



# TRiumpH TRumpeter

D. C. T. R. A.

PRESIDENT: JOHN HORTON 843-1399  
NEWSLETTER: DIGGER DAVITT 966-9712

## JULY 1991

\*\*\*\*\*

MEETING: JULY 9, 1991 @ 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

V.P. & Events:	Mark Haas	786-6031
Secretary	Virgil Cole	493-5144
Treasurer	Dave Hanson	897-2398
Membership	Tom Pennell	951-8472
Tech Advisor	Bob Schaller	992-7969
Historian	Sherry Sharp	966-9932
AAHC Rep.	Bob Hohanshelt	949-0838

Meetings are held on the Second Tuesday of each month. (Except January)

Dues are \$12.00 per year

For membership information, contact Tom Pennell at 951-8472 or 393-7349

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## PROJECT CAR WEEKEND

JULY 27/28

(ONE DAY SPECIAL JULY 13)

## COMING EVENTS

JULY 6, 1991

### AN OVERNIGHTER AT THE GRAVES'

Flagstaff, AZ  
details inside

AUGUST 17, 1991

### WESTERN NIGHT ON THE TOWN

Mining Camp Restaurant  
Apache Trail, AZ

### EDITOR'S CORNER

In the last issue of our newsletter, there was an article on Triumph build data. From the response to date (two forms sent) it appears that most missed reading the article or forgot to submit the data. So, included in this issue is another copy of the data form. Fill it out and send it to me or to Jon Korbin at the address on the form.

DIGGER

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Enrico D'Eugenio  
President



## TRIUMPHEST'91 UPDATE

Things are rolling along. We've got our registration flyers under construction and we've decided upon (well almost) a slate of events for the weekend. The following is a list of things we're going to do, along with the names of those hardy souls who have volunteered to take over that event. You will observe that some events do not yet have a name beside them. This is YOUR opportunity to sign up.

### ADMINISTRATION

OVERALL CHAIRMAN - Tom Pennell  
CO-CHAIRMAN - Phil Dooley  
REGISTRATION - Wendy Strong (with help from Ron)  
MEMORABILIA - Ken Blatter  
AWARDS - John Horton  
BANQUET -  
SOCIAL COORDINATOR -

### EVENTS

FUNCOURS - Armand LaCasse  
FUNKHANA -  
RALLYE (or DRIVING TOUR) -  
HOTEL WALKING RALLY (or ENGLISH VILLAGE TOUR)  
-  
CLUB PENTATHLON -  
PHOTO/MODEL CONTEST - Sam Conklin  
Wanna sign up? Call me at 951-8472. - Tom



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## MINUTES OF THE 11 JUNE 1991 MEETING

Meeting called to order by President John Horton at 7:15 P.M.

The secretary's report, as published in the June newsletter, was approved and accepted.

Dave Hanson gave the Treasurer's report. Funding for the project car is progressing, but slower than anticipated.

Triumphest'91 chairman, Tom Pennell, announced that next month's newsletter would have a list of activities. Members should be prepared to volunteer their assistance.

The August club event will be an outing to the Mining Camp Restaurant on Saturday, 17 August. President Horton will make the arrangements. See next month's newsletter for details (Ed Note: details elsewhere in this issue).

The October event will be a PRO rallye.

Wally Gibbs, project car coordinator, gave a report on the work status. We now have a rolling chassis.

Veronica Wright, a representative of Sentry Insurance, was our guest speaker. She pointed out the items that people need to go over with their agents. Major items are: deductibles, multi-car discounts, liability and comprehensive coverage. She also suggested shopping around for the best coverage.

Meeting adjourned at 8:50 P.M.

Respectfully submitted

Virgil Cole, Secy.

MG

Triumph

Jaguar

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## THE PREZ SEZ

Another meeting is history and a lot got done.

At Triumphest'90, Ventura, a collection was taken for a memorial fund in Joe Avila's name. Later the clubs in the way out West were solicited. This was in accordance with Vera Avila's wish for a memorial instead of flowers. When the fund drive was completed, Terry Payne ( Pres. Triumph Travelers of San Francisco), representing all of the Triumph clubs, presented a check for \$800. to the San Francisco chapter of MADD. Recently I received a "Thank You" card from MADD acknowledging our part in the contribution.

