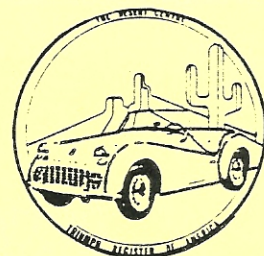




Triumph TRumpeter



OFFICIAL NEWSLETTER OF

THE DESERT CENTRE — TRIUMPH REGISTER OF AMERICA

PRESIDENT: JOHN POORE, 947-9781
NEWSLETTER: WALLY SKURDA, 948-8913

APRIL 1987

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MEETING: April 14, 1987
Hunan Restaurant
1575 E. Camelback
7:00 PM

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FROM THE PREZ...

This year sure is flying. Before you know it, Triumphest will have come and gone. I think we all owe Bill Sharp a big thank you for volunteering (with Sherry's help) to head up Triumphest. We will find if he is "kind" by the time we get back from Las Vegas.

I would also like to thank all of the other daring people who stepped forward with offers of help. While we are on the subject of Triumphest, don't forget to bring your logo entries to the next meeting. We are still working on prizes. Rest assured, Digger, I will guarantee a T-shirt with the logo and a caption saying, "Ask me who won the Triumphest logo design contest. . . (ignore the smug look)".

Thank God we have so many Wizards in the club. I started writing this article four evenings ago. My S.U. carburetors (type H6), however, kept calling me away from the typewriter. They decided to run at any idle speed they felt like. So I whipped out my magic screwdriver and proceeded to cast out the demons. When they were all apart, some of the parts changed shape and wouldn't go back together the way they were before. I called Bob Schaller to find out if that ever happened to him. He told me no, every Triumph he ever worked on went together practically by itself...all he was there for was to tighten nuts and bolts. I told him what was happening, and he commented that it sounded like one of the parts had its downside up. Tsk, Tsk, I thought. At last I had Schaller dead to rights. Just to prove it I turned the part over and. . .

Moving right along. The birthday dinner was great fun and many of us did what we do best. If anyone doesn't understand, let me just say that Gracie "hot tubs" Pennell put together another winner. The food and drinks at the Stockyards were fantastic.

HELP!!!! I need line drawings of all models of Triumphs. Xerox-type copies will do. I am making a silk screen something-or-other with all the Triumph models on it, and I need pictures of Triumphs.

Well, now that the part is re-installed Schaller-style in my S.U.s, I think I'll go and see if I can get an idle speed under 14 hundred.

John

DCTRA CLUB MEETING
MINUTES
MARCH 10, 1987
BY: BILL SHARP

President John Poore called the meeting to order at 7:07 PM at Hunan Restaurant. New members, John and Sherry Finkstag and visitors, Bob and Alice Lupen were introduced. John expressed concern over the lack of interest in the Handicapped Ministries Rallye. There were 28 navigators and 16 cars, including the Mercedes.

The secretary's report was declared to be in the newsletter. Grace Pennell reported the checkbook is balanced and we are in the black.

Gary Hampsch, Bill Sharp and John all urged DCTRA members to participate in the upcoming (29 March) British Motor Car Council Second Annual All British Car Day at South Mountain Park.

Greg Lund, our AZ Auto Hobbyist Council reporter was on sick call. Bev Peterson reported that 7 DCTRA cars would appear at the AAHC car show and parts swap. If the flag can be found, we will fly it and hand out flyers.

Gary Hampsch nominated W. Sharp as co-ordinator of October's Triumphest '87, to be held in Las Vegas. Judy Gross seconded the nomination, and I went into shock. I apparently mumbled some sort of "Ask not what your hobby can do for you . . ." speech to rally support for the concept of the get-together. Cooler heads decided to save DCTRA from terminal embarrassment by volunteering to do all the hard stuff, if I would shut up and promise not to make any more speeches. Ever!

Those cooler heads will now pay for their rashness by finding their names next to the responsibilities they offered to assume. Semi-seriously, I do appreciate the offers of help. The volunteers are, Tom and Gracie Pennell, Registration & Bookings; Sam Conklin, Static Events; Bob Schaller, Tech Workshop for TR owners; Wally Skurda, Marketing; Mel Cleverly, good scout and relayer of messages; Chuck Liebich, general help where needed. We still need a concours judge.

The Events Chairman was among the missing. April will feature a mystery event.

