

TRiumpH TRumpeter

TS46505

D. C. T. R. A.

OFFICIAL NEWSLETTER OF THE DESERT CENTER-TRIUMPH REGISTER OF AMERICA

JUNE 1988

MEETING: JUNE 14, 1988
THE HUNAN RESTAURANT
1575 E. CAMELBACK @ 7 PM.

The TRIUMPH TRUMPETER is the official newsletter of:

The Desert Centre
Triumph Register of America

CLUB OFFICERS

President	Bill Sharp	966-9932
V.P. & Events	Armand LaCasse	968-5639
Secretary	Mary Poore	947-9781
Treasurer	Bob Morey	956-1471
Newsletter	Chuck Liebich	998-0657
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

SPECIAL NOTICE

As a courtesy to your fellow Club members, PLEASE wear your name badge to meetings and other events.

COMING EVENTS

June 18
WESTERN NIGHT
Details inside

July 16
POOL PARTY/PIG ROAST
Details Next Month

August 11/14
VTR NATIONAL-DALLAS
Details in July Newsletter

August 13/14
OVERNIGHT CAMPING TRIP
Details in July Newsletter

BPW

"BILL'S BANTER"

FROM THE PREZ

The piece this month will probably be mercifully short, what with being written on Memorial Day in the wake of an incredible weekend of blood, sweat and tears in the trenches of lawn sprinkler design and installation, and with another staring me in the face. This kind of hassle on a project brings to mind other, more relaxed times--like last weekend when as many DCTRA folks and their cars made it to Tucson as Possible for R&R and Digger's 39th annual 39th Birthday celebration. (almost). Anyway, something happened during that weekend that would drive a lesser man to plot get rich schemes with full page ads in all the special interest pubs and weekly papers on how-to-do-it. Basically, I got sick on the way down and have discovered a way to write off on our State and Federal income taxes ALL expenses incurred in owning and operating a Triumph! Not a bad weekend's work, eh? Especially for a sick guy. Now, before I got selfless and patriotic and started to take an occasional office or do a bit of work for dear old DCTRA, I probably would have SOLD all of you this idea. BUT, seeing as you are who you are, and I'm who I am, and all that stuff, here's the idea. I said I got sick on the way down. Too true. By the Coolidge cut-off, I was so overcome with allergy symptoms that I had to turn over the driving to Sherry so we'd get to Tucson shiny side up! The farther we went, the worse it got until I was ready to go home except home was farther away than the hotel. I may have neglected to note that, due to parts for the Stag still being enroute, we drove my Aunt's Chevy. As it turned out, I'm allergic to the Damned thing! Or I think so. Or to something in its A/C or vent system. Or whatever. It doesn't really matter, because here's the kicker; when I rode in Armand's Spit, I got well. When I stood near Tom's TR3, I felt better. When I saw Virgil and Marlene's 250, my congestion fairly disappeared! So, when Phil fixed me up with an interim solution to my runny nose, he could just as well have cured me by writing me a prescription for a Triumph! Any Triumph! The Triumph of my choice! And I would have gotten well! So, if Phil or another enlightened soul with a bonified MD will cooperate, we can all write off our little habit because they allow you to do that with the stuff you gotta buy to get well or to stay that way! So waddya day, Phil? I think we can maybe talk about free DCTRA

dues for life if it sounds as good to you as it does to the rest of us. And I thought allergies were a curse! It just goes to show you. Lemonade beats sour grapes any old day. Keep Triumphant!

yrthflsrvt

Bill Sharp

"MARY'S MINUTES"

DCTRA MAY MEETING

The monthly meeting of DCTRA was called to order by President Bill Sharp on May 10, 1988 at 7:06 p.m. The minutes of the April meeting were approved as printed in the Newsletter.

