

# 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

## AUGUST 1989

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MEETING: AUGUST 8, 1989 @ 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	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

August 20

### POOL PARTY - PIG ROAST - REGATTA

Tom & Gracie's House  
Details Inside

September 1-2-3-4

### CLIFTON HILL CLIMB

Clifton, Az.

September 16

### WESTERN NIGHT-ON-THE-TOWN

Mining Camp Restaurant  
Apache Junction, Az.  
Details Next Month

### EDITOR'S CORNER

By the time you read this, fellow members, there will be just two short months 'til we head for Lake Arrowhead, Ca., and TRIUMPHEST '89. The meet will run from 12 to 15 October (Thurs thru Sun). It's too early and too hot to start prepping your TR, but you can start your planning and saving (\$) now. It is approximately 340 miles (7 hours) one way; go Thurs and come home Sun. We and our TRs should know the route by now; since we traveled I-10 to Palm Desert in '85, Pismo Beach in '86 and Santa Clara in '88. More data is inside this newsletter.

DIGGER

## MINUTES OF THE JULY MEETING

Our meeting opened at 7:05 P.M. Armand promised to move it quickly so we could get to a cooler spot.

Digger gave us a brief report on the Great American Road Race.

### Events:

The Official Shoebox into which any boat competing in the Regatta must fit was shown to us by Gracie. (Of course she had to buy a new pair of Reeboks to get it). We were again reminded of the upcoming Desert Barbecue. Bill needed a head count on how many were intending to partake of the pig at our August event. This year he intends to cook on a spit above ground so the piggy can be checked for proper crispness.

A poster was displayed by Tom P. inviting us to the Clifton Hill Climb, and he explained the rules for competitors.

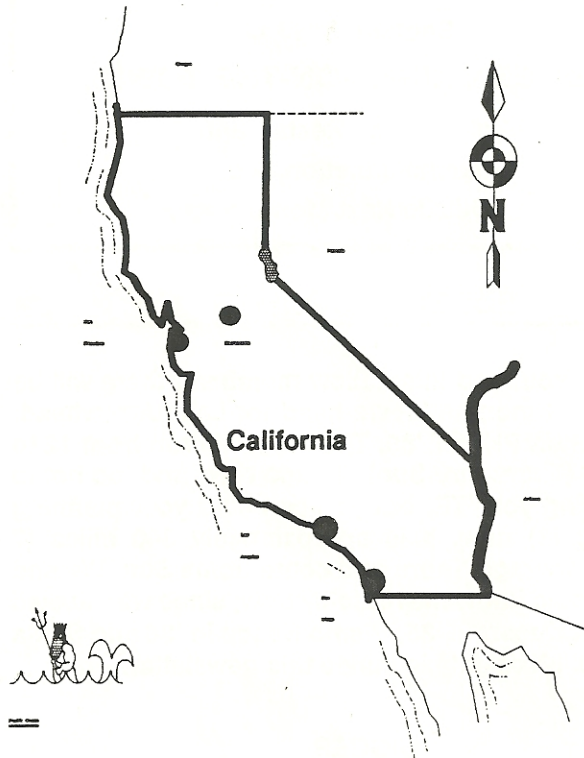
The Treasurer's report was given and approved, He then read a letter from Tom Piper, a member who lives in Winslow. June minutes were approved as printed in the newsletter.

We were shown the Miss Information's Automotive Calendar of Events, with spare copies to pass around.

In lieu of a report from our Tech Advisor, we had a free-form panel discussion of the sticky automotive problems of members present.

As there was no further immediate business, we adjourned at 7:45 P.M.

