

TRiumpH TRumpeter

D. C. T. R. A.

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

SEPTEMBER 1991

MEETING: SEPTEMBER 10, 1991 @ 7 PM
HUNAN RESTAURANT
1575 E. CAMELBACK

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

Work weekend cancelled for this month.

COMING EVENTS

SEPTEMBER 21, 1991

5TH ANNUAL NIGHT DESERT BARBECUE

In the desert naturally
Details inside

SEPTEMBER 28, 1991

AAHC ANNUAL PANCAKE BREAKFAST AND CAR SHOW

ST THOMAS THE APOSTLE CHURCH, 24TH ST & CAMPBELL

See enclosed flyer for details

EDITOR'S CORNER

The summer blahs have hit - the project car is in hiatus for another month. And inflation has caught up with V.T.R. - the newsletter "The English Channel" is no more. Its materiel will be included in the magazine "The Vintage Triumph".

But the preparatory work for Triumphest'91 is purring along on all four cylinders. The forms were mailed out three weeks ago. And Wendy has begun to receive registrations. The hotel has over 75 confirmed reservations. All the stuff we need has been ordered. A word to the wise - if you want to stay at the main hotel get your reservation in NOW.

DIGGER

THE PREZ SEZ

Sometimes I wonder how all the Triumphest things get done? If it were not for people like Pennell and Davitt and others we would be in the pits. There will be lots of door prizes and the goody bags will bulge. Awards will be great. The events look like a blast. So come out and have lots of fun with us.

I am still working on three cars, but that is another story, at least no "chains of events" going on.

I read an article on changing a TR-7 from carbs to fuel injection. The author changed the entire wiring harness. Because of the ease of wiring the main harness to the injection harness I did not feel it necessary. If you are going to try it, give me a call and I will write it up for you.

I was looking forward to the Clifton Hill Climb but someone dropped the ball and it was not scheduled. Maybe next year.

I still need a right rear bumper guard for a '74 Spitfire 1500. Can't seem to find one. Anyone out there got one?

I am keeping this one short. There will be lots to say next month.

Cheerio,

John



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Enrico D'Eugenio
President

MINUTES OF THE AUGUST 13th MEETING

Meeting called to order by Pres. John Horton at 7:10 P.M. Members and guests were asked to introduce themselves.

The Secretary's report, published in the August newsletter was approved and accepted.

Dave Hanson gave the treasurer's report. Triumphest '91 expenses are starting to come in. There were no expenditures for the project car. There will not be a project car week-end in August.

Digger Davitt, Newsletter Editor, had no report.

Bob Hohanshek, AAHC Representative, had no report since the AAHC did not have their regular meeting.

Tom Pennell, Triumphest '91 Chairman, gave a report on the progress of the preparations. More volunteers are requested to fill positions. Moss Motors has scheduled Tony Lee, a former TR rallye driver, as the guest speaker. John Horton has already received commitments from a large number of suppliers for donations of door prizes. Registration forms have been sent out.

September event: Night desert barbecue will be held Saturday, 21 September at dusk. See elsewhere in the September newsletter for details.

Respectfully submitted,

Virgil D. Cole, Secretary

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ALL THE DARK WILL LEAK OUT!

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LUCAS

FRAME
THANKS TO "CHICAGO NORTON OWNERS CLUB"

TRIUMPHEST JUDGING UPDATE

During the judging clinic, many good questions were raised. So here is the latest information about judging cars at Triumphest.

AWARDS

President's Award = John Horton will confer with the other club presidents and they will decide which car will be honored.

Participants Choice = All participants will receive a ballot in their registration packet. Ballots are due by the end of the funcours judging (Sat. 11 A.M.)

((Funcours judges will decide who receives the following awards))

Best Parts Car = This is the Triumph you would like to find if you were doing a ground up restoration and needed a few (or all the) parts. Basically this is a complete car ready for restoration to its original glory.

