

TRiumpH TRumpeter

D. C. T. R. A.

OFFICIAL NEWSLETTER OF THE DESERT CENTER-TRIUMPH REGISTER OF AMERICA

PRESIDENT: ARMAND LACASSE 968-5639
NEWSLETTER: DIGGER DAVITT 966-9712

APRIL 1989

MEETING: APRIL 11, 1989 @ 7 PM
HUNAN RESTAURANT
1575 E. CAMELBACK

The TRIUMPH TRUMPETER is the official newsletter of:

The Desert Centre
Triumph Register of America

CLUB OFFICERS

President	Armand LaCasse	968-5639
V.P. & Events	Gracie Pennell	951-8472
Secretary	Beth Horton	843-1399
Treasurer	Bob Morey	838-5359
Newsletter	Digger Davitt	966-9712
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 or 371-7623

COMING EVENTS

April 2

4th ANNUAL ALL BRITISH CAR DAY

South Mountain Park

April 6-7-8-9

CART CHECKER 200

Phoenix International Raceway

April 21-22-23

ELOY GRAN PRIX

Eloy, Arizona

DCTRA BRINGS HOME BACON

Arizona MG Club's All British Car Show
DCTRA garnered three awards in the TRIUMPH class, congrats to:

1st	Tom Pennell	1961 TR-3
2nd	Tom Larsen	1961 TR-4
3rd	Robert Mazer	1968 TR-250

EDITOR'S CORNER

The April issue of our newsletter has a decrease in the mailings. Those members who haven't paid their dues haven't received the newsletter. I am saving their copies for them and will make a belated mailing when I get the OK from Bob Morey. Nuff said.

Digger

PREZ NOTES

Never cut corners when restoring your Triumph. It WILL catch up with you.

My Spitfire was a fun car. It moved to Arizona in 1980 on a tow bar behind a rental moving truck. It would have went inside the truck but it would not fit between the high wheels inside the truck. Arizona is one of the best places to own a Triumph. You can drive them in comfort all winter long. If you are brave at heart, you can drive them all summer with the top down. And that is what I did for two years until one day.....

Actually it was a Friday evening after work and happy hour that I drove the car home - it would not run any faster than 25mph - and it was not well. I got lucky tho' - where I lived the drive was steeply inclined up to the carport - and the Spitfire died just after the rear wheels got up onto the carport slab.

What is a poor Spitfire owner to do? Take it apart, of course, and figure out what went wrong. That is when I learned about the infamous half circle crankshaft thrust washers. They gave up the ghost and fell into the sump.

If you ever consider buying a Spitfire, check the crankshaft end float by pulling and pushing on the crankshaft pulley. If it moves more than .006", the thrust washers are worn. If the thrust washers wear too much, the end float will be about 1/4" because the thrust washers fell into the sump. Unlike us Yanks, the English take their foot off the clutch when waiting for the green light and their crankshaft thrush washers live long lives.

I took the pile of parts down to the local NAPA parts store machine shop where I thought they could breathe new life into the little engine. But the chief machinist just shook his head back and forth saying he was no miracle worker. But God was smiling on me and my Spitfire that day.

Enter Bob Schaller. I was standing there behind the machine shop looking like a snot-nosed kid in a three piece suit and wondering who the ragged looking guy in the beat up truck was. The chief machinist said, "Hey, Bob, this looks like something you can fix." So Bob looked a little here and there and said, "Yeah, I can fix it." How soon? Well, about nine months. Nine months! Well, we're building a Spitfire race car, and I have a few other things to fix. I can get to it eventually.

Nine months is better than nothing. My first venture into Schaller Engineering was at about 10 AM the next Saturday morning to see the race car being built. Bob Schaller (and Tom Pennell) found out I could gas weld pretty well and I had a great time helping out. I did not leave until about 1 AM Sunday morning.

It was more like six months before Bob did his machining magic and made a carrier for the infamous half circle crankshaft thrust washers. So the story ends happily ever after except I sold the Spitfire for the sake of a GT-6+. I also bought a TR-3 from Bob on October 1983. One of these days it will run also.

The Eloy Grand Prix is still scheduled for April 21, 22, & 23. On May 21 it's Tuscon road trip time to Jo & Steve Chandler's place for Digger's birthday bash. And don't forget to mark your calendar for the Hanagan Meadow weekend May 27,28,& 29.

Happy motoring.