We have the events mostly put to bed for the year. July is the run to Flagstaff for the (later than you think) 4th of July holiday. August we are going back to the Mining Camp Restaurant for their barbecue (there is an article elsewhere in this issue). We are inviting all other British marque clubs. September is open and in October we are challenging the British clubs to a rallye.

November is Triumphest'91 in Lake Havasu. Don't miss this one. December is party time, and January is someone else's problem. This is my second and last (for the time) term.

I am arranging for the next speaker to be The Mad Stripper (timely methinks) about refinishing metal.

The preliminary list of events and Triumphest'91 doings are also in this issue. This is the official kickoff for the show.

Don't forget to help out at project car days. We need you.

Many thanks to Ms Veronica Wright for her talk on insurance. There was information for just about everyone in it.

See you at the next meeting.

Cheerio!

John H.

## WHAT'S GONNA HAPPEN THIS MONTH

(Ed Note: The reason that you are getting your newsletter early this month is because our scheduled event happens before the meeting.)

John & Linda Graves (Flagstaff) have recently moved into their new home. It's BIG and it overlooks a golf course. They have invited the club to come up for the 4th of July weekend, as a sort of a housewarming. We will go up Saturday morn and come back Sunday afternoon. There is a big deck and a big garage, so bring sleeping bags (if you want better accomodations, the motels of Flagstaff are nearby).

What we NEED is a head count. What you NEED is directions. To fill both NEEDS call Tom or Gracie Pennell at 951-8472. The following little 'rallye' will get you to the place:

1. Take the North freeway to Flagstaff
2. Exit onto I-40 toward Albuquerque
3. Exit I-40 at US 89, then turn RIGHT at the end of the ramp onto COUNTRY CLUB.
4. Turn RIGHT onto OAKMONT. Sign "FAIRFIELD FLAGSTAFF" on your left, Stone walls on your right at this intersection.
5. Turn RIGHT onto OLYMPIC. Follow OLYMPIC to the RIGHT at the 'fork in the road'.
6. Turn RIGHT at the T. ( A T is place where you cannot go straight) onto MEADOWBROOK.
7. Turn LEFT onto TAM O'SHANTER
8. Follow TAM O'SHANTER to the RIGHT at the corner of MEDINA & PEBBLE BEACH. (Ignore the "DEAD END" sign).
9. You are there. It's the last house on the right.

## WHAT HAPPENED LAST MONTH

### POOL PARTY & MUSEUM TRIP

'Twas a busy week-end, a double header on 15/16 June.

### SATURDAY'S POOL PARTY

The instructions said from 4 to 8. The first member arrived at a quarter of five and nobody left at 8. It was too much of a good time. Sous-chef, Jim Hughes, did the honors with chicken on the grill, and the rest of us brought dishes to share. And every time there is a dish that stands out. This time it was Geneva's peanut butter cookies. There were just a few brave souls that tested the water (it was a bit on the cold side). Enjoying themselves were the Pennells, Schallers, Unsworths, Coles, Hortons, Strongs, Hughes, Wainwright, and Davitt. And the surprise of the evening was the appearance of Gary & Deta Hampsch all the way from Kobe, Japan. They are on a vacation for a few weeks and, at this writing they are in Florida. Rumor has it that they will be returning stateside soon.

### SUNDAY'S MUSEUM TRIP

Six carloads left the K-Mart parking area (almost on schedule).

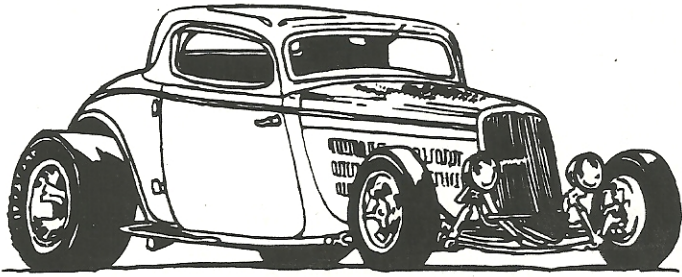
Along the way, Ken Blatter (in his replica Spyder 550) joined us and Tom Pennell met us at the museum. The museum was more enjoyable than expected. If you have not been there you should make the trip, it is well worth seeing.

