



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

OCTOBER 1994

MEETING: OCTOBER 11, 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

October 29

HALLOWE'EN RALLYE

Details Inside

OTHER EVENTS

November 20

FALL OPEN HOUSE

CAR SHOW and BBQ

Arizona Boy's Ranch

See enclosed flyer

ANNOUNCEMENT

Autojumble/Swapmeet and Open House at British Motor Classics Sunday November 13 from 8:00 a.m to 12:00 noon. **FREE SELLERS SPACES** where one can sell anything related to British cars including cars, parts, automobilia, etc. This is a great time to clean out some of that stuff your significant other has been complaining about. The only requirement is that everyone is responsible for cleaning up afterwards.

Contact John Nyhus at 995-2028 and come down to see a great new addition for the British car community in the north valley located at 8828 N. Black Canyon Freeway, #1.

MINUTES OF THE SEPTEMBER MEETING

President Michelle Peters called the meeting to order at 7:25 p.m. at El Zaribah Shrine. The minutes of the August 9, 1994 meeting were approved as submitted.

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

Rich Hammon had information on Triumphest. VP/Events Chair Gracie Pennell asked for volunteers to man three checkpoints for the October Club Event - the Halloween Rally on 10/29/94. This is a costumed event and further details will be in the October newsletter. Other events were discussed but are omitted from these minutes since they will have already occurred by the time the next newsletter is produced.

Project Car Organizer, John Horton, reported that no work is currently scheduled. He also reported on his visit with club members Eric and Diane Carney in Snowflake. A pair of Stromberg carburetors they donated to the club were auctioned and the proceeds added to the project car account. The successful bidder was Larry Gardner with \$33.

Membership Chair, Tom Pennell, talked about forming a caravan to Triumphest and asked new and prospective members and guests to introduce themselves. They were: Harvey Bell - GT6; Mike Jackson - GT6 Mark I; and Pete Bone - TR4A.

Newsletter editor, John Lindly, reported that the newsletter is peachy.

Technical guru, Bob Schaller, had nothing of a technical nature to report, but entertained us with remarks on his recent travels.

In the realm of New Business, Michelle Peters and John Lindly proudly displayed artwork of their vehicles by Cliff Daniel. Ken Blatter displayed a poster entitled "50 Years of Triumphs" that Roy Stoney donated to the club. The poster was auctioned and proceeds added to the Project car account. After much competition, the successful bidder was Michelle Peters with \$40. John Lindly displayed a model he had found and purchased recently at a local hobby shop. It was a "small mouth" TR3. Mark Haas had information about a bookstore in Mesa that is owned by a racing aficionado who stocks many interesting books and magazines.

The meeting adjourned at 8:25 p.m.

Submitted by Bev Peterson, Secretary

TR7	NEW COLLECTOR CAR	MG,
TR8	INSURANCE PROGRAM	etc.

Call For Quote (602) 265-8282

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

WHAT'S GONNA HAPPEN THIS MONTH



HALLOWE'EN RALLYE

SATURDAY NIGHT, OCTOBER 29

Yes, the famous (or is it infamous?) DCTRA Hallowe'en Rallye is back for 1994! While costumes are not required, you could possibly have more fun if you dress up. There will be a prize for best costume. The event will be a poker run with easy-to-follow instructions. Refreshments will be served at the finish line.

The starting place will be the VF Factory Outlet parking lot at Power Road and Baseline (Just South of the Power Road exit off the Superstition freeway). First car will depart on course at 7:00 P.M.

British Motor Classics

Automobile Restoration, Wire Wheel Sales & Service, Auto Memorabilia



Jon Nyhus

8828 N. Black Canyon Freeway, #1
Phoenix, Arizona 85051
(602) 995-2028

CALENDAR of EVENTS for 1994

October 11

DCTRA MEETING

El Zaribah Shrine Temple

522 North 40th Street

October 29

HALLOWE'EN RALLYE

Mesa

November 8

DCTRA MEETING

El Zaribah Shrine Temple

522 North 40th Street

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Well, Triumphest is now a pleasant and distant memory (we got back 23 hours ago). We had a pretty good turnout and I think most people had a good time. The following is a blow-by-blow account of the trip from the Lindly family's perspective provided for those club members that were unable to attend. Only the names have been changed to protect the innocent. Maybe there are other members who would like to give their personal accounts also? We'd be happy to print them.

