



TRiumpH TRumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA

"ALL THE NEWS THAT FITS - WE PRINT"

PRESIDENT: ROGER GUZOWSKI - 997-2583
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FAX: 375-3559

AUGUST 1998

Vol. 19, #8

NOTE NEW MEETING PLACE

MEETING: AUGUST 11, 1998 @ 7:00 PM
OLDE ENGLISH INN
7111 East Thomas Rd.

CLUB OFFICERS

V.P. & Events:	Mike Thomas	569-3444
Secretary:	Beth Horton	843-1399
Treasurer:	Ron Strong	906-0103
Newsletter:	Diane Carney	942-1113
Tech Advisor:	Armand LaCasse	- 870-8585
Historians:	Mike and Joyce Bayne	938-1282
Membership:	Tom Pennell	951-8472
AAHC Rep:	Roy Stoney	414-9953

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
GETTING CLOSER
LOOKING FOR PAINTER AND THE
REST OF THE BODY PARTS**

COMING EVENTS

SUNDAY, AUGUST 23 - 7:00 AM
PANCAKE BREAKFAST RUN
-and- Museum visit
32nd & Shea --> Falcon Field
Details Inside

MS. WINIFRED WRITES AGAIN

GREASE OPERA

"It's all the fault of TNN", griped my neighbor as she flopped into my kitchen chair. "Harry's been watching all those mechanic shows about beefing up engines, and now he's all fired up about rebuilding his Chevy. The small print in the marriage contract never said what I'd be getting into as the wife of a 'car nut'."

"Right", I replied, glancing at tools drying on the kitchen counter, "they never consider the true cost of any major auto work. Let's see..... A carpet cleaning, for that track across the floor, A bottle or two of cleaner for the greasy fingerprints on every knob, switch, faucet and telephone, A box of washing soda to try to save the laundry, Two new pairs of jeans. Can you think of any more?"

Daisy laughed, "What I'll need is maid service and a new set of ears. Harry scorches mine whenever a job goes wrong. I read an article about an old guy that loved remodeling projects involving ripping out walls. His family said he did it just as an excuse to cuss. I wondered about Harry.

"I got so mad last time when I walked in the bathroom to find parts soaking in jars all over the counter. Then Harry came in all grubby, with a black streak across his face, and started stripping for the shower. I called it the 'ground-up restoration'.

"He did look kinda cute", Daisy added, with a funny smile and a faraway look on her face. I got up to fix lunch.

Ms. Winifred

DCTRA MEMBERS OUT AND ABOUT

MOSS MOTORS 50th ANNIVERSARY FESTIVAL

Thursday, July 16

Upon arriving at the host motel, we were impressed with the display of so many British cars. Included in the mix were MGs, Jaguars, Minis, a TVR and, of course, many Triumphs. Moss Motors invited all present to an "attitude adjustment" at Flags Up Farm where Mexican food was in abundance. Both adult beverages and the more mild forms of refreshment were welcome on a very hot day. The rather full day ended in the spa with two other couples who agreed this was the place to be.

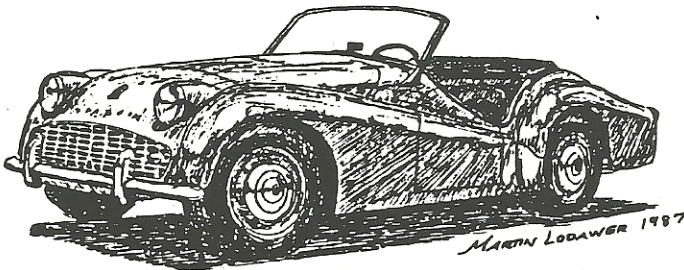
Friday, July 17

As we learned the schedule for today, we realized we had to be selective. The activities included Vendor Corral, Bus to Solvang for shopping, Hay Ride, Wine Country Rallye, Slalom at the airport and many other enticing attractions. B.J. won—we went shopping! Solvang is a Danish town with the "old country" look. I was drawn to the benches outside of the shops. These were occupied by guys dutifully awaiting their brides. The streets were full of great looking British cars with drivers having a blast! The day ended with a barbecue and great fellowship.

Saturday, July 18

We awakened to a cooler morning and a great continental breakfast and enthusiastic sharing of "war stories" and technical tips. Some went for the rallye, some the slalom. We visited the Moss Motors operation and were impressed. This was the night for the closing banquet which was very well attended. Of course, this was also the time for awards as well as good food and sharing. Naturally, we garnered no award, 'cause they don't give trophies for shopping!

