



# TRiumpH TRumpeter

PRESIDENT: JIM HUGHES 9234-3656  
NEWSLETTER: DIGGER DAVITT 966-9712

## AUGUST 1992

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MEETING: 11 AUGUST 1992 @ 7 PM  
THE R.O.N.S. CLUB  
17th AVE. & OSBORNE, PHOENIX  
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The TRIUMPH TRUMPETER is the official newsletter of:

The Desert Centre - Triumph Register of America  
CLUB OFFICERS

- V.P. & Events: Ken Blatter 892-3084
- Secretary: Beth Horton 843-1399
- Treasurer: Dave Hanson 897-2398
- Newsletter: Digger Davitt 966-9712
- Tech Advisor: Bob Schaller 992-7969
- Historian: Sherry Sharp 966-9932
- Membership: Tom Pennell 951-8472
- AAHC Rep: Michelle Peters 946-7443

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 393-6409

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### PROJECT CAR WEEKEND

NOTHING SCHEDULED

FOR AUGUST

## COMING EVENTS

AUGUST 22, 1992

ANNUAL DINNER MINING CAMP RESTAURANT

Details inside

SEPTEMBER 26, 1992

A.A.H.C. PANCAKE B'FAST & CAR SHOW

St Thomas the Apostle Church, 24 St & Campbell

Details next month

OCTOBER 8-10, 1992

TRIUMPHEST'92

BUELLTON, CA.

### THE EDITOR'S CORNER

You think that going 400 plus miles to a TRIUMPHEST is too far to go?

To some of our members that is just a good weekend jaunt. How's this for long distance traveling in the next couple of months?

Tom Pennell (aircraft commander/pilot) and Bob Schaller (observer/navigator?) will make their own fly-in to The Roadster Factory Summer Party in Armagh, Pa.

Gracie Pennell will take off for Japan in September and will visit Gary & Deta Hampsch in Kobe.

Gary & Deta (after Gracie leaves) will take their vacation in Bali. And then back to Kobe to pack their belongings for the long trip home to Phoenix in November.

DIGGER



## TECH TIPS

### Door Waist Seal Tool

For TR4/TR4A/TR250/TR6, this tool is a must for anyone attempting to install the rubber window seals. I have one - a copy of the original Churchill tool. The sketch below is copied from the factory manual. Make your own or borrow mine.

DIGGER (966-9712)

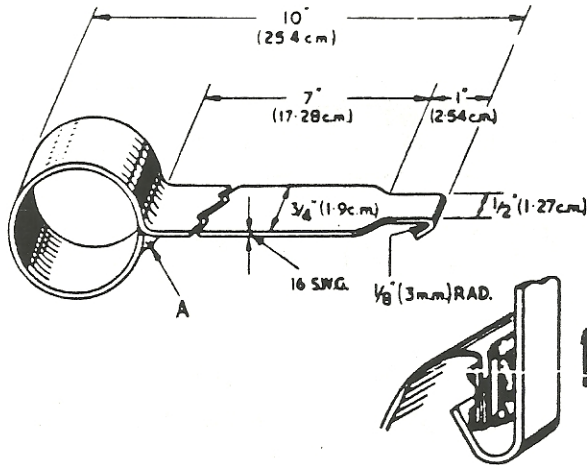


Fig. 12.14. Details of hooked tool for fitting spring clips

### Factory Accessory Consoles

I have received a flyer from Gassman Automotive Products, Ltd. of Waynesboro Va. describing the re-manufacture of an original factory accessory for TR-4A, TRT-250, and TR-6 models. Any member wishing further info see me at the next meeting or call me.

DIGGER (966-9712)

### Triumph Tea Pots

Hot weather is just around the corner. Will your TR become a tea pot? One thing to check is the radiator shroud (listen to him, it fixed my car - Scott). If it is missing or even just partially gone, you can have heating problems at freeway speeds of 55-85 mph. Without the shroud the air just goes around the obstacle (in this case the radiator) and if you put in a little hill with 95 degree days, it's tea time. On our TR-4A race car I built a complete shroud that forces all the air that comes through the grill into the radiator and the car runs 180 degrees at 100 mph on 95 degree days.

TR6 heating problems often are ignition timing problems. Follow the book, 4 degrees AFTER Top Dead Center with vacuum retard working. Remove the vacuum retard hose from the distributor with the engine idling and use a

CONTINUED NEXT PAGE

## PREZ SEZ

TRIUMPHEST'92 is not far off and at this time I hope many of you TR enthusiasts have made your plans to attend. You say, your haven't even given it a thought! I'm not always the best person to step on the soap box, but here it comes.

Why haven't you made your plans?

Why hasn't someone volunteered to be the convoy leader?

