

# TRiumph TRumpeter

D. C. T. R. A.

OFFICIAL NEWSLETTER OF THE DESERT CENTER-TRIUMPH REGISTER OF AMERICA

## CONGRATULATIONS TO TOM PENNELL - WINNER OF THE MAYORS CUP TROPHY AT THE ELOY GRAND PRIX APRIL 23/24, 1988

MAY 1988

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MEETING: MAY 10, 1988  
THE HUNAN RESTAURANT  
1575 E. CAMELBACK @ 7 PM.  
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The TRIUMPH TRUMPETER is the official newsletter of:

The Desert Centre

Triumph Register of America

### CLUB OFFICERS

President	Bill Sharp	966-9932
V.P. & Events	Armand LaCasse	968-5639
Secretary	Mary Poore	947-9781
Treasurer	Bob Morey	956-1471
Newsletter	Chuck Liebich	998-0657
Membership	Tom Pennell	951-8472
Tech Advisor	Bob Schaller	992-7969
Historian	Sherry Sharp	966-9932

Meetings are held on the Second Tuesday of each month.

Dues are \$12.00 per year

For membership information, contact Tom Pennell at 951-8472

## COMING EVENTS

May 21/22  
TUCSON OVERNIGHT TRIP  
Details Inside

June 18  
WESTERN NIGHT  
Details Next Month

July 16  
POOL PARTY/PIG ROAST  
Details Next Month

"BILL'S BANTER"

## FROM THE PREZ

If you missed it, you're about the only one! What a run the Prescott weekend turned out to be. Fifty two cars turned up, more than three-fourths of them Triumphs. Seventy to seventy five people (I kept losing count) enjoyed a fantastic tour to the central part of the state, an area rich in history, scenery, and warm hearted people. We left the staging area just north of Phoenix right on time, 10:30 Saturday morning April 16. With comet's tail of brightly colored sports cars trailing out for miles, the rise and fall of honest British exhaust notes was heard far and wide.

Taking our time, we wheeled into Prescott, the old Territorial Capital, in plenty of time for lunch. Some of the revelers went through the old Governor's house while others walked the streets soaking up the small town atmosphere and slower pace. At 12:30, a surprise free barbeque picnic was hosted in the town square on Whiskey Row by none other than the redoubtable Sam Steiger, local Libertarian stalwart. Sam himself dished out the savory beef and pork along with cowboy beans and even a bit of burro jerky that he "just happened to have left over" (from what, I don't know).

After a bit of rest, the troops saddled up for a shot at Mingus Mountain and blew into Jerome in time to join a Founder's Day parade. Since our "entry" was the largest and best turned out and got the best crowd reaction, we were awarded the Grand Prize and the Governor's Cup. Several professional photogs were on hand and I wouldn't be surprised to see DCTRA featured in either Road & Track or Car and Driver, perhaps both.

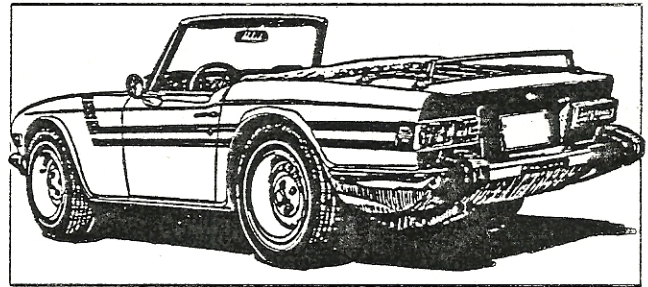
At this point several of the fainter hearts were ready to pack it in, and it was getting late, so, with a Department of Public Safety escort, we made our way back to the Interstate for the best part of the day. Two DPS cars led, two brought up the rear, and we blasted back to Phoenix in a protected one hundred mile per hour parade that got lots of notice on the road and lots of adrenalin pumping among the participants. DPS reps said that it was so much fun, we'll get together to do it again on the Tucson run in May! Those guys are great!