Armand

DUES ARE OVERDUE

For those of you , and you know who you are, who haven't sent in your check or money order or bank draft yet, this will be the last issue of the newsletter you will be receiving. We will print up extra copies just in case, but we won't mail them until we hear from you.

CALENDAR OF EVENTS FOR 1989

March 11/12	St. Patrick's Day Parade	Sedona
April 2	British Car Day	South Mountain
April 22/23	Eloy Grand Prix	Eloy
May 21	Birthday Party (Tucson)	Jo Chandler
May 27/28	Campout	Hanagan Meadow
June 18	Hassayampa Brunch	Prescott
July 15	Night Bar-B-Que	In desert
August 20	Pool party, pig roast, regatta	???
Sept 16	Western Nite on the Town	Mining Camp
Rest.	Apache Junction	
Oct 14/15	TRIUMPHEST'89	California
Oct 28	Halloween Rallye	Phoenix area
Nov 18	A play and pot luck dinner	(need a host)
Dec 16	Christmas party	(need a host)
Dec 31	New Year's Eve party	(need a host)

MG

Triumph

Jaguar

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MINUTES OF THE MARCH MEETING

38 were present for the March meeting. Guestswereintroduced, plus a new member, Jeff Ivener.

February minutes were approved, and the treasurer's report read. Bob Morey wondered what to do with the money (about \$10) gathered "in respect for Henry Wickenburg" at the Halloween rally. It was decided to add it to the treasury.

Two new members were recruited from the MG show, and one from the Sedona Car Club at the parade there.

Bob Schaller mentioned an article he'd written on fire safety - he reminded us that it takes at least a 5 lb. bottle of either Halon or dry chemical, as a car fire must be put out in under three minutes with a hand extinguisher. Carrying one is cheap insurance. Armand added that a dry type should be tapped periodically to loosen the caked powder inside. John Horton felt that Halon was far superior.

Events Chairperson Gracie Pennell said that we must have outgrown the Zoo, as only 15 came to the picnic at Papago Park. Next month's event is the All British Car Day, April 2. Bill Sharp described the events there. Gracie asked how many were going to the PRO 5th Friday Nighter Rally. Bob M. suggested that at some time we enter several cars as a club.

We then heard more about the Route 66 Rally from Seligman through Kingman to Topcock. Bob Schaller told a tale of how a TR3 wheel found its way to the bottom of a canyon near Goldroad.

Next came a commercial from Armand for the Hannigan Meadow trek.

A last-minute addition to the calendar is the Birthday Party in Tuscon, May 21, the annual celebration in Digger's honor. Also, Tom Pennell told us about the Eloy Gran Prix, saying it should be a great event for spectators, with racing all three days.

A round of applause was given to Sam Conklin for planning the Sedona St. Patrick's Day Parade event and the party the night before. By Saturday 15 cars had appeared, and a TR trailer carrying the DCTRA banner. Photos were passed around. Suggestion of a repeat next year received more applause.

There was considerable discussion of the recent price increase seen in the TR2 and TR3s. Many are being bought here and shipped to Europe.

The meeting adjourned at 8:10 P.M.

Beth Horton, Secretary

SERIOUS TRIVIA

The April 1989 issue of MOTOR TREND magazine (which bills itself as the world's automotive authority) identifies (in the feature article) THE TOP TEN SPORTS CARS OF ALL TIME. In alphabetical order they are:

Alfa Romeo 1600 Guilia Spider
Austin-Healey 100
Corvette Roadster
Ferrarri 250GT California Spyder
Jaguar XK-120
Mercedes-BENZ 300 SL
MG T-Series
Porsche 356 Speedster
Shelby Cobra
Triumph TR3A

But then, WE KNEW THAT ALL ALONG!!!!

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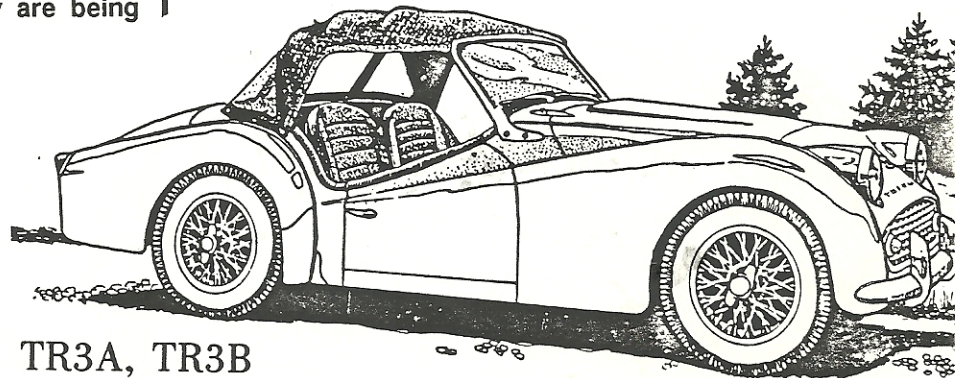
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TR3A, TR3B

