



# 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

## OCTOBER 1987

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MEETING: OCTOBER 13, 1987 @ 7 PM  
HUNAN RESTAURANT  
1575 E. CAMELBACK  
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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	966-9932

Meetings are held on the Second Tuesday of each month.

Dues are \$12.00 per year

For membership information, contact Tom Pennell at 951-8472

## TRIUMPH

### COMING EVENTS

OCTOBER 15-18  
TRIUMPHEST '87  
LAS VEGAS

Details inside cover

November 14-15  
AUTORAMA '87

PHOENIX MUNI STADIUM

Details inside

### RANDOLPH RIDES AGAIN

Dear Dave:

Truly enjoyed your letter. I get so few of them these days.

But something must be awry and clouding your normally bright outlook on life. I'm not obsessed with registration numbers, you are.

In a first class club such as ours, our records should be first class. Don't you agree? After all, when you filled out an application to join your club, you were asked to provide the registration number of your TR3. Have you done it yet?

I am looking forward to seeing a new club roster, but not until after TRIUMPHEST '87. I wonder how many 'xxxx's will still be listed. I sincerely hope, Dave, that yours is not one of them.

Sincerely,  
Toungue-in-cheek;  
Order of the Fan Belt

Randolph, etc.

# DCTRA's TRIP TO TRIUMPHEST '87 -- LAS VEGAS

By Digger Davitt

There will be several convoys (and some lonesome singles) heading to Las Vegas on Thursday and Friday (October 15th and 16th). The route is rather direct: Phoenix to Las Vegas via US 93. Distance is approximately 285 miles, according to Rand McNally. Driving time is estimated at

6 hours, 20 minutes (assuming 55 MPH).

Departure time Thursday is 10 A.M.; Friday's caravans leave at 9 A.M. and 9:30 A.M. (The beer party Friday starts at 4 P.M.)

Rendezvous point is the K-Mart parking lot at the Southwest corner of Grand and 85th Avenues. For those late risers who miss breakfast there is a Dunkin' Donuts, McDonald's and Baskin-Robbins in the area (See MAP #1).

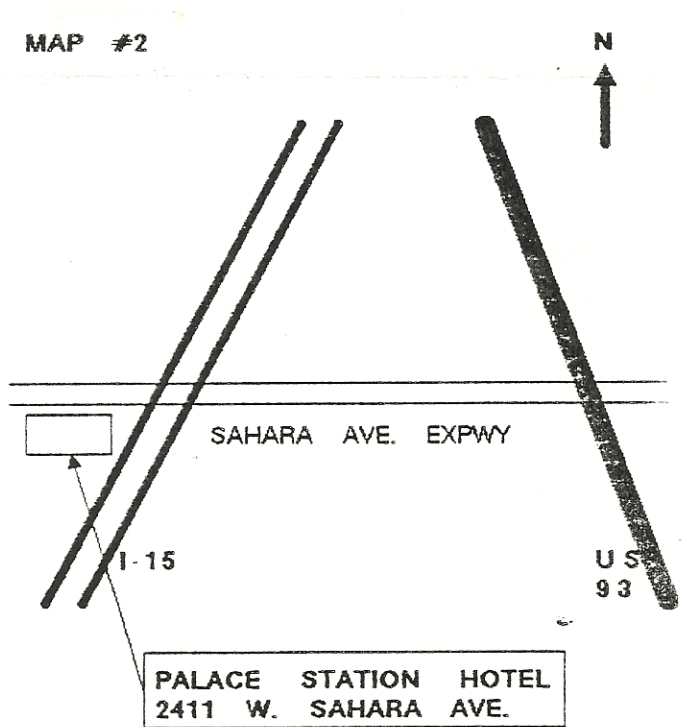
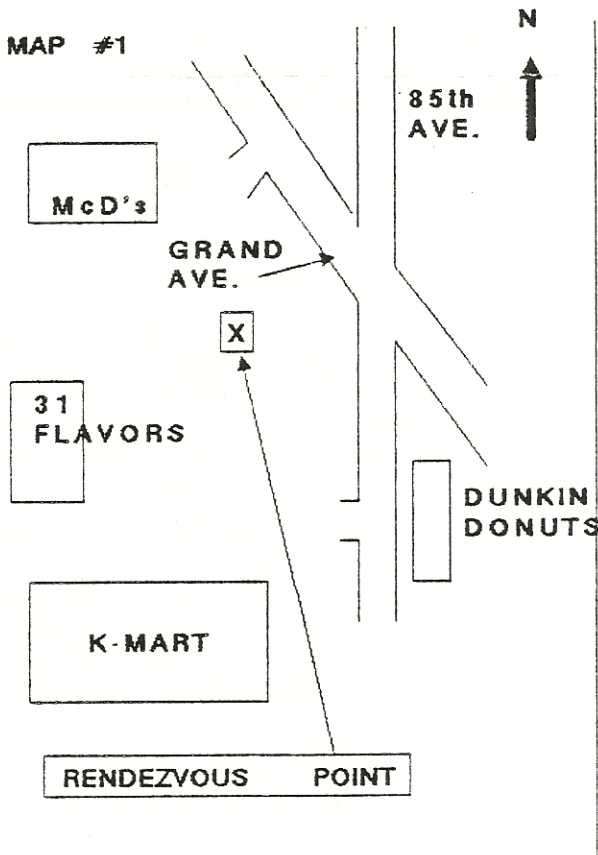
Legs and suggested rest stops are:

- Rendezvous - Wickenburg 40 miles

- Wickenburg - Wikeup 78 miles
- Wikeup - Kingman 51 miles
- Kingman - Boulder City 83 miles
- Boulder City - Las Vegas 19 miles

For the route from US 93 to the Palace Station Hotel see MAP #2.

The return trip will use the same route and rest stops (in reverse) with one suggested change. Depart the hotel via Nevada routes 147 and 166 to drive through the Lake Mead National Recreation area and join US 93 West of Boulder City.



FROM THE  
PREZ.....

Do you realize that it is less than thirty days until "Triumphest"? All I can say is that Bill Sharp and the rest of the Triumphest committee have worked some near miracles. Digger now has a phone growing to his ear, Tom and Gracie seem to have an insurmountable task to get everyone registered, Bob Morey is out roping judges and Bev Peterson is running around with

the biggest bunch of raffle tickets I have ever seen. With a lot of work from the entire committee a seemingly impossible task is coming together. I do have one comment though, Digger, I know you think you have a lock on the derelict trophy, but I hear there is a car out of California that may give you a real challenge. Another thought is that Dave Hanson had better get with that steering conversion and reassemble his car. I would hate to see him in Las Vegas and his car in Bob Schaller's backyard.

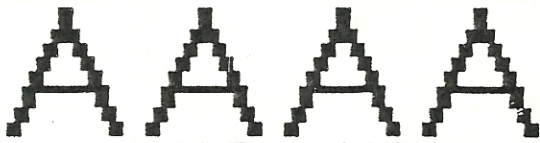
For those of you that have not signed up as yet, you

really should get that done because this party ("Triumphest") is getting better every day.

I know there are a lot of things that should be covered in here but as you probably know, I was out of town for two meetings and Jeff Bailey came and drug me back. One interesting thing I did learn while I was gone is that there are some beautiful TR6s in British Columbia, but one guy did ask me if we really had TR3s down here without rust. So I invited him to Triumphest.

John



  
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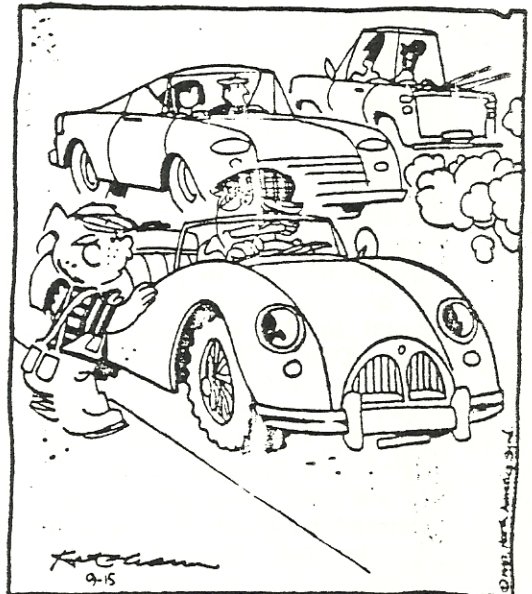
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DENNIS THE MENACE By Ketcham



"THAT'S CUTE. WHAT KIND OF CAR WILL IT BE WHEN IT GROWS UP?"