Thursday, September 29. - The alarm went off at 4:00 am like reveille at Camp Pendelton and we fell out of bed like zombies from Night of the Living Dead, although instead of blood we were groaning for caffeine. Come to think about it, a blood transfusion might have helped as we were still walking that stiff legged walk, communicating in grunts and pin-balling off the walls for the first 25 minutes. I got the trailer on and the truck packed in record time. It was then that I noticed that the Herald was somewhat narrow between the wheels and the trailer looked like it was made for Big Foot. A quick measurement showed that there was exactly 4 inches to play with. This caused much whimpering on my part interdispersed with bouts of serious whisper-cussing, a practice that was necessary due to the early hour but completely unsatisfying for those of us that use expletive shouting as a stress release. Donna came out and immediately took charge; I never argue with a woman in hair clips with only half her makeup on; she guided me up the ramp with few hitches (ha ha, trailer humor). We loaded up the sleeping children and headed out by 6:00 am. We did good, only forgetting the camera, the binoculars, my wife's jacket, my club jacket, my club hat, my pin for the pin exchange, and at one point my name.

This was the first time I had towed another vehicle and I was nervous. The rental place "suggests" only driving 45 mph. At this rate we'd be pulling in to San Diego some time late Saturday. In contrast, I usually drive over doing 75 mph. I decided to split the difference and go 60 mph. Still, everybody passed us including an entire group of Olds 88s with "Honk if You Love Medicare" stickers all over them and towing golf carts and a couple of guys on 10-speeds. The way over was uneventful except for a stop at the Yuma McDonalds when from inside the restaurant we see an old guy crawling under the trailer looking at the underside of the Herald and then around and almost all over from every angle. He stopped short



PARTS AND ACCESSORIES

MARK HOLDEN
MIKE HOLDEN

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of climbing inside but I know he wanted to. I was going to talk to him but he might have been dangerous, I've never seen anyone study an oil pan like this before.

We arrived at the Princess at 2:00 pm and were greeted by Charlie Brown of the San Diego Triumph Club, possibly the nicest guy on the earth, and Duane Schoen of DCTRA, also pretty nice in his own right. Getting the Herald off the trailer was more hair raising than putting it on. Donna, sans hair clips and with a full face of makeup lost her leadership ability and it was up to a maintenance man to guide me down. Afterwards, he told me that Standard of India still makes Heralds and all the parts and body parts I could possibly want. Now if I only had a contact

Thursday afternoon was supposed to be for Sea World but we retreated to swimming in the bay and in the largest of the swimming pools where we saw the LaCasse family - the only other DCTRA members actually staying at the Princess. A word here about The Princess Resort: Beautiful, or howbout, opulent, or terrific; take your pick. The place was very tropical looking with all kinds of exotic plant life, 5 pools including a mythical "waterfall pool" that we never did find, a large lake filled with ducks, 3 or 4 restaurants, boat rental, an observation tower, etc. The kids fed the ducks enough that they can now hibernate for the winter. We fell asleep that night at 8:30.

Friday morning and early afternoon was earmarked for Sea World as the kids reminded me every 5 minutes after they woke up. On the one hand, while I missed some really fun stuff like the Funkhana and Games of Ancient Grease, I got to spend the equivalent of the budget of some small Third World Countries to be entertained by seals in hats and sea mammals launching humans into the ozone. On the positive side, there were no crowds and every attraction was easy to get in to. Actually, it was fun and the kids had a great time, but the expense!!!

Friday night was the beach party and pin exchange. I found out it's hard to exchange if you got nothing to do it with. The music was great, mostly Beach Boys kind of stuff, and the raffle was both exciting and frustrating. I went to the food table and was greeted by a horrific site - the table looked like it had been subject to a Great White feeding frenzy - even some of the plates had bites out of them. I beat a hasty retreat to the bar and then back to our seats, while watching one lucky person after another go up and collect some great raffle prizes. I wanted one of those Castrol jackets bad! All was not lost however, as I did win one prize: a poster of a TR2 donated by Moss Motors. It made buying those 400 tickets all worth while.

