



TRiumpH TRumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA

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

JULY 1995

MEETING: JULY 11, 1995 @ 7:00 PM
GEORGE and DRAGON PUB
4240 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 EVENT

AUGUST EVENT

Saturday, August 19

NIGHT DESERT BARBEQUE

Details Inside

OTHER EVENTS

TRIUMPHEST '95

October 5-6-7-8

Palm Springs

MAKE YOUR PLANS NOW!

MEETING PLACE CHANGE

Those of you who attended the June meeting at "George and Dragon" English-style Pub, 4240 North Central have discovered two things: One, the address published here was incorrect (it's fixed now), and Two, we really weren't kidding about their great food. You may also have learned that the place is busy and a little noisy. This month, we are going to try to rearrange some tables so that everyone will have a better chance to hear what's going on during the meeting. The management has promised a larger serving staff. Please have patience and don't skip out on your bill (the Club bought somebody's beer). Let's show our appreciation for the FREE use of their meeting area by coming early and having dinner. See you there.

MINUTES OF THE JUNE MEETING

President Bob Mazer called the meeting to order at 7:30 p.m. at the George and Dragon Pub. The minutes of the May 9, 1995 meeting were approved as submitted.

Treasurer, Gary Hampsch, reported a positive cash flow for the club.

Events/V.P., John Horton reviewed the upcoming Father's Day club event. Tom Pennell had more information concerning the "4th of July in the Pines" outing to their cabin near Show Low.

Tom Pennell reported no further progress to date on the project car. David Underwood, of British Heritage Auto Restoration, who will be painting the project car, was present and gave advice. Membership chair, Tom Pennell, reported the latest membership list was included in the June newsletter.

Newsletter editor, John Lindly, reported all is going well with the newsletter.

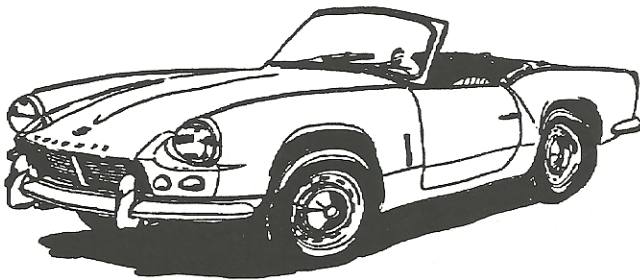
Technical advisor, Bob Schaller, was unable to talk loudly enough to be heard.

Triumphest '97 organizer, Gary Hampsch, reported that the hotel location will be confirmed and the logo design finalized by October 1995.

No Old Business was discussed so the discussion moved to New Business. John Lindly showed a TR7-V8 model he purchased at Hobby Bench made by Airfix in France in 1/24 scale. Bev Peterson had some 1976 VTR newsletters to give away, fliers for an upcoming event at Watson Lake near Payson, and information on a 1971 Spitfire for sale. Bob Mazer showed the latest Autoweek magazine with an article on the Copperstate 1000.

The meeting adjourned at 7:47 p.m.

Submitted by Bev Peterson, Secretary



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ELECTRICAL UPDATE, TR3 /4 - PART 2

This month we will finish the mechanical installation, then proceed to the electrical part. (By the way, if these instructions seem a little complicated, just ask somebody who has already done it. It's easier to do than to write about).

Make a spacer out of 3/4" round (or hexagonal) material exactly long enough to span the two ears of the lower bracket. Drill and tap the ends of the spacer (rear = 5/16x18, front = 3/8x24) Secure the rear end of the new bracket spacer in place with a 5/16-18 x 1" bolt and corresponding lockwasher. Hold the alternator in place and insert a 3/8-24 x 3" bolt with lockwasher through the mounting hole of the alternator and into the new bracket spacer. Slip the belt on and fasten the upper arm to the alternator with a 5/16" bolt, flat washer, lock washer and nut.

The 1-wire alternator can only be used with a negative ground system, so you must convert your car from its original positive ground. All this takes is to swap the wires on the ammeter and the coil. The electric motors on the car (heater fan and wipers) are series-wound and will run the same direction regardless of polarity.

Now for the fun stuff: You removed two wires from the generator when you started. One is fat, the other thin. Both are predominately yellow, the fat one is solid yellow and the thin one is yellow with a green stripe. Connect the fat one to the output post of the alternator. The thin one will not be used, so you can either cut it off or tie it back out of the way.