Why not convoy? It's a wonderful sight to see a stream of any marque autos traveling along any road, especially Triumphs.

Why hasn't the club taken a more positive role in generating interest in this event? It is an annual meet. Perhaps the "...you can lead a horse to water..", etc. is part of the answer. Perhaps your Prez is part of the problem, and part of the solution. And perhaps part of the answer is that some of you think your TR just can't make it past the city limits. There is safety in numbers. A convoy of TRs has safety, repair knowledge, spare parts and there is always someone to party with. What more can you ask for? There is a suggestion, one possible convoy plan elsewhere in this newsletter. Look it over. Develop a positive attitude about TRIUMPHEST'92 and plan to attend. If you have not given this weekend its fair consideration, do so! And at the next meeting, when Duane Schoen asks, "Who is going?", be prepared to answer, "I am".

I am. I have my reservations, and, if nothing changes my plans, I'll be there - Black Beauty and all. Augie, are you ready?

While we are in the "making plans" mood don't forget Miner's Camp, our August club event. An open invitation for the event from DCTRA was published in the August'92 A.A.H.C. newsletter. There should be a good turnout.

If you have ever questioned the abilities of club members to offer assistance or help, here is just another in the long list that emphasizes the fact that help is always at your elbow. Bob Schaller, THANK YOU, for the final adjustments on the carbs. This places me another step closer to completion of my TR.

Until next we meet (or at the RONS club for the August meeting).

Remember, keep it between the ditches....

Your prez - Jim Hughes



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## WHAT HAPPENED LAST MONTH

### OVERNITER AT THE CABIN

How do you spell relief? C-A-B-I-N.....Pennell's cabin! For just a short time the heat and humidity of the Valley of the Sun was forgotten for those who ventured to the cool climate of 7000 feet and a weekend at Tom and Gracie's cabin near Show Low.

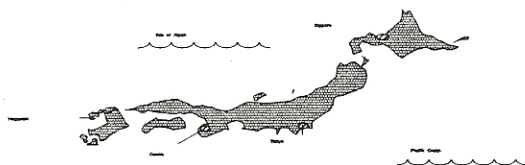
No one convoyed, but everyone arrived without mishap. Tom and Gracie arrived late Friday to find Beth and John Horton and Bob Schaller waiting. Not much is known about that evening, but the following day the remainder of those who were coming arrived. The Hughes' along with daughter Krissy and her friend, and the family dog "Cotton" got to the cabin about mid-morning. No, they did not all fit into a TR, nor did they try. They came in the van and while the girls pitched their tent, Cotton explored the area and the back of the van became the bedroom for Jim and Suejane. Shortly after noon a beautiful Primrose Yellow TR-7 appeared at the driveway entrance. Not many in the club had seen this TR before so we were pleasantly surprised when we recognized the Reynolds (George and Florence). And even more amazed when the sound made by the car was definitely not that associated with a TR-7. After the usual "Hellos" and "How are yous" George proudly popped the bonnet and unveiled a beautifully installed Buick V-6 coupled to a Camaro automatic and a lot of other goodies. George performed his masterpiece with the assistance of a John's Cars conversion kit and lots of skill. Beautiful, just beautiful, George. By late afternoon Bob Morey and Armand LaCasse arrived just ahead of the afternoon shower, but in time for all the fixin's. After the rain shower and with full bellies, the fire was rekindled, "smores" made and tall tales told as the flames danced in the chilly night air.

The following morning there were stories about more rain, but this person found that sleeping in the fresh clean mountain air made me unaware of anything until the sun came streaming into the van along with the smell of breakfast floating through the air. It was after 8 so I guess it was time to get up and enjoy the morning. Gracie was in the kitchen makin' flapjacks, and everyone else was makin' mouth noises as they enjoyed a hearty breakfast. After the second cup of coffee everyone knew it was time for a morning stroll. After a walk on the wild side, it was time to strike the tents, lead the TRs, pack the van and thank Tom and Gracie for their wonderful hospitality. Everyone slowly departed to make their way back into the valley.

And then this perfect weekend ran right into the fire on the Beeline Highway. It caught (and held up for hours), the Pennells, Bob S., Bob M. and Armand LaCasse.

Jim Hughes

Japan



## WHAT'S GONNA HAPPEN THIS MONTH

### MINING CAMP RESTAURANT

If you are planning to attend our annual trek to the Mining Camp Restaurant, and you haven't called John Horton (843-1399) DO SO NOW! HE NEEDS A HEAD COUNT! This is critical this year, 'cause we have invited all the A.A.H.C car clubs to join us.

Show up 22 August 1992 at Power Road and Main in Mesa at 6:30 P.M. The convoy will depart at 6:45 P.M.