It was but a short ten minute drive to the Hughes residence for another pot luck: hamburgers, beans, salad, cake and soft drinks. Jim & Sue Jane have an exercise pool but everybody sat in the shaded patio and ate, drank and talked until it was time to head for home.

All told, a very enjoyable week-end.....DIGGER



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## A LANGUAGE LESSON

As owners and drivers of 'proper' British cars, the general population looks to us to speak 'proper' English. You've been hounded to death with the Bonnet, Boot and Windscreen stuff, so here's a few definitions to help you with your everyday communication:

**LOOSE** - Opposite of TIGHT.

**LOSE** - To not win -or- to misplace.

**MARQUEE** - The big sign over the movie theatre entrance.

**MARQUE** - Make or manufacturer.

**CONCOURSE** - An aisleway (usually at the airport).

**CONCOURS** - An automotive competition (short for the French 'Concours d'elegance')

**GREY POUPOON** - But of course! (not the exclusive domain of Rolls-Royce owners).

Excerpted from Webster's Dictionary



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## WHAT'S GONNA HAPPEN NEXT MONTH

It's that time again. DCTRA members have developed a monstrous hunger for the Mining Camp Restaurant barbecue. So here is the story. We are again inviting all British marque clubs to join us for another fine night out.

**WHO:** All British marque clubs, and their guests.

**WHAT:** All you can eat barbecue and fixings.

**WHEN:** Saturday night, 6 P.M., 17 August

**WHERE:** Meet at the south-east corner of Power Road and Main in Mesa at 6 P.M. We will leave at 6:30 P.M. in convoy.

**WHY:** We enjoy eating and meeting with our friends.

At the Mining Camp Restaurant we will have reserved parking and a private room for our dinner.

We need a headcount for the restaurant by 5 August. Call me at 843-1399 with your clubs' head count. Last year we had about 85- 90 people for this bash. The food is good, and plenty of it. So come and enjoy!

John Horton

## PROJECT CAR STATUS REPORT

I know that it is unusual: there are two work weekends scheduled this month. We anticipated putting the tub on the chassis and delivering same to Mr. Hassel so he can begin the body work. We found that there some minor things that had to be done first: take some more pieces off the tub and put some more pieces on the chassis. A half a dozen members working four hours on Saturday 13 July should complete the work. If we all show up by ten, we should be finished by two.

On Saturday 22 July we had a good turnout: the Horton family, Virgil, Dave, Digger, and Paul. We accomplished a tedious and boring but necessary job. We inventoried all the bits and pieces and boxed them up. We now have a good list of what we have and what we will need to buy when the time comes to start putting the car together again. See you there,

Honcho Wally



## TECH TIPS

**CALIBRATING YOUR TR'S TEMPERATURE GAUGE** Do you motor around town with your TR in summer weather and watch your temperature gauge with paranoid anticipation? Because there is no temperature degree markings (at least on the TR-6), it is difficult to tell just how hot you really are unless the car pukes the contents of its radiator out on the pavement.

Here is a simple way to calibrate your temperature gauge for about \$10. and an hour or so of work.

Buy two additional thermostats at your local parts store (I like the Robert Shaw thermostats at Checker, about \$5. each) with setpoints above and below your current thermostat. Install them one at a time and take the car out on an open stretch of road on a cool (relatively speaking, of course) evening and note the point on the gauge where the thermostat opens.

I found that on my TR-6 that a 160F thermostat opening corresponded to the first quarter mark on the gauge and a 195F corresponded to between the three-quarter mark and the red zone. I'm sure that there is variation with other cars so you should check yours. By the way, water boils at about 245F with a 13.5 psig radiator cap.

This calibration procedure assumes that your cooling system is in reasonable condition and that when the thermostat opens, it at least regulates the water temperature for a little while before your engine temperature races towards self destruction.