Beth



## CALENDAR OF EVENTS FOR 1989

Sept 16	Western Nite on the Town	Mining Camp Rest.
	Apache Junction	Apache
Oct 6/7/8	6th Annual Gov's Cup Rallye	Prescott to the Grand Canyon
Oct 12-15	TRIUMPHEST'89	Lake Arrowhead, Ca.
Oct 28	Halloween Rallye	Phoenix area
Nov 19	BMCC Pancake B'fast	Phoenix area
Dec 16	Christmas party	John Horton's
Dec 31	New Year's Eve party	(need a host)

ARIZONA SPORTS RACING ASSOCIATION  
and  
THE TOWN OF CLIFTON, ARIZONA  
present

### THE 19th CLIFTON HILLCLIMB

LABOR DAY WEEKEND, 1989  
(September 1-2-3-4, 1989)

#### REGISTRATION FEES

\$45 Pre-Registration

\$55 at the event

Rollover protection will be required in all open cars.  
Driver Restraint, helmet and gloves will be required in  
ALL entries

Here's your chance to be a RACE DRIVER! Entry forms will be available at the August meeting, or you can call Bob Schaller at 992-7969 and he'll send you one.

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As always, the night desert barbecue was a success. Thanks Tom, for the scouting work and bringing the large grill.

Being president has its advantages. I just finished reading the Michigan Triumph Association (MITRA) newsletter. Joe Germy, who I assume is president, newsletter editor, treasurer and events chairperson, sent me a copy of their newsletter. Actually it is a computer printed, continuous form newsletter (Can you imagine how many printers we could go through in a year?). This club is centered in Kalamazoo, Michigan - where I went to college. Even Bob Schaller got into their newsletter for his radiator and electric fan upgrading. One of MITRA's concerns is their treasury. We never know how good things are with DCTRA until we hear from other Triumph clubs.

Joe Germy did justice to his trip to the TRA National Meet. Unfortunately, his report included a hit and run accident which left his TR-3A with some damage to the left rear wing and tail light. The rest of the trip was uneventful except for the rainy weather he encountered.

Last month I mentioned a TR-6 horn problem. Dave Gross called me about it and suggested looking for a bad ground strap between the steering column and the body or frame. He had the problem with a TR-6 horn only working when the ignition was turned off. It seems that the ignition switch was providing a ground through other electrical components when it was in the off position.

This month's event promises to be bigger than ever. The pool party has always been a good event, but with Bill Sharp's addition of a pig roast last year, it was wonderful. This year, Tom & Gracie have dreamed up a regatta. Have you built your boat yet? Rules and specs are in last month's newsletter (AND in this one - Ed.). Hopefully, my boat will be fast, not sink, and be finished by August 20.

See you at the next meeting.

Armand

### \$339,000 TRIUMPH

No, not one of our beloved cars, but would you believe you can buy a new house in a development under construction by Triumph Builders, Inc. in Flanders, New Jersey. The 'Triumph' model has 3100 square feet and a two car garage.

If you are really into it, you can even have it built on one of 16 lots in the subdivision which front on a street to be named Triumph Court. If you just have to have one of these homes, you can call Triumph Builders at 201-669-1700.

The above item was gleaned from the Jan-Feb 1989 issue of THE ENGLISH CHANNEL, the newsletter supplement of the VTR magazine.

### THE GOOD SAMARITAN

While cruising in his MGA on the way to Flint, Dr. Ken noticed a figure ahead on the side of the road. As he got closer, he saw it was an old American Indian resting on the handle bars of a bicycle. Maybe this guy needs help, he thinks. So he pulls off the road to see if he can lend a hand. "Where ye going?" Dr. Ken asks. "Going to Flint," was the reply. "But isn't it quite hot to be riding a bike?" "Got no car," was the reply. "Be glad to give you a lift, but there's no place for the bike." "Would you go slow and give me a tow?" asked the Indian. "Well, it's not too far, so OK." Dr Ken pulled out a length of rope and tied it to the bumper. So down the road they went, Dr. Ken keeping his speed under 25 mph while keeping an eye on the grateful gentleman. It was some sight - Dr. Ken in his MG towing the old Indian who was leaning over the handle bars of his bike with his long hair flying around his head and his shirt tail out flapping in the wind.