Armand LaCasse, Vice-President and Events Chairman, asked Marilyn Larson to give the club the information concerning the overnight trip to Tucson (May's event). Rooms will be at the Inn Suites in Tucson. A rundown was given on some of the sights that could be enjoyed on this trip. Marilyn stated that we needed more people to sign up. The June event will be a Western Night dinner. Veronica Wright is in charge of scheduling. More information at next month's meeting. Triumphfest '88 will be held in San Jose, CA Sept. 29-Oct. 2, 1988. A new membership list was included in the May Newsletter. Tom Pennell, Membership Chairman, noted that any who have not paid their dues for this year will be dropped from the roster. Bill Sharp has a copy of a factory TR250 supplement and anyone who wanted to could make a copy of it. Historian Sherry Sharp asked for any pictures to go in the club scrapbooks. British Car Council has recessed for the summer. They should start up again in September. Tom Pennell gave a report on the Eloy race, which was a very big success.

It has been suggested that the club have a small badge made that can be placed on the windshield of our cars to identify the cars as belonging to club members. We could use the club logo and make them about 1-1/2" in size. Wally will check into the materials to use and the cost for 500. Current club members would be given a badge and one would be presented to new members when they join. The meeting was adjourned at 7:40 p.m. by President Bill Sharp.

Mary Poore

CALENDAR OF EVENTS FOR 1988

The following list of events is presently anticipated by our Events Chairman Armand La-Casse. Also see 'Armand's Agenda' column with details of these events, changes that may occur for various reasons, and additional happenings of interest to our membership.

ED.

1988 CALENDAR

June 14	7 PM Meeting
June 18	Western Night
July 12	7 PM Meeting
July 16	Pool Party
Aug. 9	7 PM Meeting
Aug. 11/14	VTR National-Dallas
Aug. 13/14	Overnight Camping
Sept. 13	7 PM Meeting
Sept. 17	Desert BBQ
Oct. 11	7 PM Meeting
Sept. 29/Oct. 2	Triumphest
Nov. 8	7 PM Meeting
Nov. 12	White Tank Mts. Picnic
Dec. 13	7 PM Meeting
Dec. 17	Christmas Party
Dec. 31	New Year's Party
Jan. 8 '89	Champagne Brunch
Feb. 14 '89	7 PM Meeting
Feb. 27 '89	ASRA Vintage Car Race

'ARMAND'S AGENDA' WHAT'S HAPPENING SOON

• WESTERN NIGHT

Saturday, June 18, 1988

Enjoy Barbecued Chicken With the Club

The dinner is at Chaps Rib's & Whiskey in the Town & Country shopping center (20th St. and Camelback 957-1796), in the patio out back. Cocktails at 6:00 PM and dinner at 7:00 PM. The spread is: chicken, soup or salad, french fries or baked beans, cornbread and honey butter, coffee or iced tea. Price of \$11.70 includes tip and tax. Dessert is 'extra' if you have room: apple pie (in crock) \$2.95, cheese cake \$2.50, ice cream \$1.50. I will collect names of those attending and the money at the June meeting. Hope to see you there. Call me if you need to. 971-4756 (home).

Veronica Wright (for Armand)

WARNING

Several months ago the local discount auto parts store was out of Champion spark plugs for my TR3 and recommended Nippondenso plug #W20FP-U as a replacement. I purchased and installed these plugs with no difficulty. About one month later while adjusting the timing I decided to do a compression test. When reinstalling the spark plugs, they would not tighten as required. Removal and inspection revealed that the diameter of the threaded area was slightly less than the Champion plugs. The threads in the spark plug holes were damaged, but not beyond use. These undersized plugs were replaced with the proper plugs with no further problems. BE AWARE!

Chuck Liebich

'CHUCK'S CHATTER'

FROM THE EDITOR

Well, I've done it again--there's a TR6 back in Chuck's life. Seems the previous owner needed a compact pickup worse than the Six, so--his needs are met with my old Courier and I'm again enjoying Arizona evenings in ways the truck could never fulfill. Family complaints faded after a few trips to the store with the top down. Why do trips to the store always take longer in a Triumph?

The first weekend after our Six acquisition was filled with repair projects. First, two universals were replaced in the rear axle shafts. Next, the defective Lucas alternator was replaced with a Toyota 'lifetime guarantee' unit (sorry, Randolph). An aftermarket steering wheel was replaced with the proper 'real thing (happy, Randolph?). A hood latch exchange, installation of proper voltage gauge, tachometer cleaning, and we're now fully enjoying our TR6.

Now we can proceed with the restoration of the TR3 and still have the enjoyment of the Six. Is this what is meant by having your cake and eating it too?