Just one final note. Last winter, what I was reasonable sure that the coolant temperature was being regulated by the thermostat, I noticed that the temperature gauge seldom read the same on two different occasions. Mike Holden (Auto Britannia) told me to make sure the sender was properly grounded to the block and the extra resistance wasn't being introduced with pipe dope or teflon tape on the sender's threads. Make sure you don't have this problem before you try to calibrate your gauge.

PHIL DOOLEY

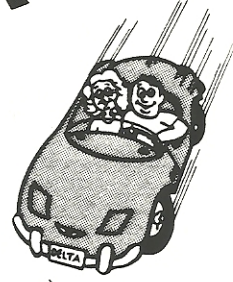
### TR-7 FUEL INJECTION

While installing fuel injection on my TR-7 Spider, I ran into a problem. The rubber vibration damper, between the intake manifold and the plenum chamber, had become brittle and broke when touched. There are no replacements available that I know of. So I went to the local parts store (Pep Boys) and found a radiator hose that, when I cut the top connection off, I wound up with a replacement for the part. The hose is a No. 452 (Pep Boys); it also has No. L13BOAG on it. I hope this helps someone else out. I did discover that Bosch has some of the major parts like the injectors, ECU, gaskets, auxiliary air valves, etc. from your local supplier.

JOHN HORTON

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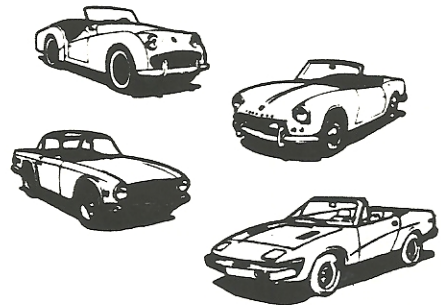
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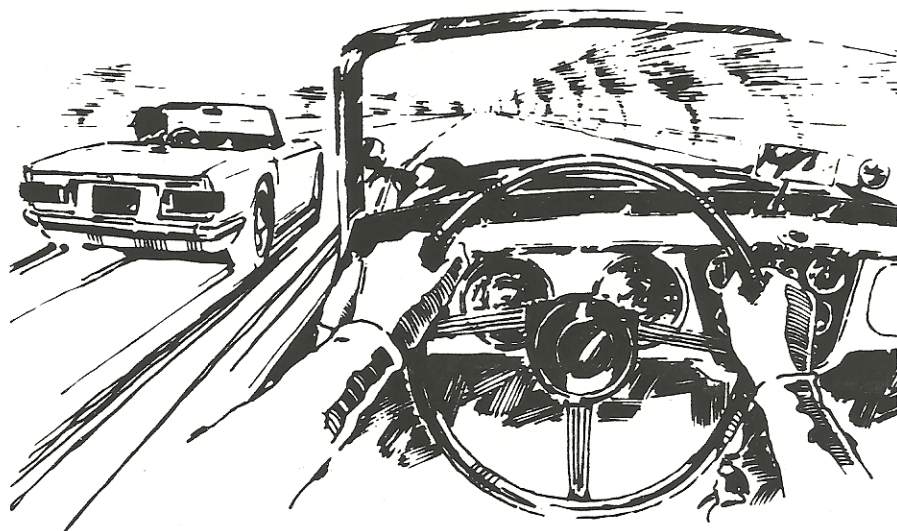
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References available upon request.



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## TECH TIPS - CONTINUED

### BATTERY CORROSION

To avoid acid residue build up on battery terminal posts and cable clamps, place a copper penny on top of the battery between the battery posts. (The copper penny will usually stay in place without falling off.) The copper in the penny will absorb the acid residue from the posts and keep the terminal posts and cable clamps clean. On older batteries that appear to give off more acid residue, add an additional penny and place each penny one to two inches from the posts. Make sure that there are no exposed areas of the battery cables near the post terminal clamps, since the stranded copper cables will also absorb acid residue. In about 6 to 9 months, the penny will turn into a small lump of greenish powder. Merely wipe off the powder with a paper towel and replenish with another copper penny as required.

**MOSS MOTORS NEWS**