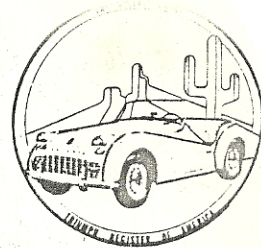


Triumph TRumpeter



OFFICIAL NEWSLETTER OF THE DESERT CENTRE — TRIUMPH REGISTER OF AMERICA

MARCH 1984

NEXT MONTHLY MEETING:

Tuesday - March 13th at Hunan Restaurant (across from Mel Clayton Ford)
1575 E. Camelback Road

The meeting time has been changed to 7:00 p.m. with dinner or socializing afterward. We hope everyone will attend the meeting and swap some TR tales, too.

THE BIG EVENT THIS MONTH

Our club will be entering the CAR SHOW sponsored by The Arizona Automotive Hobbyist Council to be held at Mesa Community College on Sunday, March 18th. The \$3.00 entry fee entitles you to a Dash Plaque and a free Pancake Breakfast in April - and, of course, entry into the car show. There will be one registration form on which to enter all cars our club wishes to enter so please contact August Lopez, our Events Chairman, 275-4868, as soon as possible if you want to enter your car. We need a minimum of 5 cars from the club to enter.

Saturday, March 17th at Mesa Community College, there will be a CAR CORRAL and anyone wishing to sell their car will find the fee of \$5.00 for two days - Saturday and Sunday - more than reasonable.

Contact August Lopez.....275-4868

NOTE:

This event will be discussed at the March 13th meeting so your attendance and comments will be appreciated. See you there.

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"My girlfriend took me for a ride in her new Triumph the other night. It's amazing how far you can go in a two-seat sports car!"

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HOT NEWS ITEMS!

All mail to the club (D.C.T.R.A.) should now go to our new Post Office Box kindly donated by the Petersons. Be sure to send all dues, changes of address, etc. to this address:

D.C.T.R.A.
P. O. Box 8062
Scottsdale, AZ 85252
Marcia Chadsey, Editor
461 W. Apache Trail
Apache Junction, AZ 85220

Any articles for the newsletter should still be sent to:

Marcia and Jim Chadsey's new phone number is: 983-0662

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TRIUMPH WORKSHOP
By Bob Schaller

Editor's Note: Bob Schaller has kindly given his permission for the reprinting of condensations and excerpts from a book written by him. These articles were in our newsletter last year, but since we have new members who have never seen them and "old" members who would like to see them again, we will be printing them with each newsletter. We hope that you enjoy them and I know we all appreciate the time and effort he has put into compiling these articles for us. So, here is the first installment of the TRIUMPH WORKSHOP.

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Since all the TR's are old enough to buy beer and vote translates to the realization that the machines have outlived their "design life" by more than ten years. Many of the parts that lived well the first ten years, after the expiration of ten more, have developed ailments never anticipated by the car's designers. They did not design the car to live forever nor could they have been expected to do so, especially since their objective was to produce a saleable product, at a definite price and on a very limited budget.

Today's situation of hundreds of TR's still alive and healthy shows how well Messrs Belgrove, Richardson and the others achieved their goal. They did far better than they ever expected, or even intended. We owe then and their design team for all that we have today. They did one thing not often done today, they designed a "repairable" contraption. We don't know if that was a design parameter or not, nor does it really matter now, but the fact that it turned out that way forms the base that all TR lovers build on.

All we can say now is "Thanks, fellas"!

That, then brings us to what there is to say about today's situation...our goal is to "keep 'em running in the grand manner of their youth". The generation who bought TR's first were mainly in their thirties at the time. Most of these pioneers are now late fifties and early sixties. In the days of dealer service and factory supplied spare parts, it was easy to do the things necessary to keep things in top shape. Many of the parts never required servicing or replacement then anyway, and now those parts are showing up as a major headache. This class of spares are obtainable today only by current manufacture, cannibalization, or substitution. This is where ingenuity is that friend indeed.

The lively souls who, today thirst after a TR in like new condition, are again, mainly the younger generation that missed out completely on the heydays of 1954-1965. So, read on, perhaps it will help you realize the potential that exists and smooth out some of the rough going on the way to putting the machine on the road in all its finery and good health.

This writers good fortune was to have been born at the right time and having the good sense (this is Hindsight speaking) to have bought a TR and keeping them almost continuously, with only brief interruptions, to the present day. We have been the full circle of rallying, racing, slaloming, restoring and general fixing almost continuously for 27 years. This chronicle will pass on some of the information that has been collected, tried and maybe prevent mistakes, provide an unorthodox solution and prevent each one from having to "reinvent the

TRIUMPH WORKSHOP (Continued)

wheel".