Seems it wasn't too long and a real smart Alec pulled alongside of Dr. Ken in a Triumph Spitfire. With a loud guffaw and a sneer in his voice, he said to Dr. Ken, "Always knew them MG's wouldn't go more than 30 mph." Now Dr. Ken is a pretty mild tempered guy, but this jerk got to him. So without another thought he put the pedal to the floor and waved bye-bye to the Triumph.

A race! They were off down the road approaching 80 mph when they passed Trooper Smith doing his duty on radar patrol. As he watched them go by he picked up his microphone and radioed to his partner down the road. Trooper Smith informed his partner that an MGA and a Triumph were coming his way at 80 mph plus, apparently racing. But better yet, an Indian on a bicycle was trying to pass them both.

The above extracted from the Az MG Club newsletter, July 1989.

MG

Triumph

Jaguar

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## THE TECH ADVISOR SPEAKS

One of Bob's many assistant advisors submitted the following original article.

### TECH TIP OF THE MONTH

or

Don't lose your bearings in  
the middle of the desert heat

Have you ever munged up the dust cover while repacking the front wheel bearings on your TR (a 250 in my case), and then searched the local parts houses in vain for a replacement? For some reason known only to God and perhaps Charles Runyan, it is a nonstandard size and virtually unobtainable except as a genuine Triumph Standard replacement part (and not at a \$1.19 either). The obvious solution for a good backyard mechanic is to use a size that's just a little bit under, and crimp the rim a bit so that it will stay in place in the hub. Viola!

But that's not the tech tip, of course. Because you now need to somehow seal the dust cover in there, to prevent losing all your fresh grease onto your custom rims, wire wheels, whatever. Again, the solution is patently obvious to any backyard mechanic worth his salt. You put a bead of Permatex on the cap before tapping it into the hub. Viola! What could be simpler?

But that's still not the tech tip. No, this tech tip is inspired by the fact that, in the summer's heat, you can expect the Permatex to start to run. It will run outside the cap and get onto your custom rims, wire wheels, whatever. And then you have to take a clean rag with some alcohol to clean your wheels. You see, alcohol is a good solvent for Permatex. It says so right on the can. What could be easier?

But that's not the tech tip. Because while the Permatex was becoming more liquid than your Master Card number floating through Runyan's computer, it was not only soiling your custom rims, wire wheels, or whatever - it was also diluting the grease in the outer bearing, turning the whole assembly into a goey little unit prone to spinning the inner race on the spindle. The result is wear on the spindle/inner race I.D., and on the D-washer that leads the wheel bearings together. This wear can have all sorts of nasty consequences, not least of which is the

likelihood that you'll cook a bearing or wear you spindle beyond salvageable limits. But as a bonus, if you happen to run shorter fatter tires than original (i.e. tawrs instead of tyres), the inner sidewall is perilously close to the grease nipple on the upper ball joint, also. Any extra play in the bearings now allows the grease nipple to swipe at your sidewall as it spins past, leaving a nice groove down near the inside bead.

As luck would have it in my case, the bearings were still good once the gunk was cleaned out of them, the spindle is judged salvageable (time will tell) using some Loctite sleeve & bearing retainer on the small end, and the tire was not worn through to any significant degree.

Here it comes - the Tech Tip is: **DON'T USE PERMATEX ON YOUR DUST CAPS.** Salvage the old one and make it fit right, or buy a new one. You must do something to keep dirt and dust out of the wheel bearing area, but you must not introduce something like Permatex into the lubricating fluid. As my kid would say, "It's yucky, Dad!"

