



Triumph TRumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA

"ALL THE NEWS THAT FITS - WE PRINT"

PRESIDENT: ROGER GUZOWSKI - 997-2583
NEWSLETTER: JOHN LINDLY 548-1915
FAX: 780-0620

OCTOBER 1997

Vol. 18, #10

MEETING: OCTOBER 14, 1997 @ 7:00 PM
EL ZARIBAH SHRINE TEMPLE
522 N. 40th Street (N of Van Buren)
COME EARLY - BUY FOOD!
SUPPORT OUR BENEFACTORS

CLUB OFFICERS

V.P. & Events:	Duane Schoen	996-6554
Secretary:	Beth Horton	843-1399
Treasurer:	Ron Strong	906-0103
Newsletter:	John Lindly	548-1915
Tech Advisor:	Armand LaCasse	- 870-8585
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. (Including January)

Dues are \$18.00 per year

For membership information, contact Tom Pennell at 602-951-8472

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PROJECT CAR WEEKEND

ON HOLD UNTIL AFTER
TRIUMPHEST

COMING EVENTS

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

October 9-12
TRIUMPHEST '97
Laughlin, Nevada
Need we say more?

OTHER EVENTS

Saturday, October 18
ITALIAN JOB CHARITY SHOW
Mesa Marketplace
Flyer Enclosed - register NOW!

Saturday, October 25
ART-O-MOBILIA
Sun Cities Museum of Art
Flyer enclosed - register NOW!

TRIUMPHEST is HERE!

The long wait, the extensive preparation, the heartburn and frustrations are almost all over. Some committee members will be leaving for Laughlin as early as Tuesday to ensure that the welcoming of this year's entrants goes smoothly.

If you, dear reader, are part of the support staff for the event, thank you VERY much - both now and in arrears.

If you haven't decided to go yet, the time is VERY short, and there are no more hotel rooms to be had. You could drive out to Laughlin very early Friday or Saturday morning and volunteer to help with one of the thousands of tasks DCTRA will be responsible for. Your help would be greatly appreciated, even if only for one day. Give us a call if you can fit in in.

Jim Hughes - 924-3565
Rich Hammon - (520) 463-2987

CLASSIC-FIED ADS

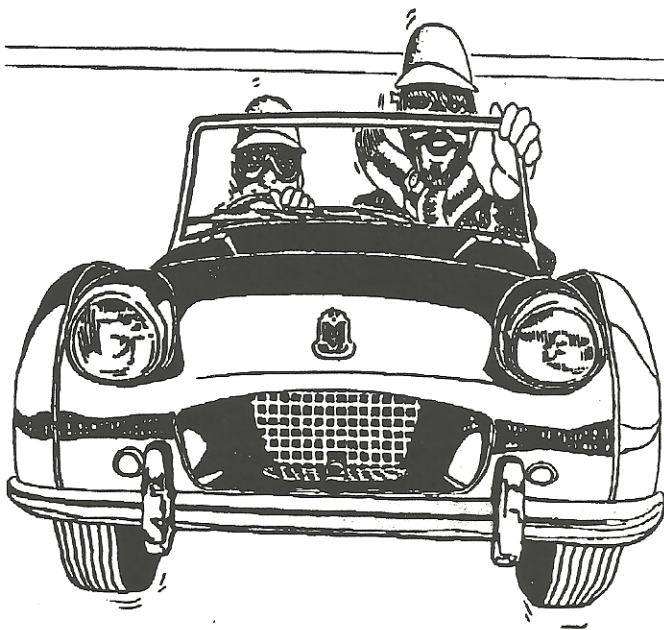
FOR SALE = 1971 Spitfire Mk VI, original blue exterior and black interior, rebuilt engine, factory hardtop, good shape, needs very minor sorting, \$2500 cash or trade. Call Chuck at 520-463-2777 or 800-940-2911 (8/97).

WANTED = J-type transmission with overdrive for 1976 TR6. Call John Lindly at 602-548-1915. (8/97)

FOR SALE = 1973 Triumph Stag, rebuilt engine. Call Brian at 1-800-582-1277 or write to Brian Sanders, c/o John Winkler Motors, 200 Ballard Rd., Pauls Valley, OK 73075 (8/97)

FOR SALE = 1974 TR6. Red with black interior, 84 k miles, runs strong, very clean with hardtop included. Contact Stuart Bark at 991-2157 ext. 14 during the day or 998-1489 in the evening. (9/97)

FOR SALE = Early Triumph Spitfire parts; 1147 heads and blocks; brake and suspension parts; drive shafts and transmissions (no OD); 13 x 6 wheels; competition and stock parts. Call Alan at home 944-5674 or office 248-4501. (9/97)



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MINUTES OF THE SEPTEMBER MEETING

Our meeting opened at 7:00 p.m. with 36 present, including visitors Mike and Joan Bain, Spitfire owners. Treasurer Ron gave a report including Triumphest expenses. Minutes were approved as printed.

