



TRiumpH TRumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA

"ALL THE NEWS THAT FITS - WE PRINT"

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JANUARY 1994

MEETING: JANUARY 16, 1994 @ 10:00 AM
FIESTA INN
2100 SOUTH PRIEST, TEMPE
THE ANNUAL CHAMPAGNE BRUNCH!

CLUB OFFICERS

V.P. & Events:	Rich Hammon	463-2693
Secretary:	Bev Peterson	581-9733
Treasurer:	Ken Blatter	892-3084
Newsletter:	John Lindly	548-1915
Tech Advisor:	Bob Schaller	992-7969
Historian:	Sherry Sharp	966-9932
Membership:	Tom Pennell	951-8472
AAHC Rep:	Ken Blatter	892-3084

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

JANUARY 15
BOB SCHALLER'S HOUSE
PARTS ORGANIZATION

COMING EVENTS

D.C.T.R.A.'S MONTHLY EVENTS

January 16
ANNUAL CHAMPAGNE BRUNCH
Details Inside

OTHER EVENTS

January 20-23
BARRET-JACKSON AUCTION
WestWorld
January 27-30
KRUSE AUCTION
Phoenix Muni Stadium

Engine Work
Tune-Ups
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Enrico D'Eugenio
President

EDITORIAL LICENSE

The Triumph Herald. Mention this car to even the most avid Triumph enthusiast and they get a strange look on their face, well ..., stranger than usual. They've heard the name but they can't place the face. What does that look like again, they'll ask? Kinda like a '57 Chevy if the Brits would have made it from an Italian design, usually will bring a glimmer of recognition, or sometimes that darn strange look stays plastered on their face. Up until a few weeks ago my face would have been the strangest looking of all, ok, so its got a head start, but lets start at the beginning with my quest for a "family" Triumph.

After the umpteen family donnybrook revolving around who last went in the TR3 with dad, ending with such slandering terms such as turkey head, pig nose, and and the ever popular flat-face-butt-sniffer (from the movie "Homeward Bound" - and who says kid movies aren't educational), I decided to do something. First, I told the wife to stop calling the kids these horrible names. Next, I made a list of 4 seater convertible Triumphs; a very short list. The list consisted of the Stag, Vitesse and Herald.

I found out that the Triumph Stag and the Vitesse are just too darned expensive these days but that maybe I could afford a Herald. The Herald looked perfect on paper. A true 4 seater with a reliable if not very fast 4 cylinder engine that was used in the Spitfire 4 and Mk II, independent suspension, quirky good looks, and relatively cheap if you read the British classic car magazines. So I went searching for a car. I went back a year in Triumph club newsletters from across the country, the AutoTrader, Hemmings, etc. I found a grand total of 3 cars for sale. 3 CARS!! There were probably five times that many TR3s and TR4s, 10 times that many TR6's, 15 times that many TR7s, 20 times that many Spitfires, and even a TR2 and a TR250 or two. Where the heck are all the Heralds?

Time to do some research in my far less than extensive library. After going through several Triumph books I had found one sentence in "The Illustrated Triumphs Buyers Guide" that sort of summed up the situation: "Virtually nobody is collecting the Triumph Herald....." Hey, thanks alot for the help. I suddenly realized that none of these books really tells me anything about the Herald other than it begat the Spitfire, GT6, Vitesse, etc. I did manage to find out that I wanted a 1200 convertible and that a little over 43,000 were made between 1961 and 1967. Unfortunately there was no indication of how many were imported into this country. I also discovered that only 8000 Heralds - all models included - were thought to still be driven in the UK out of 500,000 cars built between 1959 and 1971. At that rate, if one-third of the 1200 convertibles manufactured were exported to the US, there should be about 300 cars still running around this country somewhere. I just couldn't find them nearby.

To make a long story short (didn't know I could do that did you?) I remembered seeing a Herald at the All British show last year and found out the guy who owned that car was a member of DCTRA. I called him to talk about what

CONTINUED NEXT COLUMN

EDITORIAL LICENSE- CONTINUED

owning a Herald was like, i.e., parts availability, reliability, etc. He was very helpful and he told me that car was for sale. I went to see it and it was the most beautiful little light blue convertible you ever saw. Mike Branham did a fabulous job of restoring the car and when he accepted my offer I nearly fell over. By the way, so did my wife when she found out that the local financial wizards were lending me some more money.

