



# Triumph TRumpeter

OFFICIAL NEWSLETTER OF  
THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA

"ALL THE NEWS THAT FITS - WE PRINT"

PRESIDENT: MICHELLE PETERS 946-7443  
NEWSLETTER: JOHN LINDLY 548-1915  
FAX: 780-0620

## DECEMBER 1994

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MEETING: DECEMBER 13, 1994 @ 7:00 PM  
EL ZARIBAH SHRINE TEMPLE  
552 North 40th ST., (NORTH OF VAN BUREN)  
\*\*\*\*\*

### CLUB OFFICERS

V.P. & Events:	Gracie Pennell	951-8472
Secretary:	Bev Peterson	581-9733
Treasurer:	Ken Blatter	892-3084
Newsletter:	John Lindly	548-1915
Tech Advisor:	Bob Schaller	992-7969
Historian:	Wally Gibbs	997-1838
Membership:	Tom Pennell	951-8472
AAHC Rep:	Ken Larsen	395-0505

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 393-6409

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**PROJECT CAR WEEKEND  
ON HOLD UNTIL THE BODY IS READY!**

## COMING EVENTS

### D.C.T.R.A.'S MONTHLY EVENT

December 17

**DCTRA CHRISTMAS PARTY**

Details Inside

### OTHER EVENTS

December 25

**CHRISTMAS**

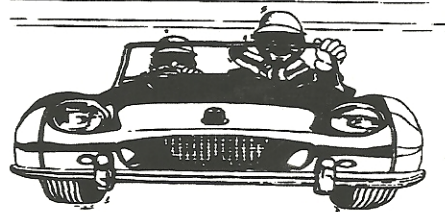
Happens every year!

January 8

**DCTRA CHAMPAGNE BRUNCH**

Location still undetermined

Come to the meeting!



### LADIES AND GENTLEMEN, THE PRESIDENT

Goodday to all. I've decided I will not be racing my Spit in ASRA/SCCA events after all. She will be my performance/show car and a learning tool instead until I can afford a real race car. Hope all had a Happy Thanksgiving and I hope a Merry Christmas. May the New Year be as good to you as I hope it will be for me.

Michelle

## MINUTES OF THE NOVEMBER MEETING

President Michelle Peters called the meeting to order at 7:08 p.m. at El Zaribah Shrine. The minutes of the October 11, 1994 meeting were approved as submitted.

Treasurer Ken Blatter reported on the Club's general account and project car account.

Membership chair, Tom Pennell, reported that Chuck Liebich had recruited three new members. John Horton recruited Alan Nelson, owner of a 1967 Spitfire. Tom Pennell reminded everyone of the club business cards and window stickers that are available to all members. He also reminded us that club dues are due 1/31/95 and urged everyone to pay early.

With regards to events Tom Pennell had information on the AAHC swapmeet and Copperstate Classic 200 to be held at PIR February 25 & 26, 1995. Ken Blatter volunteered to see about getting a block of parking for the club. Bob Mazur said that the Copperstate 1000 will be held March 26 thru 29, 1995.

Project car supervisor, John Horton, reported that Bob Hassell is back from Massachusetts and is working on the car again. Bob Schaller said Hassell intends to clean the rust from and prime the body and all parts before delivering to the club. A discussion concerning fitting the body to the chassis and painting the car followed. There was a great deal of discussion about paint. Anyone who is a painter or knows of a paint shop is asked to solicit bids for the job.

Newsletter Editor, John Lindly, was not at the meeting and could not report on the newsletter, but all present commended him on the fine job he is doing. (Oh brother!!-ed.)

Under the topic of Old Business, a location for the Champagne Brunch was not finalized but John Leet will see if he can arrange for it to be on the roof at the Point Tapatio. Longtime members reminisced about the suitability and success of this location in the past. Another suggestion was Monti's La Casa Vieja in Tempe.

Under the topic of New Business, Rich Hammon donated and auctioned off 7 issues of "British Car" magazine. John Horton was the successful bidder with \$4.50 which went into the project car fund. **NOMINATIONS FOR CLUB OFFICERS** were opened. Traditionally, nominations are accepted at the November, December, and January meetings and the election is held at the January Champagne Brunch. The following nominations were made:

President: Jim Hughes and Bob Mazur  
V.P./Events: John Horton  
Secretary: Jim Hughes  
Treasurer: Armand LaCasse and John Reynolds  
Newsletter: John Lindly

The meeting adjourned at 8:30 p.m.

Submitted by Bev Peterson, Secretary

## WHAT'S GONNA HAPPEN THIS MONTH

### CHRISTMAS PARTY

The annual DCTRA Christmas Party has always been one of the highlights of the busy DCTRA social calendar. This year's party promises to be no exception. The party will be held on December 17 at the home of Gary and Delta Hampsch. The party will begin at 7 p.m. and will continue until the last party animal finds his or her way out the door.

