blotter.

Ken and Aileen Poehls recently had their GT-6 stolen. They warned other SCTOA members, saying, "Recently our GT-6 was stolen in Torrance near Del Amo and recovered soon after in Palos Verdes Estates minus the headlamps, the ignition, new aluminum wheels and our tools. The thief was kind enough to leave the trim rings for the headlights and ignition and his one-half inch ratchet. Although the doors were unlocked (locks were broken), the back latch was pried to gain access to the spare wheel well. Ray at

Ray's Imports in Santa Monica says that ours was the sixth request for a new Triumph ignition that he's had in the last few months. Make sure your Triumph doesn't become a part."

SCTOA member Jim Simmons wasn't so lucky. He had his TR-8 stolen from his driveway in El Segundo. The car was never recovered.

Reports are that a Triumph theft ring was broken up in Long Beach. The cars were apparently stolen for parts rather than for the cars themselves.

Theft prevention will be an upcoming topic at SCTOA meetings. In the meantime, people may ask Paul Smock, tech tips advisor, a simple theft prevention technique.

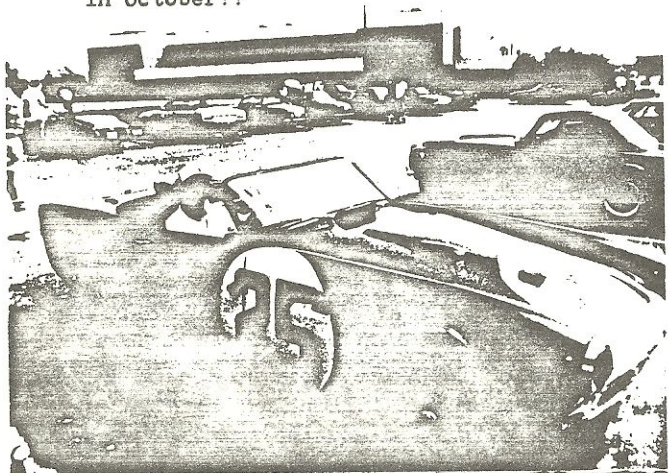
THANKS TO SCTOA
 FOR CONTINUING UPDATES
 ON THEFT PROBLEMS.

From Memphis to Santa Rosa, New Mexico was not the best part of the trip. Trying to stay alive and in one piece on I-40 doing battle with the semi's is an episode best forgotten, that is as soon as the wounded ear heals. It was a casualty from flying rubber chunks courtesy of a Yellow Freight Lines beast. The left side curtain was erected as armor for the rest of I-40.

The situation underwent a dramatic change at Santa Rosa. Again peace reigned on the countryside. From Santa Rosa to Mountain Air only ten other cars were met or passed, not counting four Santa Fe freights rolling eastward. The next day being Sunday the eighth and the last day on the road and with an early start (for me that is) middle afternoon saw Payson loom over the hill and even that day 87 was in good form and almost without its' ferocious Sunday afternoon traffic density.

Tom had arrived on the previous day after having covered some 5600 miles, going up into Canada and back through Steamboat Springs for the Vintage Car Races, but he will have to relate that story. My TR3 ran 6113 miles over the 31 days without any real problems arising from the engine or drive train. Both acted like they were an only newborn. An episode of dicing with an Audi 5000 on a long hill in Kansas was a highlight. If my old TR3 hadn't beat him out on the hill climb, would I have mentioned it??

Cross country in a TR is pure fun and excitement and is a highly recommended pastime. Now who is for California in October??



Bob Schaller
19th Sept 1985

THE ODESSY- LARSEN AND SCHALLER ON THE WAY TO VTR AT STCHARLES

HOMER wrote a tale of daring and adventure a few centuries ago, but Tom and myself took off into the unknown on our own "modern" version on the 10th of August. In view of some peoples opinion of TR's these days, such a trip must be pure folly but that it made it even more imperative that the trip be made.

So, at the unholy hour of approximately 6½ hours on a Saturday morning, we met at the intersection of Shea and the Payson road. Tom Pennell and Fred Peck joined in to see us off. Since Fred was HUNGRY, we all drove to Prescott for breakfast. At that point, we were on our own and dodging rain showers across most of New Mexico into Socorro was the accomplishment of the first day. Sunday morning we headed north towards Raton Pass and came across old Fort Union. Since like the old Missouri farmer (No place to go and all day to get there) we whiled away several hours prowling the very interesting ruins of the famous old Army Post. Darknews found us at Trinidad, Colorado, a good dinner and bottle of wine in celebration. The TR's dashboard switch that operates the overdrive had a broken wire and that was quickly replaced the following morning and we were on the way East across the "grasslands"

A night at Kingsley, Kansas and there a minor delay. First, the engine front plate decided to saw its way into the oil cooler hose, so it was disconnected and then we gassed the cars. The scene-- a very small Kansas town, a very powerful lady gas station attendant, and standing there after filling my tank holding my snapon gas cap (in pieces) "How does this go back on?"++++ Oh well. Only a few weeks ago, I couldn't get it off with a Stillson

Next we arrived at Dodge City-- appropriately named. You dodge or they get all the money they can. Except for a beautiful old Santa Fe locomotive and Depot the place is ersatz and a real first class tourist trap. We went on..

