



Triumph TRumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA

"ALL THE NEWS THAT FITS - WE PRINT"

PRESIDENT: BOB MAZER 955-1997
NEWSLETTER: JOHN LINDLY 548-1915
FAX: 780-0620

APRIL 1995

MEETING: APRIL 11, 1995 @ 7:00 PM
EL ZARIBAH SHRINE TEMPLE
552 North 40th ST., (NORTH OF VAN BUREN)

CLUB OFFICERS

V.P. & Events:	John Horton	843-1399
Secretary:	Bev Peterson	581-9733
Treasurer:	Gary Hampsch	404-1940
Newsletter:	John Lindly	548-1915
Tech Advisor:	Bob Schaller	992-7969
Historian:	Amy Hatcher	843-1399
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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SEND YOUR 1995 DUES (\$12) TO:
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PROJECT CAR WEEKEND
ON HOLD UNTIL THE BODY IS READY!

COMING EVENTS

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

Saturday, April 15

DRIVE TO PAYSON

(Lunch in the cool country)

Details Inside

OTHER EVENTS

April 29-30

SHELBY CLUB OPEN TRACK DAY

Phoenix International Raceway

115th Avenue & Baseline

You can watch for free!

THE PRESIDENT'S PLATFORM

First of all, let me thank Roy Stoney of Coventry Motors for finally fixing my Weber carburetors to where I can actually drive my Triumph on a daily basis.

Second, thanks to all who participated in the Copperstate 1000 Car Show on March 26. We had over 90 show cars, including 9 Triumphs and 30 of the British marques, and 87 rally cars. Everybody had a great time and there were some fabulous automobiles in both the show and rally that we would all die for.

Finally, with the great weather we have been having lately, we should all be driving our Triumphs with the top down, providing that your auto has a top that goes down. I know that I will (finally).

Bob

MINUTES OF THE MARCH MEETING

President Bob Mazur called the meeting to order at 7:15 p.m. at El Zaribah Shrine. The minutes of the February 14, 1994 meeting were approved as submitted.

Treasurer Gary Hampsch reported on the balances of the Club's general account and reported 64 paid members (Publisher's note: The count is up to 81 at press time - whoopee!). He also reported that the account with the Wyndham Resort has been resolved and that he has gotten responses from three of the Club's outstanding debt holders, two of whom donated the amounts to the project car fund. One outstanding debt of \$5.00 was paid. He asked if anyone has current address information for former club members Greg Lund and Ed Deering.

Membership chair, Tom Pennell reported that Mssrs. Keith Gustafson and Joseph Thompson joined the club at British Car day. Everyone present introduced themselves and told what kind of Triumphs they had. New member present was Sam Ciammitti who has a 1980 TR8.

Events discussed included the Copperstate 1000, Phoenix Air Races, and other car shows and events which will have occurred by the time this newsletter is published. V.P./Membership chair, John Horton, reported on upcoming events: April 15, 1995, Official Club Event is "Drive to the North Country" (Alice's Restaurant?) and antiquing in Payson.

Project car was reported by John Horton who reported there was no progress or new developments and asked for a volunteer to take over as Project Car Manager due to his job demands. Tom Pennell volunteered since the car will be at his house. Bob Schaller reported that he had looked at the car today and it will be ready to take to Pennell's in about a week after it is primed. Paints were discussed.

Newsletter editor John Lindly apologized for the excess blank pages in the last newsletter and said that he and Tom Pennell would attempt to "clean up" some of the ads that are not reproducing well.

Gary Hampsch reported on Triumphfest 1997 and wants to begin negotiating for hotels for the event and asked for a decision on the location. Tom Pennell moved to hold it in Laughlin. Seconded by John Nuss and the vote passed unanimously. Tom Pennell also mentioned the need to start working on a logo design. Cliff Daniel was not present but it was suggested that he might want to design a logo. Discussion also concerned door prizes, including the possibility of having special wine labels printed.

On the technical side, Bob Mazur said DO NOT use "104 Plus" Octane Gas Treatment - it ruins your carburetors if you don't drive the car much. Bob Schaller said that modern octane calculating methods are different than those used in the past. 100 octane equivalents are still available today.

In New Business, John Lindly passed around a "Structure" Clothing Store ad that showed a TR3A in it and also a

CONTINUED NEXT COLUMN

MINUTES - CONTINUED

package of "Micro Machines" European Collection #5, that had a TR3 included.

John Horton announced that the summer meeting place this year would be "George and the Dragon" British pub at 4240 N. Central, Phoenix. The club will have the dining room for June, July and August. He urged everyone to attend and SPEND MONEY to show the Club's appreciation for the use of the facility.