I Just Drove It Here = If you hate prepping your car for a show, then this award is for you. Daily drivers that get washed at least three times a year are prime candidates for this award. If you are caught using a toothbrush to remove wax from your spoke nipples, you won't win this one! If you have not washed your Triumph in over a year, this award may be yours.

Second Ugliest Triumph = Since there is no such thing as a really ugly Triumph, the judges will decide which Triumph just about does not appeal to them.

J.C. Whitney = This award is given for adorning your Triumph with one or more unique add on trinkets. Nifty stuff like mileage computers, cruise control, fuzzy dice, curb feelers, static ground straps or whatever will contribute to your chances of winning this award.

CONTINUED NEXT PAGE

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 PARTS REPAIRS BODY SHOP RESTORATIONS

Tire Myth Exploded

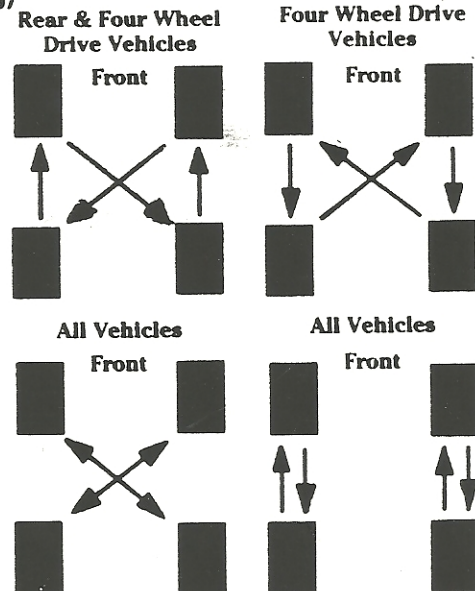
Like John Twist, I grew up with a strong and unwavering belief in the commandment, "Thou shall not cross-rotate radial tires, nor cause reversal of their directional rotation." A friend of mine even carried two used spare tires (couldn't afford new ones in those days) in his Fiat - one which had been run on the left side of the car, and one on the right. He wasn't going to risk having a tire fly apart because he broke the rules!

Do \$500 truck and bus tires live by different rules than our relatively tiny and inexpensive sports car tires? Have two generations of drivers spent their automotive lives believing in tire fables?

Coker Tire Co., Firestone, The Kelly-Springfield Tire Co., and Pirelli Armstrong Tire Corp. responded to my plea for authoritative commentary with a unanimous "It's OK to cross-rotate radial tires, with the exception of "Temporary Use Only" spares, and tires with uni-directional tread patterns". Firestone added the recommendation that the vehicle manufacturer's instructions be followed, even though their tires can be cross-rotated. Our thanks to these companies for all the information they sent, and special thanks to Mr. Jim Hildebrand of Coker Tire Co. who added: "I understand that the original theory (common to the late '60s) was that, particularly on the drive tires, the torque would cause the radial sidewall cords to slant, and if rolling direction was changed that a balance problem might exist. Further research and testing disproved this theory. The basis being that a slanting of the sidewall cords did not actually take place.

Approved Rotation Patterns

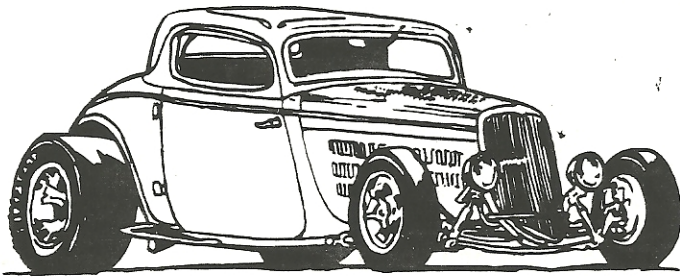
(Extracted from information supplied by Pirelli-Armstrong)



(Thanks to Research's Eric Wilhelm for his research on directional tire rotation).

The above article was extracted from "Under The Bonnet" in Moss Motors newsletter "Moss Motoring".

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TRIUMPH UPDATE - CONTINUED

WHO IS JUDGING WHAT?

