



# 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

## SEPTEMBER 1989

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MEETING: SEPTEMBER 12, 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

September 16

### WESTERN NIGHT-ON-THE-TOWN

Mining Camp Restaurant  
Apache Junction, Az.  
Details Inside

October 6/8

### 6th ANNUAL GOVERNOR'S CUP RALLYE

Prescott to the Grand Canyon

October 12/15

### TRIUMPHEST '89

Lake Arrowhead Hilton Lodge  
Lake Arrowhead, Ca.

### EDITOR'S CORNER

In this issue of the newsletter we have a new advertiser, Frank Reyna. He worked for Chuck Collins until Chuck closed his repair facility. Now, he is on his own. He is located in the northwest valley area. Try him out, you won't be disappointed.

DIGGER

## POT-POURRI

### TR REGISTER AT THE HOP

The TR Register Kent Region seem to have hit on a recipe for success with their **BRITISH CLASSIC SPORTSCAR SHOW**, which this year was held for the third time, at the usual venue of the Whitbread Hop Farm in Kent.

A record 1200 (that is correct - twelve hundred!) cars turned up for this year's event, held on June 25 - a tally double that of the inaugural show in 1987, and one which saw queues to get in as late as 3:45 in the afternoon.

Although obviously out in strength, TRs didn't dominate the proceedings, plenty of other marques putting on a strong showing. In particular the **TVR CAR CLUB** brought along a good selection of vehicles, while the **ASTON MARTIN OWNERS' CLUB** attracted a lot of attention with their cars. The 'Club Stand of the Show' award went to the **GILBERN OWNERS' CLUB**.

As well as a self-judging concours, a key attraction was the autotest, and this proved very popular - especially with the TVR boys.

All-in-all, the show certainly seems to be making the point that these 'open house' collaborative club events are an idea whose time has come....

The above article extracted from **CLASSIC AND SPORTSCAR, Sep. '89**.

## TRIUMPHEST '89

For those members who delayed sending in their **TRIUMPHEST'89** registrations, the price went to \$45.00 on Sept 2. The rooms at the Hilton Lodge are blocked out until Sept. 5.

Hopefully, attendance at **TRIUMPHEST'89** will be on the agenda of the September meeting.

## PREZ NOTES

What a regatta (well, I am a little biased since my boat did well)! (Ed. note - "did well" - hell, he won) Good job, Gracie, thanks to you and Tom for hosting the party. Look for details covering this elsewhere in this newsletter.

Have you ever put an exhaust header on your Triumph? The Roadster Factory states the following regarding headers, "Please note that, because headers are hand-made, some grinding, filing, and fiddling are likely to be required to fit them perfectly to your car. If you don't want to do the fitting work, or if you don't feel capable of doing it, you are probably better off to stick with your original exhaust manifold".

Well, my header took LOTS of grinding, filing and fiddling not to mention hack sawing, chiseling, heating and bending. And then there was the minor frame grinding, and changing the carburetor linkage. Oh, don't forget that the starter interfered with the header pipes by about 3/4 inch. But, I used an older style starter when the original went up in smoke and by sheer dumb luck, I realized the older starters are one inch longer. So I had to build a new style starter out of available parts to clear the header.

The header flange needed to have six V-shaped notches cut with a hacksaw so the intake manifold ears would not hit the flange. And then there was the manifold stud that hit one of the header tubes before the header flange even got close to the head. Two other studs barely cleared the header tubes and would not have enough clearance for a nut if something was not done. These three header tubes were heated cherry red and dimpled to provide more clearance. One stud was changed to a bolt and the manifold clamp was ground to half its original thickness.

Why the manufacturer welded six pieces of 1/4" square stock to the header flange for the manifold clamps is beyond me. This caused the exhaust flange to be almost 3/4" thick while the intake manifold is only 3/8" thick. When you put a manifold clamp on the stud and run the nut down, it binds before it can clamp the intake manifold. This is where a chisel comes in handy to get rid of the 1/4" square stock.

Originally, I thought this project would take four hours. Twenty-four hours is what it really took. But it is a labor of love and hopefully it will be the fastest road car in its class at the Clifton Hill Climb!

"Til next month, enjoy your Triumph!