## MINUTES FOR THE DCTRA MEETING, 8 SEPT. 1987

President John Poore called the meeting to order at 7:07 PM. Visitors and new members were welcomed including Chuck Kendall who led a discussion of vintage racing as an activity of the club and/or the auto enthusiast community at large in the valley. Jim Midland of Delta MotorSports was introduced as a member of the Paradise Village Lions Club and suggested as the DCTRA November event the AUTORAMA to be sponsored by the Lions Clubs at Phoenix Muni Stadium on 14-15 Nov. If we wish, a Triumph Car Corral can be set aside and Marque trophies awarded. The show will run 9-5 on Saturday and 9-3 Sun. Cost is \$10 per display if there is no judging and \$15 per car if they judge us. In addition, swap spaces will be available at \$15 for 1/2 a space, \$30 for a whole one. It was decided that the Lions Autorama would make a good event for November. Further discussion and decision at our Oct. meeting. The report for the Chancellor of the Exchequer indicated that Triumphest is, at this time, paying as it goes. There are, however, bits of DCTRA regalia that need selling, such as T-shirts \$7 ea, 2 for \$15, and Six Pack Coolers at \$8 ea plus \$1 for a blue ice cooler. At this point in the meeting, member David Henderson offered to buy and pay for all the coolers available at the meeting at the full retail price and then to allow them to be auctioned off by Tom Pennell with the proceeds to go to the Club Treasury.

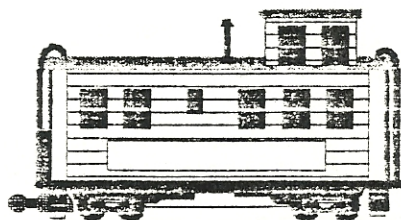
Gracie jumped on him like a duck on a June Bug and got a check and the auction began. It was difficult to follow all the ins and outs, so fast and furious was the action, but it seems that there are a contingent that would bid up to or over \$10 per cooler and another group who felt that \$5 a pop was fair. They were both right and all the coolers sold in record time. Thanks, David! Gracie can tell us what the actual cash infusion was at the next meet. Jeff Bailey then gave a report as Events Chair for 87 and reminded us that the October event is Triumphest, the November is to be the Autorama, and the traditional December event is the fabulous Christmas Party! Apparently, at that point, everything went dim for Jeff, because he was manipulated into hosting the party at his house! Fantastic, Jeff. As a fiduciary, you make a much better Holiday Host! Thanks for the invitation, we'll all be there! Details follow in a subsequent Newsletter. The Sept. event, not to be ignored, was the Camp Out at Canyon Creek organized by Armand LaCasse for 19-20 Sept. Hope all had a swell time. Wally then reminded us to contact him if our classified ads in the newsletter are no longer valid.

Bob Schaller reminded us of how 'old' sports car people show up at strange times and places and then issued a challenge to the membership. Excluding those people to whom he had already talked, and you and he know who you are, Bob offers a case of oil to the first person that can tell him the name, make and model of the last TRUE roadster produced in America. To aid in your cogitation, the definition of roadster is an auto with side curtains and a manually

operated top. Bob also told us that Roadster Factory will be the British Leyland Heritage dealer for all of the USA very soon and that their presence at T-fest will be unprecedented. Tom Pennell then offered free Special Interest Car Parts Catalogs to anyone who has an interest. It seems they sent him 50 for distribution. Digger gave us information on the Governor's Cup Rally. It runs from Prescott to Grand Canyon and is for autos built in 1961 and before. At this point, the proceedings were dominated by a Triumphest 87 report indicating that progress is being made, but that registration is a bit slow, 28 paid up at the start of the meeting. This has begun to change with nearly 80 registrants reported toward the end of the month. The events to be hosted by DCTRA are well in hand, with resources within the club membership offered to cover specific needs. Judging clinics for Funcours Judges will be held at Bob Morey's house on two separate occasions to prepare everyone to give our entrants a fair innings. When Bob calls you for help, please say YES. It will be fun, not too hard, and will give you a better understanding of your own car. Thanks. The meeting was adjourned at 8:30 PM and more serious business was addressed in the lounge until all were removed by our host, Mr. Lee.