WHAT HAPPENED LAST MONTH

It was the twentieth anniversary of the St. Patrick's Parade in Sedona. There were 110 entries in 21 categories. An early morning cloud cover had cleared, and the parade started promptly at 10 AM in West Sedona.

Our contingent was #92. We had ample space to form up since our staging slot was in front of a renovation project which had an ample gravel area between the sidewalk and store front.

Fifteen participating cars with crews were as follows;

Armand LaCasse & Zane Horton	GT-6 & TR TRLR
Sam & Sherron Conklin	TR-8 conv
John, Beth & Valerie Horton	TR-8 conv
Louise Lassila & Paul Blesh	TR-7 conv
Dan Horton	TR-7 coupe
Bill & Judy Aikin & offspring	TR-6
Walt Gilbert	TR-6
Tom & Gracie Pennell	TR-3A
Phil & Sue Hunt	TR-3B
Bill & Sherry Sharp	Stag
Marlene & Virgil Cole	TR-250
Jeff Bailey & Frank Bacher	TR-250
Bob & Carolyn Morey	TR-250
Tom & Marilyn Larsen	TR-4
Bob & Jeneva Schaller	TR-3A

We didn't start our engines until 10:50. Creeping between 2 mph and 5 mph with some standing still for fifty minutes caused some overheating problems. The air temperature and sun load were both quite mild; so most were spared. Three cars left the parade wisely. One returned and finished.

Our friend, Freeman Wilson, of Sedona sent us the RED ROCK NEWS of March 15 which lists all the awards and honors. The Judges' Award went to the Sun Lakes Dancing Grannies. Marching Unit prize went to Smoki People of Prescott. Band winner was the Bagpipes.

In the antique car category, Jim Pestinger won first, Sedona Car Club second, and four received honorable mentions: Sedona Motors, Mile Hi Distributors, Cococino Shrine Club and DCTRA! The word came by mail on St Patrick's Day paper: a huge rosette with ribbons, green of course.

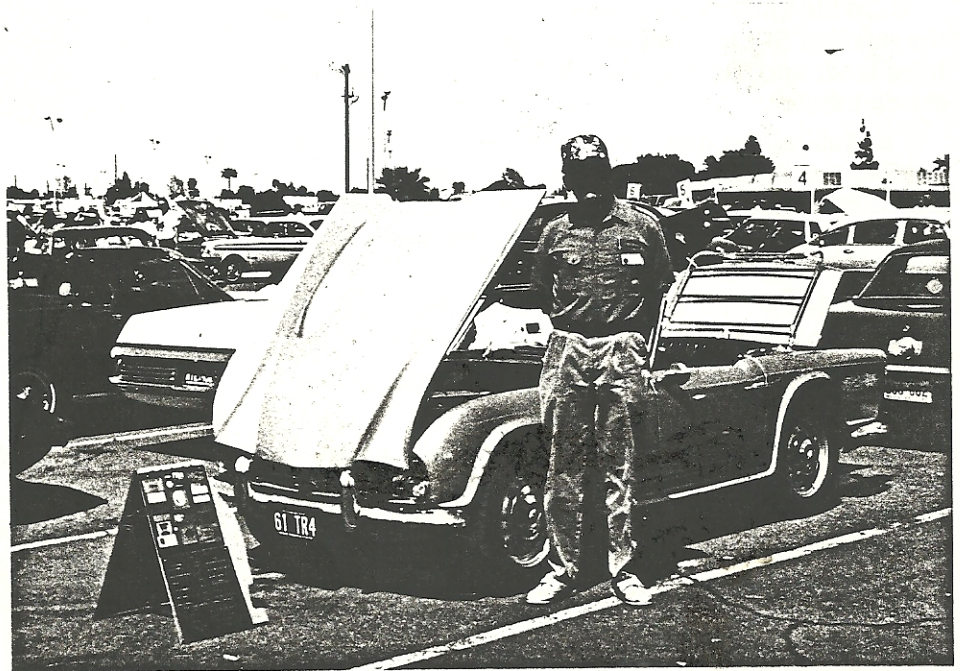
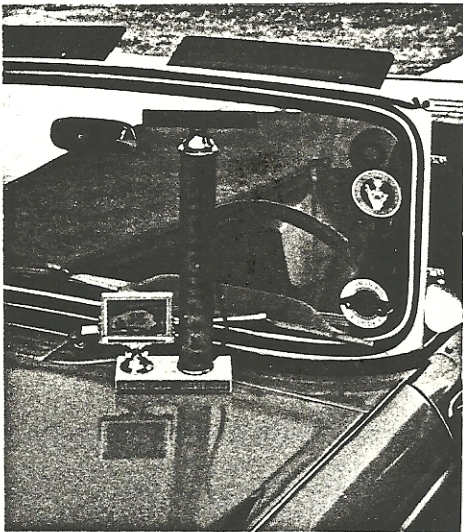
Peg wants to make particular mention of Armand, his trailer, and the club banner. The enormous blue flag mounted on a fifteen foot pole from the frame of the trailer was a memorable sight. She viewed the parade from a spot near the judges' stand and could see the flag rising and sinking as the parade crept forward from a mile away through three dips in the road, growing larger and larger each time until finally, DCTRA arrived.

