

TRiumph TRumpeter

D. C. T. R. A.

PRESIDENT: JIM HUGHES 924-3565
NEWSLETTER: DIGGER DAVITT 966-9712

MAY 1992

MEETING: MAY 12, 1992 @ 7 PM
THE MASONIC LODGE
522 N. 40th Street (N. of Van Buren)

The TRIUMPH TRUMPETER is the official newsletter of:
The Desert Centre - Triumph Register of America

CLUB OFFICERS

V.P. & Events:	Ken Blatter	892-3084
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Membership:	Tom Pennell	951-8472
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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 MAY

COMING EVENTS

Sunday, 26 April 1992

COPPERSTATE 1000

PHOENIX ART MUSEUM

Details inside

Saturday, 16 May 1992

ROUTE 66, 66th ANNIVERSARY CAR SHOW

FLAGSTAFF, ARIZONA

Details inside

Saturday, 13 June 1992

MALIBU GRAND PRIX DAY

MALIBU TRACK, TEMPE

Details at the May meeting

THE EDITOR'S CORNER

IMSA COMES TO THE VALLEY! Phoenix International Raceway on 2/4 October 1992 hosts a new race event. The IMSA Checker Camel GT Oktoberfest, on their new 1.5 oval/road circuit. There will be four classes racing: GTP & Camel Lights, Bridgestone Potenza Supercars, Zerex Barber Saab Pro Series, and the new-in-92 Porsche Carrera Cup. Should be a fun weekend.

Published elsewhere in this issue is a listing by districts of your senators and representatives. When the call comes (and it will during the next regular session) for each of us to call our senators and/or representatives on proposed bills that affect our hobby, this listing will come in handy. Be sure to save it for future use.

DIGGER

CALENDAR OF EVENTS

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

- May 2 Cottonwood Auto & Aeroplane Show
May 3 SCCA Solo II, Firebird (265-6530)
May 12 D.C.T.R.A. MEETING, EL ZARIBAH SHRINE TEMPLE, 552 North 40th St., Phoenix
May 15/16 ROUTE 66 - 66TH ANNIVERSARY CAR SHOW, FLAGSTAFF, (John Graves 602-526-3166)
May 24 Indy 500
May 25 Memorial Day (Mon)
Jun 6/12 Mercedes Star Fest'92, The Pointe (235-0116)
Jun 7 Pomona Swap Meet
Jun 9 D.C.T.R.A. MEETING
Jun 7 SCCA Solo II, Firebird (265-6530)
Jun 13 MALIBU GRAND PRIX (John Horton 843-1399)
Jun 18/21 TRA National Meet, Cambridge, Ohio
Jun 21 Fathers' Day
Jul 2 "Great American Road Race" cars arrive in Phx
Jul 4 Independence Day
Jul 14 D.C.T.R.A. MEETING
Jul ?? POOL PARTY (?)
Jul 22/26 VTR Convention, Savannah, Ga.
Aug 8 Triumph Day, Moss Motors (1-800-235-6954)
Aug 9 Pomona Swap Meet
Aug 11 D.C.T.R.A. MEETING
Aug 21/23 Monterey Races & Concours Aug 22 MIN-
ING CAMP DINNER (?)
Sep 7 Labor Day (Mon)
Sep 8 D.C.T.R.A. MEETING
Sep 19 ANNUAL DESERT RALLY & B-B-Q (?)
Oct 8/11 TRIUMPHEST'92, BUELLTON, CA.
Oct 13 D.C.T.R.A. MEETING
Oct 18 Pomona Swap Meet
Oct 31 Halloween
Nov ? AZ BOYS RANCH (?)

MINUTES OF DCTRA MEETING 14 April 1992

After a good dinner at RONS Club, the meeting got down to business at 7:30 P.M. Ken Blatter presided in Jim's absence. Thirty persons were present, including several new faces.

May minutes were approved as printed. Sam Conklin read the treasurer's report, acting in Dave's place. Sixty-five members have paid their dues so far this year.