Bob Schaller introduced his new line of rebottled derustit stuff and break free linament. It is \$2.50 for a 4 oz. bottle.

The meeting was adjourned at 8:15 PM.

Bill Sharp

FROM THE EDITOR. . .

What a great month! Fantastic dinner. Exciting race week-end. Big plans in the works for October. Letter from Randolph. Article from Phil & Sue. Mysterious phone calls about available Triumph Spitfires. Whew!, I never knew editing a newsletter would lead to so much personal fulfillment. The DCTRA was responsible for my introduction to a gourmet treat, which co-incidentally, is the reason bulls become known as steers. The March birthday dinner at the Stockyards was an adventure in eating and drinking. It all started when I ordered the Prairie Oysters. Gracie Pennell tried a taste and Tom nibbled on the breading. Everyone else at the table ordered another drink, instead. I thought they were great. I didn't plan on eating the whole order myself, though. I thought everybody would at least try a taste, just to be able to say they were brave and ventured into the land of 'yucky-foodstuff'.

"You ate what? YUCK! How could you? You must be brave."

So Grace and I are the only winners of the YUCKYSTUFF Award. Everybody had a great time, though. The other, non-DCTRA member, diners thought we were from a LAUGH-O-RAMA convention. Don't miss out on these things. They are really fun.

Eloy was fun. It was cold. It was rainy. It was sunny. We laughed. Tom broke the Spitota. We cried. Eloy is a great car buff event. DCTRA was well represented. If it happens next year, make every effort to be there. You won't regret it.

Triumphest! What a monumental project. Thank goodness we are a group of do-ers. Thanks also to Bill Sharp for taking up the cudgel. Now, if we all give him a little support, DCTRA will be the kind of club we can really be proud of.

Last minute note from Tom Pennell. . . Did Randolph send out all the commission number request sheets? They are arriving at his place on a regular basis.

Next month we have an article by Pennell & Schaller covering ELECTRICAL UPDATE FOR YOUR TR.

Schaller was invited to attend the TRA National near Dayton the 12th thru 14th of June. He will conduct sessions on cooling a TR. Nice going, Bob.

Keep those cards and letters coming, folks. . .

Wally Skurda

MEMBERSHIP REPORT

by: Tom Pennell

This month we bring you good news and bad news. First the good news:

DCTRA has 68 bona fide, paid-up, full-fledged MEMBERS! Many of these are really TWO members, so there are about 130 individuals who are enjoying the many benefits of DCTRA membership. A special welcome to the following newest members of our group: (Ahem, some of these people have been with us for quite a while, but I've been lax about writing this column).

Steve and Jo Chandler	TR-6
Richard and Sharon Kierein	TR-3
Bill Sinowsky	Spitfire
Don and Marlene Swenski	TR3A
Bill and Janet Altonen	TR-6
Patrick Teske	TR-8
Mike Caizzi	Spitfire
Tom Cuevas	TR-8
Ross Selvidge	Morgan Drophead
Bryan Ferguson	TR-4A
Tom Pennell (the younger)	Spitfire
Michael Miller	GT-6 (with RHD!)
Mel and Bobra Cleverly	TR-3A
John and Sherry Pfingstag	Spitfire
Joseph and Vera Avila	Herald
Douglas Hayes	TR-3A
Scott and Cherri Gray	Spitfire
Robert and Alice Lewton	TR-6
Veronica Wright	Spitfire

Again, WELCOME to the new members. Please note that Joe and Vera Avila are our first California members. Expect to see them at TRIUMPHEST '87. Now for the bad news. If the following folks would 're-enlist', DCTRA would be up to 105 paid-up members. C'mon, gang, we already miss you and we want you to come back!

Augustine Alcala	Barry and Debbie Green
Gary Barnes	Shirley and Roy Greenwood
April Howard	Bob Grinder
Don, Joy and Kathy Barry	Don and Evelyn Groves
Bill and Sue Becker	Howard Hall
Roy John Buckley	Robert Jensen, Jr.
Arnie and Bunnie Budd	Jack and Kathy Livingston
Mary Clausen	Bill and Dawn Martin
Ed Deering	John and Jacalyn McKeever
John Doney	Kate Miller
John and Marian Gallen	Robert and Anne Miller
John and Linda Graves	Barry Paul
Ken and Nancy Reed	Bill and Penny Riddle
Pete Soderquist	Pat Trimble
Jack Tyrell	Jerry Vaughan
John and Viola Walvoord	Paul Wielins

Morgan Reed III As you can see, it's quite a list The newsletter is our only major expenditure, and the member's dues are what pays for it. To all those listed, PLEASE send your \$12.00 dues check. We hate to do it, but this will be the LAST newsletter you will receive if you don't.