If this sounds just a bit less than Kosher, I may have stretched the truth a tiny bit, but it could happen, so you have to come out! You never know. In the interests of accuracy, I suppose that I should admit that the event took place on Sunday, 17 April and maybe not so many cars showed up as I said--

OK, then three did. But two were Triumphs! Armand had his Spitfire, John had his TR-6 and an intrepid friend and I took my aunt's Chevy Caprice because the Stag is down for an oil cooler. But we had a swell time! OK, actually we really went back to Bell road for breakfast at the Waffle House. But we drove real fast! Well, actually, I had the Chevy up to about 65 for a while there. But we had fun! You should have been there!

yrthflsrvt

Bill Sharp



"CHUCK'S CHATTER"

## FROM THE EDITOR

There is an aura of mystery that surrounds every Triumph automobile I've ever seen. No one ever knows when or where some small magical thing will gain immediate notoriety by doing other than its assigned task. A fuel gauge that suddenly lights up the area behind the dash board. A strange bolt that appears on the floor and seemly has no point of origin. Radiator overflow? Never happen! What is that strange rattle under the boot when there is nothing under the boot? I have finally reasoned why we have two carburetors on our little jewels -- with twice as many as really needed we will have four times as many strange things happening. Did anyone ever succeed in getting two of these magical boxes operating identically? I think they take turns doing whatever suits their fancy -- just like the distributor, the clutch system and every switch on board. We the owners are only there to marvel at these happenings and alert our fellow slaves to these phenomena. So if you think your little TR is possessed, you are right! There are demons and gremlins and ghosties in that machine and they have us all trapped. We are enslaved!

I don't know about you, but I love it!

Chuck Liebich

## WHEN IS A TR NOT A TR?

For many months I have been trying to figure out the validity of a growing trend that appears to be happening within the Triumph family. That is performing major engine surgery on the short lived TR-7.

Granted the TR-7 was underpowered, but so was the MGB and the Healey 100. There are also a myriad of Detroit models that fall into the same category. Remember too, Bob Tullius' Group 44 successfully campaigned TR-7s.

Does not the altered TR-7 fall into the same category as the Pinto or VW based MGTs or the fiberglass Cobras?

You can read between the lines and figure that I tend to favor keeping TRs true to their factory built specs.

I will grant you that a re-engineered TR-7 is faster but is it a Triumph? John's Cars, Texas modifies Jaguars with GM engines and TR-7s with V-6s or V-8s. Somebody also stuffs American V-8s into the big Healeys. From an engineering standpoint it is even possible to put a small block V-6 with an automatic transmission into a TR-3.

We, as a club and as individuals, are part of the Triumph Register of America. And, "TRA was established to aid TR 2/3 owners in the preservation, maintenance and enjoyment of their classic cars".

We, as a club and as individuals, are part of the Vintage Triumph Register. And VTR "was founded to promote historic research, encourage sensible and accurate preservation of Triumph automobiles".

I welcome and look forward to comments with respect to valid positions justifying altering TR-7s.

Randolph, Tongue-in-Cheek  
The Right Honorable Knight  
Order of the Fan Belt

## SPECIAL NOTICE

As a courtesy to your fellow Club members, PLEASE wear your name badge to meetings and other events.

## DCTRA APRIL MEETING

The DCTRA monthly club meeting was called to order by President Bill Sharp at 7:05 p.m. on April 12, 1988.

Bill asked if there were any visitors or new members present. After introductions for new people an activities report was given by Marilyn Larson in Armand LaCasse's absence. Sunday, April 17, will be the run to Prescott, a one-day trip. Marilyn called around and got prices for hotel rooms in Tucson for the weekend of May 21, 22. The hotel is the Inn Suites. Their rates start at \$34 a night if we can guarantee 20 rooms. If not, the rates will increase slightly. Marilyn passed a sign-up sheet around for those interested in going.