Chuck Liebich

RANDOLPH -- ARE YOU LISTENING?

WHAT IS OUR HOBBY ANYWAY?

Although I am generally appreciative of Randolph's commentary, I think that he (she?) went a bit too far last month. While previous rantings and ravings were taken lightly, the TR7 engine swap issue seems to have offended a member or two or three.

Most of us are car people. We like to tinker. We are dyed-in-the-wool TRIUMPH enthusiasts. Would we put a V-8 in a TR3? Probably not. (for one thing, it really won't fit. I've seen attempts.) Would we surgerize the TR7? You bet. For one thing, the TR7 was originally designed to be the TR8, but an engine-supply problem forced Triumph to slap in the 4-cylinder as a stopgap. It was a lousy engine. Even Bob Tullius would tell you that. He didn't campaign a TR7 for very long. The Group 44 TR8 predated the production version.

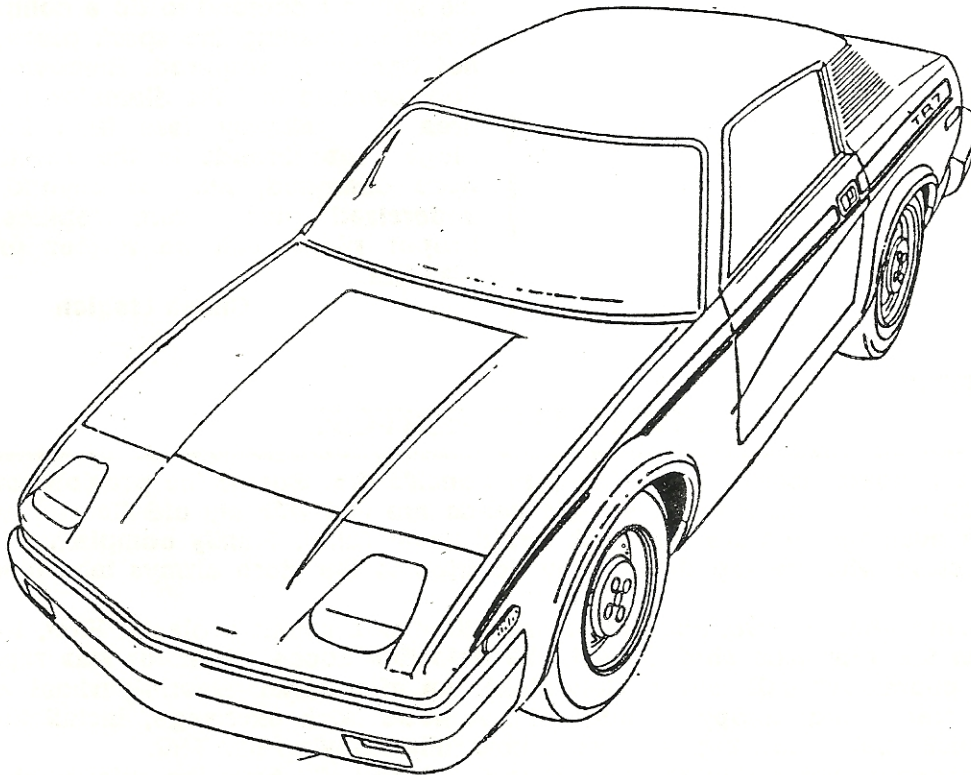
Satch Carlson of AutoWeek said it best just a couple of weeks ago while going on about