As in the past, each person is asked to bring a wrapped exchange gift with a value of around \$10.00. These gifts will be exchanged in the DCTRA tradition. If you don't know what that might be, you are in for a real treat. This is a pot luck dinner, so dig out the cook book or bring your traditional favorite dish (oh, what an opening for a pun, but I will restrain myself).

How do you get there?? No maps are necessary. Simply find your way by the quickest and possibly the shortest route to the vicinity of Greenway Rd. and 32nd Street. This is North Central Phoenix!!! Proceed to ACOMA, halfway between Greenway and Thunderbird and turn West. Following a slight bend in the road, turn south on 29th Street. Over the river and through the woods.....ooops, got carried away for a moment. After you top a slight hill, look for the last house on the east (left) side of the street. 29th Street ends in a "Tee" at Gelding. For those of you who like to follow street numbers, it is 14401 North 29th Street. Should you for some unknown reason become lost, please call 404-1940 and we will send up a flare.

That covers all the essentials. Bring your holiday spirit and join the fun for a good time as we approach the end of another successful DCTRA year.

Gary Hampsch

*British Motor Classics*

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*Jon Nyhus*

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### OOPS! WE GOOFED!

In our reports of the attendees and activities at Triumphest '94 in San Diego, we omitted the fact that our Tucson members Tom and Pat Kendall were very much in attendance and took home a SILVER award. We apologize for the omission, but we were relying on the not-so-great memories of a small group. DCTRA remains the only Triumphest host to have sent out a complete set of results to all participants following a Triumphest. Wonder why that is?

## EDITORIAL LICENSE


I was watching a James Bond Movie Festival on TBS last week and annoying and ignoring the heck out of my wife. Let's face it, Bond movies are made by men, for men. Although at one point when Mr. Connery was on the beach my wife said something like "he did have a nice body, didn't he?". However, for the most part, this kind of action-packed, fast cars, nubile young women all over the place kind of thing appeals more to guys. Yes, I know, very politically incorrect statement.

Personally, I can only see Sean Connery as the Bond-meister, so I don't usually watch anything but the 1960s classics such as "Goldfinger" (1963), "From Russia with Love" (1963), "Dr. No" (1964), "Thunderball" (1965), "You Only Live Twice" (1967), and "Diamonds Are Forever" (1971).

The one thing that surprised me and that I never noticed before were the great cars that were used in some of these movies. Of course, nearly everyone is aware of the DB5 Aston Martin seen most prominently in Goldfinger. Heck, someone recently has written an entire book about this car. However, there are other terrific cars to be seen. For example, his cherished Bentley is seen very briefly in From Russia With Love; Bond was chased in a Sunbeam Alpine in Dr. No; he is driven to the airport in a Morris Minor convertible in Thunderball; someone else drives a Vauxhall Velox or Cresta in Thunderball also; the DB5 is briefly seen again in Thunderball; and Goldfinger drives a Rolls-Royce Phaeton Limo. Triumphs aren't completely left out of the picture (so to speak) as Bond drives a Triumph Stag during the first part of Diamonds Are Forever and a villain shows up in a Triumph Herald at Spectre Headquarters in Thunderball. They end up killing this guy because 1) he fails to eliminate Bond and 2) he has the bad taste to drive a Herald. "You must die number 3 for driving this Herald - we at SPECTRE frown on cute" - "No, No number 1, it's a loaner, I swear, I swea. . . . r"

This got me to thinking about how many times recently I've seen Triumphs and other Brit cars in movies and on TV. The following is, I'm sure, an incomplete list being only what I've seen lately. On the big screen, a TR3 was

CONTINUED OVER THERE —>




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## EDITORIAL LICENSE - CONTINUED

used by Kevin Bacon in the movie "Diner". In "Three Men and a Baby" the bad guys drove a TR6. Steve Martin drives an Austin Healey 3000 in "Father of the Bride". Of course, foreign movies seem to show classic cars all the time. For example, "Three Weddings and a Funeral" had a short period with a Mini in, shall we say, an hilarious state of disrepair. Apparently, there was an English movie that did not make it to our shores called "Hard Top, Soft Shoulder" based around a trip in a Herald. Of course we can't leave out Fellini's "La Dolce Vita" with Marcello Mastroianni driving all over Rome in a TR3.

On TV there has been more activity of late. An episode of "The Wonder Years" had one of Kevin's girlfriend's dad owning a TR3. A Morris Minor sedan is featured in a commercial for something artsy that I cannot remember. Lovejoy drives a Minor convertible on the cable program of the same name. Inspector Morse drives a Mk II Jaguar on his cable mystery program. In the blast from the past category, an episode of "The Avengers" was based around a rally and although the real stars of the show were an XKE, a Mercedes 220 SE, and Steed's Bentley, there were TR3s and TR4s to be seen in background shots. And of course who could forget Emma Peel and her Lotus Elan from the same show.

