

TRiumpH TRumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA

"ALL THE NEWS THAT FITS - WE PRINT"

PRESIDENT: BOB MAZER 955-1997
NEWSLETTER: JOHN LINDLY 548-1915
FAX: 780-0620

JUNE 1995

MEETING: JUNE 13, 1995 @ 7:00 PM
GEORGE and DRAGON PUB
4420 North Central Avenue

CLUB OFFICERS

| | | |
|----------------|--------------|----------|
| V.P. & Events: | John Horton | 843-1399 |
| Secretary: | Bev Peterson | 581-9733 |
| Treasurer: | Gary Hampsch | 404-1940 |
| Newsletter: | John Lindly | 548-1915 |
| Tech Advisor: | Bob Schaller | 992-7969 |
| Historian: | Amy Hatcher | 843-1399 |
| 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 EVENTS

JUNE EVENT

Sunday, June 18

MALIBU GRAND PRIX NITE

Malibu Grand Prix

1618 North Hayden Road

Details Inside

JULY EVENT

July 1-2-3-4

WEEKEND IN THE PINES

Show Low

Details Inside

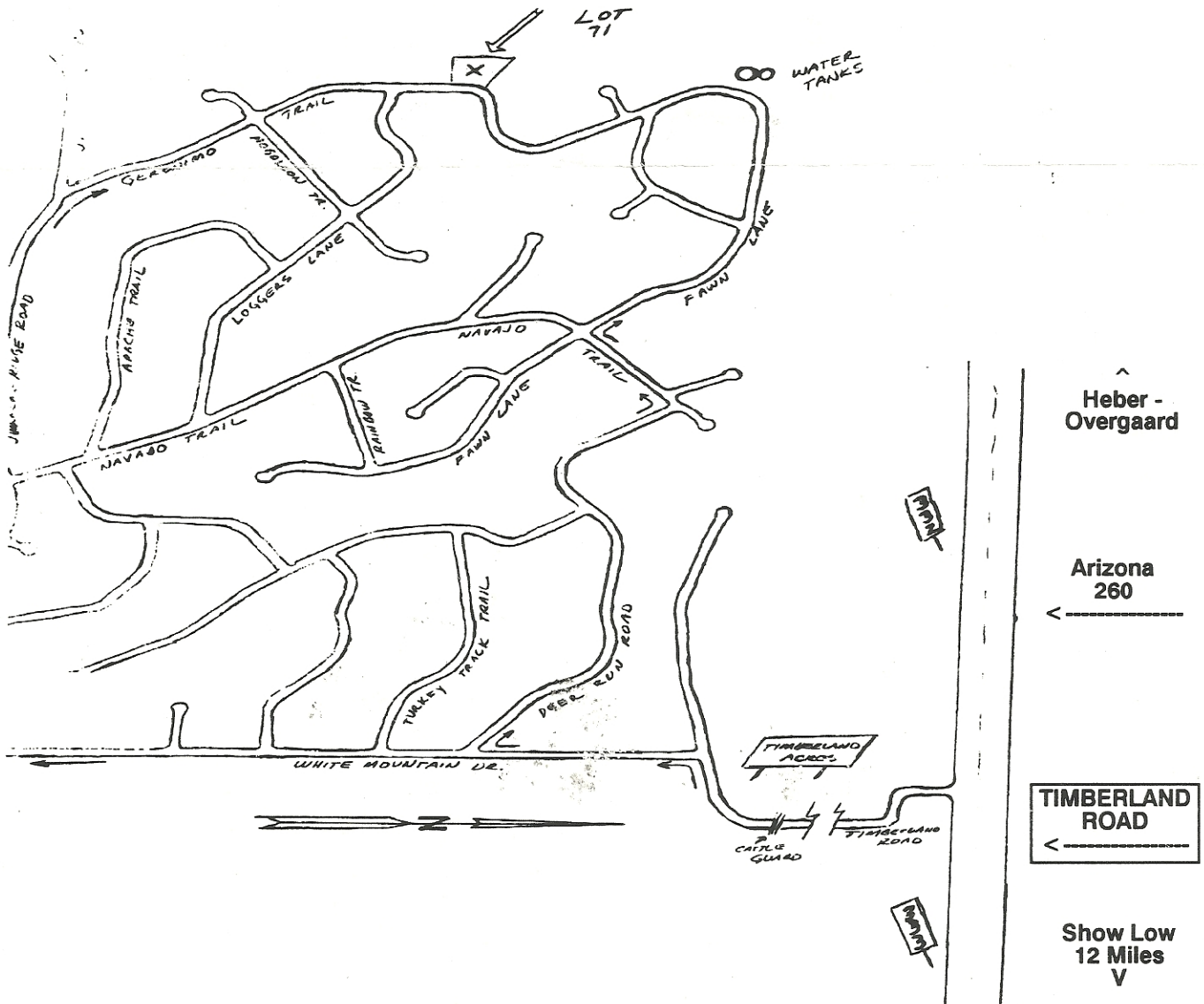
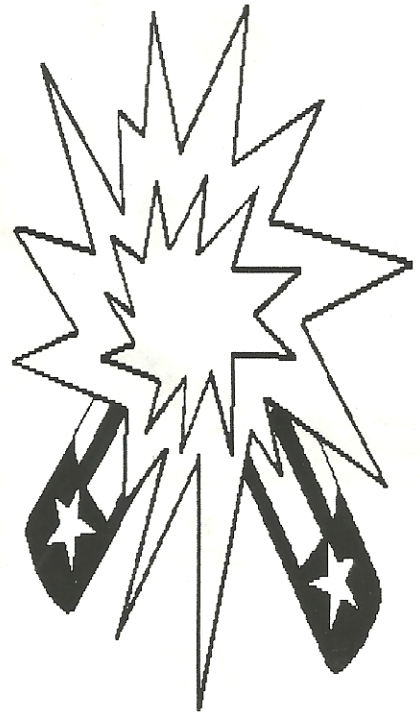
MEETING PLACE CHANGE