In Eastern Kansas we toured the small communities where Tom L had spent his halcyon days. This being the first time in my life of visiting a beautiful part of Kansas! All previous experience being freezing on the windswept plains or sitting on a well hidden pear cactus in the grass.

The following day found us in Hannibal Missouri where we spent several hours wandering around the environs that in prior years had been the boyhood haunts of Sam Clemens (Mark Twain) A beautiful old town originating in the 1830's and in some respects, the atmosphere is unchanged. A very pleasant afternoon.

After Hannibal, we spent the night near Peoria, Ill of Fibber McGee fame but had pass^{ed} thru the city of Springfield. There the home of Abe Lincoln, his burial and Depot of the final departure for the cockpit of Washington DC are well preserved. The whole place is deep in the tragedy!

This put us within an easy half day of St Charles the ultimate destination and arrival there was about 1 pm, in time for the festivities of the VTR Meet consisting, on Thursday primarily of checking in and then a pool party and the complete massacre of three kegs of beer, and lots of B--- s----.

Friday morning, Tom, up early as usual went for breakfast and then came for me later. After talking me into the same experience in a manner that held unexpected surprises, we meandered off the the breakfast table. The food was excellent and the bill horrendous. Needless^{to say} we went elsewhere for further breakfasts! Then it was a twenty mile trip to the Salom site in a small college parking lot near StCharles. Neither of us won but had a fine time and did give a respectable showing. That night was the auction and door prizes and much socialibility including the inevitable beer kegs which were promptly demolished. A fun night. Somehow a small, unscheduled party resumed in my room with the attendance of John Debars (President of the Indiana Triumph) and his twelve year old "entrepreneure" son, who incidentally departed on Sunday \$400 bucks ahead.

Saturday dawned bright and foggy but the concours people were at it hammer and tongs. Tom pulled off a second in the TR4 Class. My preparation consisted of lettering up my usual opinion of concours events and displaying it on the wind-screen. All the first place winners had been TRAILERED to the meet and were the subject of comment by this writer to any and all with much favorable response from souls not quite so

vocal as this jaybird.

The STAR of the whole show was the TRS(Register No 929Hp Race No 25) one of the three cars that won the team prize at the 1960 LeMans, resplendent in Triumph Racing Green and roaring like the English Rampant (LION, to you). The "SABRINA" engine sounding off in the voice of excellent health. It is the only one still running as the others are all resting in museums (UGH!)

Interesting sidelight was the attendance of seven people from Merry ole England. Oops! should say six as one was a Welchman (I wish to keep my head if perchance I should ever get in that vicinity) One gentleman and I became good friends even before the bar ran out of Michelob. One of the group made a ten minute address to the gathered group at the dinner on ~~Sunday~~ Saturday evening. He was supposedly an engineer for Standard in the HeyDay but seemed to have really missed his place in life as in the best traditions of English Humor, kept the entire audience in hysterics the result of ~~of~~ the hilarious "remarks".

Sunday was the time Tom and I went off in other directions, he to Minnesota and I to Pennsylvania much to our mutual regret. On the way, visiting a long time buddy in Illinois, to Indiana for a day with my Mother-in-law then to Armaugh, Pa. Visiting there as guest of Charles Runyon and his lovely wife Diane was a memorable five days and a highlight of the entire trip. Too soon leaving time arrived and after a lunch with John Swauger it was on to the site of the ancient Allegheny Portage Railroad. A still standing bridge there, built in 1838 and in continuous service until 1968-- the "Skew Arch Bridge" It is of dressed limestone, some 80 feet long, the arch some 55 feet high and not one single fastener nor ounce of mortar in the entire structure. A magnificent tribute to the lost art of stonemasonry.

Gettysburg, Antietam battlefields then Harpers Ferry and ending in Baltimore covered the next five days. Resting up in Baltimore provided one day for the B&O Railroad museum and since the Atlantic Ocean proved to be a barrier to further progress Eastward we turned towards Roanoke, then Chattanooga, Memphis.