Bill asked for any volunteers to set up the Western Night dinner on June 18 -- find restaurant, make reservations, etc. Veronica Wright volunteered. More information later.

Newsletter editor, Chuck Liebich, asked for more information for the newsletter. We need as many articles as possible.

Historian, Sherry Sharp, asked for any pictures of club events that you might have for the club albums.

The Triumphs had the best representation at British Car Days on March 27. There were 21 Triumphs - however - not all were club members. As we had the largest turn-out a clip board with the Union Jack etched on it was given to our club. It was donated by the Metropolitan Club. By vote at the April 12 meeting it was decided that the secretary use the clip board and then it will pass to the secretary next year and so on.

We have no legislative report. We need a representative for Hobbyist Council. It was decided to wait until fall and see if someone could volunteer at that time.

Tom Pennell gave information concerning Eloy Grand Prix on April 22-23.

Bill Sharp told the group that for the price of first class stamps we can have our club calendar printed in the California newsletter "Ms. Information". We would then receive a copy of said newsletter that will give us information on what other clubs in neighboring states are doing.

The meeting adjourned at 8:02 p.m.  
Mary Poore

## CALENDAR OF EVENTS FOR 1988

The following list of events is presently anticipated by our Events Chairman Armand LaCasse. Also see "Armand's Agenda" column with details of these events, changes that may occur for various reasons, and additional happenings of interest to our membership.

ED.

### 1988 CALENDAR

May 10	7 PM Meeting
May 21/22	Tucson Overnight Trip
June 14	7 PM Meeting
June 18	Western Night
July 12	7 PM Meeting
July 16	Pool Party
Aug. 9	7 PM Meeting
Aug. 11/14	VTR National-Dallas
Aug. 13/14	Overnight Camping
Sept. 13	7 PM Meeting
Sept. 17	Desert BBQ
Oct. 11	7 PM Meeting
Sept.29/Oct.2	Triumphest
Nov. 8	7 PM Meeting
Nov. 12	White Tank Mts. Picnic
Dec. 13	7 PM Meeting
Dec. 17	Christmas Party
Dec. 31	New Year's Party
Jan. 8 '89	Champagne Brunch
Feb. 14 '89	7 PM Meeting
Feb. ?? '89	ASRA Vintage Car Race

## HOW TO GET TO THE INN SUITES IN TUCSON

TAKE 1-10 SOUTH - EXIT AT INA ROAD - GO EAST ON INA ROAD, TURN RIGHT ON ORACLE ROAD. THE PLACE IS JUST AROUND THE CORNER.

## "ARMAND'S AGENDA"

### WHAT'S HAPPENING SOON

#### TUCSON OVERNIGHT TRIP

Saturday and Sunday, May 21 and 22

This overnight road trip is "loosely" organized. Please feel free to join in or depart from the itinerary as you wish. We need you to turn out and make this event a success.

#### WHAT, WHERE AND WHEN

Saturday, May 21

9:00 A.M. - Meet at Armand's house, 1305 S. Margo Drive, Tempe. 968-5639. (Corner of Margo and 13th Street, two blocks east of Priest). 9:30-11:30-Drive to Tucson

11:30- 1:00-Lunch and check-in at the Inn Suites, Oracle Road south of Ina Road. Suites run \$38.00/\$43.00/\$47.00, depending on size wanted. Call Marilyn Larson at 275-1398 to make your reservations.

1:00 - Drive to Sabino Canyon for tour.

Dinner on your own - Inn Suites has complimentary happy hour.

6:30 - Leave Inn Suites for 7:00 show at Flandrau Planetarium.

Sunday, May 22

Continental breakfast provided by Inn Suites. Check-out at 10 A.M. to drive to Arizona Sonora Desert Museum.