By now, you all should be used to the fact that the El Zaribah Shrine Temple closes down on weeknights during the summer, and we have to find another meeting place for those three months. This year, we are fortunate to have been granted the use of "George and Dragon" English-style Pub, at 4420 North Central. This fine establishment serves a large variety of English appetizers, entrees and desserts, along with a bewildering selection of beers. We intended to publish a menu, but there just isn't enough room. Suffice to say you won't leave hungry, and you won't need a home equity loan. Their prices are quite reasonable. Please show your appreciation for the FREE use of their meeting area by coming early and having dinner. See you there.

WHAT'S GONNA HAPPEN NEXT MONTH (JULY)

Some damn fool put the 4th of July on TUESDAY! Many Valley companies are granting Monday off, and some of us are taking the 3rd as a vacation day. Nevertheless, the annual 4th of July campout / cookout / general good-time party in the cool pines outside of Show Low is going to be held July 1-2-3-4, 1995. This event will happen in advance of the July meeting, so we are giving you all of the necessary information now. The map below shows how to get to the cabin once you have figured out how to find route 260, 12 miles West of Show Low. Turn South off 260 between mileposts 332 and 333 onto "Timberland Road". The map depicts the twists and turns necessary to reach Lot 71. There is room for motor homes, travel trailers, tents, hammocks or whatever. As usual, the beds inside the cabin are spoken for, but there is no reservation for the "remote" bedroom (permanently installed truck camper), which will sleep two adults in relative comfort. Call Tom or Gracie at 951-8472 to RSVP, please. The Club will provide the fixin's for the BBQ on Sunday night, but you will have to fend for yourself for the rest of the weekend. We will be going up on Saturday morning, so you can arrive anytime after about noon Saturday. Parking spaces and tent sites are first come, first served. Remember, it gets pretty cool at 7000 feet, even in July, so bring appropriate clothing. We do have some chairs, but if you want to reserve a seat, better bring it with you. We've had a great time with these gatherings, so you are all welcome.

