

TRiumpH TRumpeter

D. C. T. R. A.

PRESIDENT: JOHN HORTON 843-1399
NEWSLETTER: DIGGER DAVITT 966-9712

MAY 1991

MEETING: MAY 14, 1991 @ 7 PM
HUNAN RESTAURANT
1575 E. CAMELBACK

The TRIUMPH TRUMPETER is the official newsletter of:
The Desert Centre
Triumph Register of America

CLUB OFFICERS

V.P. & Events:	Mark Haas	786-6031
Secretary	Virgil Cole	493-5144
Treasurer	Dave Hanson	897-2398
Membership	Tom Pennell	951-8472
Tech Advisor	Bob Schaller	992-7969
Historian	Sherry Sharp	966-9932
AAHC Rep.	Bob Hohanshelt	949-0838

Meetings are held on the Second Tuesday of each month. (Except January)

Dues are \$12.00 per year

For membership information, contact Tom Pennell at 951-8472 or 393-7349

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PROJECT CAR WEEKEND

18 MAY 1991
SPECIAL, ONE DAY ONLY

COMING EVENTS

May 11

A BENEFIT

The Pavillions, Scottsdale
details inside

MAY 19

TORTILLA FLATS PICNIC & GOLDFIELD TOUR

details inside

EDITOR'S CORNER

EXCUSES, -or-

LET'S CALL A SPADE A SPADE

Through the years that I have been a member of this club, I have heard over and over again (when a meet or an event comes up) comments like "My car isn't good enough to put into a show", "It's not ready", "It needs work", and on and on and on.

If this kind of reasons for no shows are valid, all we would have at shows or events are concours level Triumphs. And that is not the reason we have a club.

I consider comments like the above are invalid as reasons for non participation. Valid excuses would be: "I'm not into shows", "I don't want to go", "I'm not interested in car events". Then why are you a member?

If your TR is up on jacks or in pieces in the middle of a frame up restoration, don't you have another set of wheels so you can show up and support the TRs and drivers that are representing DCTRA?

To me, participation takes precedence over winning prizes. For eight TRIUMPHISTS I've borrowed a Spit,

CONTINUED ON PAGE 7

THE PREZ SEZ

To you folks outside of the Arizona area, this next TRIUMPHEST is going to be a humdinger: PLAN TO ATTEND. To you in Arizona, PLAN TO WORK. We need lots of workers and you will be asked to help.

I think that I am out from under the "chain of events" syndrome. Things are back to normal. The TRs are running, the Spyder's engine is almost back together. And I just came up with a 1980 convertible (and again, no engine)! I can probably find something to stuff in it.

We are going to start challenging some of the local clubs to run "fun" type rallies. I am told that there is a traveling trophy out there somewhere. A few weeks ago Beth & I attended a rallye put on by the AZ Mini Club. They did a very good job. I do think that we would all benefit from the inter-club rivalry, and possibly make some additional friends. Congrats to Wally Gibbs: He has put a lot into the leadership of the project car. It came together very nicely. We are lucky to be offered a large quantity of new TR-3 parts at good prices. We will make good use of them. I did not think that we would have a rolling chassis by now, but it will happen shortly. Then we will get the floor pans and rockers installed and then it's off to the races. I think the whole thing will start coming along faster.

I am a bit concerned about the rabid ideas coming out of California about older car legislation. Our hobby could be in jeopardy with a poorly written bill that slips thru. I am not sure where the ideas, that older cars should not be allowed to exist came from. At any opportunity we should make our feelings known concerning the "speciality" cars we own.

I am told that the Copperstate 1000 was a success. Over 70 sports cars were displayed at the Phoenix Art Museum as a background for the cars participating in the rallye. I am sure we will get a report at the next meeting.

While I am thinking about the next meeting (nice lead in), come on down. We have some business to cover and some fun to arrange for. See you then.

CHEERIO!

John H.

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MINUTES OF THE 9 APRIL, 1991 MEETING

Meeting called to order by Pres. John Horton at 7:05 P.M.

The secretary's report as published in the April newsletter was approved and accepted.