Mount a terminal strip on the firewall roughly where the regulator was. We used a 6-position strip, but you may want to use an 8-position (this will become a handy place to power your mega-watt stereo). Three of the strip's terminals are made electrically common (there are special jumper straps for this), then connect the fat yellow wire, the Brown/Blue and the Brown/White wires to these three terminals. That's it! The thin yellow wire and the black wire you took off the old regulator are no longer used. These three terminals will have battery voltage on them all the time. If you wish, you can run a jumper to the new terminal strip from the GREEN wire group on the nearby fuse block, then strap the terminals together. These will be "hot" when the ignition switch is turned on.

The internal regulator on the J.C. Whitney 1-wire alternator we installed seems to need some "waking up". When you start the engine, the ammeter shows a discharge. Revving to 1500 RPM or so brings the alternator on line, where it stays until the next shutdown. Peculiar, but manageable.

If you want to put one of these on your car, I'm available for advice.

Tom Pennell

EDITORIAL LICENSE

More eclectic rambling this month.

My father recently had a mild heart attack, his first, and he is all right, thank God, but it got me thinking about life. That old saying about life being short never really made any sense to me until I hit my thirties and my kids seemed to age from 1 month to 9 years in a wink of an eye. Where did all the time go? I am sure that a lot of you are like me and constantly put off things for tomorrow or a year from tomorrow. When it comes to my cars I tend to think there will always be time to drive them. Consequently they don't get driven for weeks (or months) at a time. Then when I finally drive the TR3 (or even the Herald), I wonder why I don't drive the car more as it is and always has been too much fun to be legal. Don't get me wrong. I am not saying you better drive your Triumph before it is too late. However, no one ever, while laying on their death bed, says, gosh, I wish I would have driven my sports car less, I just had too much fun and I regret it. Think about it.

How about the George and Dragon? What a great place for a meeting! Someone said 48 people showed up. No wonder, as I thought the food was terrific and the beer was better. The staff did as good a job as they could but I don't think they expected this many folks to show up. However, I think the noise level was a bit high and maybe we could organize the tables better so that club members would all be located in close proximity to one another so everyone could hear what was going on during the meeting. This might be difficult next time as the food critic for the Republic gave George and Dragon five stars for food, service and ambiance recently. I cannot remember her doing this to any another restaurant she has ever written about. Might make it a wee bit difficult to find a seat next time?

Has anybody seen a copy of Triumph World magazine? Apparently two issues have come out already but none of the bookstores I have been to have heard of it. Speaking of bookstores, the July issue of Classic Car magazine rates the TR4 as the best of the TR roadsters.

Triumphest '95 is just around the corner and we should begin to prepare to attend. Those of you that were registered for 1994 in San Diego will receive information in the mail. I will attempt to get some registration forms for other members that want to go this year. October 6 will be here before you know it.

Good show, John



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WHAT HAPPENED LAST MONTH

MALIBU GRAND PRIX

I threw down the gauntlet with phrases like "catch me if you can" and Tom Pennell did! Boy what a race. About 22 people showed up and raced their hearts out. A smashing good time! Everyone seemed happy, and the times were all close to 50 seconds per lap.

For a while Amy Hatcher, Armond LaCasse, & I were tied at 49.980 seconds. Tom found the fast car and turned a lap of 48.000. Try as I might I could not get below 48.580. However I tried the club car and turned a 47.000 lap.

The winners are:

Fast time: Tom Pennell 48.000

Second fastest: John Horton 48.580

Third fastest: James Hammon 49.900

Fourth: Amy Hatcher 49.980 and Armond LaCasse 49.980

Fifth: Gary Hampsch 50.140

Sixth: Cliff Daniel 50.220

Seventh: Dan Horton 50.240

Eighth: John Mosher 50.260

Ninth: Mike Mosher 50.640

Tenth, Bob Mazer 51.540

Eleventh, Deta Hampsch 53.380

Twelfth, Zane Horton 53.780

Trophies and dash plaques will be given at the meeting. Be there to cheer the winners. More later on events.

COOL COUNTRY CAMP OUT

The July camp out was a very laid back event. God knows we got to kick back and ignore the world once in a while. Tom & Gracie Pennell were the gracious hosts for this one. We left Phoenix earlyish Saturday morning and arrived in Show Low to find things all ready. The Pennells had everything set up.

The weather was PERFECT. Slightly cool days and cooler nights. Around 80 degrees days and 50 night. Show Low had their flea market going at the drive in theater and the Fourth of July craft show in the park. There were plenty of things to do. During the day and into the night many stories were told and retold. Some beverages consumed and Sunday night a fine potluck dinner with roast chicken and sides.

There were 20 people in attendance over the weekend. not all at one time but they kept dropping in. We even found the Francois family at Lakeside. They got lost and could not find the cabin.