Tom and Gracie Pennell



MINUTES OF THE MAY MEETING

President Bob Mazer called the meeting to order at 7:20 p.m. at the El Zaribah Shrine. After correcting the spelling of "Mazer", minutes of the April 11, 1995 meeting were approved as submitted.

Due to the absence of Gary Hampsch, Bob Mazer gave the treasurer's report.

Events coordinator/V.P., John Horton, after explaining his recent losing battle with a bandsaw blade, reviewed upcoming club events and reminded everyone that the June, July, and August meetings will be held at the George and Dragon Pub at 4420 N. Central. Please come at 6:00 p.m. for dinner prior to the meeting at 7:00 p.m. Other events mentioned were the annual "July 4th Weekend in the Pines" at Pennell's cabin, the VTR National at Rockford, IL, July 26-28, 1995 and Triumphfest, which will be held October 6 thru 8, 1995 at Palm Springs, CA.

Tom Pennell, Project car coordinator, reported that it is time for the body to be lifted off the frame and sprayed on the inside and bottom. We need to get the paint in the next few weeks so it will match the outside of the car. Roy Stoney has a contact who works at a paint supply store and can get a good deal on the paint. He also found someone who does award winning work and has offered to paint the car at a minimum charge if we provide the materials.

Membership chair, Tom Pennell, reported on club membership. According to the sign-in sheet, there were 23 present, including guests Tom Coward ('66 TR4A) and Bill and Karen Watson ('60 TR3).

Newsletter editor, John Lindly, apologized for the lack of decent editorials of late and has some new ideas for the coming months - be sure to watch for them in the newsletter.

Tech. Rep., Bob Schaller, reported that, to illustrate how widespread the TR hobbyists are today, he recently received four phone calls in one day from all over the continent (Pennsylvania, Illinois, Kentucky and Saskatchewan) from people trying to keep their TR's on the road. Discussion followed concerning availability of parts and Ken Blatter mentioned that there is a company in India currently manufacturing the same 4 cylinder engine used in TR3's and TR4's.

CONTINUED OVER THERE —>

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MINUTES - CONTINUED

In Old Business, John Horton had pictures from last month's Payson trip. Ken Blatter reminded everyone that Mrs. Blahak can embroider the club logo or anything else you want on clothing, hats, etc. Contact Ken for more information.

In New Business, John Lindly has a new video sent by the Roadster Factory of their summer party last year and Bob Schaller took it to view. Other members are welcome to view it also. He also had some Roadster Factory catalogs for the membership and a Triumph book by Graham Robson that was auctioned off at the end of meeting with the proceeds going to the Project Car Fund. The successful bidder was Bev Peterson at \$31.50. Ken Blatter mentioned that the Shriners were selling bags of Vidalia onions. Bob Mazer reported that he had seen a 1966 TR4A advertised for sale for \$24,500 in La Jolla, CA. Cliff Daniel asked for members to give him some ideas for the 1997 Triumphfest logo design.

The meeting adjourned at 8:45 p.m.

Submitted by Bev Peterson, Secretary

MS. WINIFRED RETURNS!

Ms. Winifred Flies South

Pulling up a blanket on a chilly May night, thinking of summers past. Had a call on a late summer day last year from Taffy, a school chum back east, all excited about motoring to Arizona to go birdwatching. "Oh, you must come Winnie", she twittered, "It'll be such fun!" I tried to explain that birds are just nuisances that muss up a carwash, and besides I don't know a Rust-coated Gudgeon from a Left-handed Trunnion, but it was no go. I agreed. The deciding factor was Taffy's way West, Bluebird, the faded little Spitfire. I'd never driven one.