Two months ago, the club decided to assist a fund for Max Harris, at Frank's School. Sherry Sharp said that the club's donation has been deposited. John Horton has divided the membership list into areas that can be called without toll charges, which can be used for calls for donations, or for event reminders. Volunteers will be needed for the telephoning.

John also read a note from TRSC thanking those members who helped in their club's receiving membership in VTR. As Bob Schaller said, making a little noise makes things happen.

It was announced that Tom Pennell was in John C. Lincoln Hospital, scheduled for surgery on 15 April.

Upcoming events: Digger talked about the Copperstate 1000, our April event. There was comment that club events should be open to all the membership, not just those with pre-1970 cars, but our events chairman countered that there was no other event available in April with enough prior notice.

Ken told us about the big Route 66 celebration in Flagstaff, our May event. A phone committee can help put together convoys for the trip, which can be finalized at the next meeting.

A Copper Hills car show will be held 9 May in Globe, according to Dave Hammond. All cars are invited. Members who learn about upcoming shows are encouraged to copy the flyers and bring them to meetings for distribution.

John Horton has made arrangements for the Malibu Grand Prix Nite on 13 June. We have a special reduced price by committing to 100+ laps, so bring your friends! We will have the whole track to ourselves for the evening.

To avoid embarrassment at parades, it was advised that cars be checked over before each event, especially the cooling system. Our own Mr. Schaller has written a book on solving TR cooling problems. Wally gave a report on the progress of the project car. Since the fund is down to \$174.00, the club was authorized to buy more shares in the car.

Digger made us jealous by saying he's headed for Indianapolis for the time trials, and again for the "500" race.

John Maslak showed us a carburetor balancing kit he purchased years ago, that measures the lift of the pistons, and was made in West Germany. He offered to share copies of the directions from which a similar tool could be made.

Our visitor from the Silver State Triumph Register in Las Vegas, Bob Bosley, was introduced.

Respectfully submitted, Beth Horton, Secretary

WHAT HAPPENED LAST MONTH

2ND ANNUAL COPPERSTATE 1000

The glow of the morning was bright and a brilliance from the east, cast its reflection against the shining sheet metal rivaled only by the rising of the sun itself. This was a morning of "Wheeled Beauty" with the roar of deep throated engines leaving from the Phoenix Art Museum for the start of the Copperstate 1000 Road Rallye.

The line-up of 300 SL Gullwing Mercedes had never before been seen like this in the Vallley -- AND there were FIVE of these beauties! The other concours pre-'71 Mercedes Benz were displayed in a most eye-appealing line.

Considering the fact that our spring is well under way, and with a temperature hovering at 100 degrees, the turnout was excellent. Our members in attendance were Jim Hughes MGB, Digger Davitt TR- 3, Tom Larsen TR-4, Bob Schaller TR-3A, Ken Blatter Spyder, Bob Mazer TR250, and Greg Lund brought Rod Kent's TR-6 racer with its outstanding new colors. On hand, taking in all the activity were fellow members Julius Walters and Richard & DiAnn Hammon.

Awards for race cars went to Terry Larson for first place with his "C" Jag. and second place to Dick Delafield with his Morgan Trike. In the sports car category, Jim Foster took first place with his '67 "E" type Jag., second place to Barry Briskman and his '53 Arnolt MG, and third place to Terry Hoescher with his '63 Porsche Super 90. Participants choice went to Brian Whitcomb and his great '57 Mercedes Gullwing.

Our thanks to Mike Mullan for inviting us to participate in this very special event. We extend out thanks also to Dobbs Honda of Tuscon, Mercedes-Benz of North America and most especially to MAC (Mens' Art Council of the Phoenix Art Museum) for their concerted efforts and diligence in making this year's Copperstate 1000 another unforgettable experience.