Those in attendance were: Tom & Gracie Pennell Our Hosts, John & Beth Horton, Dan Horton, Mike Ormandy (Dans friend), Amy, Haley, & Daniel Hatcher, Eric, Diane, and Matt Carney, Ron Strong, Chris Shepler, Armond LaCasse, Ron Bonelli from Las Vegas, Jerry & Mary Bravo from Flagstaff, Michelle Peters and Bob Schaller.

Although the trip is somewhat long the total change in scenery is worth it. See you on the next event.

Cheerio, John H.

THIS YEAR'S EVENTS

Those that are planned and those that need planned:

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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THE PRESIDENTS PLATFORM

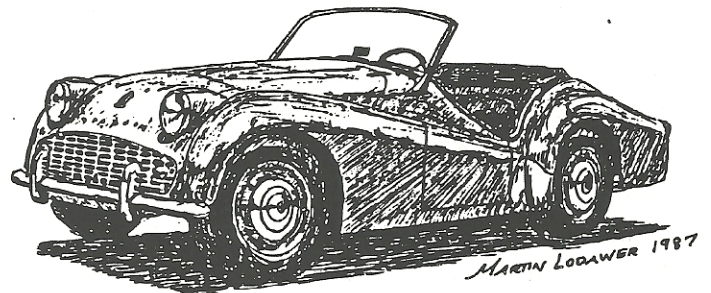
First of all, I would like to thank everyone coming out to Malibu Grand Prix Night. We had a great time, with some rather fast lap times being posted by all who attended.

Secondly, we as a club have 12-15 functions a year. Everything from the Malibu Grand Prix to our Christmas party and the Election Brunch. I know it is difficult to attend every event, with kids and work schedules being complicated. However, I'd like to propose that each member of the club try to attend at least half these events every year. I think everyone would benefit from this greater activity.

Bob Mazer

CLASSIC-FIED ADS

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EMERGENCY

Ever get stuck on the road and needed a small or large repair to get under way again? I have. I am the one who has procrastinated about having the minimum of tools or fixits on board.

A magazine I read published a reasonable list of items you should carry to avoid major problems if a breakdown occurs. Not that a Triumph ever breaks down. For those of us that love to have wind in the face and the sound of a well tuned engine, the wine of gears, the squeal of tires; here is a list of goodies that you might have in the boot. Here in the great Southwest a breakdown in remote areas can be serious. We have all read stories about people getting stranded and found in very bad shape of worse.

I made some minor additions to the list but here it is for your review: A spare tire preferably with air, a jack and a piece of plywood to stand it on, a quart of oil, a gallon of water (a sealed jug covers drinking and radiator), a small set of tools including screw drivers, wrenches, pliers, etc., jumper cables, belt, hoses, clamps, fuses, fire extinguisher, first aid kit, flashlight, sealed tins of non-perishable food, sunscreen lotion.

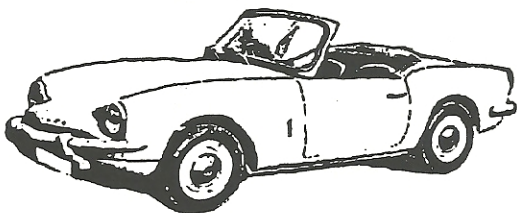
Although not listed you know the probable parts that you need for you car. Points, condenser, fuel pump, that kind of thing. This seems like a long list but carry what you feel safe with. I am starting to put a set together for our cars. Having some things might turn a breakdown into a minor inconvenience.

Cheerio, John Horton

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WHAT'S GONNA HAPPEN THIS MONTH

Nothing, really, since our July event has already been held (the weekend in the pines). However, we thought it would be a good time to revive an old event, the famous (or infamous)

NIGHT DESERT BARBEQUE

August is really hot and nasty around here, so DCTRA invents things to do in the cool of the evening and on into the night. Everybody packs up a cooler full of stuff to cook, like steaks or sausages or hamburgers, then we all drive off into some secluded spot, circle the wagons and have a barbeque under the stars. In previous years, we've invaded a County - owned gravel pit North of Carefree, which turned out to be just grand. It's away from the city lights and offers a view of the heavens most Valley-ites don't get to see very often. I haven't been up there to check it out for a couple of years, but I will go have a look before the next newsletter.

Perhaps driving halfway to Bartlett Lake doesn't appeal to everyone, so if anyone knows of a suitable spot in the East Valley, please speak up, as I'm not terribly familiar with that part of town.

This has always been a very enjoyable (and inexpensive) outing. Let's give it another go.

Tom Pennell

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