

TRiumpH TRumpeter

D. C. T. R. A.

OFFICIAL NEWSLETTER OF THE DESERT CENTER-TRIUMPH REGISTER OF AMERICA

PRESIDENT: JOHN POORE, 947-9781

NEWSLETTER: WALLY SKURDA, 951-8472

Aug 1987

MEETING:

Hunan Restaurant
1575 E. Camelback
7:00 PM

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The TRIUMPH TRUMPETER is the official
Newsletter of...

The Desert Centre
Triumph Register of America

CLUB OFFICERS

President	John Poore 947-9781
V.P. & Events	Jeff Bailey 274-9714
Secretary	Bill Sharp 966-9932
Treasurer	Gracie Pennell 951-8472
Newsletter	Wally Skurda 951-8472
Membership	Tom Pennell 951-8472
Tech Advisor	Bob Schaller 992-7969
Historian	Sherry Sharp 996-9932

Meetings are held on the 2nd Tuesday of the month
Dues are \$12.00 per year
For membership information, contact Tom Pennell - 951-8472

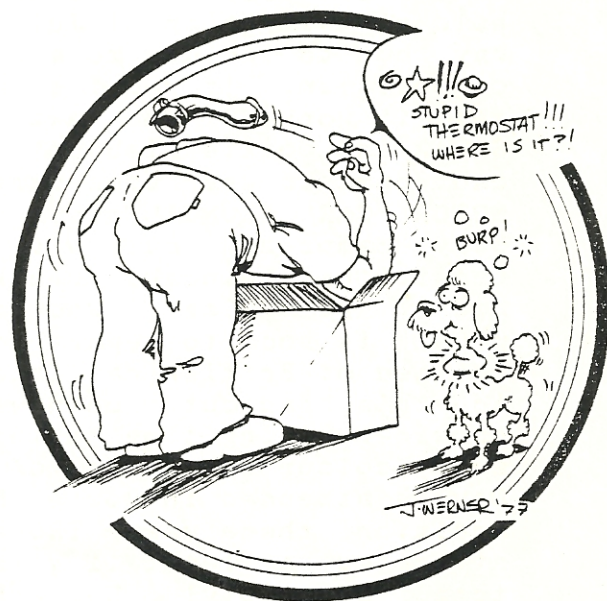
FROM THE PREZ ...

See you all when I get back!

John Poore

UPCOMING EVENTS

- August 22 Desert Party
- September Campout.
Date and location to be announced.
- October 16, 17, & 18
Need I say it?
TRIUMPHEST '87 Las Vegas
- November Open... Any Ideas?
- December Christmas Party.
Date, location, and host to be announced.



DCTRA CLUB MEETING MINUTES; 14 JULY 1987

Vice President and events chair Jeff Bailey called the meeting to order at 7:15 PM. Several visitors were welcomed to the meeting. The Treasurer's report from Gracie indicates that all the bills are paid and we are solvent, but things would be even better if everyone would buy one more six-pack cooler for each member of their family. Price of these desirable items has come to the point where Gracie says "make me an offer". The recently ordered DCTRA badges are still here. Please pick them up ASAP. The price is still \$3.00 each. The minutes of the last meeting were accepted as published in the newsletter.

In OLD BUSINESS, Digger reported on the GREAT AMERICAN RACE which came through Phoenix last month. It turns out that in addition to supplying a swell time to all who turned out to see the racers and wish them well, a Phoenix resident WON THE RACE in a 1914 Mitchell. Bob Schaller reported on his solitary trek across the continent to the national meet of the TRA. Minor problems were quickly fixed as far as the TR was involved and a meet that was characterized as a bit provincial with 70-80 TR2/TR3 cars in attendance and not much participation from distant areas were reported. Bob's Tech sessions were well received and continued for a bit longer than originally planned (as usual, eh, Bob?).

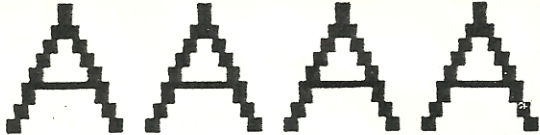
~~TRIUMPHEST 87~~ was addressed by Bill sharp and things are beginning to happen. Our registration packets will soon be sent out and we expect a gigantic response from all and sundry.