This will show our way of doing some things that have given success. The failures will be conveniently ignored. Others have undoubtedly developed equally successful solutions, but these fixes have had years of use and have generally proved that they accomplished their intended purposes.

First, get an original shop manual or a current reprint. This is mandatory....Desirable also is a copy of the "TR Spares Catalogue" presently available from Roadster Factory, Armaugh, Pa. Learn the names of the parts, how they fit and function. This cannot be overemphasized if you expect to understand what is said here. It is not intended that this be a substitute for the shop manual but only to supplement it. We will try to fill in some fine points and gaps. The original manual was not written for the average owner, but was intended for the professional mechanic working in the dealers service department. The skill and general knowledge of this pro was expected to be applied in the proper manner and omission of certain things and ways of doing were not outlined, by intent. Today those men are largely the "hosts of the past" and so you are on your own. Pieces that were thrown out and replaced with new then, today, MUST BE FIXED. Therein lies the whole rationale for this paper.

NEXT MONTH: BASIC TUNE-UP

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EDITOR'S NOTE:

Dave and Mary Mott sent us an article from "Autoweek" that appeared in the January 23, 1984 issue. It is "The ecstasy of agony" Living with a TR-3 was divine torture. The cost of printing (re-printing) it in the Newsletter would be prohibitive so I will bring it to the meeting where it can be passed among the members attending. By the way, the Motts said that they no longer own a Triumph, but it's plain to see that the Triumph is still in their hearts and thoughts. Grow on you, don't they? "Autoweek", "Sports Car", and "Sports Car Graphic" all have run, and still do from time to time, very interesting articles on TRs. You might pick up one from the news stand once in a while - except for "Sports Car" which is the publication of S.C.C.A. and available only to members.

Dave and Mary - Thanks! Get another Triumph! We miss you!

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PREZ NOTES

It really is heart warming and encouraging to see all the club members helping to plan club activities. The ideas for activities are pouring in and they all look exciting. In fact, several ideas have already been planned and dates have been set. Activities that are upcoming are an overnight camping trip, fishing trip, dinner and dancing, sightseeing trips, car show, plus many other activities. Remember, if you have an idea, let us know.

There has been one change in the monthly business meeting. The business portion will start at 7 p.m. sharp followed by dinner at 7:30 p.m. or whenever the meeting is over. This change will allow those people who come a long ways or just come for the meeting a chance to get home early. The monthly business meeting is the place where you can learn

(Continued)

PREZ NOTES Continued.....

about what is going on and what you can do to be part of it. The meeting is the Second Tuesday of each month at 7 p.m.

The weather is perfect for driving your TR as was evident in February's Rallye. The rallye went past Fountain Hills, then down through Care Free and Cave Creek and ending up at Lake Pleasant. It was a beautiful day for spending the day with fellow club members. It was the first "Grossner Poker Rallye". It took more than one pair or even a straight to win. It took a flush to win which was the winning hand held by Vern Zigler and Tommy Pennell.

Till we meet again, have fun, Drive your TR today-----

John

Fred Peck announced at the picnic following the Poker Run Rallye that he and his TR3A's rival for his affections, Lynn, plan to be married at a yet to be set date. Congratulations!

Some more about the Poker Run Rallye.....

Vern Zigler and Tommy Pennell won with a Spade Flush!

Tom Pennell and Gracie Pennell were second with a Straight.

And our illustrious President John Gallen was third with a pair of 5's.

And would you believe that Judy Gross who helped set up the Rallye was the only one to get lost!!!! I guess the TR6 didn't know the way after all.

Jeff Bailey's red "Proper Triumph" TR3A was not on its' best behavior and was spraying oil due to a leaking oil filter gasket. He was assisted by some of our members and followed in to where he could get more oil (at an outrageous price!) and continue the Rallye. Hope it's all fixed now.

Our Triumph Club Treasury has \$289.75 after repaying "Digger" Davitt the money he generously advanced us for the T-Shirts we had made up.

The following members DUES ARE DUE.....

Robert Johnson.....Jan. 1984

(If anyone knows where Mr. Johnson can be reached please contact the Club or Bev Peterson)

Dick & Myra Thompson.....Jan. 1984

Ed Deering.....March 1984

Ron & Holly Barela.....March 1984

Steve & Sandy Kientz.....March 1984

We would like to welcome a new member, Armand LaCasse, to our Triumph Club. Armand owns a TR3A and a Spitfire so he is a true Triumph fan. Hope we can all get to meet you at the meetings or events.

F O R S A L E

Blue 1959 TR3A
Completely Restored

Contact Bev Peterson through our Club P.O.Box (Bev & Pete are moving).