TOM LARSEN



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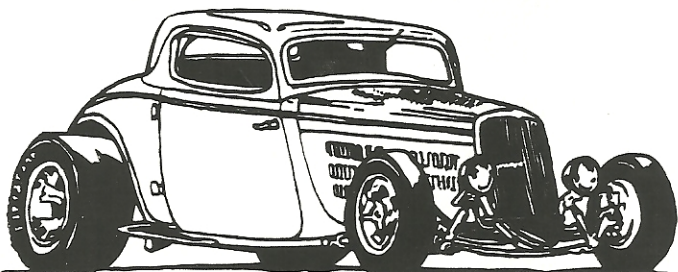
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POT POURRI

BUILD RECORD GOODIES!

Well, here we are again - talking about the things we like best- TRs!

Today I would like to give you all some numbers on cars with overdrive. As it is explained to me, by those in the know, there were hardly any overdrive units in relation to the number of cars that rolled along the production line.

Again, these numbers are limited in their scope, but they are a strong indication of actual production. Of the almost 1700 cars I have listed there are only 216 overdrive units on TR-2s thru TR- 4As, this give credence to the notion that overdrive units were few and far between. Only 19 of these cars were fitted with the 4:11 axle ratio.

In discussions I have had over the years I have been told that during the late 1960's overdrives were taken out of cars because of their lack of reliability and extra dollars during repair. On the other hand, I have been told that overdrives are turning up in cars that did not come with them from the factory, and the most often stated reason is longer engine life as well as fuel economy.

I know that there is supposed to be a connection between the 4:11 axle and the overdrive unit, but the numbers I have do not make that connection clear at this time.

JON KORBIN

PREZ SEZ

Have you made your reservations in Flagstaff for the "Route 66 festivities? This promises to be a wonderful weekend (15/16/17 May).

I have heard that everyone that attended the April meeting was very pleased with the RONS Club. As is mentioned elsewhere, but it's worth another reminder: the meeting place for May is the EL ZARIBAH SHRINE TEMPLE, tel: 231-0333, 552 North 40th St., Phoenix. Parking should be on the south side of the building. The food is great and the bar is well stocked. See you there 12 May.

With the temperatures rising and our thoughts moving us to higher country, take a look at the activities scheduled for the summer. The first annual DCTRA Grand Prix will offer a great opportunity to slip on the driving gloves and push it to the limit. John will have all of the details at the next meeting. Right, John?

There are several offers to travel (rallye) to the high country. Details forthcoming.

'Til next we meet, keep it between the ditches.

JIM H.

A NOTE OF GRATITUDE

March and April of 1992 will go down in our books as a pretty bad time. As most of you know, my mother passed away March 16 after a long illness, and then on April 15 (tax day, wouldn't you know) I was admitted to the hospital for emergency surgery. Sparing all the gory details, I was experiencing some frightening symptoms, including temporary loss of vision in my left eye and inability to talk straight (once). These were called "TIA's" by the learned medical folks and were blamed on a 95% blockage of the left Carotid artery (one of the two big ones going up the neck, feeding blood to the brain). Through swift action and IMMEDIATE surgery, the blockage was cleared and the danger of a serious stroke has been averted. There is no evidence of any permanent damage. I am recovering nicely from the surgery except for the inevitable 'pain in the neck'. Expect to see me at the May meeting.

My heartfelt thanks to all of you who took the time to drop me a sympathy and/or get-well card, call up to check on me, or visit. It is really nice to know that there are so many people in this cynical world who will reach out to touch someone who is having a 'spot of bother', and it exemplifies what DCTRA is all about - Friends who happen to share a common interest. Your support has truly helped us through these trying times. Gracie and I want to once again, THANK YOU ALL for your concern and support.

Tom and Gracie Pennell

DCTRA - KOBE JAPAN CHAPTER

It has been some time since we reported the events from this most distant chapter of DCTRA. First, our two year assignment is now past four and one half years and will go over five years before we return. We continue to make about two trips per year to Phoenix and always enjoy our brief visits with our friends of DCTRA and look forward to participating in some event during each visit.

It is exciting to see the resurgence of the convertible sports cars in Japan. We seldom see the familiar marques such as TRIUMPH, MG, or MORGAN. There are a number of classics owned by wealthy Japanese, but they are brought out only for shows and rallies. You would not believe the prices paid for these classics. These familiar marques have been replaced by strange sounding and sometimes strange looking convertibles.