The newsletter editor reports that it's no longer fun anymore to do all the work twice plus try to meet deadlines (and that's just on his regular job). Seriously, Wally needs help. It's a BIG JOB! It has been proposed that a Newsletter Party be held at Wally's on 31 July to put the thing together in a simpler way but to include more STUFF, just not so sophisticated in the composition. If you are reading this with all my typos, you know that it worked. The next order of business was the pool party at Check and Dottie Liebich's house on the 18th of July. All were cautioned to wear some sort of suit. In other business, BRITISH MOTOR CAR COUNCIL seems to be off for the Summer according to Gary Hampsch, but will return in the Fall with the now traditional pancake breakfast -- well, we had one last year, didn't we? Gary, who has headed the council for the last year plus, is soon to depart for a foreign shore which is a veritable hot bed of British car interest and ownership, namely JAPAN! Due to this sad but true news, BMCC needs a new leader. Please consider giving time to this worthy group. Sam Conklin (with the able colour commentary of wife Peg) reported on the British Car Day he attended in Bowie, MD. Seems some 600 cars showed up! In addition, there was a TR8 meet in the area at the same time which attracted at least 11 great looking cars. Must be 80% of the total US supply! Bob Schaller then told us that the people at Roadster Factory are attempting to calculate the total number of

their mugs that have been given away in the years that they have been in business. Final figures are not yet in, but it is estimated that 250,000 have found new homes since the beginning, about five for every TRIUMPH built! Bob Morey alerted us that Handicapped Scouts had contacted him with regard to future sponsorship of the Rallye held in February. It is possible that the BMCC will do it but they would like a commitment from someone. Tom Pennell gave his patented membership pitch (it must work, look how many of us there are) and received a nice round of applause. He also reminded the members that the August event is the NIGHT DESERT BBQ! This is of course a sacred event at which several virgins are sacrificed, etc., and we hope you all can attend. Seriously, it is about the most fun you can have while driving a Triumph and/or eating. It's on 22 August. Be there. Bob Schaller thanked all the people that helped to prepare his car for the journey back east. It was noted that even on a mid-Summer night, we had 42 members and guests present, so we gave ourselves a hand. Jeff adjourned the meeting at 8:27.

Respectfully submitted, yrthflsrvt, W.P Sharp.





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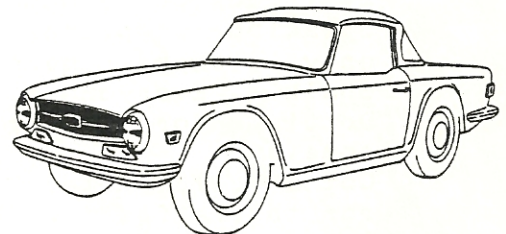
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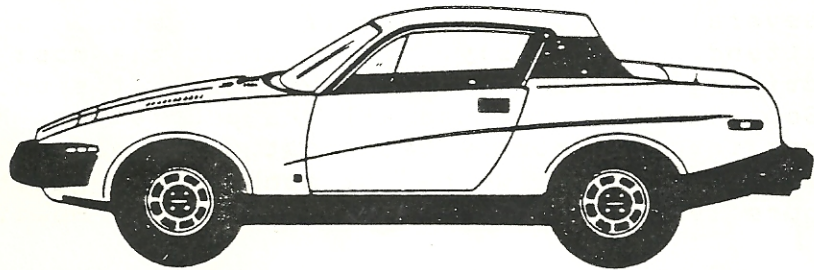
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FROM THE EDITOR. . . Wally Skurda

I am in the state of shock. The newsletter is all finished and we still have days to go. In fact, the whole thing only took one evening. You should have seen it. . . Dottie's fingers flashing across the computer keyboard. Veronica, Dave, and Bob swimming through the stacks of past issues looking for artwork. Tom taking over for Dottie when her green eyeshade fogged over from the perspiration on her brow. Gracie cutting and pasting ads for the display ad section. I would have helped more but my fingers got glued together with some of that spray can stuff. I finally got them unstuck when the front page was done. But so was the rest of the newsletter, so I really didn't have much to do. Thanks for all the help, gang. Next month I will supply some of my famous prune munchies.

Speaking of prunes. The pool party was a great success. The only disappointment was the guy who brought his cue and blue chalk. Everyone else had a great time. Thanks again, Chuck and Dottie, for having the DCTRA party animals invade your lovely home.

Got a last minute, PANIC call from Sherri Sharp. She needs stuff for the raffle for TRIUMPHEST. Get out there and BEG!

Digger won the award for being the first to register for the Vegas shindig.