Armand

## WHAT'S GONNA HAPPEN THIS MONTH

Its Western Night-on-the-Town time. Once a year we do it; go somewhere different, just to EAT! And this year I think we have picked a winner. It's the Mining Camp Restaurant in Apache Junction. The restaurant has one menu and it is served family style (at long tables). The "all you can eat" menu

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MG

Triumph

Jaguar

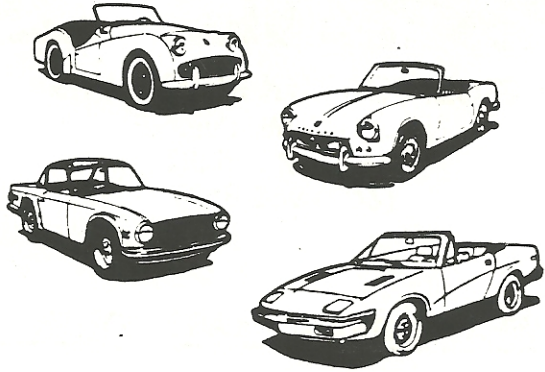
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*References available upon request.*

### MINUTES OF THE AUGUST MEETING

Our August meeting opened at 7:05 PM. A value book "Cars of Particular Interest" was passed around. July minutes were approved, then guests were introduced: Justin Dutweiler and Tom Barker, who came in a TR-7. Members introduced themselves and listed their cars (which took a while).

Bob Morey passed an order form for club name badges. Tom Pennell showed us the sample of lapel pins available from a Taiwan company, and the sizes in which it is available. The tiny sample is enameled in five colors, in considerable detail. A motion was made that we order the lapel pins in 22 mm size (nickel size), 300 of them at a cost of \$.88 each. Motion passed. Tom suggested that members pay \$1. each for them.

Details of the upcoming pool party were discussed. The Hedstroms volunteered to pick up chips and dip, Pennells the ice and paper goods, LaCasse the soft drinks. The club will purchase the above and the pork loins. A sign-up sheet was circulated for bringing other food.

We received further information on the Clifton Hill Climb, on driving rules, camping, and spec-

tator areas. The city is being very cooperative and welcoming toward car clubs.

Gracie invited us to the Western Night at the Mining Camp Restaurant, Apache Junction. John Horton volunteered to do the phone calling.

The meeting adjourned at 8 PM.

Beth

bumper sticker: DON'T GIVE ME A TICKET -  
I'M NOT STAYING FOR THE DRAWING

### MINING CAMP RESTAURANT OUTING

(CONTINUED)

features ribs, chicken, roast beef, potatoes, vegetables, salad, rolls, and coffee, tea or milk.

The club needs a head-count for reservations. So if you were not contacted during a recent telephone survey and you are planning on going, give John Horton a ring at 1-843-1399

### CALENDAR OF EVENTS FOR 1989

|           |  |                              |
|-----------|--|------------------------------|
| Sept 16   | Western Nite on the Town - Mining Camp Rest. | Apache Junction              |
| Oct 6/7/8 | 6th Annual Gov's Cup Rallye                  | Prescott to the Grand Canyon |
| Oct 14/15 | 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)                |

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## THE TECH ADVISOR SPEAKS

The six cylinder TR engine has had a problem with the valve train. It showed up about six years ago and I have mentioned it to several people, so guess it is time to write about it.

At the rear of the rocker arm shaft in the rearmost pedestal is a set screw that often works loose from vibration. If it comes out completely, as it often does, the shaft is permitted to rotate sufficiently to shut off the oil supply to the rocker arm bearings with disastrous results if not caught in time. In one case the shaft, pedestals, and rocker arms were destroyed and was a very expensive repair job for the owner.

Preventative action is simple and effective. The set screw head can be drilled for lock wiring the screw to the pedestal.

Lock wiring has proven to be the most effective way to secure nuts and bolts from loosening. It has been used in aircraft for years as the only way to secure fasteners whose failure would lead to failure of the power train or controls and crash of the plane. Racing car builders adopted this early on also. It is highly recommended way of preventing auto fastener failures especially in the engine and suspension areas.