Sam Conklin.

AAHC SWAP MEET & CAR SHOW

The AAHC Car Show happened Sunday, March 19, 1989. As far as DCTRA was concerned, it almost didn't happen - one car entered! Tom Larsen's '61 TR-4 garnered the second place trophy in the independent class for two seater sport cars. Tom successfully competed against several Corvettes, a Mustang-Shelby GT500, and (another loner) an MGB.

Right on, Tom!



CONVERSION TO NEGATIVE GROUND

Source: Dave Burnell, SCTOA newsletter, Dec., 1985, with additional information by Bill Sohl, VTR President and contained in issue No. 36 "The Vintage Triumph".

Is conversion of a TR-2,3 or 4 to negative ground a worthwhile thing? If you are a purist, probably not. But if you want to install any of the contemporary auto electronics such as AM/FM Cassette player, Radar detector, or CB radio it is the easiest way to go. True, you could use a power inverter, but you must carefully consider the total power requirements that would be placed on it.

Some of the more exotic and powerful automotive sound systems easily need 80 to 100 watts of power. Power inverters to provide that amount of power do not come cheap. An easier way is to convert the TR's positive ground system to negative ground.

The conversion is straight forward and requires just a little time. There is, however, one technical drawback. Once done, it will take an additional few thousand volts to fire the spark plugs. This is because the electrons will now be flowing from the cool side of the electrode and not the hot center electrode where electrons can be "pulled" off with a lower voltage. This should present absolutely no problem to the car unless the existing coil is already on its last legs. If it was a problem, the factory wouldn't have converted to negative ground with the introduction of the TR-4A which uses the same ignition systems.

If you are ready to convert, just use the following simple steps. In the event that you decide to convert back at a later date, the process is fully reversible.

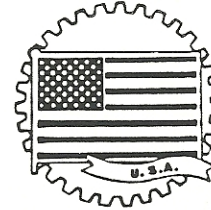
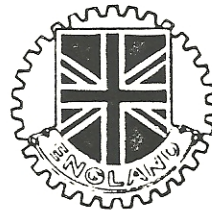
1. Disconnect the ground (positive) cable from the battery.
2. Disconnect the negative cable (the one that goes to the starter solenoid) from the battery.
3. Rotate the battery 180 degrees.
4. On the ignition coil, reverse the connections so that the positive (+) terminal is connected to the wiring harness lead, and the negative(-) terminal is connected to the distributor.
5. Behind the dash panel, unscrew the knurled nut holding the retaining bracket for the ammeter. Pull the ammeter forward. Slide the push-on connectors off and reconnect them in the reverse of how they were connected before. Reinstall the ammeter.
6. Reconnect the battery cable from the starter solenoid to the positive terminal of the battery.
7. Reconnect the ground cable to the negative terminal of the battery.
8. STOP! IMPORTANT! The next two steps cover polarizing the generator. This insures that when you start the car, the generator output is not opposing the polarity of the now-reversed battery.
9. Disconnect the lead from the wiring harness to the field winding connection of the generator (the smaller of the two connections).

10. Obtain a piece of insulated wire that is long enough to reach from the positive battery terminal to the field winding connection of the generator. Connect one end, or have a friend hold it in contact with, the positive battery terminal. Take the other end and momentarily touch it to the generator field winding several times. Unless it is particularly bright out, you should be able to see a small spark each time you do it.