Dave Hanson gave the treasurer's report. Seventy-four out of 107 members have renewed their membership.

Membership chairman, Tom Pennell, has published a new membership list. It was included in the April newsletter mailed to club members. Supplements will be printed in the newsletter.

Tech reports: Bob Schaller and Digger Davitt have obtained a number of parts for the project car from Ed Deering. Ed is getting out of the business and made the club a very good deal. Parts are to be paid for as funds are available.

TRIUMPHEST'91 report by Tom Pennell: Donations are requested for the car entry registration packets and for the drawings. All members are urged to participate. Moss Motors has indicated that they will provide a guest speaker.

May's event will be a run to Tortilla Flat and Goldfield. We will meet at Power Road and Apache at 10 A.M., Sunday 19 May. Bring a picnic lunch. We will convoy to Tortilla Flat for lunch and then tour Goldfield.

Tom Pennell proposed a practical and viable method of obtaining funds for the project car. After discussion, Bill Sharp made a motion that the proposal be accepted, seconded by Armand LaCasse. The members voted on and approved the motion.

Meeting adjourned at 8:20 P.M.

Respectfully submitted,
Virgil Cole, Secretary

GOLDFIELD

The following is an article that appeared in a Denver paper in Dec. 1989 provided by Marlene Cole's sister.

Crushing red desert rock beneath her shoes, the 7-year old girl surrounded by grave sites marked by crooked, sun-bleached wooden tombstones, read out loud a hastily painted epitaph:

"Here lies the barkeep's 3rd wife, Flora. She died from a blow to the head. The first two died from mushroom poisoning. She wouldn't eat mushrooms."

Then the inquisitive girl, fooled by the realism of the setting, asked: "Are there really dead people buried here?"

She was walking among the remnants of Godfield, a mining ghost town that has been brought back to life with an authentic rawhide essence, where visitors aren't sure if they're slipping on tobacco chew or cow manure.

"You are standing on the exact road that was used 100 years ago as the only wagon trail," says scraggly-bearded Bob Schoose, whose worn jeans, red shirt, suspenders and floppy black hat fit the environment.

"Everything we have tried to do is (to) make it authentic."

The tourist attraction northeast of Phoenix along Arizona 88 north of Apache Junction opened in December 1988 after four years of planning, construction, research and back-breaking, sledge-hammering, dust-sucking work – not unlike the labors of 100 years ago, when the mining boomtown was erected.

With the metallic sound of a dulcimer melody echoing over the five acres, visitors view original mining equipment, tools used during Goldfield's heyday, and take the eerie underground mine tour, complete on this day with the fresh smell of polecat.

"We got tired of bustin' our a– and decided to do something we'd enjoy," says Jerry Gargalione, 34, who along with Schoose has been prospecting for "too long."

Gargalione's drawl is easy and uncultured, just as a prospector's voice should be. "You ain't gonna see anything fake here."

The meticulousness of the operation is unmistakable, from the replicated head frame used to haul ore from the mine to the array of tools and equipment used by the prospectors.

Several decrepit huts still stand from the original community, when Godfield bustled with the chugging of Ingersoll-Rand generators, ore cars and rattling wagon trains.

Anywhere from 1,500 to 3,000 people lived in the region, which was along the only road that connected the prospering mining area with the rest of Arizona.

The Mammoth Mine, with a glory hole – named the Mormon Stope – that produced \$1.5 million in gold in

CONTINUED NEXT COLUMN

GOLDFIELD - CONTINUED

1885 (worth about \$35 million in 1989), was the centerpiece of the mining community.

About four years ago, Schoose and Gargalione conceived the idea of rebuilding the ramshackle town to attract the wallets of tourists, instead of the picks of miners.

With the help of investors Lou Gargalione (Jerry's father) and Bob Gillete, they pieced together a town dead for nearly 60 years.

Jerry's wife, Yvonne, scoured libraries and historical archives throughout the state, finding old pictures and plans to guide the reconstruction process.

The town is not complete. They hope to rebuild the entire downtown section. But already visitors' imaginations are tickled by the realism, which send them back to a time when water was money and gold was life.