Most commonly seen in the streets of Japan are BEAT, EUNOS (MIATA in America), PIAZZA, and a newcomer to the ranks, CAPPUCINO; it really is about the size of a cup of coffee. It is amazing to see the performance these cars realize from TURBO-CHARGED 600CC, three cylinder engines. While I cannot even imagine these reaching the same status as Triumphs, the renewed interest in the sport will most likely increase the value of the true classics. The interest in engines of 600cc or less is based upon a tax advantage and parking. Before you can purchase a car with more than 660cc's, you must have evidence of a parking space, which can cost an average of \$1,200. for a typical residence.

We were in Phoenix in December, but missed the Christmas party by one day. Last year I moved the '66 Spitfire from its place of storage in Cornville, AZ to our house near Bell and 32 Ave. I could not just let it sit there without seeing if it would still run after four years of storage. After replacing the oil, shooting a few squirts of oil into each cylinder, and priming the carbs, I closed my eyes, held my breath and turned the key!!!! Not only did it start, but it ran as smoothly as when it went into outdoor storage in Oct. 1987. Now for the real surprise, NO OIL LEAKS and both the brake and clutch hydraulics still worked. Who says you can't store a British motorcar without a complete overhaul.

Hooked by the bug after three years of abstinence, I buffed up the oxidation, and when no law enforcement agents were around, we took it for a few spins around the block. What a thrill. I do plan rebuild and upgrade of the '66 Spitfire for modified SCCA racing when we finally return to the U.S.

Be on the lookout, you never know when the DCTRA - Kobe Japan chapter members will show up in the little red '66 Spitfire for some event in the future. Any possible visitors to our "regular Kobe chapter meetings?" Our most recent outing was "Cherry Blossom Viewing". The traditional method of viewing the blossoms is to sit under a cherry tree and drink sake until you can no longer see the blooms. Driving a convertible down the lanes is another good alternative. I will leave the choice up to you.

GARY & DETA HAMPSCH

PROJECT CAR REPORT

Yes, it finally has happened. In late March, Ken Blatter, Jim Hughes and Digger Davitt delivered the TR-3 body tub with all miscellaneous body parts to ACE Sandblasting in Tempe.

Due to the rainy weather, work was on hold for a couple of weeks, but between 6 and 9 April, the tub, two floor pans, and two rocker panels were sandblasted, etch-primed, and delivered back to Bob Schaller's house. The tub was then placed on the chassis for delivery to Bob Hassel's when he has room to accept it for further work.

As of this writing (16 April), the remaining body parts are scheduled to be blasted, primed, and delivered back to Bob Schaller's by the end of April. And, the transmission is scheduled to be completed by 20 April.

Nothing new to report on the engine, but as previously mentioned, there will be a look, see and help(?) day when it is reassembled, so keep your eyes and ears open for that notice. I am sure it will be every bit as fun and educational as when Greg Lund originally dis-assembled the engine.

At the April club meeting, the members present approved that the club purchase shares in the project car. This gives us the money, "officially" and "in the nick of time" to pay for outside services.

Projecting for the future, after the body is returned from Bob Hassel's, we should be able to continue the re-assembly of the car in earnest.

And, lastly, there will be no scheduled work day for May. When Bob Hassel is ready for the body, I will hit the old phone until I rustle up enough bodies to head 'em up and move 'em out down to his spread. So keep those phone lines open!

That's it for now.

WALLY

WHAT'S GONNA HAPPEN THIS MONTH

THE ROUTE 66 FLAGSTAFF PARTY

By the time you read this, you should already have received your registration packet with all the Flagstaff details and schedules.

One bit of data that is not included in your registration packet is the start place and time for the beginning of the parade on Friday, 15 May. If you intend to parade be at Exit 204 I-40 before 11:00 A.M.

About all that is left is the fine tuning for the trip (convoy?) up and back. And that will be done at the May meeting. If you miss the meeting, call Ken Blatter at 892-3084.