Saturday morning I was up at 6:30 ayem and cleaning up the Herald for the Funcours. Strangely, so was every other Triumph owner up and down the driveway. One of them looked over, only one eye open as the other one was still glued shut, and said "there has to be more to life". I got the Herald over to the proper area before 8:00 and the guy in charge yelled something at me while pointing that sounded like "get that bloody thing the hell out of here"

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but was, as I found the second time around, "park over there by the Stags, but not too close". I was in the Herald section, heck, I was the Herald section. I was disappointed not to see another Herald or Vitesse as I had never seen another one that was running. The kids promptly were hungry so we got muffins and juice. My 5 year old proceeded to put 1/2 the muffin in his mouth with another 1/4 on his hands and face and the last 1/4 on the ground around the front of the Herald. This created a small scale La Brea Tar Pit kind of area that snared many of those that ventured too close. Many people braved the muffin trap to look the Herald over. Some had never seen one before, some had either driven one in their youth or knew someone who did, and a couple were restoring a Herald or Vitesse. I had some great conversations and met a lot of really nice people.

To see that many Triumphs in one place was exhilarating. There were tons of TR3s, TR4s, TR6s, TR7s and 8s. More TR250s showed than I thought possible. There were also two 1800 Roadsters, two 2000 sedans, a race car, a restoration in progress, a gaggle of Stags and one TR2 adding up to around 200 cars total. Lots of vendors were there, including Moss Motors and Roadster Factory, the latter setting up store inside the convention center. I think that if you needed anything you could have found it there and at a discount to boot.

At one point Bev and Pete Peterson walked up and said they were judging cars today which caused me to hand Bev my wallet. Turns out they didn't get to do the Herald. Too bad, because I had worked hard on the car, replacing chrome, rubber and plastic stuff all over it. I figured my wallet was good for at least a silver award.

The rally was held that afternoon and it turned out to be a hum-dinger. We put the top down and Donna, the kids and myself were set loose on an unsuspecting San Diego County. Our first rally, we hit our stride early, when on the second clue we went left instead of right because we somehow misinterpreted the phrase "turn right at the next stoplight. We missed 7 of the next 10 questions but managed to stay on course and make it to the large hill top park area that had a view worth the entire trip. At this location, a long haired gentleman asked if we were driving a Herald and after I said yes proceeded to give it the once-over. When we returned from the view he gave us the thumbs up sign. Not knowing if he was part of the rally or not, we took his picture and made him sign our answer sheet. After this stop things got a little hazy, as we suddenly found ourselves on Highway 52 and heading out of town. We doubled back and got back on La Jolla Blvd. and actually made it to the rest stop at the high school ok. This was due almost entirely to great navigating by Donna who was back to half a face of makeup due to constant pounding from the wind and consequently was not taking any crap from the driver at all. The kids loved every bit of this and having them along made for a more enjoyable time. It also kept driver and navigator from whacking the snot out of one another. The rest stop

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was interesting because the restrooms were located about 1/4 mile from where we parked and you really needed clues to get there too. After this stop we started getting the hang of rallying and were answering clues like we knew what we were doing. We got to see parts of San Diego county that were absolutely gorgeous and made for open top driving; beautiful, rolling, open country. In all the trips over the last decade that Donna and I have made to San Diego we never knew any of these areas existed. The last part of the rally was designed to let the participants see a certain lake area as many times and from as many directions as possible. I'm sure that most of the participants were saying the same thing we were, i.e., there's that damn lake again. It reminded me of a scene from the movie, It's a Mad, Mad, Mad, Mad World. Cars and Drivers going in every direction with occupants looking in every direction for clues and or hints of just where the heck you were. 3 Clues from the end we got lost somewhere around Highway 5. We just couldn't count 4 stoplights correctly with 3 lights, 4 lights, and 5 lights being tried without success. At this point we had been gone 4 hours and so, with skin turning that very attractive red lobster hue, we quit and drove back to Mission Bay along the coast. The Herald performed flawlessly. It was beautiful beyond words.

That night was the banquet. We couldn't participate because of the kids and the \$27 per person dinner charge that was going to be charged even for them. We love our kids dearly but realize how unpredictable they are when it comes to eating. Some nights they eat everything on their plates, your plates and are begging food from nearby tables. This is when you want to whack them across the bridge of their noses with a salt shaker. Other nights they pick at the food like they don't really need to eat for the next several days. It was the latter of these scenarios we were most afraid of. We went to bed at 9:00 pm again after eating a very nutritious pizza from a place called Scottios. At 9:22 pm Armand LaCasse calls asking if he can bring over my plaque. I politely mumble something akin to NO and ask if someone can bring it to the British Car Show in Del Mar, he says yes. I should have known something was afoot.