3:00 - Leave Desert Museum and drive north through Saguaro National Monument to I-10 and return to Phoenix area

Our "convoys" will run the speed limit. There are other things to do in Tucson if you don't want to spend money on sight seeing. The San Xavier Mission, Mt. Lemon drive, and driving south to Tubac or Tumacacori are a couple of options. See the Tucson map for more ideas. This trip will be fun at a reasonable cost

Armand LaCasse

## HOW SWEET IT IS

by Tom Pennell

What is the Eloy Gran Prix? It's a REAL sports car race thru the city streets. It's unique, it's narrow, it's dangerous to machinery and it's the only place where amateur racers like us get to sign autographs.

We've run the race six times ('82 thru '87) and we have done well, winning our class in '83, '85 and '86. We have also suffered our share of misfortune with a blown engine in '82, a barrier crash in '84 (televised with instant replay and slow motion), a rollover in '85 and a heavy barrier crash in 1987.

As you might imagine, we approached the 1988 race with some apprehension. We knew that the car was ready, but we weren't real sure about the driver. Rumors of a changed course (run in the opposite direction) proved to be false, but the concrete barriers are now placed on the street surface instead of on the curb, resulting in a course about 3 feet narrower than last year. Just what we needed.

Saturday's first practice went well (with the minor exception of a radius rod falling off) and we posted third fastest time behind Tex Guthrie's Cortina and Dave Lansing's BMW. We were hopeful for an improvement in the second practice, but John Baker dumped an Alfa Romeo enginefull of oil in turn six on lap one, causing our entire session to run under a yellow at that turn. Nobody improved on his morning time. The organizers decided to grid the Mayor's Race using the times from the first session.

When the green flag fell, Messrs. Tex and Dave bumped and banged each other thru turns 6, 7 and 8, with a fairly heavy impact in 8, causing me to brake heavily to avoid Tex. On the next lap, I gave them a little more room and watched while they repeated their first lap show. This time, the impact in turn 8 was a good bit HEAVIER and resulted in a spun-out BMW, a bent Cortina and the "SPITOTA" in FIRST PLACE!

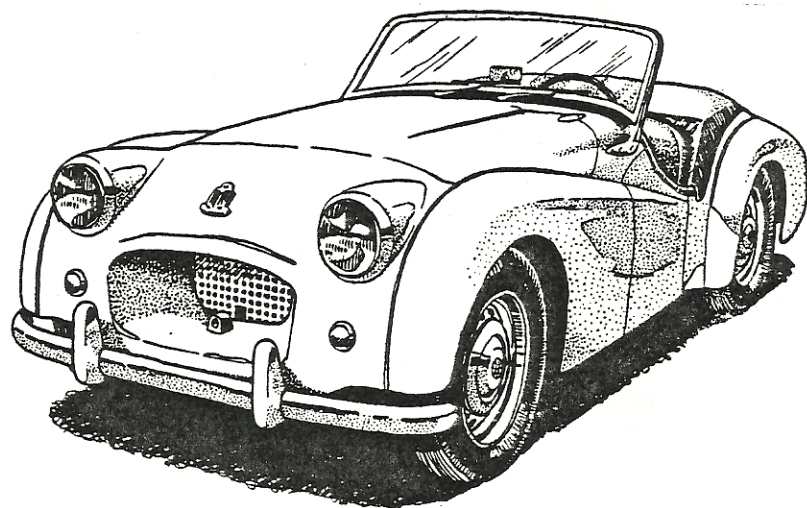
The only thing to do now was go fast and stay off the walls for 8 more laps. Somehow we managed, and won the Mayor's Cup race by a little more than 33 seconds over Rui Almieda's FP Spridget.

Saturday's 1st overall was our first-ever Mayor's Cup win (hence the title of this article) and gave us the Pole position for Sunday's Eloy Gran Prix. While the Saturday Mayor's Cup race is for 1st overall only, the Sunday event awards trophies to winners by class, so the pole position isn't all that important (except that you are less likely to be involved in the first-turn demolition derby). We led the first ten laps of the 20-lap race, getting passed on lap 11 by Rex Liu in his indecently fast, super-light GTU Lotus Elan. Toward the end of the race, the Spitota began to catch up (was Rex getting tired or just easing up??) and almost slipped by on the last lap. Rex's margin of victory was a shade over half a second. Third overall and First GT-3 went to Dave Lansing in his BMW, 11 seconds behind Rex.

