



Triumph TRumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA

"ALL THE NEWS THAT FITS - WE PRINT"

PRESIDENT: KEN LARSEN 395-0505
NEWSLETTER: JOHN LINDLY 548-1915
FAX: 780-0620

JUNE 1996

NOTE MEETING PLACE CHANGE!

MEETING: JUNE 11, 1996 @ 7:00 PM
GEORGE & DRAGON ENGLISH PUB
4240 NORTH CENTRAL AVE.

CLUB OFFICERS

V.P. & Events:	Roger Guzowski	997-2583
Secretary:	Virgil Cole	493-5144
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. (Including 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

Saturday, June 15 @ 7:00 PM

MALIBU GRAN PRIX

FATHER'S DAY CHALLENGE

Details Below

R EVENTS

NOTE: THIS IS BEFORE THE MEETING

Saturday, June 8

DINNER AT ROCK SPRINGS

Details Inside

WHAT'S GONNA HAPPEN THIS MONTH

**ANNUAL FATHER'S DAY EVENT - MALIBU GRAN PRIX
SATURDAY, JUNE 15**

For the last several years, DCTRA has invaded the Malibu Gran Prix on or about Father's Day for a fun-filled evening of driving these little "formula" cars for all they are worth. The object is to prove who is the fastest DCTRA driver. That person gets to wear the crown for a whole year. Past winners include John Horton, Tom Pennell and Tom W. Pennell. Who is next? This year, we are introducing a clever handicap system so that there won't be the problem of waiting for the fastest car. We will be getting discount lap tickets (as usual). Please plan to arrive at the Malibu Gran Prix, 1618 North Hayden Road (just South of McDowell) at about 7 PM. The racing will start immediately!

Roger Guzowski

MINUTES OF THE MAY MEETING

The meeting was called to order by President Ken Larsen at 7:10 p.m. In the absence of Treasurer, Gary Hampsch, no financial report was given.

Tom Pennell, Project Car Chairman, reported no action for last month. John Horton suggested that the club should get the car body from the shop that did the preliminary work and get it to the shop that will do the finish work. This will entail a substantial withdrawal of funds from the Project Car Account. Tom said he would check on it and report back to the club. Tom again requested a volunteer to take over the Project car Chairmanship as he no longer has the time to adequately deal with it.

El Zaribah Shrine will be closed Tuesday evenings for the months of June, July and August. Check elsewhere in the newsletter for our temporary summer meeting place.

John Horton donated a gift certificate he had received from Apple Hydraulics to be auctioned and the proceeds donated to the Project Car. Ken Larsen was the high bidder.

The open tech session had a good question and answer period. Marlene Cole suggested the possibility of a tech session get together where members could discuss and possibly have a hands-on solution to some of the problems. The meetings adjourned 7:55 p.m.

Respectively submitted,

Virgil Cole, Secretary

THE PREZ SEZ

Our May meeting once again played to a nearly full house audience. It is encouraging to all of the club officers to be supported in such a manner and we thank you for it. As for the June meeting, be sure to check the front page of this newsletter for the correct location (we always move in June, July and August).

The drive to Payson on May 18 was pleasant with near-perfect weather and a minimum of other traffic on the highway. This was the type of day Triumphs were made for! After a relaxed breakfast at the Payson Airport Cafe, each member spent the day in their own way. A very enjoyable day; you should have been there! As a related side note, I recently had my carburetors adjusted and a tune-up performed on TR4A by Dave Underwood, one of our new advertisers. On the Payson trip my Triumph ran perfectly without missing a beat and produced 27.5 MPG. Needless to say, I am pleased with Dave's work and recommend all members give him a try when in need of mechanical attention.

On June 8 we will be driving up to Black Canyon City for a Saturday night dinner at the Famous Rock Springs Cafe. I am personally looking forward to this trip because I have not been to this restaurant before but I've heard about it often enough that I am getting hungry already!

The tech session at the end of our meeting continues to be popular with a lot of good information being disseminated. During this time the suggestion was made that the club hold a "garage day" at some location where members can work on their cars with an abundance of tools and knowledge from other members readily available. If any member has suggestions on how to get this done please bring it up at the next meeting.

There was quite a bit of discussion about the project car, mostly about getting then body moved to a new location to have it finished. After that, we can tackle the final assembly problems. However, I do feel the members should have completion date in mind (Christmas?) to help develop a work schedule for the car. I say this because I am concerned that after January of 1997 our club will be too busy with Triumphest '97 planning to have much time to devote to the project car. Let us know what you think about these topics at the next meeting.