Bob Mazur auctioned some Copperstate 1000 posters for \$1.00 each and one hat. All the proceeds went to the project car fund.

The meeting adjourned at 8:10 p.m.

Submitted by Bev Peterson, Secretary

EDITORIAL LICENSE

Sometimes I wonder about these modern, new-fangled automobiles and the people who drive them. You know, those sterile metal boxes that (I assume) have human beings in them behind all that tinted glass. Their air is filtered and their temperature is controlled and automatically adjusted. They have traction control, ABS, liquid filled engine mounts, automatically adjusted suspension systems, variable-timed electronic ignitions, Elastokinematic rear axles, adaptive transmission control, and multi-jet, multi-valve, multi-multi engines. They don't need a tuneup for 100,000 miles or a routine transmission fluid change ever. They use power adjusted seats - that are heated to one's body temperature and will automatically adjust themselves to a pre-programmed position. They have power steering, power windows, power locks, and a power trunk and radio antenna. They have 8 speaker stereo systems with Dolby sound, CD players and cassettes. They have doors that are triple sealed so that not the slightest whisper gets in or out. They go 0 to 60 like a rocket and stop on the proverbial dime. They cost, on the average, \$18,000 to buy. They are mind numbing, supremely boring, sensory depriving, cocoons in which you neither interact with the car, the road, nor the world in general. They will NEVER replace my Triumphs.

Good show, John

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THE RULES FOR COLLECTING TRIUMPHS

This article was first written in regard to antique tractors by Roger Welsh who lives out in Nebraska. However, the similarity between collecting tractors and Triumphs was too good to miss, so we borrowed his rules and changed a few words.

RULE 1: Collect only one model of Triumph, nothing but Spitfires or early TR's, for example. When all your Triumphs are the same color and shape it's harder if not impossible for anyone to figure out how many Triumphs you actually have.

RULE 2: Never line up your Triumphs, ever! Nothing distresses a difficult spouse more than seeing 12 old Triumphs lined up looking for all the world like a pile of burning hundred dollar bills. Scatter the Triumphs around, a couple behind the garage, one or two in the garage, another beside the garage, maybe a couple at a friend's house, so that it is not possible for anyone (if you know who I mean) to see more than two to three from any perspective. Your hobby will be less "irritating" that way.

RULE 3: For pretty much the same reason, don't number your Triumphs, give them names. You'd be surprised how much less trouble you will have if you talk about "Scarlet Spit" instead of "CC4-12345".

RULE 4: Early in your collecting, buy a Triumph you don't want. Then sell it as quickly as you can. Don't worry about making any money on the transaction, the main thing is to buy a Triumph and get rid of it. The you can say, "Yes my sweet, I do have six Triumphs in the garage while your car is out in the weather. That doesn't mean I will always have six Triumphs. Remember the one I got rid of? I'm thinking of selling another one any day now, so we can put your car in the garage". If you have a friend who collects Triumphs make arrangements for him to drop off a Triumph now and again. That way you can say, if anyone asks, that you bought it. Then have him haul it off again and say you sold it. With this system you establish your reputation for moderation.

RULE 5: Pay for your Triumphs with cashiers checks, postal money orders or cash which leaves far less evidence than checks drawn on the family account. Once you have gotten possession of another Triumph and paid for it, eat the stubs, carbon copies or receipts immedi-

CONTINUED OVER THERE --->

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COLLECTING RULES - CONTINUED

ately. Such things have a way of becoming an embarrassment later, take it from me.

RULE 6: Now and then buy a wreck for parts even if you don't need the parts. In fact you might consider hauling a wreck or two on the same trailer or truck whenever you haul home a good Triumph. This is called "liability averaging". If your significant other says something about having enough money for yet another Triumph, but not enough for a new refrigerator, point indignantly to the Triumphs on the trailer - the beautiful one, solid and in running condition for which you paid \$1500.00 and the rusted hulks you got for \$50 each. Then huff, "Snookums, I got those for a little more than \$500.00 each and the one on the back is easily worth \$2000. That is a tidy profit of \$400.00". (See 7.) Doesn't that make you sound like an investment wizard?

RULE 7: When things get critical, consider dragging home a Triumph without transmission or rear wheels. If there's a complaint you say, "Triumph? What Triumph? That's not a Triumph! That's only a front end, not even close to being a Triumph". Then a couple of weeks later bring home a rear end minus the radiator, engine and front wheels. "Triumph? That's no Triumph, that's only a rear end, not even close to a Triumph!". However, don't try this more than once every couple of years.

