



# Triumph TRumpeter

OFFICIAL NEWSLETTER OF  
THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA

"ALL THE NEWS THAT FITS - WE PRINT"

PRESIDENT: MICHELLE PETERS 946-7443  
NEWSLETTER: JOHN LINDLY 548-1915  
FAX: 780-0620

## NOVEMBER 1994

\*\*\*\*\*  
MEETING: NOVEMBER 8, 1994 @ 7:00 PM  
EL ZARIBAH SHRINE TEMPLE  
552 North 40th ST., (NORTH OF VAN BUREN)  
\*\*\*\*\*

### CLUB OFFICERS

V.P. & Events:	Gracie Pennell	951-8472
Secretary:	Bev Peterson	581-9733
Treasurer:	Ken Blatter	892-3084
Newsletter:	John Lindly	548-1915
Tech Advisor:	Bob Schaller	992-7969
Historian:	Wally Gibbs	997-1838
Membership:	Tom Pennell	951-8472
AAHC Rep:	Ken Larsen	395-0505

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  
ON HOLD UNTIL THE BODY IS READY!**

## COMING EVENTS

### D.C.T.R.A.'S MONTHLY EVENT

November 19

**BREAKFAST in WICKENBURG**

Details Inside

### OTHER EVENTS

November 13

**AUTOJUMBLE and SWAP MEET**

See Announcement Below

November 20

**FALL OPEN HOUSE  
CAR SHOW and BBQ**

Arizona Boy's Ranch

Flyer distributed last month

### ANNOUNCEMENT

Autojumble/Swapmeet and Open House at British Motor Classics Sunday November 13 from 8:00 a.m to 12:00 noon. **FREE SELLERS SPACES** where one can sell anything related to British cars including cars, parts, automobilia, etc. This is a great time to clean out some of that stuff your significant other has been complaining about. The only requirement is that everyone is responsible for cleaning up afterwards.

Contact John Nyhus at 995-2028 and come down to see a great new addition for the British car community in the north valley located at 8828 N. Black Canyon Freeway, #1.



## MINUTES OF THE OCTOBER MEETING

President Michelle Peters called the meeting to order at 7:15 p.m. at El Zaribah Shrine. The minutes of the September 13 1994 meeting were approved as submitted.

Treasurer Ken Blatter reported on the Club's general account and project car account.

Membership chair Gracie Pennell asked for volunteers for a phone committee for the Halloween Rally. John Horton had information on Triumphest '95 which will be held in Palm Springs. Cliff Daniel had information on the Mesa Folk Festival to be held in downtown Mesa on November 12 and 13. John Lindly announced that John Nyhus is holding a swapmeet/autojumble at his business, British Motor Classics, on Sunday, November 13, from 9:00 a.m. to 2:00 p.m., located at 8828 N. Black Canyon Freeway, #1. There is no charge for vendor spaces. Other upcoming events are: Breakfast in Wickenburg, 11/19/94; Arizona Boys Ranch Car Show and BBQ, 11/20/94; and Christmas party hosted by Gary and Deta Hampsch, 12/17/94. Further details on these events should be in the next newsletter. Other events were discussed but are omitted from these minutes since they will have already occurred by the time the next newsletter is produced.

Project car organizer John Horton reported that the door sills and doors have been fitted and the body is, for the most part, assembled. He and Bob Schaller recommended removing the car to another shop for paint work since Bob Hassel has gone to Massachusetts. Discussion followed concerning where to take the car and it was agreed that a decision would be made after more research.

Membership Chair, Tom Pennell, reported that all is well. There were no new or prospective members present to be introduced.

Newsletter editor John Lindly reported that the newsletter is doing well and displayed his "Herald" T-shirt. He also had information on the business that prints the T-shirts.

Technical Guru Bob Schaller had nothing of a technical nature to report, but was happy to report that he and his TR made it to California and back for Triumphest with no problems.

Under Old Business, Tom Pennell reported on Triumphest '94: the awards; his impression of the events; and the locations proposed for future Triumphests. Of our club members, the Guzowskis, Hammons, John Horton, and the Lindlys received Gold Awards; the Carney's, Coles, Beth Horton, the Lacasse's, and Pennells received Silver Awards. The Lindly's 1964 Herald 1200 Convertible also received the Judge's Special Award.

Under new business, John Horton showed a part he had bought from Moss Motors that had a "Made in England" sticker placed over the "Made in Japan" printed on the box. He also had a parts list from Triumphs Only in San Jose, CA, the phone number is 1-800-554-0975. Eric Carney donated a fender cover to the club that he won at Triumphest '94. He said he didn't really need it with a Spitfire.

