



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

JANUARY 1996

MEETING: JANUARY 9, 1996 @ 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

Sunday, January 21
ANNUAL CHAMPAGNE BRUNCH
WRIGLEY MANSION
Details Below

IMPORTANT NOTICE

There has been a change in club tradition. Normally there would be no regular business meeting in January, but rather a Champagne Brunch, combined with election of officers. This has changed: The January meeting and the January event have been separated. We will have our meeting in the regular location (The El Zaribah temple) at the regular time (the second Tuesday of the month at 7:00 pm).

The January event, (a "High Fashion" brunch), will be held on January 21, 1996 at the Wrigley Mansion at 11:00 am. The cost will be \$25.00 per person [all inclusive], which represents about a \$5 discount over the general public. This is the premier event of the year, your one chance to put on your Sunday best and mingle with the Upper Crust. Drive your Triumph to the security gate and the guard will show you where to park. The special parking arrangement is for Triumphs only. If yours does not run, come anyway and park your Detroit Iron in the normal lot.

Ballots will be collected at the Wrigley Mansion and at the regular meeting (Jan 9 at El Zaribah) and an absentee ballot is printed in this newsletter for those not able to attend either function. The ballots will be counted, newly elected officers will be installed and Year End Awards will be presented at the brunch.

Hope to see all of you there!

Cheerio, John Horton

A BRIEF DCTRA HISTORY LESSON

When DCTRA was formed back in 1980, it was made up of people whose common interest was the Triumph motorcar, the preservation, restoration and enjoyment thereof. These principles are the very reason that DCTRA still exists. During the first few years, the Club's officers came to realize that the "typical" Triumph owner was in a different social strata than, say for example, the "typical" Jaguar or Porsche owner. Triumph people are, shall we say, less burdened by excesses of money and are more practical in their general outlook. A number of Triumph people actually DRIVE their cars! Amazing!

In January of 1981, the then-current officers proposed a special annual event to the general membership. The object was to hold ONE event per year where the women could put on their long dresses, the men could put on a suit and tie, and the common people (Triumph owners) could act like the upper crust (the Jaguar/Porsche owners) if only for a few hours. We had some help in that one of members just happened to be the food & beverage manager at The Pointe. He arranged the brunch at a very reasonable price for the time. I really can't remember what the price was, but it was a bargain. This event turned out to be the BEST ATTENDED event all year, with a larger percentage of the paid members showing up than at any other event. It therefore made sense to hold the election of officers at the time when the most members would be present to vote, i.e. the annual Champagne Brunch. This event became a tradition and was held annually from 1981 to 1995. (That's FIFTEEN years, folks).

Since the only constant in the world is change, DCTRA has had to deal with change regarding this event as well as everything else. Our member who was arranging the brunch with The Pointe moved on to other pursuits and we had to go in search of another place to hold our "Annual, Premier" event. Several event chairpersons did successfully arrange Champagne Brunches with fancy resorts around town at competitive prices and there have been some mistakes made. Yes, the price did go up (as the price on EVERYTHING has gone up due to inflation), but somewhere along the line, the SPIRIT of the event got lost. People began to arrive in blue jeans. People declined to drive their Triumph to the brunch. People began to complain that the event was "too expensive". What was

CONTINUED OVER THERE —>



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HISTORY - CONTINUED

once our PREMIER event, our once-a-year SPECIAL get-together, has become a political football.

Therefore, for those of you who honor the spirit of this traditional event, there will be a DCTRA Champagne Brunch in 1996. It will be held at the Wrigley Mansion (arguably the most elite of the private clubs around town). A special price of \$25 per person (all inclusive) has been arranged, AND special parking for Triumph motorcars has also been arranged. Appropriate attire is expected. For your information, the general public CAN attend a Wrigley Brunch on any Sunday, but they won't get special parking privileges and they will pay \$25 PLUS TAX PLUS TIP. Members of DCTRA are receiving about a 20% discount. Admittedly, it still isn't cheap, but please try to remember what this event is all about.

The election of officers has been removed from the agenda, so you will have two ways to register your selections. An absentee ballot is in another part of this newsletter, and there will be a regular monthly meeting at the El Zaribah shrine on the 2nd Tuesday of January. Come to the meeting to vote, mail in your ballot, or come to the Brunch at the Mansion. I sincerely hope that you elect to come to the Brunch and continue our tradition.

Tom Pennell

Ms. Winifred: Christmas Listless

I woke up early last Saturday, filled with Christmas spirit, too enthused to sleep in. Visions of Christmas lists spun in my head, with blank spots needing answers. Dressing hurriedly, I dashed out to my cold auto, which hiccupped down the road in complaint.

Too early I arrived at my Beau's house - he was still communicating in grunts. The conversation was one sided. "Good morning!" "Umf." "Have you made out a Christmas list yet?" "Hmmpf?" "I say, did you find anything interesting in that EverRust Tool catalog that came in the post?" "Yeah." "Oh really? What?" Silence - he was groping for the coffee pot. I tried a different tack; hinting: "Did you see the beautiful sheepskin seat covers at Auto Goodies? They'd just match my interior." "Mmmpf." (garbled around a bagel.)