So now I own a Herald. I've joined the Triumph Sport Six Club in England. I've collected some extra parts, thanks to the All Models sales of late. I hope to drive it to a club event soon. The brunch is next on our list to attend, so I hope to see you all there. Just do me one favor when you see the car. Please don't use the dreaded C-word. I've heard how "Cute" the car is from all our friends and family. Sports cars are not "Cute"! Do you think Stirling Moss ever had someone say "Hey Stirl, cute car!?" I don't think so. But then again, did Mr. Moss ever own a Herald? Probably not, but that was his loss.

Good show. John

BARGAIN DAY

Very few times do we get the opportunity to save money on cart parts. Due to the idea of Jeff Harris of All Models Foreign, we got the chance. It seems that All Models was about down to the last on their stock of wrecked Triumphs. Jeff came up with the idea of a special sale day (actually 2 days). Anyone who wanted used parts showed up early and pulled what they wanted.

They were priced at poundage rates. Many bargains were had and about 50 Triumph owners have some more spares to keep their cars running. We owe a debt of gratitude to Jeff and Dave. They have lightened their stock and we got the extra parts that were needed.

Cheerio and well Done! John Horton



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MINUTES OF THE DECEMBER MEETING

Lighter than usual attendance at our Dec. 14 meeting. Treasurer Ken Blatter showed off our new shirts, jackets, and caps from Stitches Unlimited, and described the services they have available. His report concerned our charity for 1993, the US Mission, and the results of our phone call requests for donations.

Tom Pennell, modelling a jacket, said that membership is now at 123, our largest ever. DCTRA now has members scattered across the country and in Japan. Dues are due, with memberships expiring Jan. 31st. We were reminded of another sale of Triumph parts at All Models Foreign on Dec. 18.

Editor Lindly reported all is well. The last newsletter was a bit late due to a printer breakdown; thanks were given to Gracie P. for calling everyone with directions to the Christmas party.

Events - President LaCasse has made arrangements for our Champagne Brunch, Sunday, Jan. 16 at the Fiesta Inn, Priest and Broadway, at 10 am. It will be buffet style in our own room for \$15 per person.

The Hobbyist Council has listed upcoming auto events, which will be in our newsletter. Rich Hammon said we must register early for the British Car Day in March, as awards are given on the basis of early entries. More info forthcoming. Sam Corrected the day of the St. Patrick's Day parade in Sedona; it will be held on Saturday, March 12.

The MG Club wants to have another British Car Swap Meet in February. Final Date and location to be announced.

Phil Blahak of the Mini Club stopped by to deliver one last jacket and stayed for the meeting.

Tom Pennell thanked the crew who helped time and score at the ASRA race at Firebird. Ken Larsen entered doing track time in his TR4A, Roy Stoney ran his TR7 and Steve Chandler in a Formula Ford, both raced well. There followed a discussion on vintage racing, and hopes for street racing in the future.

A motion was made that the executive committee draft a letter formalizing our request for the 1997 Triumphfest. Motion was seconded and passed. Armand offered to write the letter. We await final details on the 1994 Triumphfest; members were urged to finish up their project cars in order to attend.

Nominations were opened again for club officers. Additions were John Horton and Rich Hammon for VP, and Bob Schaller for Treasurer.

Gracie Pennell invited us all to a New Year's Eve party at their home. The club will provide soft drinks and ice.

Chris Wainwright thanked Jim Hughes, Ken Blatter, and Tom Pennell for their help with acquiring and hauling a TR7 for him.

Project car - no progress has been made on the body work. The car committee will try once more to move things along.

Meeting adjourned at 8:30 pm.

Respectively submitted, Beth Horton, acting secretary

CHRISTMAS PARTY

We are happy to report that we enjoyed being the hosts for the TR party this year on December 11. A good time was had by all those present. Guests included the Blatters, Conklins, LaCasse's (including Amanda), Thomas', Pennells, Hammonds, Ken and Mrs. Larsen, Marilyn Larsen and son, Petersons, Schallers, Peters and Hortons.