RANDOLPH RIDES AGAIN!

Dear TSLXXMMMCCVIL (whatever that means):

I must take you to task:

a. Please don't equate Triumph sport cars with model planes, trains, and cars. You are a big boy now playing with big boy's toys, not models.

b. A title is the first step in rebuilding a Triumph. And you can't get a title without a **commission number**. If your goal is to rebuild to as-near original as possible, you need to build data on your car. That is obtained from TRA or VTR who, on request, provides you an extract from the production records of the Standard Motor Company Limited. The production records are maintained by **commission number**.

The primary purpose of my article on XXXXX commission numbers was not to cause any ill feelings or animosity, but rather, to improve the records of the club.

PS If you were attempting to write 73206 in Roman numerals, it should read LXXIII CCVI.

PPS Please send Tom your commission number.

R

To "A True TR Owner":

Shame on you! Didn't Digger and his black armband stomp on Jim & Marcia enough without you turning the screw a little bit more?

You rarely find better supporters of the TRIUMPH marque than Jim & Marcie. They have wrecked (totalled) a Spitfire, raced a Spitfire, restored a Spitfire, and defended Spitfires. Who will ever forget the last issue of the TRIumph Trumpeter that Marcia edited with its major write-up extolling the virtues of Spits!

Is there anybody in our club that does not own and drive (on a regular basis) a vehicle whose original purchase price was established in dollars, deutschmarks, lira, yen, krona, or francs?

R

Griselda:

I read a hint of anger and bitterness in your note to me that was in the March newsletter. I hope and pray I'm wrong.

When I first started writing to the club, it was in a spirit of fun. Apparently, somewhere along the way, I lost sight of my original purpose. Could be that the veil of secrecy allowed me to use too sharp a pen.

If so, I sincerely apologize for any ill feelings I may have caused.

Randolph

SIX OF ONE . . .

By: Phil & Sue Hunt

The Eloy week-end meant a night in the GOLDEN SIX motel. Sue (a general source of much knowledge previously lost to humanity) mentioned that this establishment is really a MOTEL SIX in disguise. This valuable information was digested and tucked away, only to resurface when we noted that there were many 6's along this road, including, THE AMERICAN SIX, PICACHO SIX, and COURTESY SIX. We agreed that the popularity of said numeral was interesting, and certainly more interesting than that part of the drive, which frequently induces hallucinations about halfway to Tucson.

After some discussion we felt one could be truly creative in marketing these along-the-way accommodations. For innkeepers with entrepenurial talent, one should advertise for "special" groups such as the aforementioned AMERICAN SIX; to expand that theme, one could find the Iranian Six (weapons must be checked at the door), the Cuban Six, the Italian Six (free pasta for the kids), the Canadian Six or the WASP Six (catchy, but hard to pronounce!).

Some regional favorites might include th Hillbilly Six, the Okie Six, the Hoosier Six, the Redneck Six, and the Cajun Six. Now we were starting to go with this idea.. Occupations could be used as a ploy. Consider the Truck Driver's Six, the Cowboy Six, the Steel Worker Six, the Six Shooter (for cowboys or policemen), the 9 to 5 Six (for secretaries), the Professional Six (so one would also need an Unprofessional Six), the Unemployed Six and the Six Pack (for race drivers). Mustn't leave out the TR Six for those who fancy British sports cars! Oh, yes, the Six Pot (for potters or plumbers)!

Show Biz personalities could be a catagory, i.e. the Dolly Parton Six (maximum loft to the pillows); the Pee Wee Herman Six, the Willie Nelson Six, or the Stallone Six (innkeeper grunts in monosyllables and the beds don't have mattresses).

Using personal hobbies and preferences, numerous possibilities exist. Try the Non-Smoker Six (hence its counterpart, the Smoking Six), The Vegetarian Six, the Beefeater Six, the Lo-Salt Six, the Cat Lover's Six (free kitty litter), the Doggy Six and the Sheep Six (for spinners or shepherds). STOP THERE! We decided that Sheep Six sounded like Cheap Sex --- doesn't matter, same thing! Besides, how much could a sheep charge?? Sue suggested Six Dollars. I said that sheep weren't smart enough to make change; Sue said, "Spoken like a man who knows!"