### TECH TIPS - CONTINUED

timing light. Your timing should be 10 degrees BEFORE Top Dead Center. Reinstall the vacuum line, the timing should be 4 degrees ATDC. If the retard is not working don't set it at 4 degrees ATDC, use 10 BTDC UNTIL you can make the repairs or your TR-6 will also be a tea pot.

Extracted from SCTOA's The Triumph Standard, June 1992

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2305 N. Scottsdale Rd., Scottsdale, AZ 85257 (South of Thomas - Behind Discount Tire Co.)		Enrico D'Eugenio President

## CLASSIC-FIED ADS

FOR SALE = Brand new, still in the box, TR-6 Robbins tonneau cover, black, no head set pockets, purchased from TRF at TRIUMPHEST'91. Asking \$100. Call Ken Blatter at 892-3084. (6-92)

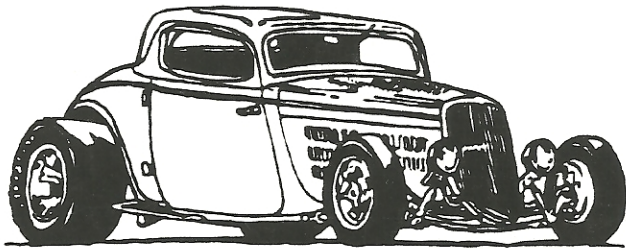
FOR SALE = TR-3A Wheels. 4 original equipment wire wheels (48 spioke, 15" x 4.0") and "knock-off" nuts. Wheels clean and in verygood shape, \$200.00. LeGrand Racing Wheels, 2-9.50" x 13.0" and 2-7.0" x 13.0" 6 bolt on 3.5" centers. From late 60's formula car, \$200.00. You pay shipping. Will consider trades fora TR-4 all synchromesh transmission that will take an overdrive unit. Call Ken Knight tel: 702-456-3173. (7-92)

FOR SALE = '74 Mercury Capri V6. Radio, heater, 4-speed. Good tires, current tags. Runs good, looks terrible. \$400/OBO. Tom Pennell, 951-8472 after 5PM weekdays.

FOR SALE = '77 TR7. Rust free body, needs engine work. Lots of good stuff, clear title. Call David Miller at 265-3553.



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## TRIUMPHEST'92

Now is the time to get down to our final planning for a Triumph weekend in Buellton, Ca.

Phoenix to north of Los Angeles is about 400 miles.

Los Angeles to Buellton is about 100 miles.

Buellton to Goleta (Moss Motors) is another 30 miles.

Friday will be a busy day: a driving tour in winery country with a stop for a complimentary BBQ at Moss Motors in Goleta, then back to the hotel for the funkhana and the pinewood derby. The traditional hospitality party starts after the presidents' meeting.

Saturday's schedule calls for the funcours in the morning followed by the road rally in the afternoon and a cocktail party before the awards banquet, which will be followed by dancing and drinking 'til?

One possible travel schedule is as follows:

Thursday - depart Phoenix area early AM. Overnight at a motel north of Los Angeles (in the San Fernando area).

Friday - depart motel and go direct to Goleta in time for the Moss Motors BBQ and then to the hotel. Check in and then join the funkhana and the rest of the Friday activities. REserve time to prepare your can for the funcours.

Sunday - leave early and stop overnight somewhere between Indio and Blythe (or drive straight through to Phoenix).

Monday - arrive in Phoenix around noonish.

There are advantages and disadvantages to this proposed schedule:

CONTINUED NEXT COLUMN

## TRIUMPHEST '92 - CONTINUED

1. A day and a half on the road allows us to arrive fairly refreshed.
2. Rooms in Buellton are \$75. per night. Motel for Thursday night should be about half that.
3. How about a private party Thursday night?
4. Road speed could be 60 instead of 80 (convoy speed).
5. Driving straight through reduces the time off from work only for the return trip.

There are several things that must be discussed and decided on:

1. Who is going.
2. What schedule will we follow.
3. Where will be stay.

The main item on the agenda for the August meeting will probably be TRIUMPHEST'92. If you are planning on going, you should be at this meeting. Should be interesting, eh?

If you are planning on entering a car in the Pinewood Derby at TRIUMPHEST'92, there is a copy of an article on the construction of a car (extracted from TRSC's The Triumph Tribune) contained in this newsletter.

EDNOTE: Just received an update note from Central Coast Triumphs.

### Directions Correction!

The map in the registration mailing is correct however the written directions need one slight correction. Highway 236 should be changed to Highway 246.

### Friday Morning Drive Change

The Friday morning driving tour is still on, however the ending has been changed. The Bar-b-que lunch has been canceled and we will instead be ending at a secured parking lot in Solvang.