In all, I declare that the 1988 Eloy Gran Prix was the most successful weekend of racing that we have enjoyed to date. First overall in the Mayor's Cup race on Saturday, Second overall on Sunday and putting the car on the trailer in one piece all add up to: "It doesn't get any better than this!"

I also declare that we couldn't have done it without the help of a dedicated volunteer pit crew from DCTRA. These are the people who got dirty, tightened the nuts and bolts, poured the oil and the fuel, pushed the car and generally worked their buns off. Many thanks to Wally Skurda, Armand LaCasse, Chuck Liebich, Dave Hanson and Bob Schaller.

HOW SWEET IT IS!



## CLASSIC-FIED ADS

FREE...FREE.. Personal ads are free for paid-up members!

FOR SALE: '71 Spitfire MkIV. Complete 1296 eng., parts for 1200 eng.; elec., carb and body parts. 1147 race-ready engine. Need to sell this stuff. Jim Chadsey, 256-3591 or 983-1916.

FOR SALE: '68 TR4A IRS Yellow w/black int. Many extras. 64K miles, AZ car. Lots of new stuff. Ken Milward 493-9782

FOR SALE: TR2, and 3A and some TR2, TR3A and TR4 parts (everything in need of restoration) . Call Pete Peterson. 581-9733.

FOR SALE: SPITFIRE MK IV, good condition, make offer. Call Bob Schaller 992-7969.

FOR SALE: TR7 parts: John Horton 843- 1399 after 6pm.

FOR SALE: 1968 TR4A, IRS, BRG, Arizona car, excellent condition, original owner, Doug Whitneybell. 955-8643 after 6 pm.

HELP an Auto Crosser hold off the Jap invasion. Speed parts needed for MK II/III GT-6's. Especially interested in 3-40 DCOE Webers for a reasonable price. Call Steve: (702) 399-0089

FOR SALE: Factory TR6 Hardtop  
Best offer. Bill Dapuzzo 971-9516

FOR SALE: '62 TR4 White w/red interior, beautifully restored. \$5500 call 991-9073

FOR SALE: 1976 TR7 COUPE, Excellent condition, detailed and clean. New clutch, alternator and transmission. All service records available. \$6000 invested, asking \$2500

Call Gary Johnson, 263-9587 after 2 PM

TRIUMPH and MG (Ed. note: MG???)

Quality rebuilt engines & cylinder heads at realistic prices. Many in stock or will rebuild to suit. SPITFIRE, GT6, TR3, TR4, TR6, TR7. Also MGA, MGB, MGC and Midget. Large selection of used engine components (blocks, cranks, etc.)

DAVID L. BENNETT

(602) 230-1862

1967 TRIUMPH SPITFIRE For Sale. Under 30,000 Miles on SCHALLER REBUILT ENGINE. TRANSMISSION, REAR END, CARBURETORS and STARTER also recently REBUILT. Also includes COMPETITION SUSPENSION, FIBERGLASS HARDTOP, TWO SOFT TOPS, TWO TONNEAU COVERS, CHRYSLER ALTERNATOR CONVERSION, EXTRA GAUGES and MORE! Call Armand LaCasse at 968-5639.

Early SPITFIRE and GT6 PARTS For Sale. TRANSMISSIONS, CARBURETORS, GENERATORS, STARTERS and MORE. Also a 1967 GT6 BODY and FRAME with TITLE. Call Armand LaCasse at 968-5639 before you visit the wrecking yard.

ASRA/SCCA Legal Triumph Spitfire Race Car. Ready to race, trailer & race whls, incl. \$3500 OBO. 951-8472 eves/wknds.