TR2, TR3, TR3A, TR3B:

Dave Hanson, Pete Peterson, Bev Peterson

TR4, TR4A, TR250:

Virgil Cole, Marlene Cole

TR6:

Bob Hohanshelt, Dennis Barnes, Chuck Liebich

TR7, TR8, Stag:

Sam Conklin, Tom Vanderpool, Valerie Horton, Dan Horton, Lisa McDole

GT6, Spitfire, Herald, Vitesse:

Wally Gibbs, Steve Smith, Mark Haas

Historic and other significant Triumph family members:

?, ?, ?

Armand LaCasse

CLASSIC-FIED ADS

FOR SALE = 1980 TR-7 Conv, rebuilt transmission, new paint, air cond, stereo, owned 3 years, 105,000 miles. Asking \$1800 / OBO. Call Jack Blair, 937-2889. (6-91)

FOR SALE = 1967 Spitfire, sea green, mag wheels, hard top, soft top, tonneau cover, 47,000 miles of rebuilt engine. \$1500.00 / OBO. Call Sean Gass, days 996-8239, nights 966-4597. (7-91)

WANTED = For 1974 Spitfire 1500, one right rear bumper guard, one "1500" hood plate, and one windshield & rubber gasket. Call John Horton at 843-1399. (7-91)

FOR SALE = 1971 TR-6. 9,000 since a Nick Walker rebuild of engine, transmission and carbs, wires with Michelins. Has hard top (black fibreglass) and soft top. New upholstery and carpets. Dash and door panels redone, repainted Jasmine Yellow. \$6500. / OBO. Call Walter Gilbert, Sedona, 1-602-282-4385. (7-91)

FOR SALE = 1980 TR-7 convertible, new top, new tires, new front shocks, 78,000 miles on original engine and transmission. Cockpit could use some attention. Has a five speed, air and power brakes. AZ plates, tags good to Aug 1992. Reason for selling - three don't fit in a TR. Price \$2000. / OBO. Call Tom Vanderpool between 6 and 10 P.M. at 846-5917. (7-91)

FOR SALE = TR-8 convertible. Original owner, Arizona car, black top, dark gray body, twin carbs, new tires, alpine stereo, sheepskins. Very good condition all around, looks great, runs fine. Asking \$8800.00 / OBO. Call James Lehman at 553-8255. (9-91)



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POTPOURRI

Virgil's Van Vandalized

Virgil drove our Ford van to the meeting, parked it in the back of the restaurant and locked it. When he went out after the meeting, he discovered it had been broken into.

The area around the right front wing window was damaged where they apparently used a screwdriver to pry it open. The person(s) then rolled down the window and took a new bottle of booze. We had a cardboard box behind the "sofa" in the van. It contained tools and perhaps some other things we can't remember right off hand. The box had a tarp and or towels covering the tools. The whole cardboard box and its contents were stolen.

I called the Hunan the next day and asked if anything had been found but the girl said nothing had been turned in. Just wanted you'all to know about this incident.

Marlene Cole

D.C.T.R.A. To The Rescue!

In the past, I have called on several fellow club members when I was up to my greasy elbows in TR-6 trouble and needed advice. People like Bob Schaller, John Graves, Roy Stoney, and Digger Davitt have come to my rescue over the phone lines with indispensable assistance. Now we have DCTRA to thank for finding a place to live.

Recently, my wife Joyce and I decided to quit our long-held jobs in Winslow and go back to school at Gateway Community College in Phoenix. We encountered unexpected trouble when it came to finding an affordable dwelling for us and our collection of cats and cars. After two fruitless days of apartment hunting, we finally did what we should have done in the first place, called someone in DCTRA to see if they knew of any rentals that might be available. To make a short story even shorter, we spoke with gracious Gracie Pennell who set us up with her friend, Barbara at Realty Executives. The next morning, Barbara's associate, John picked us up in his vehicle and drove us to see some apartments. Within 30 minutes, Joyce and I knew we had found our new home. Best of all, it's just ten minutes to school, less in the TR-6!