We were up and packed and at the Registration Desk by 9:00 am and everything went smoothly once they were able to revive me after I looked at the bill for room and food for 3 days. A bunch of folks pulled out at 9:20 am but we couldn't follow until 9:30 by ourselves. Again the Herald went like a rocket up Highway 5 (ok, a slow rocket) and we pulled into a line of British iron at the race track. Next to us was a 1930's Rolls in beautiful condition. A little later I was pleased to hear an Austin Healey driver yell out to one of the helpers, "Hey, I can't just sit here and idle, she's hot". I thought, yeh, yeh, buy a Triumph. I was ashamed about it later, I promise. After setting everything up Tom Pennell comes over and tells me I have to be at my car at 11:00 am. I thought he wanted to be able to find me to give me my plaque. At the allotted

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CLASSIC-FIED ADS

FOR SALE = 1976 TR6. One of the last built. 44K miles, body excellent. All original. Extras include factory hardtop, two NEW tonneau covers, luggage rack, F & R bumper overrides, four spare wheels (two w/tires), misc. spares. Call Bob Scheer at 895-8610. (9/94)

FOR SALE = 1958 TR3A. Frame off restoration, better than new. \$8600 obo. Call John Bergh at 584-6410. (9/94)

FOR SALE = Moving Sale - Triumph TR6 cars, parts cars, and 2 tons of parts. All must go. Call Chuck Liebich at 998-0657. (9/94)

FOR SALE = Set of four 1147 cc standard pistons \$85. .40 over TR7 pistons, \$50 each. Call Mark at Autobritania 224-0111. (9/94)f



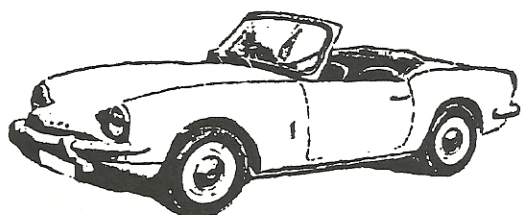
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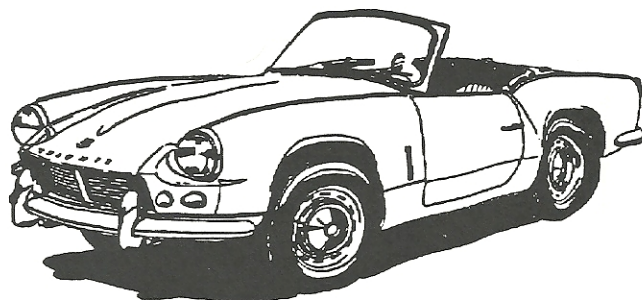
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hour, a bunch of DCTRA people come walking up and Tom gives me my Gold Award for the Herald! I couldn't have been happier (I thought). He then whips out a LARGER plaque and presents us with a Judges Special Award!!! Only one of these is given out and I guess the judges decided the Herald should have it! I thought I smelled liquor when these people walked by during the Funcours. Seriously, I was speechless. I know, it's hard to believe. I can't describe the feeling. For the DCTRA people to come over an present it made it even more special. I sleep with that plaque now. I'm going to have it made into a necklace.

The British Car Show was pretty neat. I saw cars I had never seen before. There was a Riley 1.5, a Ford Anglia, a 1961 Ford Capri with a Mazda rotary engine, 3 Lotus Cortinas, an MG Magnette, and countless Triumphs, MGs, Jags, Rolls and Bentleys, Morgans, Minis, etc. There was even a 1966 Herald convertible and a TR10 wagon owned by the same guy. It was nice to finally see another running Herald. We left at 1:30 to go back to the Princess and load up the Herald. We were on air the entire way back pulling in to Phoenix at 9:30 pm.

What can I say about my first Triumphest? It would have been worth it without any awards and at twice the price. I thought it was run well, the San Diego members were terrific and the location couldn't have been any prettier or more appropriate for appreciating the Triumph Mar- que. The only thing I would have changed is seeing the DCTRA contingent more. Next year in Palm Springs maybe we can all stay at the same place?

Good show. John



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