Later we spent some Togetherness changing the oil in his clunky sedan. I did talk him into joining me that evening for a tour of Christmas Idea House. Maybe we'd find something he liked. I had a cozy mental picture of us, wandering arm in arm through the booths, sharing ideas.

Actually, bored after the first two booths, he wandered far ahead, while I soldiered on, muttering that I should've known better. I caught up with him in the final room; he'd found something he liked, all right, a refreshment table filled with punch and sugar cookies. "This is pretty nice after all," he said, reaching for another chocolate star. I replied, "Hmmpf."

Ms. W

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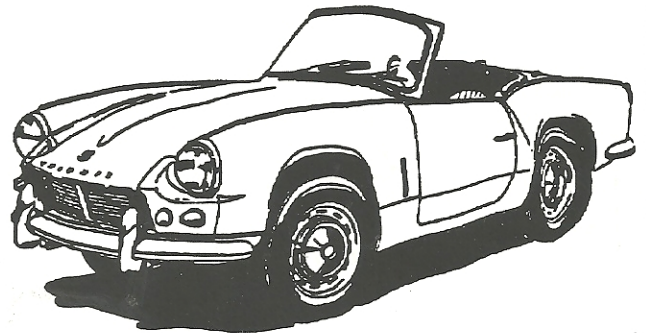
WHAT HAPPENED LAST MONTH

THE CHRISTMAS PARTY

Once again, Gary and Deta Hampsch opened their lovely home for the 1995 version of this (now traditional) event. There were 25 hardy souls who attended this year and as usual, the lively gift exchange unearthed gifts ranging from the useful to the desirable to the ridiculous. There was NO Buick radio nor was there an old IBM typewriter. The selection of foods brought by everyone was terrific and I didn't see too many plates going back home full. I have to observe once again that DCTRA does one thing better than anybody: EAT!

Thanks again to Gary and Deta for hosting the Christmas party.

Tom Pennell



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EDITORIAL LICENSE

Well I've finally made it to the pinnacle of Triumph car ownership. I have three cars and none of them can be driven on the road. It was a long, hard struggle but I've finally succeeded in ruining every one of them.

The TR3 has been in pieces for nearly a year. I recently got myself a welder to continue on with the body work but I have only been able to make "objects d'art". These are mangled, twisted, melted bits of metal that I could sell in Scottsdale with titles like "Springtime Canyon Rhapsody" to people from Iowa. As far as actually joining 2 panels together, well, lets just say it ain't happening as of yet.

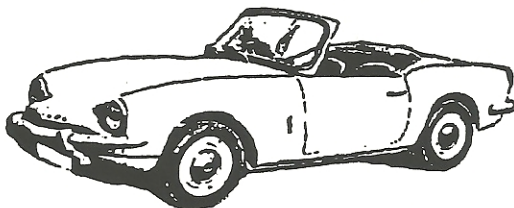
The Herald is up on jack stands when suddenly I decided I needed more power and put on double SUs and a free-flow exhaust. Unfortunately, the exhaust package I got from Triumphtune in England appears to be short 1 section and the car is still sitting there looking at me. Triumphtune apparently is closed for the holidays. So is the Herald.

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EDITORIAL LICENSE - CONTINUED

The 2000 sedan has a nasty habit of leaking gas out of the rear Stromberg carb. Not only is this dangerous, but it also puts a new spin on the term "running rich" and tends to asphyxiate anyone within 50 yards as several members at the November meeting found out.

To make matters worse, whenever I try to commiserate with someone, Triumph person or not, they tend to giggle a lot and shake their heads like we used to do when Grandpa would be pattering around his workbench in his underwear humming songs from the Pleistocene. This usually makes me to want to put their heads in a 5 inch bench vise and rout them some new features in their profiles. But, as someone once said, "if ya kill 'em, how they spose to learn nothin".

The point they seem to be missing is that I really want to drive my cars in the worst way. This is different from those out their that actually own cooperative Triumphs who choose NOT to drive their cars for reasons I have never been able to understand. If you own a car that can be driven, for goodness sakes, drive the dang thing while you can. You never know when it will no longer be possible and THEN and only then will you realize what torture it is to be unable to hop in the Triumph for a spin around town.

Selling lumps of coagulated metal to tourists is small compensation.

Good show, John.

LETTER TO THE EDITOR

As Duane Schoen's trip from Triumphest to Vancouver was mentioned in the December newsletter, thought we'd mention our trip from Triumphest to the 10th Annual British Car Gathering in Charlotte, North Carolina. 6,108 miles, averaging 31.7 MPG in our TR4. One problem - no heat on a chilly Tennessee morning. It was easily remedied by borrowing a hose from a hotel maintenance man to backflush the heater core. We had a wonderful time at the car shows and visiting family and a high school friend. We are glad to hear of other DCTRA travellers out there.

Tom and Pat Kendall