TECH TIPS

COOL TIPS

Looking for the proper length radiator cap for a TR-3, but you want a little more pressure? The Edelman ER6-46004 cap has the proper reach (1-1/8"), and holds 2-3 more lbs of pressure. It is available at most large auto [parts stores and costs only \$4.00. DO NOT ask for a TR-3 cap...THEY ARE TOO SHORT! This fits some MGs, Austin Healeys, and Minneapolis Moline tractors, as well as some international pickups. Where else would you get cool tips like this...

By Steve Hedke

Extracted from "The Triumph Tribune" TRSC Newsletter

MOTOR OILS

To an engine, fresh, high-quality motor oil is the elixir-of-youth and vitality. However, the subject of motor oils is coated in misconception. Here are some of the more popular myths:

1. Pure Pennsylvania oil is the best...the "viscosity index" of relatively unrefined crude oil would be better in an oil with a lot of paraffinic hydrocarbons (Pennsylvania crude) than with an oil with a lot of naphthenic hydrocarbons (Alaska crude). But the fact is, motor oil is now so highly refined and so full of additives (including ones that keep viscosity stable), that the basic crude stock is irrelevant. So, the old argument is moot.

2. Quality oil is determined by its viscosity range...No, the numbers (Viscosity) only tell you how thin or thick the oil is (Low number = thin oil, High number = thick oil). The letters (SA thru SG are the quality code. SA rated oil is for oiling door hinges, not much more. You should always use SF or SG rated oils in your car.

3. You shouldn't mix brands of oil...Chevron Oil Co. in Calif. supplies about 80% of the crude base stock for oils sold in the west (Including Pennzoil and Quaker State). Similar contracts exist nationwide. The additives used are made by only five different companies. So, if you use a reputable brand of oil with a SF or SG rating you can mix oils. (I would not mix the more expensive synthetic with the petroleum oils we are discussing here.)

4. Modern oils go 10,000 miles between changes...This is the most damaging myth of all! Modern oil does last longer, but still need changing about every 3000 miles. Additives break down, metal particles get in, and fuel and water (Filters do not remove condensed fuel and water) contaminate the oil. This leads to premature engine wear.

Use quality motor oil with the proper quality code and viscosity index. Change the oil and the filter approx. every 3000 miles. And, keep your motor happy!

CONTINUED NEXT COLUMN

TECH TIPS - CONTINUED

ENGINE OIL FILTERS

Ever wonder why you need to replace your oil filter every 3000 miles?

At 40 mph, oil flows through your engine at a rate of 3.5 gallons per minute, or 210 gallons per hour. After 3000 miles, it's not the 4 or 5 quarts of oil in the system that you have to worry about. It's the 15,000 gallons of oil that have passed through the oil filter. This information comes from the engineers at Fram Filters.

That's why knowledgeable car owners usually think in terms of 3000 to 3500 mile oil and filter change intervals. With regular maintenance, their engines will easily reach 100,000 miles, by which time 525,000 gallons - or 1,943 tons - of oil will have been filtered.

Oil circulating in an engine travels from hot areas to cooler ones, helping equalizing temperatures. Over time engine heat evaporates some of the lighter, more volatile components of the oil, causing it to oxidize and thicken. As a result, it is no longer as effective a lubricant for the car's engine. This in one reason regular oil and filter changes are necessary.

As combustion, from the firing of fuel and air by the spark plugs, pushes down the piston in an engine, moving parts are pushed towards each other with several tons of force. It's only a microscopic film of oil that prevents the parts from scraping together and destroying each other. Because the oil film is so thin, it must be clean. Otherwise, contaminants may contact moving parts and damage them.

Meanwhile, the oil is picking up contamination. Some of it consists of combustion by-products, such as soot, forced past the piston rings. When an engine is first started and the oil hasn't yet been able to circulate completely, moving parts will scrape together momentarily, causing some microscopic metal bits to get in the oil. And finally, some contaminants can leak through a defective air cleaner or bad carb gasket.

New oil and filters are much cheaper than new engines.

The abovetwo articles from the Tribune Newspapers (via Ken Blatter).



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