A week later we headed south, loaded with drinks and binoculars, and it went like a champ. It clung to the curves and roared up the mountains. We couldn't hear the radio, so we sang old school songs. We stayed snug and dry through a sudden cloudburst, though I had to hunt for the wiper switch. On my Triumph it's usually a dustwiper. The hot sun was another matter. Some dotty engineer in his windowless cubby apparently decided that all the roads run east and west, so no need to swivel those visors to the side. We draped a birders' guide over the glare.

Southern Arizona is beautiful: shady canyons and sun-tanned hills. We spent 3 days. Sometimes, as Taffy hiked about looking treeward, I borrowed the car and swooped around the dusty, twisty roads. Petrol well spent; even Bluebird seemed to enjoy it. Like us, it was a middle-aged survivor, tattered but tough.

Taffy was right, it was a jolly trip. She'd lengthened her list of hawks, doves, and hummingbirds; I'd made friends with a Bluebird.

Ms. W.

ELECTRICAL UPDATE, TR3 /4 - PART 1

J.C. Whitney - your mind invokes images of fuzzy dice, beanbag ashtrays and blue-dot tail lamp lenses, right? There is more to the story! Many of the parts listed in that catalog are as good as or better than the originals (in some cases, they ARE the originals).

In the process of restoring a TR3A, we discovered an item of some interest: An 80 amp alternator with ONE-WIRE hookup. That's right, no regulator. This thing is available in 60 amp and 80 amp versions as well as an 80 amp CHROME model (Oh, well, it is J.C. Whitney after all). The part number for the "plain" 80 amp is 14BJ6049N and is priced at \$69.95. The alternator is the same housing and attachment points as the one which was fitted to most Ford cars in the late 60's and early 70's.

This is the first of several articles which will explain how to install this alternator on your TR3 or TR4 and eliminate the old, tired generator. If you start immediately, you'll be back on the road just when the weather gets nice for TR motoring. We will start with the mechanical stuff, then get to the electrical part. Save your newsletters for at least the next two months (Maybe three).

Installation of the alternator necessitates some simple machine work. Remove and discard the old generator after removing the pulley. The regulator should also be permanently removed. Mark the wires you removed as to where they came from. You will need this information later. Leave the lower generator bracket and upper arm bracket in place. The hole in the salvaged generator pulley must be enlarged to 0.672" +/- .003" to fit the alternator shaft. This is easily done on a lathe.

The "foot" of the alternator (the cast boss where the lower bolt goes through) must be shortened so that the pulley will line up with the plane of the fan belt. This will void any warranty, but what the hell. Remove the necessary material CAREFULLY with a hacksaw. Keep the sawdust out of the works.

You will probably have to file or grind a bit off the forward generator bracket to allow the alternator to swing. Furthermore, the two bends in the tensioner arm will have to be re-done in order to position it properly with the alternator. A hammer and a strong vise will be necessary here. It's also good practice to heat the metal up before re-curving it. A Bernz-O-Matic torch will provide enough heat.

TO BE CONTINUED



PARTS AND ACCESSORIES

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MIKE HOLDEN

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EDITORIAL LICENSE

How does that old song go? "I love a parade"? Well, if you own a Herald in this town you better down right be head over heels for a parade. Why is this you ask? Because every time you take the car out, at any time of the night or day, on any road or byway, you can be sure you are going to be leading one. And you better be singing that song at the top of your lungs, a la Robert Preston, Frank Sinatra, or Bono, just to drown out the horns, curses, and gesticulating going on behind you. There is a practical side to singing like a banshee when driving your Herald - people are less likely to want to maim you outright. They'll finally pass you and as they drive alongside they'll see you're "tetched" and won't throw that bottle, used baby diaper, or McDonald's wrapper with a half-eaten Big Mac in it. Plus, it helps drown out the high pitched, strangling noise coming from the engine as it tries to maintain the speed limit.