Tom Pennell said that most of the project car is at his home. Roy Stoney is gathering necessary parts to continue after Triumphest. John Horton brought a creeper to donate for the fund, with its own story. Tom conducted an auction which raised \$16. Then Ron had a TR3/4 gasket, which netted \$4, and later George Reynolds added some nice TR7/8 parts, for another \$25 to the fund.

Roger Guzowski mentioned the Show and Shine at the Pavilions for European cars is held on the first Saturday of each month from 5-9 PM. Duane Schoen mentioned the Boys Ranch BBQ and car show coming up November 16. We will vote on making this our November event at the next meeting. Also, the Sun Cites Art Museum wants a display of cars for the grand opening of their new parking lot October 25. More information should be in the October newsletter.

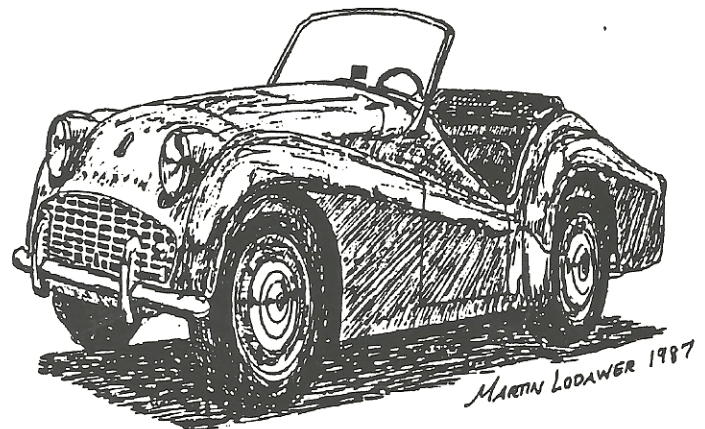
Jim Hughes said he needs to know who is arriving in Laughlin before Thursday. Registration has been good so far. Jim showed off enamel dash plaques, grille badges, and hat pins with our Triumphest logo. Rick Amundsen will chair the autocross/funkhana. There have been scheduling problems for the group photo; Roger is working on arrangements. Beth passed out a sign-up sheet for Registration volunteers.

John Horton announced that at this time we have over 750 raffle prizes, and more coming, plus about 30 major prizes.

Jim showed an insulating heat shield material that he is installing under the carpets of his TR3.

After the meeting adjourned, we stuffed goodies into packets for Triumphest registrants.

Beth Horton, secretary



EDITORIAL LICENSE

I have been without Triumph now for about 7 weeks and it has made me wonder how all those people out there do it. How can anyone go without a Triumph for months or even years? How can you sell your Triumph and never get another one? Sure, such things as marriage, kids, or buying a house may force the sale of a beloved car, but why after all these things have passed do people not immediately buy another Triumph?

I've been driving around town looking at people in their square, boring, government-influenced cars. No wonder road-rage has become all the rage. These past several weeks I have felt my stress level go up 100 percent. You can't hop into a Ford Explorer and "go for a spin". Explorers don't spin as much as they wallow. Other modern vehicles are the same; no soul, no sound, no fun. They will never be more than transportation. Mass transit would be better, cleaner for the environment, with the same emotions, or lack thereof.

So I'm stuck without a real car, not going to Triumphest, and I can't even take a drive to enjoy the cooler weather. Am I feeling sorry for myself? You bet I am! Am I a miserable wretch? Hell, yes!

The moral of this story? Don't take your Triumph for granted. Drive it every chance you get and thank the gods for your good fortune. That old saying about absence makes the heart grow fonder is true, but they weren't talking about a little low-slung temptress with wire wheels.

Good show,

John



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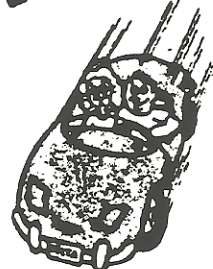
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