Overlooking the area is the water tower emblazoned with "Goldfield Ghost Town. Est. 1893," which can be seen from the Apache Trail.

Creosote, palo verdes and saguaros, the same plant life that can be seen in a photo taken about 1920, teem around the sloping site, dominated by the main building and snack bar.

"People have told us that we'll be another Knott's Berry Farm in 10 years," says Luann Schoose, Bob's wife. "But that's not what we want and that's not what people want."

Tickets (in the form of "dynamite sticks") are sold for up to \$3 in a replica of the winch room, once used for lifting ore from beneath the ground.

During construction, Gargalione says, pieces of antique mining equipment were unearthed frequently and now lie scattered around the town and the mine. Other artifacts, including arrow-heads and pottery, have been found in the region.

The highlight of Godfield is the mine tour, which begins with an ear-shattering foghorn that surely must almost wake up ghosts.

Gargalione and Schoose's formidable savvy could make geologists do cartwheels, and pleases parents who want to add a little education to their family vacation.

UPCOMING EVENTS

May 19 - Trip to Tortilla Flat and GOLDFIELD (see elsewhere for details)

June 20/23 TRA National Meeting, Fredrick, MD

August 22/25 VTR National Convention, Cincinnati, OH

September 1/2 Clifton Hill Climb

Nov 1/3 TRIUMPHEST'91, Lake Havasu, AZ

???? Jerome Hill Climb

???? Vintage Rallye, One Lap of Arizona

WHAT'S GONNA HAPPEN THIS MONTH

A BENEFIT

Of course TRs are not into pin striping, so we would not be expected to know of, or be familiar with the work of JAK, the signature of Jack Dooney. JAK is considered to be one of the best strippers in the valley. Recently he had a stroke which left him with an impaired right side. At present he is not able to ply his craft. On Saturday night from 6 to 9 P.M. 11 May the weekly event at MacDonald's in the Pavillions (Pima Rd. and Indian Bend Wash) will be a benefit to help JAK. Normally about 100 cars show up at this weekly event. The organizers are anticipating over 500 friends of JAK will be there. Let us show our support.

Mark Haas

TORTILLA FLATS PICNIC & A TOUR OF GOLDFIELD

A busy day starts at 10 A.M., Sunday, 19 May. Actually it starts earlier than that 'cause that's the time that we LEAVE the corner of Power Road and Main Street (on the east edge of Mesa) and head to Tortilla Flat for a noonday picnic. After the picnic, we head to Goldfield Az. (it's on the way home) for a tour of a re-built gold mining town. Departure time for home is flexible. Elsewhere in this issue is a reprint of a newspaper article on Goldfield.



PARTS AND ACCESSORIES

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MIKE HOLDEN

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WHAT HAPPENED LAST MONTH

THE INAUGURAL SUNDAY BRUNCH RUN

This new event got off to a very slow start. Pennell, Haas, Hohanshelt, and a new member (in a red TR-6) started from the Colonnade Mall and somewhere on I-10 (in the vicinity of 44 ST) ran into a massive traffic jam. I-10 southbound, south of the Maricopa turn-off, was closed. So ALL southbound traffic was routed via Maricopa Road. Three lane traffic changed to one lane traffic! Bob H. (our newly recognized cooling system guru) reported that his -2 boiled over in the stop and go progress to the restaurant in Maricopa. Jim Hughes planned to join the convoy at the Maricopa turnoff. But when they hit the traffic jam, they changed their plan and went to Marie Callender's for brunch.

Let's hope that the next Sunday Brunch Run is more successful!

