



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

SEPTEMBER 1995

MEETING: SEPTEMBER 12, 1995 @ 7:00 PM
EL ZARIBAH SHRINE TEMPLE
522 North 40th Street

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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PROJECT CAR WEEKEND

ON HOLD UNTIL THE BODY IS READY!

COMING EVENTS

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

Saturday, September 16

COWBOY & COWGIRL NITE OUT

Rock Springs Cafe
Details Inside

OTHER EVENTS

TRIUMPHEST '95

October 5-6-7-8

Palm Springs

MAKE YOUR PLANS NOW!

MINUTES OF THE AUGUST MEETING

A whole bunch of folks showed up at the George and Dragon Pub. The secretary and her husband enjoyed a fine meal, as did most of the others present. By prior arrangement, no attempt to hold a business meeting was made. Don't forget that next month we will be returning to the El Zaribah Shrine Temple, 552 North 40th Street. Their snack bar serves a very nice selection of dinners at reasonable prices. Come early and chow down before the meeting.

Submitted for Bev Peterson, Secretary

Tom Pennell JR 948 7046

EDITORIAL LICENSE

Hello! My name is John Lindly, and I am a Triumphaholic. It all started when I was 4 years old and my Dad bought a TR3. I was hooked at a very young age but was able to control my sickness for nearly 30 years by economic means, i.e., I had no money. Then it happened - I had a disposable income - and I disposed of it as quickly as I could. First came the TR3, then the Herald and now finally the Triumph 2000 sedan. I guess I should mention I have that very rare subtype of the disease that forces me to buy quirky Triumphs. This isn't quite as bad as the TR10 subtype where you think the Standard 10 the absolutely "coolest" car ever built - many of these people have to be hospitalized.

It all started when I saw the ad for a 2000 in the TRSC Triumph Tribune newsletter last month. A quick call to Marty Lodawer, probably the nicest guy on the planet and here after to be known as "the connection", confirmed that this was a good solid original car, no rust, all there, but needs work, and dirt cheap. I've had a craving for the 2000 sedan since they were featured last year in one of the British magazines and I saw a couple at Triumphfest in San Diego. I think they are very 60s looking but the wife summed it up recently to friends as "ugly, but I mean that in a good way." So Marty arranged "the deal" and Donna and I went over to get the thing borrowing a trailer - thanks again Gary!!!

The trip over was uneventful until Blythe when we discovered their street to gas station boundary was characterized by 2 foot drops in elevation and thereby bent part of the front "leg". Then in Banning we decided to go to McDonald's and use the drivethru - the trailer went all the way in but could not be extricated without serious damage - you wouldn't believe how testy people get when they have ordered fast food but can't get to the window to receive it. With the help of two other guys we were able to unhitch the trailer and move and lift the trailer enough to get it out. I lost my appetite for my Egg McMuffin after that. How embarrassing having to look at all their smug faces. Hadn't they ever seen a 16 foot trailer stuck in a drivethru before? I'd show them. I'd get the 2000 on the trailer and go back to that McDonald's and go through the drivethru again. They hadn't seen the last of John Lindly, No....o., Banning will pay. . . . A few slaps from the wife brought me back to reality.



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MORE LICENSE

Then there was the traffic. I haven't been to LA in a decade and so was ill-prepared for 3 separate traffic jams of 15 to 20 minute durations ON A SATURDAY! And the weird thing is there was no visible reason for these to have occurred. No wrecks, no highway patrol with lights on, no naked people walking down the freeway. It was simply the entire population going everywhere! It was a nightmare.

Once we got to Burbank and went to lunch with Marty things started to look up. We went over to Mike's house in Tarzana to pick up the car and it was everything Marty said it was: a good original car that runs but needs a large dose of TLC. Mike also had a P5B Rover in good shape for sale at \$300 and about 50 Italian motorcycles from the 1950s and 1960s for sale. He apparently had another 100 or so bikes that were not for sale along with several Fiats and an Alfa Romeo. He had the Italian equivalent to my disease but with an obviously much higher dollar threshold.

The trip home was relatively uneventful except for a miscalculation about gas that almost left us stranded near Tonopah. The wife still hasn't quite forgiven me for that scare. 828 miles in 17 hours on a Saturday. Blame it on the "sickness."