Bob Morey



Glen Frost

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### WHAT HAPPENED LAST MONTH

#### NIGHT DESERT BARBEQUE

Once again, the scofflaws of DCTRA invaded the gravel pit up north without permits or other government papers and held our barbeque. Coolish breezes favored the 25 souls who ventured out that night and the moon shone brightly upon them. Most took the opportunity to gaze at the moon thru Bob Morey's and Tom Pennell's telescopes, remarking all the while about how it was prettier before "they" walked all over it. Some of the novice astronomers got their first look at the ringed jewel or our system, Saturn. In all, we did what we do best: enjoyed each other's company and forgot about everything else for a few precious hours. Isn't that what DCTRA is all about? Thanks for coming.

TOM



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Jaguar

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## WHAT'S GONNA HAPPEN THIS MONTH

Sunday, August 20 will be the day for our annual Pool Party. The site will be Tom and Gracie's house, 6434 East Corrine Drive. (Corrine is two blocks north of Cactus, and 6434 is five houses east of 64th Street). The festivities will begin in mid-afternoon, with arrivals welcome as early as 2 PM. The club will provide soft drinks, mixers, munchies and roast pork. It's BYOB for alcoholic stuff. As was announced last month, the event will include a REGATTA. The object of this competition will be to construct a boat which will traverse the length of the Pennell's pool faster than anyone else's boat. Elimination heats will be held one-on-one (like drag racing), until only one remains. Therefore, competing boats must obviously be capable of multiple runs in the same day. The owner/constructor of the winning boat will receive a special prize. The prize will be nothing compared to the fame and notariety (not to mention the pride) gained by the winner. In case you missed it last month, we've decided to reprint the rules for the construction of a boat:

1. Boat must fit inside a standard shoebox whose dimensions are 10-7/8" long by 5-5/8" wide by 4-5/16" deep. NOTE: the main hull must fit within the shoebox, but superstructure may extend above the box as much as you like. Substructure (keels, centerboards, etc.) must not cause the gunwales of the main hull to extend beyond the top of the box. Retraction mechanisms for substructures are permitted, but manual removal of substructures for the shoebox test is not permitted.

2. Boat may employ any motive power except an internal-combustion engine.

3. No land-based control devices are permitted (radio, string, wire, etc.). In other words, the boat must be free-running after launch.

4. Boat may not employ any materials which will pollute the pool. (construction materials, fuels, etc. must not escape the boat, even in capsizing or crashing)

5. Boat may not carry any weapons or devices to foil competing boats. Speed alone must win each heat race.

Since we haven't had time to measure the pool, consider that each run will be approximately 50 feet, and that the pool wall is unyielding at the finish. Remember that your boat must run again if you win, then perhaps again and again. Best of luck, you engineers out there. See you in August.

CAPTAIN HORATIO HORNTOOTER, REGATTA MASTER

## TRIUMPHEST '89

October 12 thru 15, 1989 (Thurs thru Sun) is the date. Lake Arrowhead Hilton Lodge, Lake Arrowhead, Ca. is the place. TRIUMPHEST '89 is the event. This will be the ninth annual consecutive regional meet of the TR clubs of the way out west. Originally called "TRA West", its name was changed in 1985 to "Triumphest".

Each year it is hosted by a different club in a different location. In the past it has been:

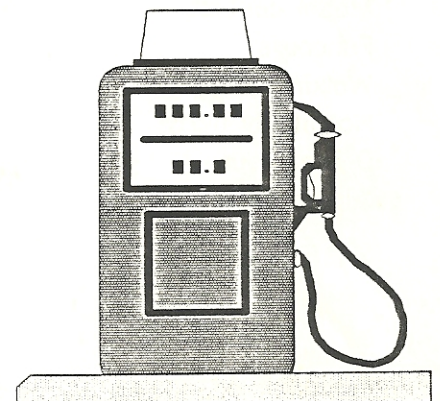
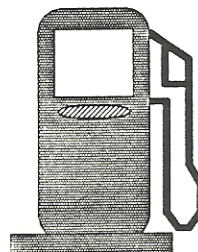
TRA WEST '81	Lake Havasu	DCTRA	entries	15
TRA WEST '82	Las Vegas	DCTRA	"	19
TRA WEST '83	Delmar, Ca.	TRSC	"	30
TRA WEST '84	Phoenix	DCTRA	"	35
TRIUMPHEST '85	Palm Desert, Ca.	TRSC	"	85
TRIUMPHEST '86	Pismo Beach, Ca.	SCTOA	"	162
TRIUMPHEST '87	Las Vegas	DCTRA	"	104
TRIUMPHEST '88	Santa Clara, Ca.	TTSSC	"	160+
TRIUMPHEST '89	Lake Arrowhead, Ca.	TRSC	"	?