The moral of the story is that DCTRA is not just an organization of people dedicated to preserving and enjoying funky, old British cars. It's a group of people dedicated to having fun and helping each other. We're proud to be a part of this group.

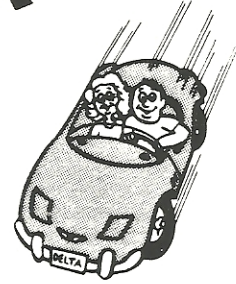
Thanks to all of you,

Tom & Joyce Piper

Minimum Vehicle License Tax (VLT)

A few years ago the Arizona Department of Transportation raised the VLT from \$10. to \$30. AAHC was unsuccessful in its drive to put a petition on the ballot to change it back to \$10. Recently ADOT has changed the fee level as follows: for 1991 \$23.33, for 1992 \$16.66, and for 1993 and beyond \$10! Thank you, ADOT

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References available upon request.

TECH TIPS

Broken Bonnet Release Mechanism In The TR-250 (Or TR-6)

Ever snapped a bonnet release cable? While the bonnet was closed and in the locked position? How did you finally release the bonnet and what did you do to insure that you would never have to rip out your glove box or remove your heater hoses? Maybe you did what I did.....

Every known logical motion in Physics is violated in the design or the bonnet release cable in the left-hand drive TR-250 (or TR-6). God never meant for the release cable to make five right angles negatively counteracting the torque at each succeeding angle. Obviously, the English did. But being that ever-creative American, I installed a failsafe solution.

Most of the left-hand drive TR-250s came with a radio speaker under the passenger's side of the dash. The two holes used to secure the speaker are the closest that most of us have come to seeing this speaker; as they seem to have disappeared during one of the previous owner's tenure. Now is the opportune time to make use of these holes (for the TR-6 owners, drill a small hole in that general area).

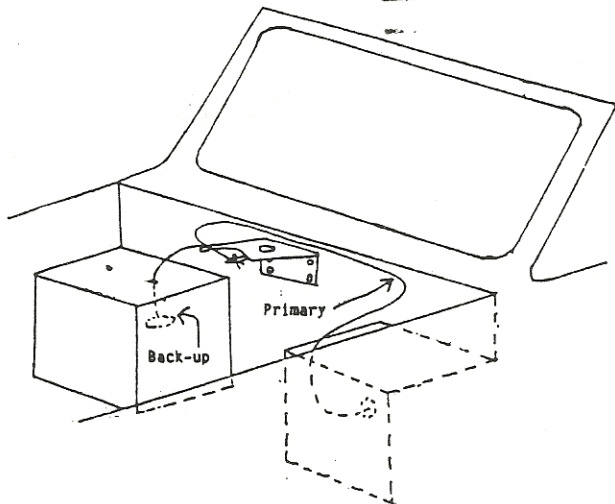
Connect a "piano wire" to the mechanism's release arm and through the cable securing clip. Insert the other end into one of the holes and leave about 3" extended. Attach a handle of anything that allows you to comfortably pull the wire. Using the old broken cable release (assuming there is enough to work with) and reversing the order will provide a cable that requires minimal effort.

For you "show buffs". keep the primary cable in place and attach the backup as a safety precaution. Before the judging starts, just remove the backup cable. If your primary cable malfunctions during the show, don't worry. You'll have plenty of experts available to bail you out (I know!!!).

Give this a try, and good luck!

Terry John, Mifflinville, PA.

Extracted from "Trundlin' Triumphs", newsletter of the Delaware Valley Triumphs.



WHAT'S GONNA HAPPEN THIS MONTH

FIFTH ANNUAL NIGHT DESERT BARBECUE

At dusk, Saturday night, 21 September 1991

(What follows is an update of the instructions that were in the July 1990 newsletter)

This will be the fifth year for us to visit the gravel pit and party. There is plenty of room for parking. A common grill will be big enough for all your cooking requirements.