B.J. and Paul Patrick



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HEALEY

MINUTES OF THE JULY MEETING

Over 30 arrived for the July meeting at Olde English Inn. Using his pipe for a gavel, Roger opened the meeting at 7:08 P.M. The Treasurer and Vice President were absent. Visitor Cary Scott (GT6) was introduced. June minutes were accepted as published.

Events: Grace asked for a head count on the upcoming BBQ/boat regatta. Since no August event had been previously scheduled, we voted to join the Mini Club on their pancake breakfast run on Aug. 23. John H. suggested we join that with a trip to the Champlin Fighter Museum.

Old Business: Club business/information cards should be ready for the next meeting.

Newsletter: Diane brought newsletter issues from other clubs for us to see. She reminded us again that any contributions for the Trumpeter must be in by the first Tuesday of the month if not sooner.

Project car: Roy and Tom have composed a plan to recover the missing parts for our TR3 and will report at the next meeting. A right rear fender and boot lid are still needed. John H. recommended Mountain View Body Shop for painting and repair.

Roger asked if the members would like to have guest speakers for future meetings. The idea was welcomed and a speaker should be with us for the August meeting.

Tech Session: Chris W. brought a list of the adventures that happened with him and his car. Eric C. found, on the Internet, directions for installing air shocks on a Spitfire. Then Tom added that the Optima battery, which will survive desert heat, is available at Batteries, Batteries. Paul P. shared that once again it is possible to get your wheels balanced *while still on the car* at Tucker Tire, 1101 East Camelback Road.

A Union Jack flag was donated to the club. It was decided that, in lieu of auctioning, it should be kept for the Club's use. The blue DCTRA banner, used at events for years, is missing. Does anyone know where it is?

Meeting adjourned at 7:55 P.M.

Beth Horton, Secretary

WHAT'S GONNA HAPPEN THIS MONTH

This month's event will be a breakfast run with the Mini Club as our hosts. We will meet at the parking lot at 32nd St. & Shea on Sunday, August 23rd at 7:00 AM. We will leave promptly at 7:30 AM and drive for approximately 20 minutes to a surprise location at a park where a pancake breakfast will be served.

Following the breakfast, we will drive to Falcon Field in Mesa where the Champlin Fighter Museum is located. There is a wonderful assortment of fully restored vintage fighter planes there from WW1 to the present. As a car club, we will be entitled to a reduced admission fee. If there is sufficient interest, we may also visit the Confederate Air Force Museum (also at Falcon Field) to (hopefully) take a peek at the B-17 bomber "Sentimental Journey", a Heinkel bomber and a couple of Canberras.

Hope to see you all there!

Mike Thomas

DIANE'S TIDBITS

A note of interest: in the July issue of the TYEE TRIUMPH CLUB newsletter, I read an article stating that Washington state exempts older vehicles from emissions inspection. If anyone is interested in reading it, I will endeavor to bring it along on our next meeting night for your perusal. Also, in the same issue is a cute synopsis by Carole Taylor of Triumphest '98 from the Passenger's Seat which, I'm sure, the gals in our Club would enjoy reading and totally agree with.

And, since I'm gleaning "tidbits" of interest from other clubs' newsletters, here's one from the August issue of the "Desert Octagon" newsletter of the Tucson British Car Register: In English pubs, ale is ordered in pints and quarts. So in old England, when patrons got unruly, the bartender would yell at them, "Settle down and mind your pints and quarts." That's where we got the expression "Mind your Ps and Qs."

From the July issue of The Triumph Tribune of Triumph Register of Southern California: an interesting article courtesy of Six Pack's "Triumph TR6" magazine Summer 1998 issue entitled:

Posidriv, Not Phillips. The article explains why those nasty little Phillips screw heads always "round out" when you try to remove them. The reason they "round out" is because they are NOT Phillips head screws, they are POSIDRIV screws. All original "plus-head" screws on British cars were, in fact, Posidriv screws. A Posidriv screw can be identified by four thin slashes that are stamped on the head of the fastener. In addition to the surface slashes there are four additional wedge-shaped cutouts located inside the opening in the head of the fastener. The Posidriv screwdriver tip is not as tapered as a Phillips tip and it has four additional wedges that fit tightly into the fastener. Therefore, if you use a Phillips screwdriver to undo a Posidriv screw, it will tend to ride out of the recess in the screw and will round the corners of both the tool tip and the screw recess. Well, knowing about Posidriv is only half the battle, the other half is getting yourself a set of Posidriv screwdrivers. After doing some searching a number of years ago, I found that Snap-On Tools had an excellent set of five Posidrivs whose tip sizes range from your smallest chrome trim screws to those big ones that are holding your door latch mechanisms on. Since Snap-On does not sell at stores, you will need to catch one of their sales trucks stopped at a repair shop, or pull up to one stopped at a traffic light and ask him to pull over (like I did!). If you have read this far, you are probably suffering from "British Car Restoration Overdose Syndrome" and you should not be left alone for long periods of time. However, if you're still feeling "frisky", go out to the garage and enjoy your new Posidriv screwdrivers!