CONTINUED NEXT COLUMN

CLASSIC-FIED ADS

FOR SALE = 1966 TR-4A less engine and transmission. TR-4 frame and tub. TR-4A frame. I have to clean up my storage area. Make me an offer on all or part. I'll quote you an unbelievably low price. Call Greg Lund at 602-921-9771. (2-91)

WANTED = Original fuel injection parts required for TR-8 must include injection manifold and plenum chamber. Call Steve Chandler in Tuscon, anytime, 1-602-744-0027. (2-91)

FOR SALE = 2-ton floor jack, needs repair, \$19.50. Call Bob Morey at 838-5359. (2-91)

FOR SALE = 1972 Triumph Stag, V8-215 Special, 26,000, miles, 4 speed/overdrive, rag and hard tops, wire wheels, restored, classic car show winner, excellent condition! \$12,000. call Ricky or Stephanie Ullery, 273-7581 or 839-8979. (3-91)

FOR SALE = Roll Bars: TR-3/3A, \$99., GT-6,\$99., and TR-7/8 conv. \$75. All are new, price is firm. Call Mark Holden,224-0111.(4-91)

FOR SALE = 1978 Spitfire 1600 with overdrive, all original with re-done interior, 58,000 miles, has a hardtop and a new soft top. Could use a paint job and a minor fender repair. Reason for selling = \$ \$ \$. \$1800. OBO. Call Marc Tharp, 946-2140. (4-91)

FOR SALE = 1980 TR-7 convertible. No engine or transmission. Needs top but good upholstery. Asking \$500. Call John Horton, 843-1399. (5-91)

WHAT ELSE HAPPENED LAST MONTH

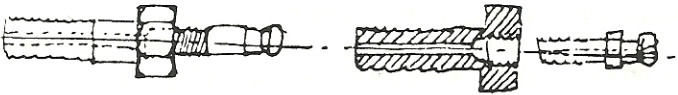
COPPERSTATE 1000

If you missed going, you missed seeing a selection of "who's who" in vintage sports cars. If you named a marque it was probably represented. Cars came from all over the US, there were even two cars from England. The winner was Alan and Mary Travis (Phoenix) in the oldest car entered, a 1910 Knox Raceabout "Model R". Our TRs were represented, in the back up display of old sports cars, by Bob Mazer's TR-250, the TR-4s of Tom Larsen and Digger Davitt, and Jim Hughes' TR-3A.

TECH TIPS

HYDRAULIC CYLINDER REPAIR

An increasing problem in cylinder repair is getting the pistons out of the cylinders without damaging the parts. The most stubborn piston can easily be removed. It requires only the fabrication of a bolt and grease fitting combination. Screw the finished tool into one of the ports and apply a grease gun to the fitting. The gun's formidable pressure will readily push out the piston. This scheme works easily on caliper pistons as well as wheel cylinders and clutch cylinders. You are left with a somewhat messy clean up but that is minor when the only alternative is replacing an expensive unit. (See diagram below)



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Bob Schaller

CONVERTIBLE GREASE

Is your convertible top hard to raise or lower? Does it seem that some grease on the pivot points would help? You can find a marvelous product at scuba dive shops. It's silicone grease, used for o-rings on scuba tanks. Available in inexpensive, convenient small containers, this stuff is non-staining, non-reactive, and does not "creep" like Lubriplate or other automotive greases can. For less than five dollars, one little container will grease the pivots on your top forever, and may have other useful applications as well.

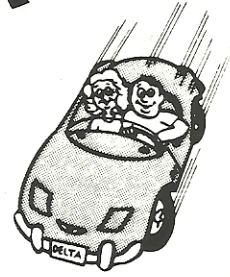
TTR's The Blue Bonnet, March 1991.

NO LEAKS

Pliable rubber or neoprene moldings around windows, windshield and other glass is necessary to keep water out of the car. These pieces can be kept soft and pliable by regular swabbing with glycerine or a light silicone spray.

RMTC's The Triumph Herald, March 1991.

IMPORT CAR PARTS.



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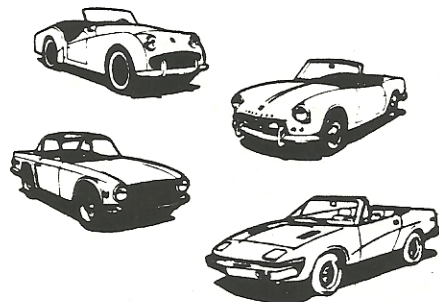
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References available upon request.