The next two TRIUMPHESTs are already scheduled: In '90 in the LA area hosted by SCTOA and in '91 in Az hosted by DCTRA.

Each year it gets bigger and better and the coming meet should be the best to date. Registration packets are already in the mail from the host club to all who attended TRIUMPHEST '87 and '88. Since the lodge and the adjacent village are an entity in themselves, all activities are either on the lodge grounds or in the village with the exception of the car rallye. The schedule is a busy one, starting Thursday and ending Sunday morning.

TRSC has worked a good deal with the Hilton Lodge. Rooms that are normally \$120. to \$190. per night will only cost \$75. flat. The rooms are blocked out until 5 Sept. TRIUMPHEST registration is \$40. to 2 Sep when it goes to \$45. A second car is only \$10. extra. Beat the deadline and assure your room and save \$\$ on registration.

In this issue is a copy of the registration form for those members that did not receive a packet in the mail from the host club, TRSC.



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## CLASSIC-FIED ADS

**WANTED...TR-6, 1973 or later model. Condition desired: cosmetics good, mechanics fair to poor. Will consider a non running car with above average cosmetics. Call Mark Holden during business hours at 234-1396. (5-89)**

**WANTED...GT-6 Mk.III SCCA class championship fascia medallion. Call Randy Morrison at 966-2080. (5-89)**

**FOR SALE...1969 TR-6. No engine or transmission. Body in excellent shape with flared Fiberglas fenders but needs paint. No top, needs interior, dash just refinished. Windshield is good with no cracks or chips. Armstrong Tru-Track Radial 60's on Gold Carroll Shelby wheels: P245/60 R14. Tires and wheels are worth \$450.00 alone. I also have an extra trunk lid and the original rear fenders. \$900.00 OBO. Call 1-723-3745, ask for Brian or leave a message. (6-89)**

**FOR SALE...Brand new TR-6 hard top, complete, with hardware. Snug Top brand, list \$520, \$250. OBO. Mark days 234-1396, nights 957- 8717. (6-89)**

**WANTED...restorable TR-2. Can be in any mechanical condition, but must have good straight wreck-free/rust free body (except floors and battery box). If interested, I have a disassembled 1947 roadster for trade. The roadster has a rebuilt engine and transmission, new**

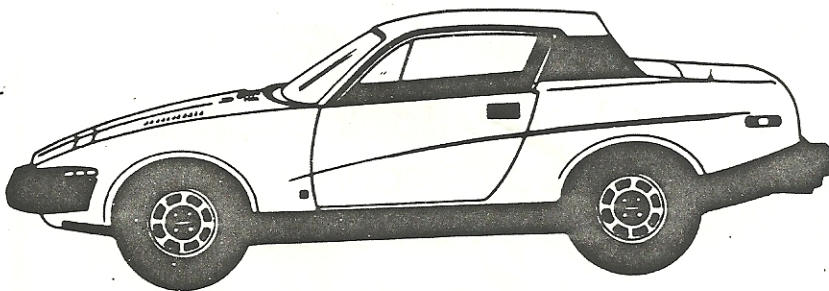
**electricals, hydraulics, chrome, tires, etc. Write to: Scotty Marsh, 1971 Fernwood Drive, Lawrenceville, Ga., 30243, Phone (404) 962-5841. (6-89)**

**TR8**

**STAG**

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**Spit Mk I & II white seat upholstery kit**

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