The pot luck buffet consisted of a giant sourdough loaf, three kinds of meatballs, manicotti, chili, deviled eggs, shrimp butter, etc. Several delicious desserts were available. A new one to us was a chocolate éclair cake.

The evening was too warm for a fire in the fireplace.

As usual the gift exchange was a lot of fun. Wine from our own state of Arizona made the rounds several times.

Marlene and Virgil Cole

CALENDAR of EVENTS for 1994

January 14-16

The Arizona Classic Auction, 83rd Ave. & I-10

January 16

DCTRA Brunch at Fiesta Inn, Tempe

January 20-23

Barrett-Jackson Classic Car Auction, Westworld

January 27-30

Kruse International Collector Car Auction, Phoenix Municipal Stadium

February ?

British Auto Jumble (Swap Meet), MG Club

March 5-6

AAHC 21st Annual Parts Exchange and Car Show, ASU West Campus

March 6

All British Motorfest, Metrocenter

March 12

St. Patrick's Day Parade, Sedona

March 19-20

Phoenix 500 Air Races, Williams Field

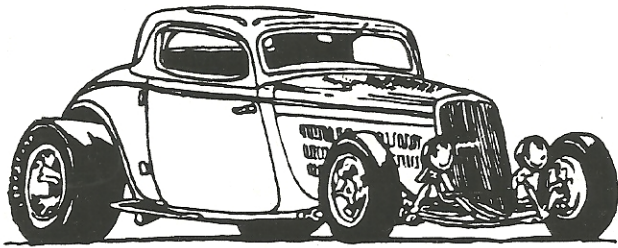
Sept 29-Oct 2

Triumphfest '94, San Diego, CA

Oct. 2

San Diego British Car Day, Del Mar, CA

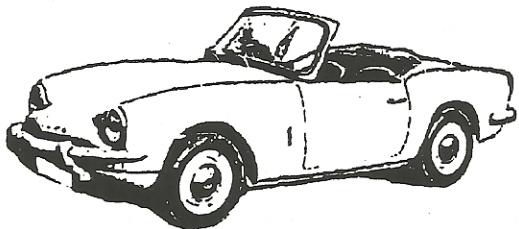
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LADIES AND GENTLEMEN, THE PRESIDENT

Guess who is coming to the champagne brunch?

Lots and lots of Triumph people. Here is your chance to socialize with other members at a relaxed Sunday brunch. See the list of confirmed reservations below. If your name is not on the list, call Armand now. Yes, now. Before you read the next paragraph about food.

What are we having for breakfast?

Scrambled eggs, bacon, sausage, chef's potatoes, fresh fruit, biscuits, muffins, crumb cake, assorted juices, coffee, tea, milk, and of course champagne. Since you read about the food without making your reservations, you must really call Armand NOW before you read about the location.

Where is the champagne brunch being held?

At the Fiesta Inn, 2100 South Priest in Tempe on January 16 at 10:00 am. The Fiesta Inn is just south of Broadway on the west side of Priest. We will be in the Galleria B & C meeting rooms next to the gorgeous pool area. Triumphs will have reserved parking. Look for the tourists gawking at the funny little cars. Since you have not called to make your reservation yet, go ahead, read the next paragraph. See if I care!

What do I have to do to attend the Champagne Brunch event?

Call Armand LaCasse at home 870-8585, or work 898-4580 to make your reservations by January 13. The cost is \$15.00 per person and includes everything. Bring your checkbook or cash so you can pay the DCTRA treasurer for your brunch bill and your 1994 membership dues. Brunch starts at 10:00 am and the membership meeting will start at noon.

Who already said they are coming?

- | | |
|-------------------------|--------------------------|
| 2 Ken & Sandi Blatter | 2 Nick & Mellissa Cavolo |
| 2 Marlene & Virgil Cole | 2 Sam & Peg Conklin |
| 2 Cliff & Odette Daniel | 2 Wally & Debra Gibbs |
| 2 Roger Guzowski | 2 Rich & DiAnn Hammon |
| 1 Dave Hanson | 2 John & Beth Horton |
| 2 Armand & Ann LaCasse | 1 Ken Larsen |
| 2 John & Donna Lindly | 1 Bob Mazur |
| 2 Tom & Gracie Pennell | 1 Michele Peters |
| 2 Bob & Jeneva Schaller | 2 Roy & Jean Stoney |
| 2 Ron Strong | 1 Chris Wainwright |

The above people have reserved 35 places. Since I estimated 100 people would attend, only 65 more of you need to reserve your place to keep me honest. I look forward to seeing you on Sunday, January 16. There are no more paragraphs to read about the brunch so make that call now! Answering machines are standing by.