Don't forget to make plans for the desert night bar-b-que thing. Pennell make me put that in this piece because he and Gracie won't be at the meeting this month and he spent an awful lot of time drawing the map to get there. Besides, this is his computer and if I didn't mention the desert thing I would have to write all this all out longhand. That's it for now. See you at the meeting.

Recently there have been several inquiries from people in the East concerning adjusting valves and the merits or other wise of using a dial indicator to measure lash and how to set up to accomplish this. The following is a letter returned to a fellow in Pennsylvania last week and should be of general interest.

When the face of the rocker has a worn indentation at point of contact with the valve stem, an indicator is the best method of adjusting. Using a feeler guage will bridge the worn spot and give a false feel and excess of clearance results, whereas the indicator measures the actual travel, when correctly set up.

Using a "Last Word" type indicator mounted on a magnetic base that has a fine screw adjuster is a convenient setup.

The "book" gives proper settings of .010 to .012. Since TR's are noted for valve lash DECREASING with use, I prefer to set valves on the loose end of the tolerance. I have never been able to detect any performance differences whether set tight or loose. Perhaps a dynamometer test would show some but there are too many variables that enter road testing that have far more leverage on performance than valve settings.

An indicator can lead you down the primrose path though if not handled properly.

1. Place the ball end of the indicator probe directly over the centerline of the valve stem.

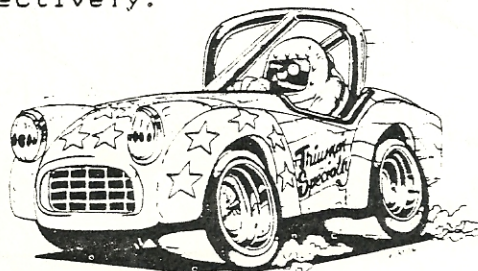
2. The probe pivots on an axis that MUST BE PARALLEL to the head surface. i.e. perpendicular to the axis of the valve stem!!!

3. The magnetic base should have a stable mounting place and be "solid".

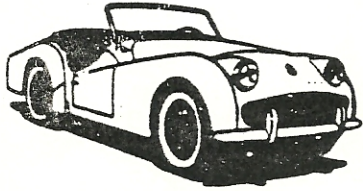
DON'T OVERTIGHTEN THE JAM NUTS! 15 ft/lbs is plenty. The threads can be stretched making further adjustment difficult and can lead to broken adjuster in service.

Quite often, one tappet will be noisier than the rest. Trying to adjust out the noise by tightening the setting is usually false reasoning. Excess noise is usually the fault of worn rocker shaft bushings, cam lobe, or bent pushrod. Triumph didn't seem to care too much about rattly valves. One cure is an aluminum valve cover to hide it.

If a TR 4 Banger valve noise gets TOO quiet then valves should be checked. As noted above the valves tend to work to lessen the clearance and when they get too quiet you probably will find minimum or no clearance. This burns exhaust valve quite effectively.



Bob Schaller



EVENT

ATTENTION, NOSTALGIA BUFFS!
(But aren't we all?)

RE-LIVE THE 60's!!

D.C.T.R.A.
presents the ~~first~~ annual
SECOND

NIGHT DESERT BAR-B-QUE

-A cookout in the tradition of sports car clubs of the past-
SATURDAY NIGHT, AUGUST 22, 1987 AT DUSK

Way back when our TR's were in current production and Phoenix was a hot-bed of sports car activity, the Four Cylinder Club spent many pleasant evenings in the desert North of Phoenix, enjoying good food and good friends. The summer nights were perfect for a drive into the hinterlands.

Today, the hinterlands are farther away, but the summer nights are just as inviting. DCTRA's members have restored their TR's to DRIVE, not to just look at. Climb into your machine, strap a couple of chairs onto the trunk (whoops) BOOT lid and join us in a re-creation of those fine times of 25 years ago.

- WHAT TO BRING -

Steaks, Hamburgers, Hot Dogs to grill
(Club will provide charcoal and grill)
Cooler full of whatever you like to drink
Jacket or sweater (it's cool at night in the desert)
Lawn Chairs
Guitars, harmonicas, etc.