Remember to bring lawn chairs, food, drinks, utensils and garbage sacks: but please leave boom boxes and pets at home.

How to get there:

1. Go NORTH on Pima Road from East Bell Road (East Bell becomes Frank Lloyd Wright Blvd at Scottsdale Road and then ENDS at Pima).
2. Turn RIGHT (EAST) at the STOP sign in Carefree. In other words, go toward Bartlett Lake.
3. At the top of the hill, near the microwave tower, a sign tells you to turn right to go to Bartlett Lake. GO STRAIGHT at this intersection. DO NOT GO TO BARTLETT LAKE.
4. Follow the road until the pavement ends (just after a sharp left turn and at the bottom of a dip).
5. Take the FIRST turn to the RIGHT after the gravel road starts. The place is just over the hill (we mean it, only a few feet) and to your left.

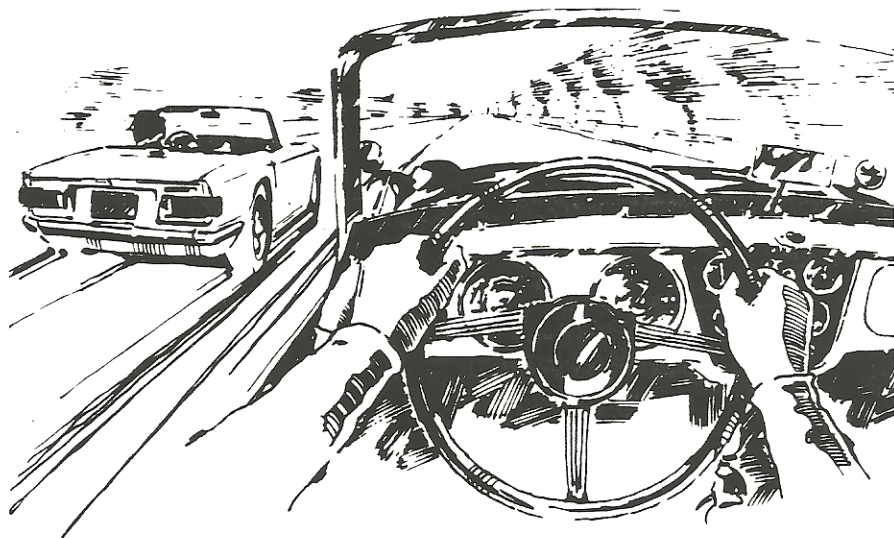
AAHC Breakfast & Car Show

Free registration. Free parking. Free dash plaques. Free trophies.

Free breakfast. About the only thing AAHC does not provide is gas. See the flyer for more details. This event would be a good dry run for Triumphest'91. See you there!

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WHAT HAPPENED LAST MONTH

MINING CAMP RESTAURANT

Sat 6 P.M., 17 August, Power Road & Main Street was the starting point for the annual trek to the Mining Camp Restaurant. A new club was on the list of invitees - the BMW Car Club of America. At 6:30 John cried "Head 'em up and move 'em out" or words to that effect. So off went a mixed bag of vehicles: BMWs, four Minis, an Alpine, a Healey, an MGTC, an Isuzu (Steve Gonzales), an RX-7 (Dave Hanson), a LeBaron conv. (Ken & Sandi Blatter), a Mitsubishi truck (Tom & Gracie Pennell), and, yes, there were some Triumphs: the Hortons with two -7s and an -8, Phil Dooley in his -6, Kurt & Jude Anderson in their TR-6+, Virgil & Marlene Cole in their -250 and me in my -3.

The convoy out was fun, sometimes we were three abreast, until the Junction when it was single file on the two lane blacktop to the restaurant. We only half filled the reserved dining room, but that had good results. Those that did come got faster and better service.

Could the sparse turn-out by club members be blamed on the Cardinals/Patriot game at Sun Devil stadium? Or what?

DIGGER