CONTINUED NEXT COLUMN

## MINUTES - CONTINUED

The cover was auctioned for the Project Car Fund and the successful bidder was Cliff Daniel with \$10.

John Horton also had information on a 1974 TR6 for sale by Chris Jennings. He is asking \$4000 and can be reached at 569-6414.

Gary Hampsch asked members to start thinking about Triumphest '97 which DCTRA will host. Now is the time to start working.

Michelle Peters brought up the question of a location for the January '95 Champagne Brunch. Various suggestions were made and a decision must be made at the November meeting.

Ken Larson, our AAHC representative, told us that if you sell items at a swapmeet it is considered "casual business" and you do not have to have a retail license.

The meeting adjourned at 8:15 p.m.

Submitted by Bev Peterson, Secretary

*British Motor Classics*

Automobile Restoration, Wire Wheel Sales &  
Service, Auto Memorabilia

*Jon Nyhus*

8828 N. Black Canyon Freeway, #1  
Phoenix, Arizona 85051  
(602) 995-2028

## CALENDAR of EVENTS for 1994

November 8

DCTRA MEETING

El Zaribah Shrine Temple  
522 North 40th Street

November 13

AUTOJUMBLE at Nyhus' place

November 19

DCTRA BREAKFAST in WICKENBURG

November 20

BOY'S RANCH BBQ



## WHAT HAPPENED LAST MONTH

### THE HALLOWE'EN RALLYE

A late October Saturday night, balmy weather, Triumph motorcars and a bunch of looney people dressed up like [shark, mouse, cat, scuba diver, skeleton, vampire, Harpo Marx, witch, etc.] all add up to the DCTRA Halloween Rallye.

The course began at Power Road and the freeway and ended at the Tortilla Flat campground. Several stops were planned where the rallyists could scream things into the desert, beg playing cards from a hunchback monster, try to remember the words to an OLD song while being videotaped by Harpo and finally attempting to make a decent poker hand out of the 5 cards collected along the way.


The Rallymaster and the checkpoint workers voted for the best costume. In all, ten cars attempted the course (some of them had more than two occupants), and about 35 people enjoyed the FREE food and hot cider at the finish. It was a great evening, an exciting drive and generally good fun for all.

The best poker hand was an unbelievable 8-high straight held by Gary Noble (who ran alone, but sang a duet with Ken Blatter).

The best costume award went to Eric and Diane Carney, who dressed as a cat and a mouse. Honorable mention to Ken Schmidt and Deborah Cooke dressed as a scuba diver and a shark.

The rallymaster (Gracie Pennell) thanks everyone who helped and everyone who ran. It was a GREAT event.

The videotape will be shown at the November meeting unless large bribes are offered to Harpo's alter ego.




**AUTO  
BRITANNIA**

**PARTS AND ACCESSORIES**

**MARK HOLDEN**  
**MIKE HOLDEN**

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## EDITORIAL LICENSE

Well, after last month's marathon editorial we are back to eclectic rambling.

On the magazine front, the September issue of Practical Classics & Car Restorer, has a great article on a super charged Herald. Yes, you read that right, this puppy uses a period aftermarket Shorrock Supercharger to crank out 0-60 mph in 13 seconds, roughly TR3 times, and enough mid range torque to put the fear of God in a Japanese "Hot-hatch". This is a far cry from the 147 seconds a stock Herald takes to make 60 mph. The car has been lowered and tightened up considerably and looks like a serious alternative to the fast but rare Vitesse/Sport Six 4 seater everybody is searching for. Unfortunately, these super chargers weren't very popular even in the 1960's and I guess finding one now is next to impossible. Just once you would think that something to make your car go faster would be easy to obtain or affordable. The November issue of Classic and Sportscar has a fact file on the TR4 touting it's torque performance and nice styling while pointing out the car's relative crudeness. Can you say "agricultural" boys and girls? The Brits sure love to when describing Triumphs. Finally, the October issue of Thoroughbred and Classic Cars has a quick buyers check list on what to look and look out for in buying a TR7.

Looks like there will be a lot to do this month. I would like to point out that we will have a club "presence" at the British Motor Classics Swapmeet on November 13 so bring out all the old junk, I mean those priceless parts, you've been hoarding and join us. I didn't say this, and like a good politician I'll deny it to the death, but maybe you can even increase the amount of stuff you have.