Now that I have it home I started inquiring at all my old Herald NOS sources about parts for the 2000. The bottom line is there ain't any! They only imported about 2600 of these cars (out of 100,000 made of the Mark I variety) and they sold for approx. \$3500 in the mid-60's. My much older brother tells me you could have bought a fully equipped V8 powered Chevy for that kind of money. Consequently, I guess these did not sell like the proverbial hotcakes and the dealers did not stock a lot of parts. However, the engine is a 6-cylinder GT6/Vitesse 2 liter but apparently the tranny and rear end are specific to the sedan. The bodywork is unique but others in the US could be of some help.

There are those in California and the Pacific Northwest with the same affliction - there is even 1 anointed soul with 14 of these cars in Washington. Funny thing is, I don't find that unusual and actually I find it somewhat appealing. Is there any hope for the likes of me?

Apparently, the only cure for my "sickness" would be to abstain from buying and owning Triumphs. But where's the fun in that? However, I finally have come to grips with it all. It only took understanding, clearness of thought and the threat of great personal harm and severe pain from the wife to effect a cure. I guess three Triumphs is enough for anyone. I can live with that. Although, Stags are kinda nice

Good Show, John.

THIS YEAR'S EVENTS

Those that are planned and those that need planned:

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

October - Triumphest 1995, Palm Springs, 5th to 8th.

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

TRIUMPHEST REMINDER

Palm Springs is going to be the happening place next month - October 5, 6, 7, and 8 for Triumphest '95. I got a video from the host club, SCTOA, showing the layout of the Riviera and what is planned for the event and it looks terrific. I'll bring it to the meeting for anyone who wants to borrow it. If you haven't registered or reserved your room, you had better get on with it as soon as you can. The hotel's reservations line is 1-800-444-8311. Be sure to mention Triumphest. Several DCTRA members are planning to travel to Palm Springs on Thursday, October 5 (in the morning). Hopefully, we can discuss travel arrangements for club members to caravan together at the next meeting.

John Horton

CLASSIC-FIED ADS

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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".

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WHAT'S GONNA HAPPEN THIS MONTH

COWBOY & COWGIRL NIGHT OUT

This event will take place on September 16th at 5:45 p.m. Our plan this month is to convoy to the Rock Springs restaurant and try the "pigs in heat" barbecue. The Rock Springs is Famous for their barbecue and fixins.

The plan is to meet at the parking lot of the Winchell's Pancake House on the northeast corner of I-17 and Bell Road at 5:45 p.m. and leave shortly thereafter. We should arrive at Rock Springs about 6:30 p.m. and proceed to the "Off Track betting Room" located on the south side of the building.

This will be another laid back, no pressure event. So drive your Triumph or whatever, wear your boots, your ten gallon hats, and bring a hungry. After all, we eat well don't we? I bet it don't rain inside!

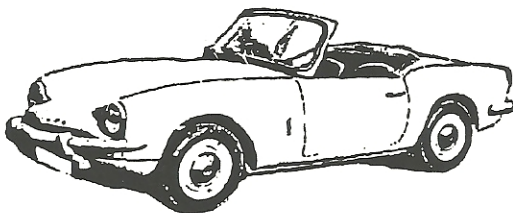
Note: We are inviting any other clubs to join us for this event. Just give me a call at 843-1399 with an approximate head count.

Cheerio, John Horton

BAP

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WHAT HAPPENED LAST MONTH

DCTRA Night Desert Barbecue

With lightning and thunderclouds gathering overhead, Pete and I loaded the VW double cab (in lieu of a Triumph) with mesquite wood and set off for the gravel pit. Flying along at our top speed of 45 MPH, we soon realized that we would probably not be the first arrivals or, for that matter, get anywhere near sunset. However, we knew that our loyal club co-members would wait for us. Lightning flashed, thunder roared and rain threatened. "Look", said Pete, "isn't that a TR going the other way?" I couldn't tell because by then it was dark and our 6 volt headlights cut through the night like a dull knife through solid rock. Besides, someone was tailgating me and their lights were blinding me in the mirror.