Armand

CLASSIC-FIED ADS

FOR SALE = 1980 TR7 Spider. New engine, clutch, transmission and top. Excellent condition, does not need paint. \$3000. Call John Horton 843-1399 (1/94)

FOR SALE = 1300 cc Spitfire Engine, rebuilt, \$150; TR7 5-speed transmission, has one bad bearing, \$75; Two 1300 Spitfire transmissions, each with broken teeth, \$50 for both. Call John Horton 843-1399. (1/94)

FOR SALE = Spifire 1147cc engine. All there except carbs. Not running. \$200 firm. Call John 780-1286 (11/93)

FOR SALE = HUGE DISCOUNT - TR3 to TR4A slave cylinders - Girling - normally \$99.99 - special discount \$52. Also TR2 - TR4 87mm head gasket sets - Payen - normally \$69 - special \$25. Call Mark at 224-0111 days. (11/93)

FOR SALE = Five (5) N.O.S. Wire Wheels for Spitfire. Still in 25-year-old factory boxes. Asking \$100 each. Call Bill or Maggie at 947-3895 (12/93)

FOR SALE = TR3 Radiator - Re-Cored with 5-row core. Never Installed. \$300 firm. Call Bob at 992-7969. (11/93)

FOR SALE = TR3 Roll bar for post-60,000 body. Brand new, never installed. Best offer. Call Ron Strong 863-3850 (1/94)

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<p>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".</p>		
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WHAT HAVE CARS COME TO?

Recently Gracie and I made a trek to Klamath Falls, Oregon to visit our grandchildren. As most of you are aware (if you're not, take notes) that Southwest Airlines offers a smokin' deal on airfares to "selected" cities. It's called the "Friends Fly Free" program. It means that you buy one ticket and get one free. It makes the cost of reaching these "selected cities" far less than you might imagine. One of Southwest's "Selected Cities" is Reno, Nevada. From there you can rent a car for \$99 a week, unlimited mileage. Klamath Falls is about 4 hours' drive from Reno. Some of the drive is freeway and some is really nice two-lane road with twisties and up-and-down hill sections. A real driver's paradise.

On this most recent trip, we rented a front-wheel drive Ford Taurus 4-door sedan for the \$99 deal. You would have expected a basic econobox with a manual transmission, but the rental agencies aren't doing that any more. The cars they buy now are fully optioned with automatic, air, fancy stereo, bucket seats, power windows, alarm system, a secret button in the glove box for opening the trunk, bribe money in the console pocket and (of all things) an actual spare tire. I think they've figured out that cars with all this glitz are easier to sell when they are done with them. Whatever the reason, I'm not complaining.

Although I am not particularly fond of Ford products, this little car was an absolute joy to drive. Peppy and responsive (I never opened the hood to see what engine lurked in there), the darn thing accelerated well and cruised the freeway at 80 plus without a whimper. The real surprise came in the twisty bits. Taking corners at the posted speed plus 25 was easy and undramatic. Nary a peep from the tires and very little body roll. The power steering had good feedback and the front suspension absorbed the nastiest of whoops with aplomb. Even that old front-wheel-drive bugaboo, "torque steer" was noticeably absent.

As I blasted along the road, I reflected on our hobby. Here we are, dedicated to preserving and driving cars that can be outrun, out-cornered and out-braked by a basic rental 1993 econobox. Not that I want to give up my TR3, mind you. It's still a kick to drive and I, like you, enjoy the admiring looks of the uneducated masses, but are our cars what they once were? "Good handling Sports Cars"? Probably not, in the strictest sense of the word. I'm not going to go buy a Taurus, 'cause I still don't like Fords, but it sure seems to me that Detroit has come a long way.

Tom Pennell