Several of you expressed an interest in the very chic and suave Herald T-shirt I was wearing at the last meeting. A company called Race Associates at 602-516-8210 did these up from the pen and ink art of Cliff Daniel. I bought 5 cotton T-shirts and a mug (with the Herald on it also) at \$11.95 a pop (mug for \$6.50). Not a bad deal to show off your pride and joy even when it's not with you. They can do photos too.

I hate to bring this up, because nothing gets club members squirming in their seats quicker, but in a couple of months we'll be electing new club officers. Michelle has announced that she will unfortunately not be back as president having caught the roundy-round disease, so we will need another club member to step forward to assume this important post. I have not heard from any of the other officers about whether they will be staying for another year, however, that does not mean another member with a strong desire to do one of these jobs cannot throw their hat into the ring. A club should have some turnover in these jobs to keep from becoming stagnant. Speaking of stagnant, I am coming up on 2 years as editor (my how time flies when your old and verbose) and I am willing to go ONE more year unless there is someone out there with a strong desire to take over the newsletter. So think about your commitment to the club and how you can get involved. This club exists for YOU!!

Good show, John.



## "STREET" PERFORMANCE

A large number of Triumph nuts will never go racing, but would like a little extra nudge in their street mounts.

For street work with either the four or six-cylinder Triumphs, there are two "C"s that do the most for you: "C" number one is Cubic inches; always start here. On a four-cylinder, never use 83 mm or 86 mm pistons and liners when 87 mm is available. On the six-cylinder, a .060" overbore is better than a .040".

The other "C" is compression; use as much as the available fuel will allow. The maximum for the four-cylinder TR on street gas seems to be an 87 mm bore, .060" off the head with a shim steel head gasket. If the engine pings too much you can replace the shim steel gasket with a conventional copper-asbestos one.

The six-cylinder is a different matter, as most of the TR250's had an 8.5 to 1 compression, and the later TR6's had as low as 7.2 to 1. What complicates matters further is that there are several different head castings for the sixes. With six-cylinder compression we tend to be conservative, only milling about .070" off the early heads and .100" off the late ones. This compression increase tends to be on the low side, and can be exceeded if you know which head you are working with. In addition, taking more than .080" off a head usually requires the use of shorter pushrods.

There is a third "C" also: CAM. Triumphs seem to respond to cam increases very well indeed. However, for a street machine it is very easy to go with too much cam and lose everything. For both four and six-cylinder engines we find that either a 260 degree or 280 degree duration cam gives good all-around performance without making the slow driving unmanageable. Modern valve spring kits are recommended for both cam grinds in both engines.

Exhaust headers are a good idea for any of the engines, but can get a little pricey, especially on the TR2's and 3's with the early "long" starter. One very good combination I have frequently seen used is the TR4A exhaust and intake manifolds with the short S.U. carbs. The "split-type" 4A exhaust manifold can then be continued by means of a dual-pipe muffler which can allow the dual pipes to terminate side-by-side at the rear.

Handling, while really a separate subject, should also be considered as part of the package. (ed. note - nylon suspension bushings, new shocks and springs, and improved tires and wheels as the most "bang for your buck" here. S.H.).

Of course, you can add substantially to all of the above, but doing that, you keep getting closer and closer to a full-time racer (and all the compromises associated with it! - S.H.)

Ken Gillanders, TRSC Triumph Tribune, October 1994

## LADIES AND GENTLEMEN, THE PRESIDENT

Good Day to all. Well, it is time once again to select a new president for DCTRA. I would like to thank all the members for their support, comments, not so good comments, and general good times. It was fun, but I would like to be a general member again while I get ready for my amateur racing career.

What??? Yes, it started innocently enough by Tom Pennell asking to help with timing and scoring for ASRA. Well, I got hooked, BAD. My car has gone from a little fun car to a street blazing turbo charged monster (I love her anyway). I have been reading everything I can on the subject of "so you want to race fast cars". I believe this desire is somehow related to compulsive/obsessive behavior. I think some people believe that I am not running on all cylinders or I have blown a gasket. Maybe so, but even if this doesn't pan out I'll still have one beautiful Triumph.

Michelle

## TR3 TOP FIX

The TR3 top has always been an annoyance with its penchant to balloon up away from the front top bow at speed. When this happens, all the pressure is off the front bow and it can rattle its little head off, not to mention the extra stretching of the top fabric which will shorten its service life.