To put your trust in lockwashers in a false sense of security. "Double Nutting" is a second way of securing that, if done correctly, can be a very secure way to prevent loosening of any fastener, if the location is adaptable to this method. Nyloc nuts are good as long as they are not used in a high heat situation. In critical locations, the nylocs should be replaced any time the nut has to be removed. The holding power is seriously reduced each time it is torqued.

In any design group, the selection of fasteners is always a critical operation and often the subject of controversy. Nut and bolt failure has been the leading causes of many accidents both in aircraft and in automobiles otherwise unexplainable crashes and loss of control; so you are advised to pay attention to your choice of fastener replacement. It is no place for a compromising choice. It has been proven that in many cases the best is none too good!

BOB SCHALLER

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## WHAT HAPPENED LAST MONTH


### Pool Party - Pig Roast - Regatta

Three different events, all three successes, what more could you want. The weather was ideal, the food was perfect, and the boats displayed the way out imagination of the builders.

The sun worshipers kept cool (inside with cold drinks, and outside with occasional dips). Bill Sharp (our resident gourmet chef) out did himself with two loins slowly barbecued all afternoon. When Bill announced "ten minutes to go" the "hungries" started lining up with empty plates in hand. Some stopped at the buffet table beforehand and since the extras were so enticing they did not have much room for the pork, but there were seconds so they still had their fill.


The regatta was delayed somewhat waiting for Bob Schaller to show up with his rubber band powered entry. But alas, it was not finished in time. But he vowed to finish it and will let all know when it first goes in the water. Phil came with his TV camera and did interviews, first with Capt. Horatio Horntooter, the regatta master, and then with the entrants. (But, alas, somebody did not set the right switch and the interviews were lost to posterity.) Eleven boats were registered: three scratch built, two kits, and six store boughts. When the heats were set up, Tom P. had to withdraw his entry. He could not get his steam engine to operate properly. It took four heats to determine the winner, Armand LaCasse. A close second place was Paul Hedstrom. A great big club thanks to Tom, Gracie, and Bill. Without their work it would not have been the success it was.

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## CLASSIC-FIED ADS

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)

FOR SALE Tow bar for '74 or later TR-6. Custom built, mounts in place of front bumper overriders, \$75. Call Steve Chandler at home in Tuscon, 1-744-0027 (9-89)

FOR SALE = TR- 2/3 clear windshield. New, still in shipping crate, from the Roadster Factory, \$130. Call Bob Schaller. (9-89)

FOR SALE = TR-7 major body, engine parts, and misc items. Call for your needs and prices. Call John Horton at 843-1399. (9-89)

FOR SALE Spitfire Mk I, II, III, GT6, and GT6+ parts for sale. Call Armand LaCasse at 968-5639. Some of these parts include:

- GT6 body and frame
- Spit Mk I & II white convertible top
- Spit Mk I & II white seat upholstery kit
- GT6 rebuilt brake calipers (8-89)

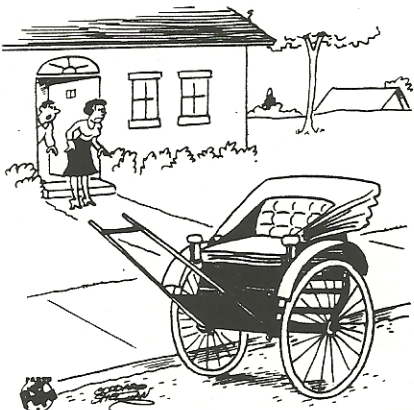


**TR8**

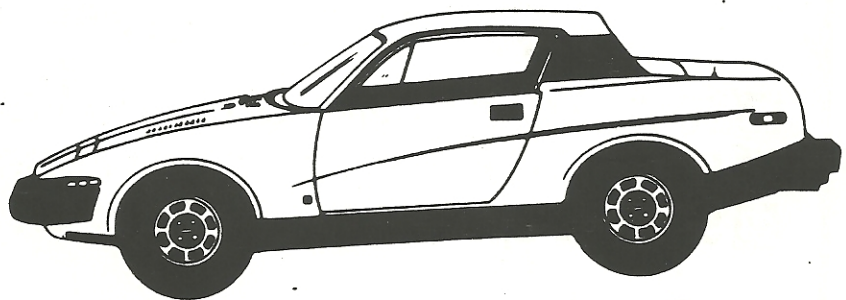
**STAG**

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