PROJECT CAR UPDATE

BASIC STATUS

- * Frame is painted with rear differential and axle installed. Almost all of the front and rear suspension has been re-built and re-assembled.
- * To complete a rolling chassis, we need to re-assemble the braking system, front wheel bearings and hubs, steering gear and a few miscellaneous items.
- * Currently the engine is with Greg Lund undergoing rebuild.
- * Bob Schaller will inspect the transmission and we will deliver it to Nick Walker in Prescott for rebuild.
- * Body is basically stripped with the exception of a few very minor items.
- * Many miscellaneous brackets, etc. have been cleaned and painted.
- * Five wheels have been cleaned and painted.

GENERAL WORK PLAN

- (1) Assemble a rolling chassis.
- (2) Loosely place stripped body on chassis.
- (3) Deliver above assembly to Bob Hassel. Where-upon he will weld in new sills (rockers) and floor pans, re-assemble and adjust all major body parts, and then primer the body inside and out.
- (4) The freshly re-assembled body and chassis will then be returned to Bob Schaller's for re-assembly of all parts except final trim and lights.
- (5) Final paint by Bob Hassell.
- (6) Final installation of trim, lights, tires, etc.

WHAT WE DID ON SATURDAY, MARCH 30

- *Cleaned up the area around the chassis.
- *Cleared off the "Project Car" workbench.
- *Pulled a few more pieces off the body.
- *Located and assessed the condition of all the front and rear brake parts and the hubs.
- *Started reorganizing the work area.

WHAT WE NEED TO DO ON THE NEXT FEW WORKDAYS

- *Finish cleaning up the work area.
- *Clean, re-build & re-assemble the brakes, wheel bearings, hubs, and steering gear.

GENERAL NOTES

- *Some club members have been doing a very good job cleaning and re-painting parts at home. Bob Hohanshelt and Digger Davitt are two that I know of personally and I would like to commend them and any others I do not as yet know of on the fine work they are doing. A big thanks.
- *Some new and used parts were obtained from Ed Deering by Bob Schaller and Digger Davitt on behalf of the project car. From the list I have seen, we obtained many

CONTINUED NEXT COLUMN

needed new parts at 1/2 price and used serviceable parts free as a donation by Ed. We can pay for them in a reasonable amount of time. The bill for the new parts comes to \$400. I guess that means that we need to get moving on funding. Hint! Hint!

*An interesting point was brought up. Do we want to up-date our car, or not? This means such things as: alternator, 5 row radiator core, oil cooler, electric fuel pump, etc. I believe, that as long as we make no irreversible changes, why not? These changes would make the vehicle more reliable and the eventual owner could always change back to the original.

A PERSONAL NOTE

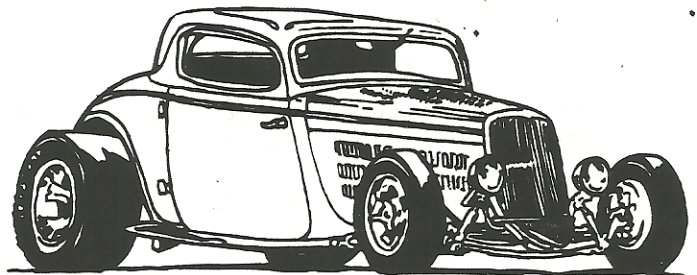
I remember when the "Project Car" first was born. I was real excited about being able to take apart a car that did not have to be back on the road by Monday so I could get to work! WOW! I could learn by doing, watching, or just shooting the breeze, no risk! Also I could do it with the experts, like Bob Schaller, or with guys like me who usually paid someone else to do the work. Not to mention I could meet some interesting people.

Everything started out great, there seemed to be tons of people at the work days. But then you know what happened? You guessed it, something came up, or I went camping, or I forgot (oh no!) anyway my attendance evaporated! Well last month I remembered all that excitement from last year and I decided to do something I am not known for - I got involved.

Now I am a honcho (whatever that is) and I will try my darndest to finish this car. How about you? You only have to give a little to get a lot!

CHIEF HONCHO Wally Gibbs (395-1043)

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