About six years ago I had an upholsterer friend stitch a length of VELCRO strip onto the top fabric where it meets the front support bow, wide enough to reach all the way around the metal piece. When fastened it very effectively stops the ballooning, maintains pressure on the bow and prevents the annoying rattle. This is a simple and inexpensive fix to a long-time problem with these cars.

Bob Schaller

TR7	NEW COLLECTOR CAR	MG,
TR8	INSURANCE PROGRAM	etc.

Call For Quote

(602) 265-8282

When I had my MGB in '85, HARTFORD could not insure it because it was a sports car. I found a program in CAR COLLECTOR for \$106 per year. GREAT!! Then in '86 I traded for the TR8, and Grundy couldn't keep me. Hartford took me back in '86, but the annual premium had risen to \$1104. A new program has been introduced...my new annual is under \$300. Full coverage, no deductible, agreed-stated amount Coll. & Comp. No car too new. Carrier is A.M. Best Co., Rated "A".

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# CLASSIC-FIED ADS

FOR SALE = 1976 TR6. One of the last built. 44K miles, body excellent. All original. Extras include factory hardtop, two NEW tonneau covers, luggage rack, F & R bumper overriders, four spare wheels (two w/tires), misc. spares. Call Bob Scheer at 895-8610. (9/94)

FOR SALE = 1958 TR3A. Frame off restoration, better than new. \$8600 obo. Call John Bergh at 584-6410. (9/94)

FOR SALE = Moving Sale - Triumph TR6 cars, parts cars, and 2 tons of parts. All must go. Call Chuck Liebich at 998-0657. (9/94)

FOR SALE = Set of four 1147 cc standard pistons \$85. .40 over TR7 pistons, \$50 each. Call Mark at Autobritania 224-0111. (9/94)

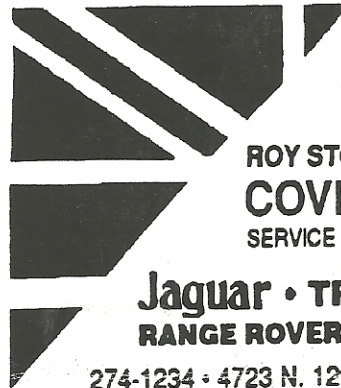
FOR SALE = Triumph TR10 four door sedan, runs but needs work - interesting project for someone looking for something different, \$350; 1969 GT6 Engine and Transmission, everything except the water pump \$150; 65 TR4A Stock radiator, \$30. Call Jim Massey at 926-0959 (11/94)

FOR SALE = 1976 Triumph TR7, Immaculate condition, have original registration, red/black, air conditioning, all original. If you are interested in a TR7 you will appreciate this one. \$4800. Call Michelle Youso 602-453-2297, or write P.O. Box 1494, Lake Havasu City, AZ 86405. (11/94)

## WHAT'S GONNA HAPPEN THIS MONTH

BREAKFAST IN WICKENBURG  
SATURDAY MORNING, NOVEMBER 19

The starting place will be the parking lot on the North side of MetroCenter (the same place that British Car Day is held) just off 28th drive south of Peoria. The caravan will depart at 8 AM for a pleasant run to Wickenburg via the Lake Pleasant road for a hearty breakfast at the Country Kitchen in the rustic community of Wickenburg. After breakfast, you can wander the area and sightsee or hurry back to Phoenix for your Saturday stuff. Event chairs Beth and John Horton will lead the group. Call 843-1399 if you have any questions.



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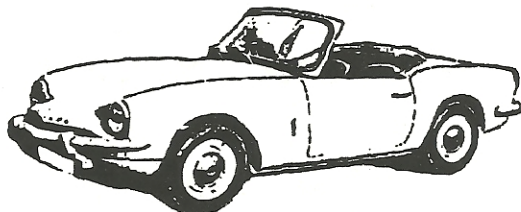
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# BAP

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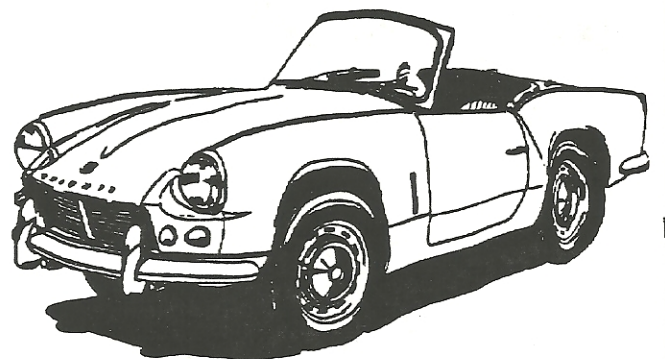
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