RULE 8: Have a dealer or friend call you now and then when you're not at home, and tell your spouse, "Bob told me to keep an eye on the Triumph going at the auction on Saturday but it sold for \$5000.00, and I know there's no way a financially cautious and responsible guy like Bob would pay that much, so I didn't even make a bid on it for him". Not only will this make you look real good, but next time you buy a Triumph say something like, "Luvibear, this beauty only cost me \$1000.00 which means we are \$4000.00 ahead of where we'd have been if I'd gotten the one before. If I keep saving money like this, we'll be able to afford to go on the Caribbean cruise next winter". If you say it fast enough, it just might work.

RULE 9: If your mate insults your work, calling it "Rustoration", laugh a lighthearted laugh, making it clear that Triumphs are not to you what shoes are to Imelda Marcos.

RULE 10: If your situation worsens to the point where your mate asks, "who do you love more, me or your Triumphs?". You are on your own.

Reprinted from TRSC Triumph Tribune, via the Western Pennsylvania Triumphs Association, via the MGB Driver, via the British Motorcar Club of Southern New Mexico, via The Arizona MG Club, via Exhaust Notes of the SCTOA

THIS YEAR'S EVENTS

Those that are planned and those that need planned:

April 15 - A drive to Payson, Lunch and antiquing. See article elsewhere.

May - Open - On the 14th, Dolly's steamboat cruise and cookout a 500 mile party maybe at the Hortons?

June - Malibu Grand Prix on Fathers day, the 18th.

July - the 1st through the 4th weekend in the pines.

August - Open - Pool party, rallye, and picnic somewhere in the far east on the 19th.

September - Cowboy Night Out on the 16th. This year at Rock Springs. Details later.

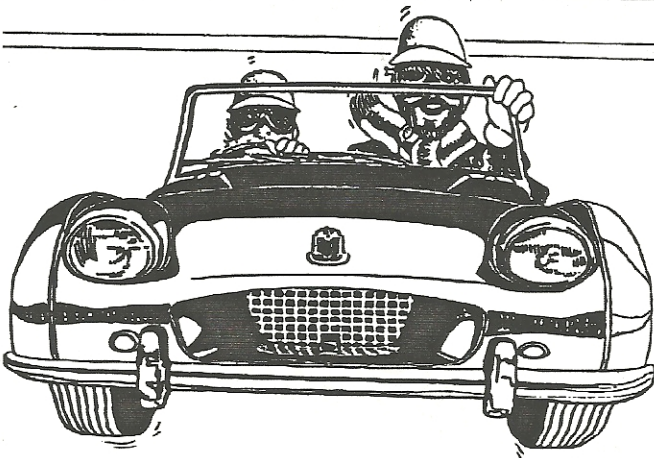
October - Triumphest 1995, Palm Springs, 27th to 30th?

November - Halloween Rally somewhere out of town (not Wickenburg) on the 25th.

December - Christmas party on the 16th. Anyone offering a place?

This list appeared in the February newsletter and has been shortened to eliminate events already past. As I wrote before, this is a tentative schedule. Want to change something? Prefer to do something else? Remember, it's YOUR Club. I'm just the VP/Events Chairman. Please call me at 843-1399.

Cheerio, John Horton



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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".

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CLASSIC-FIED ADS

FOR SALE = 1970 Mark III Spitfire, complete, was running, good project, \$750 or best offer. Call Danny Rumble - 272-5007. (02/95)

FOR SALE = TR7 convertible, no engine or transmission - 5 speed rear end, TR8 wheels, project, reasonable. Call Jim Hughes - 924-3565 (02/95)

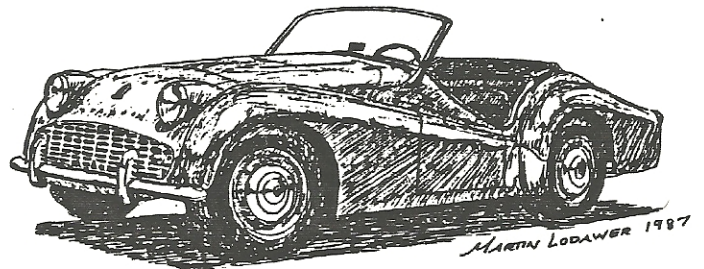
FOR SALE = Early Spitfire parts. \$250 for all or will separate. Call Mickey - 948-5957 (02/95)

FOR SALE = 1965 TR4A, BRG. Semi-restored, low miles, tons of new in the box parts. No rust inside or out. Original AZ car. At least 15 TR4A books, manuals repair orders included. New tires and exhaust. Over \$4400 invested. Lost space and interest. Sell \$2500 OBO. Call George - (602) 460-1392 leave message (3/95)