Most people don't realize that 1964 Heralds come from the factory with only 45 horsepower. Now 30 years ago that probably seemed adequate but nowadays with your average 4-banger putting out more than twice that much, it seem anemic indeed. There are golf carts with better 0 to 60 times. Hell, sometimes I never even make it to 60 MPH on the freeway because by the time I get there I've already arrived at my destination and have to get off.

Now I do try and stay out of the way. I always drive in the "slow lane" which in my case becomes the impossible-unbearable-I'm going to have to kill you with my car-snail lane. I've thought of printing a big sign that has "Hey, I'm doing the best that I can, Ok?" on it but I thought it would just give people something to aim at.

My most recent episode at imitating Macy's was for the last meeting when I thought I'd bring the Herald. I started out on the surface streets in the slow lane and it was after rush-hour. Not 5 minutes from the house, I've got some idiot behind me riding my tail. I thought about pulling over but he finally pedaled by. Bicyclists can be so rude. After this I made my move to get on the Squaw Peak Parkway, in the slow lane of course. It didn't take half a minute before I had 3 cars in my parade. When I merged on to the Red Mountain Freeway I had about 7 cars in line behind me. By the time I got near the 32nd Street exit, I had at least a dozen cars following me, all having a completely miserable time. Just about the time I thought I couldn't take it any longer, an Acura Legend honked from my left. I looked over not wanting to deprive the driver of his or her opportunity to use their very best sign language skills to call into question my parentage, upbringing and sexual preferences. Well, this lady gives me the thumbs up as she looked the Herald up and down. What a shot in the arm! I looked skyward and in my best Howard Keel baritone crooned "I love a parade....." as I led the cars off the 40th street exit.

Good show, John.

THIS YEAR'S EVENTS

Those that are planned and those that need planned:

June - Malibu Grand Prix on Fathers day, the 18th.

July - the 1st through the 4th weekend in the pines, Tom & Gracie's place in Show Low.

August - Open - Pool party, rallye, and picnic somewhere in the far east on the 19th.

September - Cowboy Night Out on the 16th. This year at Rock Springs. Details later.

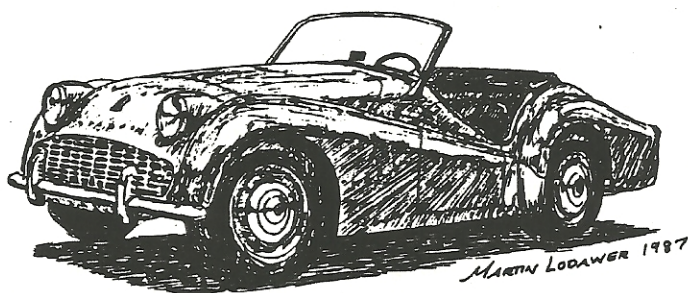
October - Triumphest 1995, Palm Springs, 6th to 8th?

November - Halloween Rally somewhere out of town (not Wickenburg) on the 25th.

December - Christmas party on the 16th. Anyone offering a place?

This list appeared in the February newsletter and has been shortened to eliminate events already past. As I wrote before, this is a tentative schedule. Want to change something? Prefer to do something else? Remember, it's YOUR Club. I'm just the VP/Events Chairman. Please call me at 843-1399.

Cheerio, John Horton



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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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FOR SALE = 1980 TR8 Convertible, metallic tan, polished wheels, 54K Miles, real nice, \$7500. Call Sam at 996-9335. (6/95)

THE PRESIDENT'S PLATFORM

It never ceases to amaze me that there are so many Triumph owners in this state and we have hardly scratched the surface in contacting them. Now you are probably asking yourself, what in the world is Bob talking about. Well, while working on my car last week, a couple walked by my house and proceeded to discuss my car, their car (a TR6), mechanics, carburetors, paint, timing, and Triumphs in general. It turns out this couple lives only a few blocks away, but I never knew this and I never saw their car. I have lived in this neighborhood for over nine years, walked numerous miles around my house with my wife and son but never knew this car existed.