By this time we were howling down the road, having some difficulty seeing the pavement and breathing at the same time. We were, however, not quite incapacitated enough to run out of ideas.

With society's attitude towards sex becoming more relaxed one might capitalize on that theme being openly promoted. Some ideas are Six Kittens, Deep Six, Six Goddess, Good Six (endorsed by Dr. Ruth), Premarital Six, Gay Six, Straight Six, and Unisix (for those who can't decide or don't care). Also consider the Adult Six or X-Rated Six.

For the mentally ill there could be a Sick Six; for satanists, a Six Six Six. The Six Sense is left to the reader's imagination.

Yes, sir, a lot of room for expansion on the six theme. Our conclusion was that many of the accommodations available at this time are pretty much a Generic Six; so until some of these future permutations can be realized, choosing a motel is really six of one, half a dozen of the other!

CLASSIFIED ADS

FREE . . . FREE . . . PERSONAL ADS ARE FREE IF YOU ARE A PAID-UP MEMBER OF DCTRA!!!

FOR SALE: 1967 Spitfire MK II parts. Windshield frame; convertible top frame; rough body; straight chassis, Dellorto sidedraft and minifold for 1174. Call John at 271-4174 days, 943-9563 eves.

WANTED: 1174 Spitfire cylinder head; 1967 Mk III seats; 1967 Jaeger speedo; Mk III convertible top frame/mechanism. Call John at 271-4174 days, 943-9563 eves.

FOR SALE: Racing interest forces sale of early 1958 TR3 Comm. #12144g. White with grey interior. 2500 miles on completely rebuilt engine, OD transmission, front suspension, TR4 rack & pinion steering conversion. Driven daily in Arizona since 1975. Too many extras to list. Minor rear body damage. \$5,000 firm. For more information contact Fred Peck, 602-942-2532 evenings and weekends.

FOR SALE: 2 nos aamco soft tops for MK II AND D IV Spitfire, \$50; used TR7 4-speed trans \$200; also 2 1972 TR6 complete cars for parts except front sheet metal. Chuck Collins, 252-3129.

FOR SALE: Parting out '71 Triumph Spitfire Mark IV. Complete 1296 Spitfire engine, parts for 1200 engine, electrical, carburetion, and body parts available. Also a 1200 race-ready engine (used to belong to Tom Pennell). Bought a race car and need to sell these parts ASAP. For information and to haggle over prices, call Jim Cfhadsey at 236-3591 or 983-1916.

FOR SALE: 1965 Spitfire, restored, with new top, new glass and interior (tan). New paint, as well (yellow), and some new chrome. Schaller engine and carbs, with electric fuel pump. Brakes good. \$2,300. Call 971-9175 evenings.

FOR SALE: Home made parts washer; plastic sink. \$100. Call Tom Pennell, 951-8472.

FOR SALE: 1959 TR3. Good running condition, new top, tonneau cover, carpets and tires. Red with black interior. Wire wheels sandblasted and painted. Extra parts, w-wire wheels, 4-disc wheels, 5-hub caps, shop manuals, etc. \$4,500 or best offer. don groves, 515-752-5131, #D-10 2510 S. 6th St. Marshalltown, IA 50158.

FOR SALE: Needs good home! TR4A IRS, 1968. Yellow with black interior. Many extras. Mileage 64,250; car has been in storage. Arizona car. New brakes, roll bar, custom steering wheel; good tires and good body. needs radiator and fan. For complete information call Ken Milward, 493-9782.

FOR SALE: 1974 Yellow TR6, original and well kept. Factory air, as well as factory hardtop, convertible and tonneau. Call Kathy or Jack at 602-836-7859.

FOR SALE: 1963 TR3B, hardtop, soft top, tonneau, no serious rust. 1-459-0491 days 1-538-3364 eves. Jim O'neil, Sierra Vista, AZ.

FOR SALE: 1970 Alfa Romeo GTV 1750. 42,500 miles. Call Wally Skurda at 948-8913.

FOR SALE: 1966 Triumph T100 Desert bike. Be Steve McQueen, and have fun doing it. \$600.00. Many new parts. Call John @ 943-9563.