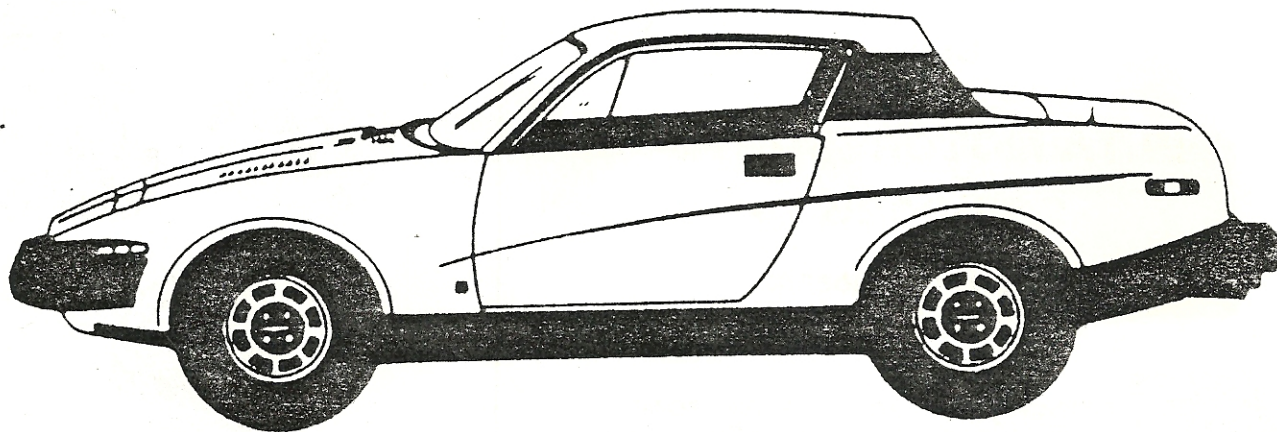
old British cars. As he pointed out, once the owner decides to "restore", he is faced with a decision. Does he want it original, or does he want it to work?

There is still one basic question burning in my mind. Are we (DCTRA and the National Org's) really interested in preserving the cars? In the case of the 2, 3 and 4, I would say yes. I really feel that the organizations are far more interested in preserving the LIFESTYLE that the 2-seaters represented.

To that end, I say that equipping a TR7 with modern horsepower and conveniences is well within the boundaries of what we are trying to do. Let's not lose sight of the fact that our club exists to serve the needs of the enthusiast. Some of those enthusiasts ENJOY swapping engines and IMPROVING on the original. There is great joy in making YOUR creation go down the road better than the factory intended.

Tom Pennell





To the Honorable Randolph:

The granddaddy of all TR clubs is The Triumph Register, England. If you are a member you surely must receive and read the "TRaction". Our English cousins have a class or category titled TR7 V8. If it was not for conversions in England or in the U.S. many, many TR7s would not be 'preserved.'

If you 'favor keeping TRs true to their factory built specs' then you don't look favorably on any mod to any TR. I wonder how many of the following 'mods' you have completed (or are contemplating) on your TR: radial ply tires, oil cooler, spin on oil filter, 87mm forged pistons, Volvo fan, coolant recovery bottle, alternator conversion, cogged fan belt, etc., etc.

In my opinion 'mods' to TRs (no matter the model) preserve them. If they are not 'moded' to keep them running and on the road, they would end up in salvage yards (as too many have in the past).

Preservation means (to me at least) to keep something alive. And if replacing the engine in a TR7 preserves the TR7 so be it.

But there is one drawback in a reengineered TR7 - it is a sure loser in a concours competition. But that is a minor facet since most TR owners enjoy driving TRs and don't own them as museum pieces.

'Digger' Davitt

WHEN IS A TRIUMPH A TOYOTA?

If Mr. Jones receives a heart transplant from Mr. Smith, he is still Mr. Jones! A Triumph, even if it is a 'Triota' or a 'Spliota', still looks, rides, smells, and sounds like a Triumph.

The DCTRA is a loosely-knit, socially-oriented group of admirers of the Triumph in all its forms. We have purists with fully restored TR2's and TR3's, every day drivers with later Triumphs, a 'Spliota' racer who finally conquered Eloy, and a couple of 'Triotas'.

Although the T.R.A. does primarily cater to TR2 and 3 owners, we seem to like all Triumphs and their owners. If we limit the club to TR2 and 3 owners, 45 family groups need to take a hike, including the President, Treasurer, and Historian. This mix of ideas and cars makes the club what it is.

Keeping the TR7 from an early oblivion by an engine (heart) transplant is the best of both worlds. We join the classic wedge shape with the reliability of the Toyota engine. Saving these beauties from the junkyard is its own justification. These cars are driven daily as any good Triumph should be.

John, Director of Engineering

Triota Division

Order of the Rising Sun

Dear Randolph,

Your last letter has given people a clue to your identity. We now know that you've never owned a TR7.