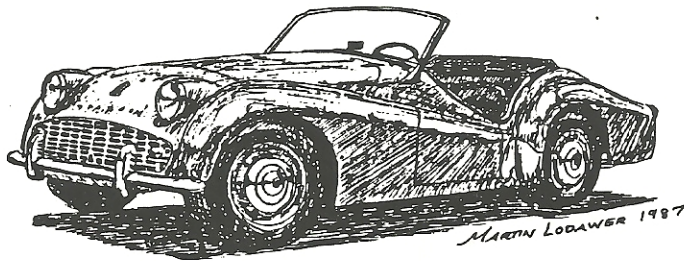
Arriving at our destination, we found the tailgaters to be Tom and Grace Pennell with no one else in sight. Undaunted by the weather and sure that everyone would show up soon, we made camp and started our fire. Sure enough, John and Beth Horton soon pulled in, asking where Amy was. Amy? That must have been the TR we saw going the other way. But surely they would have seen us and turned around to come back?

Much later, after the rain started, we decided that everybody else was actually going to miss all the fun. The lightning show was fantastic, the fire burned cheerfully in the night, and the six of us soaked up the atmosphere (get it?), sharing food, drink and stories.

It may not have been the largest turnout for a club event, but we certainly enjoyed it.

Later, we found out that Marlene and Virgil Cole, Gary Hampsch and Amy had actually arrived on time (unprecedented for DCTRA members and obviously what messed everything up) and waited for others to show up for about 30-45 minutes before they left. Maybe next year things will work out better, but this years Night Desert Barbecue will be one remembered by all of the participants.

Bev Peterson



THE EMPEROR'S NEW CAMSHAFT?

During the mid-60's when I was campaigning my TR2, the "Red Rocket", at drag strips all over the place, a local TR racer was dominating the Southern California Region SCCA tracks, and had been for several years. However, every time he made an advance in performance, his competitors followed suit and the advantage was lost. Now, he never volunteered any information on what changes he was making, but because there was a limited number of shops where you could have things done, it didn't take any brilliant investigator to find out what anyone was doing and copy it.

One day when I was racing at Irwindale Raceway I had the opportunity to meet him, and invited him to take a test pass in the Red Rocket. He inquired where all the power was coming from, and after a short exchange of technical information, we agreed that the principal reason was the 990SB camshaft that Babe Erson had developed for this car. This fellow promptly purchased one, and the performance increase in his race car was fantastic.

Shortly afterward, he called his regular cam grinder and gave him specifications for a much wilder version of the cam he had been running previously while he was ruling the roost. Several weekends later at a race at Willow Springs, he ran off and hid from his competition, and there was a great deal of activity to find out what he had done. Eventually someone found out that he had ordered a dramatically different cam from his regular cam grinder, and everyone immediately followed suit. The result was that at the next race, everyone was further behind this driver than before; in fact, it was probably the worst running group of Triumph racers I had ever seen. It stayed that way for about a year and a half, until "Mr. X" sold his car. It went up to Washington state where it raced for some years afterward, very successfully.

About 2 years later, I happened to be home when "Mr. X" stopped by my house. He gave me a box and said, "Perhaps you can use this for a core or something." The box contained a brand new, very wild cam from the grinder that did all of his work. "I thought this was the cam you were running when you ruled the track," I said. "That's what everyone thought," he said. "I was actually running the 990SB Erson like the one in your TR2 ever since you told me about it at Irwindale. I thought up this one and ordered it from my grinder, knowing someone would find out and tell all the others about it!"

Sometimes it just don't pay to follow what you see!

Ken Gillanders, The Triumph Tribune, June 1995

MS. WINIFRED WRITES AGAIN

Uncle Arthur's List

Uncle Arthur was in his favorite summer position when I dropped in; feet up, a tall drink in one hand and a Haynes' manual in the other. "Ah, Winnie", he began as he motioned me to the other chair, "I've just been tidying up the car. So hot, had to stop and rest. Got to thinking about how fond I am of the little blighter, then some days I wonder why I put up with it."

Intrigued, I grabbed a pencil, and wrote as he thought aloud. It was more fun than watching his roses wither. Reaching for the paper, Uncle Arthur read:

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9. Keeps you in touch with the environment. Once, while driving, and again when you wash it out of your hair.
8. Hones powers of deduction. Would Sherlock know why the lights flicker?
7. Good excuse for not giving the gang a ride home.
6. That rosy glow in your complexion you get on a summer day.
5. Who needs computer games when you can have the thrill of dodging 18-wheelers on the freeway?
4. Small enough to push home when it quits.
3. Lose weight. No tray to hold french fries or Thirstbusters.
2. Sharpens hearing listening for funny noises and falling parts.
 1. Too noisy to hear the OJ trial.

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