Bill Nero.

There, you see, I really do read all those other clubs' newsletters. If you would like me to continue including similar items in future Tidbits, let me know. I will endeavor to accommodate your wishes.

CONTINUED NEXT COLUMN

TIDBITS - CONTINUED

Lastly, I want to thank Grace and Tom Pennell for their generous hospitality in hosting the pool party, delicious Barbeque (thanks to Gracie's secret beer-basting technique) and really FUN boat Regatta which followed. What a great time! We really must do it again.

Ta Ta, Diane

WHAT HAPPENED LAST MONTH

GALA REGATTA & BARBEQUE

About 30 people took advantage of the Pennell's gracious hospitality and met Saturday night, July 18, to race home built boats, eat lots of goodies and lounge in or around the pool.

Seven entries appeared for the boat race. They were:

Armand LaCasse, the Defending Champion, with his electric Chris craft

Eric Carney and his whiz-bang electric drill motor churn
Diane Carney and "Tootles" the tug boat, a foam creation with a sweater-shaver motor

John Horton and my electric \$1.59 boat

Mike and Joyce Bayne with an unusual twin propeller, rubber band motor, plus another with electric prop driven motor

Tom Pennell and his electric jet boat

Armand won again; Diane's boat went the straightest, Bayne's capsized after a good effort; my boat got outrun by Armand's; Eric's boat churned up the most air and sank. Tom's jet boat wouldn't stop running around in circles. Tom has mentioned there might be a change of rules for the next outing, something about electric motors and internal combustion motors. We will have to wait until Tom decides to give the next set of rules.

The potluck food was so good no one minded too much about their boat's placing. The club supplied chicken, bratwurst, drinks. There were salads, deserts and side dishes to satisfy anyone's taste. True to the club's tradition, we ate well again. We look forward to another regatta next year and more races.

Cheerio, John & Beth Horton



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CLASSIC-FIED ADS

FOR SALE = 1967 TR4A - needs 2nd gear synchro, front & rear gearbox oil seals. Otherwise in excellent shape.

(Publisher's note: We have photos of this car. Ask for them at the next meeting - this time they will really be there!)

Call Dean Kenney at 566-1478. (6/98)

FOR SALE = 1978 SPITFIRE 1500 engine 52,000 miles \$150.00. Shell and rolling chassis \$200.00. Transmission 4 speed \$50.00. Seats and assorted interior and electrical parts \$5.00 - \$25.00. Call Bill Hardin at 815-7789. (6/98)

FOR SALE to good home = 1971 GT-6 Red with tan interior. Nice car. Runs and looks good. Many new or reconditioned parts. Asking \$4000, but very negotiable. For more information, call Earle Williams at 939-1495. (6/98)

FOUND: A black bumper over-rider from a Spitfire in the street after the All British Car Day event. Have you lost one? If so, contact John Horton, 843-1399. (6/98)

FOR SALE = Two Spitfire seats, set of pseudo "wire wheel" covers for Spitfire, miscellaneous parts. \$100/obo for all. Call Deta Hampsch at 404-1940. (7/98)

FOR SALE = 1970 Spitfire Mk3. Great looking and running car. Gloss white, black top and interior. JVC removable face cassette deck. Extra tranny and some other parts. Asking \$3900 OBO. Call 655-0775. (6/98)

FOR SALE = Triumph 2000 sedan. No engine or tranny. Rust free! Call (520) 294-3572. (6/98)

FOR SALE = THREE TR7's - At least 2 engines and transmissions. One car modified for Ford 302 engine. Collection of spare parts including all new rubber seals. \$500 for all - you haul. Call Max at 982-0307 after 7PM (Say "MAX PICK UP" when the machine answers). Cars are in Apache Junction. (6/98)

FOR SALE = Triumphest '97 jacket patches \$2.50, hat pins \$2.00. \$1.25 shipping / handling. Call E&E Enterprises in Calimesa, CA at 909-795-5414 (7/98)

FOR SALE = 1976 Triumph, parts car. Call Mike McQueen, 602-971-7465. (8/98)



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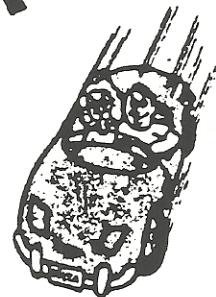
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