Dave Hanson

CLASSIC-FIED ADS

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

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: Car cover custom made by Design Fabricators for TR2 or 3. Sold our baby but kept its clothes. TR2, and 3A and some TR2, TR3A and TR4 parts (everything in need of restoration). Call Pete Peterson. 581-9733. Leave message.

FOR SALE: SPITFIRE MK IV, good condition, make offer. Call Bob Schaller 992-7969.

FOR SALE: TR7 parts: John Horton 843-1399 after 6pm.

FOR SALE: 1968 TR4A, IRS, BRG, Arizona car, excellent condition, original owner, Doug Whitneybell. 955-8643 after 6 pm.

HELP an Auto Crosser hold off the Jap invasion. Speed parts needed for MK II/III GT-6's. Especially interested in 3-40 DCOE Webers for a reasonable price. Call Steve: (702) 399-0089

FOR SALE: Factory TR6 Hardtop
Best offer. Bill Dapuzzo 971-9516

FOR SALE: '62 TR4 White w/red interior, beautifully restored. \$5500 call 991-9073

FOR SALE: 1976 TR7 COUPE, Excellent condition, detailed and clean. New clutch, alternator and transmission. All service records available. \$6000 invested, asking \$2500
Call Gary Johnson, 263-9587 after 2 PM

TRIUMPH and MG (Ed. note: MG???)
Quality rebuilt engines & cylinder heads at realistic prices. Many in stock or will rebuild to suit. SPITFIRE, GT6, TR3, TR4, TR6, TR7. Also MGA, MGB, MGC and Midget. Large selection of used engine components (blocks, cranks, etc.)

DAVID L. BENNETT
(602) 230-1862

1967 TRIUMPH SPITFIRE For Sale. Under 30,000 Miles on SCHALLER REBUILT ENGINE. TRANSMISSION, REAR END, CARBURETORS and STARTER also recently REBUILT. Also includes COMPETITION SUSPENSION, FIBERGLAS HARDTOP, TWO SOFT TOPS, TWO TONNEAU COVERS, CHRYSLER ALTERNATOR CONVERSION, EXTRA GAUGES and MORE! Call Armand LaCasse at 968-5639.

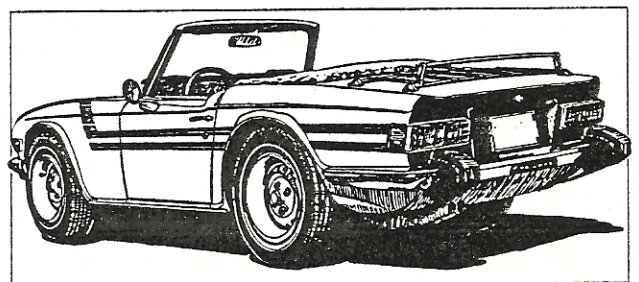
Early SPITFIRE and GT6 PARTS For Sale. TRANSMISSIONS, CARBURETORS, GENERATORS, STARTERS and MORE. Also a 1967 GT6 BODY and FRAME with TITLE. Call Armand LaCasse at 968-5639 before you visit the wrecking yard.

ASRA/SCCA Legal Triumph Spitfire Race Car. Ready to race, trailer & race whls, incl. \$3500 OBO. 951-8472 eves/wknds.

FOR SALE: Four new fake wire wheel hub-caps, fit all 15". Not bad looking for J. C. Whitney. Make offer. Bob Morey, 956-1471.

FOR SALE: Wrecked G-Production Spitfire race car and parts car. All the best equipment. Recently rebuilt race engine, balanced, ported and polished, with cline cam and crank and pop-up pistons. Close ratio gearbox and regular gearboxes. Koni shocks, coil overs in rear. Competition springs. Locked 4:11 rear end. Mueller rear axles. Aeroquip lines throughout. Strong roll bar (I tested it!). Too much to list, enough to build another car. Sell together or part out. Call Tom Piper in Winslow, 289-5674.

WANTED: Oil pump operating cam for A-type Triumph overdrive. Chuck Liebich, 998-0657.



**LET US KNOW IF YOU SELL
YOUR STUFF SO WE CAN
STOP RUNNING YOUR ADS!**