Respectfully submitted,

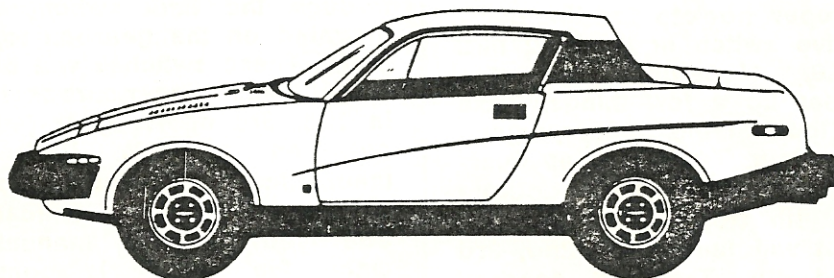
*yrthllsvnt, W. P. Sharp*



**TR8****STAG**

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### JUDGING CLINIC A ROUSING SUCCESS

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*By Bob Morey*

The first of two judging clinics for those folks who have so graciously accepted to judge the Funcours at Triumphest 87 was staged on September 26, at Bob Morey's house. A dozen people had the opportunity to do some practice judging on two of the Triumphs that were there (the Sharps' Stag and the Chandlers' TR6 - and we won't reveal the points), and then discuss

the reasons they had given the cars high or low scores in each category.

Those in attendance felt more confident in their ability to judge the Triumphs fairly by the time the session ended at noon. Although many commented that it was a very informative session, Bob, the Funcours event chairman, claims not to have contributed to the body of knowledge that was there. He just provided the coffee and donuts, and let the judges learn from one another by open discussion.

Another session is scheduled for Saturday, October 10, again at the Morey residence (3108 East Whitton in Phoenix). Time will be from 10 to noon. All

persons who have indicated they will help judge the Funcours are encouraged to attend, especially those who were not able to attend the first session. Also, if you have not been called and asked to help judge, but are available and would like to, call Bob at 956-1471, or simply show up on Saturday the 10th for the judging clinic.

Bob says that more judges are needed. The response to his phone solicitations has been good, but he hasn't called as many people as he'd like. Something about finding the time to prepare his own TR250 for the Funcours!

# THOSE OVERDRIVE BLUES

By Tom Pennell

There seems to be a lot of confusion over the proper hookup for the overdrive switch in the TR2 thru TR6. Hopefully, we can clear up a few things. Take a look at the accompanying diagram. TR2's had an overdrive which would operate on 4th (top) gear only, the rest will function in 2nd, 3rd and 4th. The TR2 gearbox has only ONE switch on the top plate, the TR3 thru TR6 have TWO. Actually, TR6's have THREE switches, but one of them is for the back-up lights.

The thing works as follows: Battery voltage is supplied to the overdrive relay through the dashboard switch to terminal W1. There is also a 'hot' wire con-