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## MINUTES OF DCTRA MEETING 14 July 1992

Thirty-two filled the room at RONS Club for our July meeting. June minutes were approved as printed, after the presenting of a piece of birthday cake to this secretary. (Thanks, everybody)

Our treasurer reported few expenses last month. \$709.37 remains in the project car fund, as more shares were sold.

President Jim introduced new faces: Ken Larsen (TR4A), Florence & George Reynolds (TR7), Renee Loftus (TR8), & Mike Thomas (TR7).

The special dash plaques given to award winners at Malibu were shown by Ken. Similar plaques will be given at certain unannounced events in the future.

Newcomers were told about the club's project of re-building a wide-mouth TR-3A. Bob Schaller threatened anyone who dared think about painting it any color other than yellow.

The upcoming excursion to Pennell's cabin near Show Low was detailed. Also, plans are forming for TRIUMPHEST'92. Duane Schoen will be co-ordinating convoys to that event, so let him or Jill know if you're going (phone 820-3385). They will be leaving the Wed. previous. Digger said that if we leave Thurs. we can join Moss Motor's barbecue on Friday. Get hotel reservations in early.

Our guest speaker was introduced, Bob Pollock of Brentwood Auto Body, formerly Precision Collision. He brought Triumph schematics, give us tips on how to choose a straight car, and on what to look for in a paint and body shop.

Next month's event will be a trek to the Mining Camp Restaurant. John H. gave us the details, which will appear in the newsletter. Bring your Triumph!

We have a calling committee of four: Sam Conklin, Gracie Pennell, Jim Hughes, and Virgil Cole. They will be phoning members in their respective areas when a head count is needed for an event.

Membership chairman, Tom Pennell reminded us to put our new club information cards on every Triumph we see that isn't wearing a club decal. Each member is a recruiter. Digger passed out some of the 2000 cards that have printed.

John H. & Bob S. are making an anti-dive kit for the front ends of TR-7s and -8s. Contact John if interested.

If anyone wants to attend TRF's summer party, see Digger for the entry forms. Also, he said wake up and send in articles for the TRIumph TRumpter - the newsletter doesn't write itself.

Meeting adjourned at 8:30 P.M.

Respectfully submitted,

Beth Horton, Secretary

## POT POURRI

### TRADITION

I was driving down Lake City Way last weekend trying to figure out if that burning smell was coming from my TR3, when a guy in an M.G. waved at me. Sports car drivers used to wave at each other Remember that? We always waved - like we all knew each other. I guess it was a kind of salute. In fact there was a pecking order we seemed to follow. Etiquette dictated we, as Triumph drivers, should wait for the wave from an approaching Jaguar, Alfa or Austin Healey. We would wave first, on the other hand, to the driver of a Midget or Sprite. If the car was an M.G., Sunbeam, or another Triumph - it didn't matter too much who waved first. Porsche drivers only waved to other Porsche drivers. Come to think of it, they didn't wave at all! They flashed their lights at each other. I wonder if they still do?

I can't remember when we stopped waving, but I do think it's about time re revived that old tradition. Let's start waving at other sports cars as we drive our Triumphs this summer and fall. Maybe it'll catch on again. And maybe all sports car drivers will wave at each other once more. Just maybe we'll even start waving at Porsche drivers! Well - only if they wave first.

DAVE EASTON in TYEE TRIUMPH's TRUMPET, July 1992

### COVENTRY MOTORS MOVE

Vito's British Auto Repair, Ltd. has closed shop. Vito Cirincione (and his family) are on an extended visit to his homeland, Sicily. Roy Stoney (Coventry Motors) has moved his operations from his old spot on E. Indian School Road to Vito's former place. Coventry Motors is now located at 4723 North 12th Street, Phoenix, AZ 85014, tel: 274-1234.

### CALENDAR OF EVENTS

.....NOTE..... CLUB EVENTS ARE IN CAPS.....

Aug 11 D.C.T.R.A. MEETING

Aug 21/23 Monterey Historic Races & Concours

Aug 22 MINING CAMP RESTAURANT(John Horton 843-1399)

Sep 7 Labor Day

Sep 8 D.C.T.R.A. MEETING

Sep 25/27 Rio Grande Regional British Car Meet, Ruidoso, New Mexico (Chuck Beverly, 505-823-9595)

Sep 26 A.A.H.C. PANCAKE B'FAST & CAR SHOW (?)

Oct 1/4 IMSA, P.I.R.

Oct 2/4 9th Annual Governor's Cup Rallye

Oct 8/11 TRIUMPHEST'92, BUELLTON, CA.

Oct 13 D.C.T.R.A. MEETING

Oct 24 ANNUAL DESERT RALLYE & BBQ (Dick Hammon 463-2693)