Congratulations, you now have a negative ground car and can install any of the many neat and wonderful gadgets now available. Some of you may be inclined to ask, "What about the starter motor and the other gauges?"

Electrically, the starter is a series wound motor. Series wound motors always turn the same direction regardless of the polarity of the DC power presented to them. Of the other gauges, only the temperature gauge in the TR-4s and the fuel gauges in the TR-2/3 and 4 are electrical. They actually rely on an internal heating element to heat a bimetallic strip that then provides the motion that moves the respective gauge's needle. As such, the gauge's internal heating element is also insensitive to polarity. If you think about that for a moment, you will realize that that is why those gauges take a few seconds to return to their off position when you kill the ignition switch. It takes those few seconds for the heating elements to cool off.

EDITOR'S NOTE: Unless you are a purist (and there doesn't seem to be that many in DCTRA), you can install the Toyota alternator conversion and not only gain the advantages of negative ground, but also get a charging system that actually WORKS. Given sufficient encouragement, we will reprint the how-to article on the Toyota installation.



THE

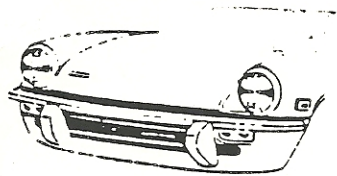


SHOP

BRITISH SPORTS CAR
SPECIALISTS

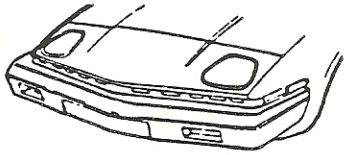
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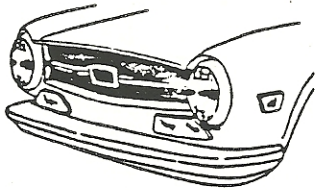


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TR7



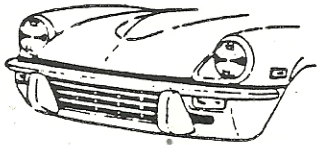
SPITFIRE
MARK IV



TR6

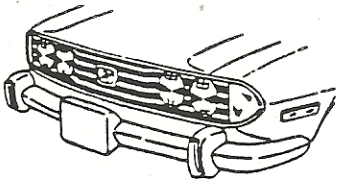
GT6
COUPE

STAG



1500

TR8



?

CLASSIC-FIED ADS

1976 TR-6, \$3800 OBO. O/D transmission, air cond., hard top, approx. 10,000 on rebuilt engine, 100 on rebuilt transmission, 100 on rebuilt carbs. Needs body work on two front fenders. Paulette Fennello, 957-7227 (3/89)

Early Spitfire and GT6 parts for sale:

SPECIALS:

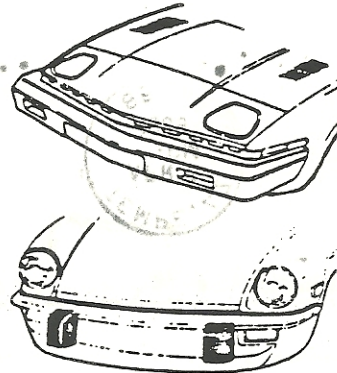
New Spit Mk I/II white convertible top...\$125.

New Spit Mk I/II/early III white seat upholstery...\$175.

New Spit (1967/80) valve spring set...\$12.

Like new Spit Mk III/IV/1500 black tonneau cover...\$125.

Call Armand LaCasse at 968-5639 before you visit the wrecking yard. (3/89)

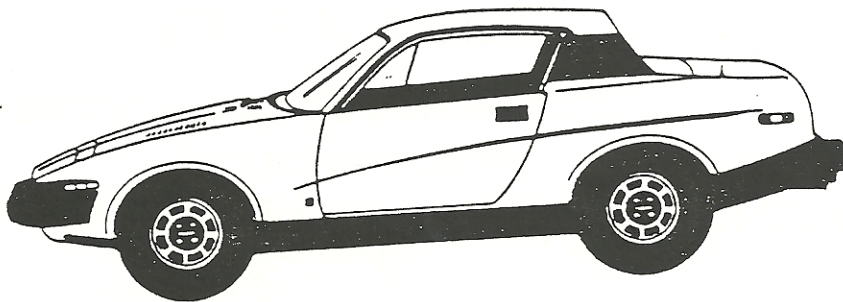


TR8

STAG

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