Just goes to show you that there are a lot of Triumph owners right under our noses and we do not even know it. And yes, I did invite them to our next meeting.

Bob



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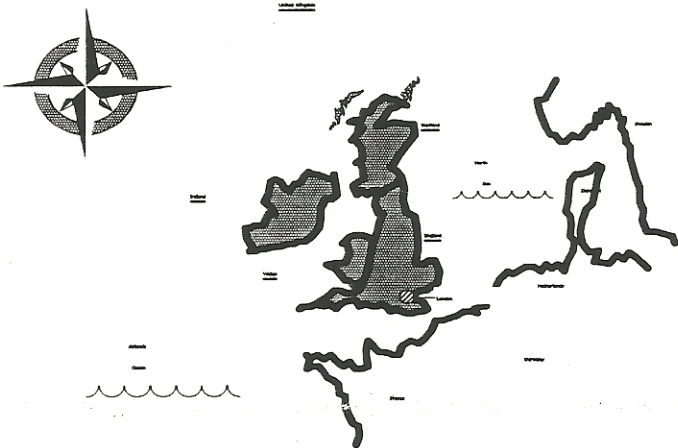
WHAT'S GONNA HAPPEN THIS MONTH

GREAT FATHERS DAY RACE

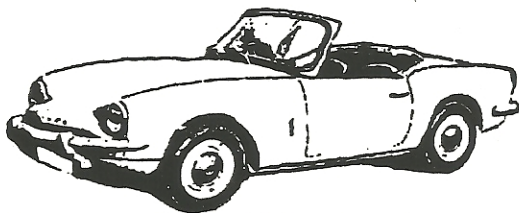
Here we go again. The June event is the Fathers Day race at Malibu Grand Prix. We will start about 6:00 p.m. on June 18th. The address is 1618 N. Hayden Road. We will be racing against the clock for first, second and third place trophies and dash plaques.

My yearly challenge is some what in doubt due to my injury, but I am going to give it a go. We will have people keeping score so be prepared to take turns scoring. We have arranged for 250 to 300 tickets at \$1.00 each. We normally have a good turnout so come and enjoy. Catch me if you can.

Cheerio, John Horton



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WHAT HAPPENED LAST MONTH

CANYON LAKE CRUISE

Some of you missed a fine time at the cruise and ensuing pot luck. But 16 people did not. At cruise time Beth and I appeared to be the only ones there. But unknown to us the Arnold Shackelford family were on the boat. I apologize for not recognizing them. Lo and behold 10 minutes into the cruise a commotion on port side was caused by a power boat piloted by an Arizona Cardinals linebacker with Tom and Gracie Pennell aboard, waving steamboat tickets and wanting to board. For some "unknown" reason they missed the 2:00 p.m. start time. The boat stopped and the Pennells made their grand entrance, tickets in hand. They always have had a flair for the dramatic.

After the most pleasant cruise, we headed over to Ken and Deborah's outstanding home near the Mining Camp restaurant. In attendance were our hosts, Ken Schmidt and Deborah Cooke, Beth and I, Amy Hatcher and youngsters, Valerie Horton and her fiance Chris, Tom and Gracie Pennell, Arnold Shackelford family, Julius and Marie Walters, John and Mrs. Nuss. Ken did the cook thing, BBQ-ing up a plentiful stack of sausages and hamburgers. Participants brought their favorite "share dishes" and, as usual, DCTRA did its most famous thing - EAT! No one left hungry.

Many thanks to our gracious hosts, Ken Schmidt and Debra Cooke, for making available their beautiful contemporary home.

Cheerio, John Horton

Pub. Note: Also thanks to John Horton for thinking up this outing. It was very enjoyable.

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