

Triumph TRumpeter

The Official Newsletter of The Desert Centre Triumph Register of America

November 1995

SAD NOTE

Tom Pennell, our founder and membership chair, went in for routine surgery recently and because of complications had a 5-way by pass operation at John C. Lincoln Hospital. Our prayers and best wishes go out to Tom and Gracie and their family.

Hey, where's my newsletter?

You may have noticed the strange look of the newsletter. Well, before anyone panicks this is just a stop gap effort until Tom is back publishing this thing again. As editor, I have been responsible for getting the articles, news and contributions together and submitting them to Tom. He's done the hard work putting this all together in the bird cage liner you have all come to know and love. I'll do the best I can until then.
Good show, John

The President's Platform

On October 8, 1995 I was cruising along Interstate 10 about 2 in the afternoon in the company's 1995 Ford Windstar, doing 80 mph, halfway between Phoenix and Blythe on my way to Disneyland. My son, who is 7 years old, shouts out "hey, Dad, look there are 4 or 5 cars that look just like your red Triumph." Sure enough, there was a group of DCTRA members coming back from Triumphest '95. I began thinking to myself, you know you should have gone to Triumphest this year. So I've decided maybe 1996 and definitely in 1997. We should all go in 1997 and support the Marque and the club.
Bob Mazer

Minutes

In the absence of president Bob Mazer, Vice President John Horton called the meeting to order at 7:00 p.m. at the El Zaribah Shrine. The minutes of the September 12, 1995 meeting were approved as

submitted.

Treasurer, Gary Hampsch, reported that the club finances are doing well.

The November club event will be a rally and potluck ending at Rich and Diane Hammon's house. Gary and Deta Hampsch will host the December Christmas party. Plans for the January Champagne Brunch will be discussed and nominations for club officers will be accepted at the November meeting. Nominations will be accepted up to the time of the actual election at the January brunch. Other upcoming events which will have occurred by the time the newsletter is published were discussed.

Tom Pennell had nothing to report on the project car but did report we currently have 115 paid members. Everyone present gave their names and the TRs they own, including the following visitors: Jeff Berglund; Frand and Ann Mintone; Mark Reed; Julie Stoney; Robert DeHaan.

Newsletter Editor, John Lindly, reported that all is well and he has plans for an interview with the new owner of Coventry Motors.

Tech Advisor, Bob Schaller, reported that his TR3 made it to Triumphest '95 and back with no problems whatsoever. Gary Hampsch had some advise for a temporary "fix" on a TR4 that needs the front end rebuilt due to "sag": rotate the front springs 180 degrees; they are usually kind of mashed on one side and this will give you some of the lift that's been lost.

Triumphest '97, chairman Gary Hampsch asked for someone to volunteer as co-chairman on this committee due to the huge amount of planning that will be necessary. he reported that the announcement at Triumphest '95 that Laughlin will be the location for Triumphest '97 was met with a very enthusiastic response. He also reported that Triumphest '98 will be a combined event with VTR and they also intend to highlight the anniversary of the TR250, so we may have to rethink our plans. In Old Business, Tom Pennell reprised the events at Triumphest '95. Various members who had attended, stated which cars they drove and what awards they won.

In New Business, Rich Hammon gave out his new phone number to those present. Tom Pennell said that Phill & Sue Hunt's new address in England will

MINUTES CONTINUED

be in the next newsletter. The Hunt's will be stationed over there for about three years. Bob Schaller has a 1971 MGB-GT for sale. John Horton said that former club president, Michelle Peters will soon be racing her Spitfire in ITC class. John Lindly said that the current issue of Classic Car or Classic and Thorobred Car magazine (he couldn't remember which) had an excellent article on the TR6, calling it a "true classic" which was a complete reversal of previous commentary. The meeting adjourned at 8:17 p.m.

Submitted by Bev Peterson, Secretary

CLASSIFIED

For Sale= 1976 TR6, 67,000 miles, second owner. looks and runs great!. \$8000. Call Dan at 451-5275 after 5:00 p.m.

For Sale= 1970 TR6 Convertible, light yellow with 3 covers. 500 miles on rebuilt engine. Runs and looks great! \$5600 firm. Call Cindy at 948-5201.

For Sale= 1980 TR7 Convertible. Complete car but apart. \$600. Call Rick at 867-9239.

For Sale=Tan top for TR7. Good condition. Best offer. Assorted Interior pieces for TR7. Call Dee LaRaia 831-0858.

For Sale= 1965 TR4A, green with black interior. Good condition, fun car. \$6750. Call Ken at 395-0505 after 3:00 p.m.

THIS MONTH'S EVENT

The event for this month is a rally of ambitious proportions starting in Mesa and ending up somewhere near the Lost Dutchman's Mine. There are detailed instructions enclosed in the newsletter along with a map. Anyone with any questions should come to the November meeting or contact Rich Hammon.

EDITORIAL LICENSE

Have you ever wondered if there are certain problems that you face that are actually tests put on

by a God with a sense of humor?

Stromberg carburetors must be the ultimate test. Personally, I think they make political prisoners rebuild these as a motivation to talk. " Please... don't make me balance them again, I'll tell you anything you want to know" Recently the 2000 started running rough with very unbrisk acceleration (very Herald-like). Everything pointed to the carbs and a rebuild was in order. I bought the kits and went at it with only a sticking valve(piston) to deal with along with about 50 unused gaskets and rubber rings in each kit. I slapped the carbs back on and fired her up and she started to glub. When I got out to investigate I saw gas pulsing out of each carb and thought to myself, Hmmm, a little rich. The good news was it looked like it was pouring out at the same rate from each one. Sticking floats on too wide a gasket was the culprit. Used a Unisyn to balance the air and adjusted the throttle screws and jet screws about a bigillion times. It idles too fast and runs rich but at least it's modern traffic fast. As far as going back and readjusting them again, Please don't make me, I'll tell you anything you want know.

Good show, John

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

Dues are \$12.00 per year

Editor John Lindly

Club Officers

- President Bob Mazer
- Treasurer Gary Hampsch
- V.P. & Events John Horton
- Secretary Bev Peterson
- Tech Advisor Bob Schaller
- Historian Amy Hatcher
- Membership Tom Pennell
- AAHC Rep Ken Larsen