FOR SALE = Austin-Healeys: 1) 1967 3000 Mark III, good condition, \$17,500 obo; and 2) 1956 100-4, engine rebuilt in 1989 to Le Mans specs, excellent condition, 22,500 obo. Call Geoff Clark at 831-8782. (3/95)

FOR SALE = 1968 Ford Cortina GT 2-door, 80% complete, very clean. Fresh 109E engine plus spare, New upholstery (you install). Asking \$1200. Call Jim Bailey at 279-2492. (4/95)

FOR SALE = 1966 GT6 Mark I - 80 percent restored, over 7K invested, good daily driver, wire wheels, no rust - includes 1967 parts car, mostly complete. Can be seen at British Motor Classics. Best cash offer. Call Bart Lind, evenings 934-1079, pager 207-1933, weekends (Tucson) 520-292-7661. (4/95)



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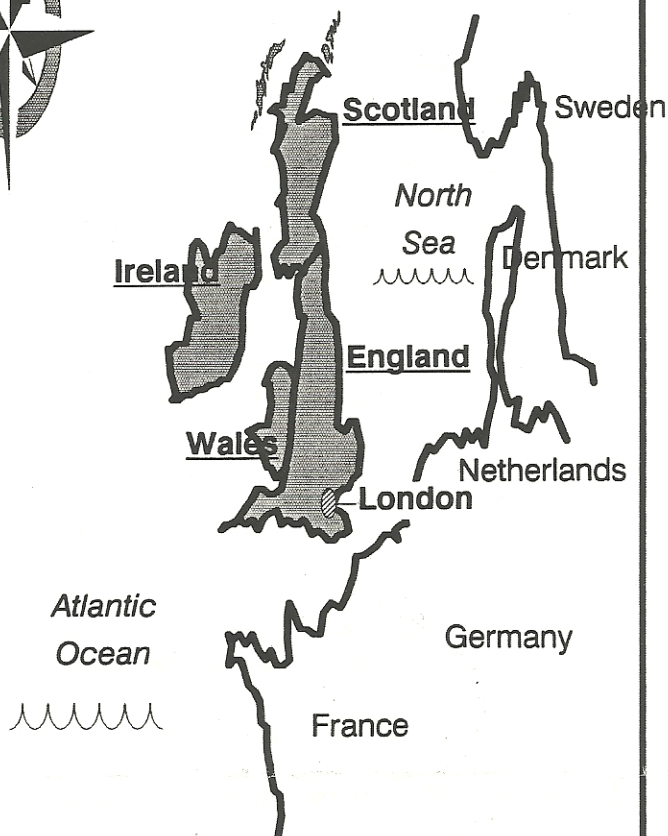
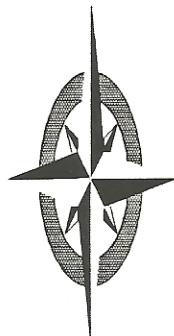
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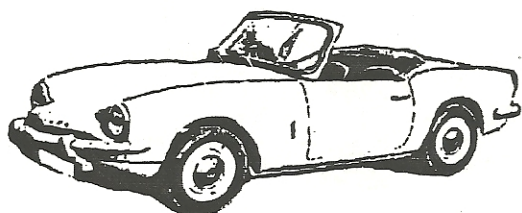
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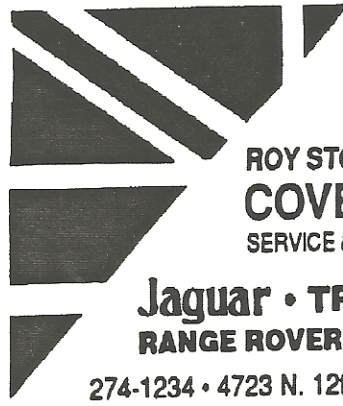


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WHAT'S GONNA HAPPEN THIS MONTH

APRIL 15TH

ONE HELLUVA DAY

After the successes of March we come to April 15th. Tax day if you give a hoot. To help us forget this sorrow we will travel to Payson, Arizona to eat, visit antique shops, eat, visit airports, eat and generally enjoy ourselves.

DETAILS ARE:

We will meet at the Circle "K" at Shea Blvd and the Bee Line highway (Route 87) at 10:00 A.M. Saturday and proceed to Payson. Once arriving we will determine if we want to eat at the airport restaurant or Aunt Whoosits. Both come with good reviews. Any other club or individual is always welcome. Drive a Triumph or what have you.

We are here to have fun and kick back. See you Saturday!

Cheerio, John

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