There are two conclusions to be drawn here: 1) Old British cars including Triumphs have been and always will be fashionable because they are distinctive and much more interesting to look at and drive than most modern cars and 2) I watch way too much TV.

On the magazine front this month, there was not much about Triumphs. However, in the December Thoroughbred & Classic Cars there is great article about three friends who decided to build three identical TR4 rally cars in the UK. Nice idea, as they could depend upon each other for help and general moral support. The only thing they didn't share was the money spent on each car although apparently they all came out about the same - somewhere in the neighborhood of 18,000 pounds sterling each - that's approximately \$27,000 per car!! No wonder I can't restore anything. My finances are located in the wrong neighborhood of about \$4.25. Man, do the Brits take their classic cars seriously or what? All three are beautiful in BRG and I guess they're faster than stink.

A reminder not to forget to attend the Christmas party at the Hampsch's on December 17. A good time is always had by all.

In closing, I'd like to remind the membership that we are electing club officers next month and all are invited to throw their hat in the ring. If you are too embarrassed to nominate yourself then pull me aside at the next meeting and let me know and I'll nominate you. Believe me when I tell you it is a rewarding way to become more involved with the club.

Good show, John

## Q-SHIPS

Ever since the TR's inception we have seen a variety of fad periods in which these cars took on various identities that were, perhaps, different than their makers intended.

During the fifties we had customizing TR's, characterized by leaded-over fender seams, floating tube grills, and exhaust tips exiting through the rear fenders.

We have been through the flared fender bit, the "every accessory known to God" period, and the "boy racer" times, in which superchargers and complicated ignition systems looked impressive, but offered no real performance advantage.

Then there was the "used racer" period in which it was considered tres chic to buy an obsolete racing TR and run it on the street. And of course, we all remember the "penniless college student" phase when there were lots of clapped out TR's running on a wing and a prayer on campuses all over the U.S.A.

Now we seem to have a new breed of Tr coming on the scene: the "Q-ship." These appear to be perfectly restored cars, or nearly so, but underneath their absolutely original appearing exteriors lurk engines, drive trains, and suspensions that would make any race driver proud.

Since the modifications to increase performance are out of sight, the true nature of these cars is hidden! Nicely authentic-looking engines conceal larger cylinder bores, careful head work, larger valves, and special camshafts that combine to make these engines very strong indeed. To keep all that extra power on course, suspension systems now used advanced urethane and Nylatron components in place of the original "flexible flyer" rubber pieces, and competition type shocks easily replace the standard units for more precise control.

The result of all this is that many an un-wary muscle car has been publicly humiliated by a seemingly antique roadster. Imagine the chagrin of having your doors blown off of your "fuelie" Corvette by one of these TR Q-Ships on the way to the car show, and then losing to it in the Concours!

It may be only the latest of many incarnations of the TR sports car, but it all makes for more enjoyment of it, and I feel that's what it is all about.

Ken Gillanders, Triumph Tribune, November 1994.

## CLASSIC-FIED ADS

**FOR SALE =** Triumph TR10 four door sedan, runs but needs work - interesting project for someone looking for something different, \$350; 1969 GT6 Engine and Transmission, everything except the water pump \$150; 65 TR4A Stock radiator, \$30. Call Jim Massey at 926-0959 (11/94)

**FOR SALE =** 1976 Triumph TR7, Immaculate condition, have original registration, red/black, air conditioning, all original. If you are interested in a TR7 you will appreciate this one. \$4800. Call Michelle Youso 602-453-2297, or write P.O. Box 1494, Lake Havasu City, AZ 86405. (11/94)

**FOR SALE =** 1966 Triumph Mark II Spitfire Convertible - rebuilt original 1147 cc engine - needs to be put back together and restored?? - have \$2200 invested - will take best offer. Call Bill at 867-3818. (12/94)

**FOR SALE =** #2207A Crushed grain black Robbins top - fits '69 TR6 - zipper window - 1/2 price @ \$147.50; #2209A crushed grain Black Robbins top - fits '67-'69 Spitfire Mk III - folding - 1/2 price @ \$142.50; #2211 Crushed grain black Robbins top - fits '70-'71 Spitfire Mk III - zippered window - folding - 1/2 price @ \$150.00.

Call Jim at Delta Motorsports - 265-8026. (12/94)

TR7	NEW COLLECTOR CAR	MGB,
TR8	INSURANCE PROGRAM	etc.

Call For Quote

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When I had my MGB in '85, HARTFORD could not insure it because it was a sports car. I found a program in CAR COLLECTOR for \$106 per year. GREAT!! Then in '86 I traded for the TR8, and Grundy couldn't keep me. Hartford took me back in '86, but the annual premium had risen to \$1104. A new program has been introduced...my new annual is under \$300. Full coverage, no deductible, agreed-stated amount Coll. & Comp. No car too new. Carrier is A.M. Best Co., Rated "A".

SAM CONKLIN - 1656 W. Whitton, Phoenix 85015

## LUANN by Greg Evans