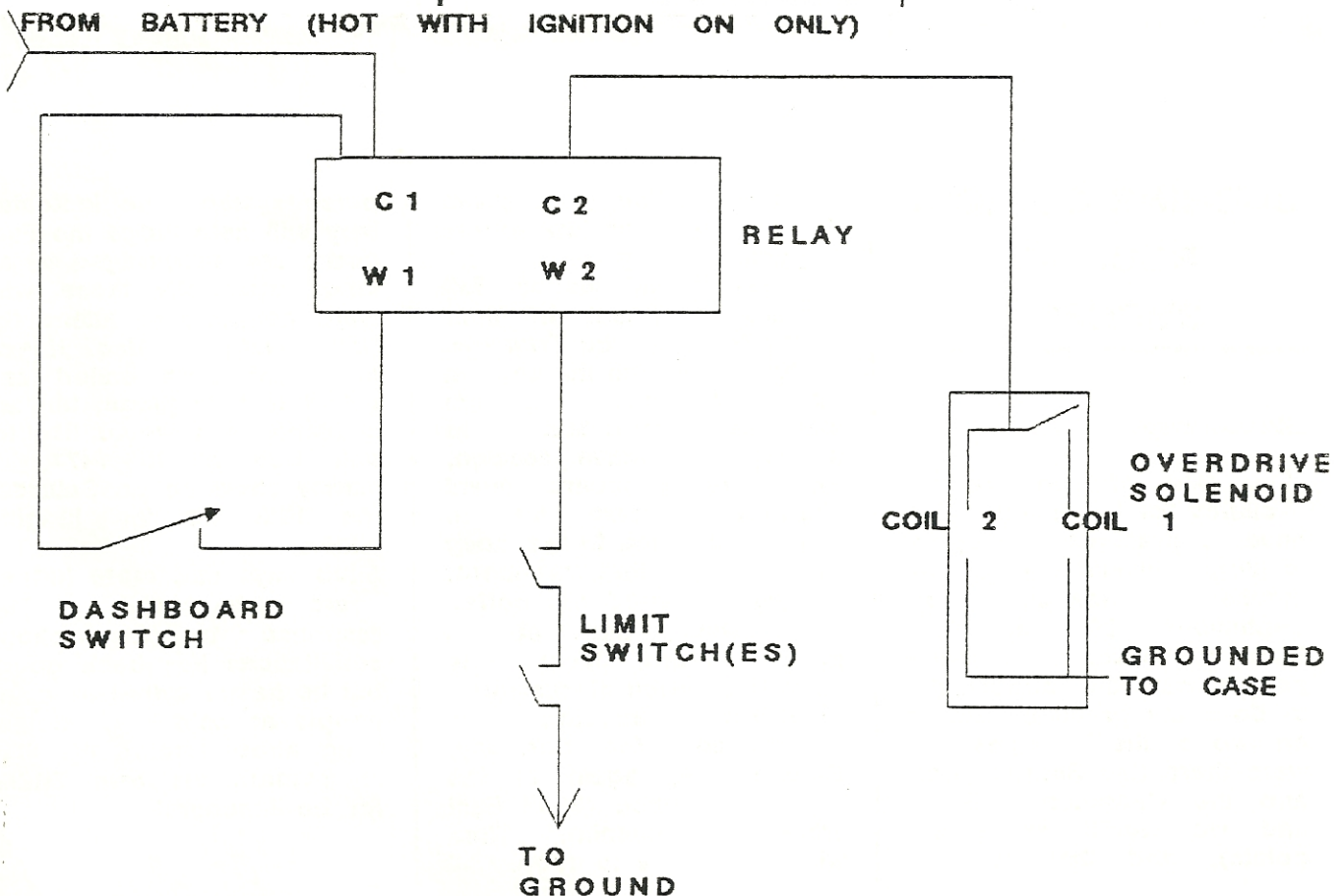
nected to relay terminal C1. When the switch is ON, battery voltage goes to W1, through the relay coil and out through terminal W2. This terminal must find GROUND for the relay to 'pick' (energize). The W2 terminal finds its GROUND through the limit switch(es) mounted on the gearbox top plate. These switches will be closed when the gearbox is in 2nd, 3rd or 4th gear (4th only on a TR2). Proper mechanical adjustment of these switches is critical. See your service manual. Once the circuit is complete, the relay comes up and connects terminals C1 and C2. The wire attached to C2 goes to the overdrive solenoid. There are two coils inside the solenoid. Both coils are used to provide a strong initial pull to operate the valve inside the gearbox, only one is required to hold the solenoid in the energized position. There is a small contact in-

side the solenoid that cuts out the 'pick' coil after the initial pull.

Why do you suppose Triumph went to all this trouble when they could have just connected the dashboard switch directly through the limit switches and then to the solenoid? The reason is that the solenoid requires a large current for its initial pick, and the dashboard and limit switch contacts are too small to carry the load.

If you need a new relay, ask for Lucas part number SRB 111 (\$17.76) at Delta MotorSports, 2724 E. Bell Rd., phone 265-8026.

Words of caution: The overdrive unit WILL BE DESTROYED if you back up while it is engaged. That's why it is VERY IMPORTANT to have it wired correctly and to have all the mechanical adjustments in the proper place. Get it right and have fun.



## 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: '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: 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: TR2, and 3A (both in need of restoration) and some TR4 parts. Call Pete Peterson. 581-9733.

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 MkII seats; '67 Jaeger speedo; MkII 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

FOR SALE: This is all \*NEW\* merchandise, ordered but unclaimed, except as noted:

1 pair AMCO Windwings TR 2-3-4  
1 pair Spitfire 1500 Front Brake Rotors  
1 (Used but excellent) Spitfire Mk 1,2,3 wiring harness  
2 Lucas european headlamps (1 new, 1 used)  
1 TR3-4 Polished Aluminum valve cover  
8 48-spoke wire wheels - mostly good  
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Numerous knockoff nuts, mostly 2-eared, mostly good - Giveaway prices

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Gas tanks, TR3A

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