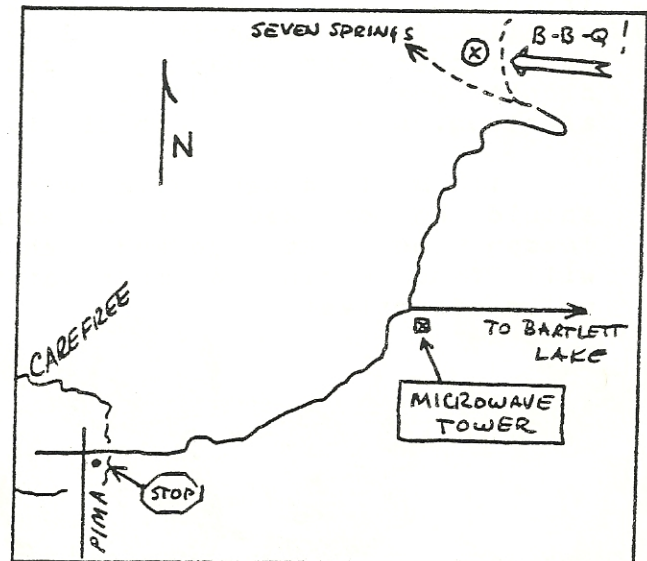
- WHAT NOT TO BRING -

Ghetto Blasters (they didn't exist back then)
Pets

- HOW TO GET THERE -

1. Take PIMA ROAD North to Carefree.
2. Turn RIGHT at STOP toward Bartlett Lake.
3. Continue STRAIGHT at the Bartlett Lake turnoff toward Seven Springs.
4. Turn RIGHT at the first opportunity after the pavement ends.
5. Park in the level area to the LEFT just after the crest of the hill.

THIS IS A WONDERFUL ROAD FOR TR-ING.
HAVE FUN, BUT DRIVE CAREFULLY.



CLASSIC-FIED ADS

FREE...FREE.. Personal ads are free for paid-up members!

FOR SALE: '67 Spitfire MkII parts. windscreen frame, hood frame, rough body, straight chassis, Dellorto carb/manifold for 1147. Call John at 271-4174 days.

FOR SALE: '71 Spitfire MkIV. Complete 1296 eng., parts for 1200 eng.; elec., carb and body parts. 1147 race-ready engine. Need to sell this stuff. Jim Chadsey, 256-3591 or 983-1916.

FOR SALE: '65 Spitfire, restored/new top/new glass/new tan interior/new yellow exterior. Schaller engine and carbs, elec. fuel pump. Good brakes. \$2300.00 Call 971-9175 eves.

FOR SALE: '68 TR4A IRS Yellow w/black int. Many extras. 64K miles, AZ car. Lots of new stuff. Ken Milward 493-9782

FOR SALE: '74 TR6 Yellow, Fact. air, Fact. hardtop. Jack 836-7859

FOR SALE: '63 TR3B Hrd/soft tops. No serious rust. 1-459-0491 days, 1-538-3364 eves. Jim O'Neil, Sierra Vista

FOR SALE: '66 Triumph T100 Desert bike. \$600 John 943-9563

FOR SALE: '66 Spitfire MkII, nice car. \$1800 Gary, 867-8413

FOR SALE: Manuals, Parts & misc. HAYNES owner/workshop TR5, TR250 & TR6, '67 on \$7.50; AUTOPRESS Workshop TR5, TR250 & TR6, '67-'72 \$6.00; ROVER 2000 Fact. Workshop, '65 & TC/Auto trans supp '68 \$25.00 pr. TR250 magnetic alum. gas cap \$25. Comm'l fire extinguishers; ANSUL drychem re-chg. #10 B&C \$25. #30 A-B-C \$50. Call Bruce Barth 247-6241

FOR SALE: Very pampered TR8. 46K miles. Mech. great, needs minor interior work. New cloth top, car cover. \$5500.00 Call Penny 258-3561 days or 944-1356 after 6.

FOR SALE: TR7 parts: 5-spd trans \$575. 3 short blocks \$100/ea. 1 good head \$375. Dual Zenith carbs \$150. Starter \$40. S.U. Carb set \$150. Doors, trunk lids, many small parts. John Horton 843-1399 after 6pm.

FOR SALE: '59 TR3A restored. White w/red. new top, rebuilt engine. Must see. \$4200.00 OBO. 979-2152 Clyde Gray

WANTED: 1147 Spitfire cylinder head; '67 MkIII seats; '67 Jaeger speedo; MkIII conv. top/frame Call John 271-4174 days, 943-9563 eves.

WANTED: American Mag wheels for GT6, 13x5" similar to MiniLite; rear badge bar for GT6. Steve Smith, 2920 Webster, Las Vegas NV 89030. Phone: (702) 399-0089