Until that time,

Ken Larsen



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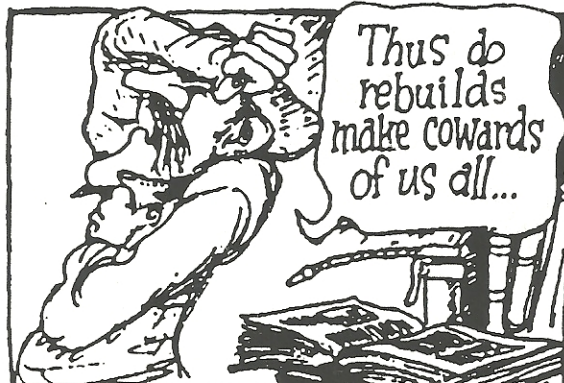
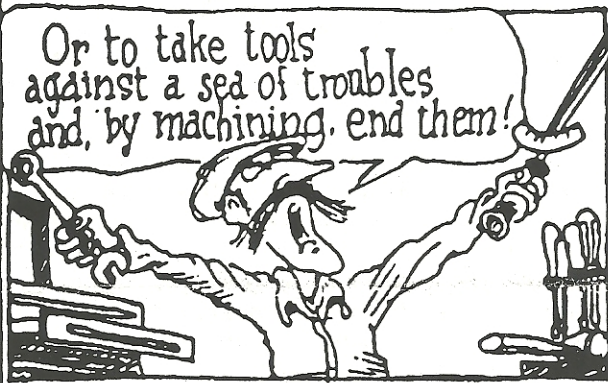
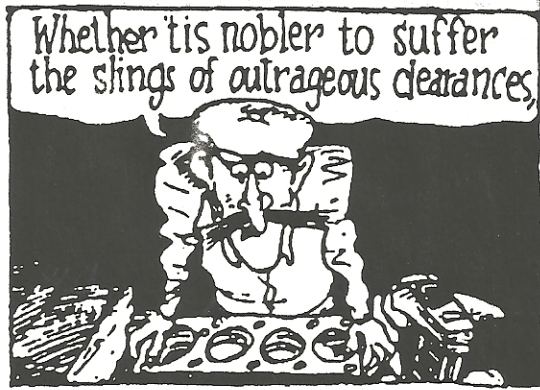
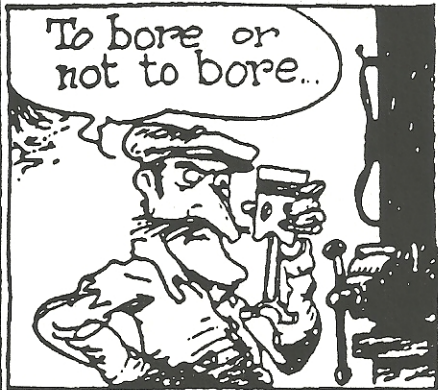
(602) 265-8282

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".

SAM CONKLIN - 1656 W. Whitton, Phoenix 85015

Nigel Shiftright in Verse-case Scenario

...automotive anachronism... by Phil Frank & Joe Troise



WHAT HAPPENED LAST MONTH

THE PAYSON OUTING

Virgil and I enjoyed our outing to Payson on Saturday, May 18. We joined some of the other club members at McDonalds in Fountain Hills for the drive. As it was hot out and I was not feeling well, we took my TR/Chevy.

We ate our breakfast out on the enclosed patio at the Payson Airport Restaurant, which was very nice. Virgil and I savored our breakfast of sausage and biscuits. You can look out the windows from the patio and we appreciated the view of the Mogollon Rim and watching the small planes as they took off or landed.

After breakfast, while still in Payson, we drove around some of the residential areas, visited a music store and took in the arts and crafts show before returning to Phoenix.

It was a nice, pleasant day. Thanks, Roger, for thinking this one up.

Marlene Cole

RADIATOR CLEANING

With the hardness of water in Arizona, radiators "cake up" quickly. I often wondered if there were any options to paying for having them rodded out and cleaned, even when they are not really overheating.

Household chemicals called "Lime-away" and "CLR" seemed to dissolve lime quickly around sinks and tubs. This looked like the alternate I wanted. I left a piece of brass in CLR for a couple of days with no visible damage to the surface. I purchased enough to fill the TR7 radiator and loaded it up. I left it in for about an hour till the foaming subsided.

A thorough washing out left the interior very clean. I cannot see the tubes but when I dumped the solution it was full of brown rust and dirt so something was dissolved. I would NOT recommend using this in the engine. When the car it back together, I will report on the temperature.

Cheerio, John Horton

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FOR SALE = 1976 TR6, 68400 miles, second owner, always garaged, no rust, excellent condition. \$7250. Call Dan 451-5275, evenings only. (4/96)

WANTED = Workshop space required in the Gilbert, Chandler, Mesa or Tempe area for one month to do major overhaul on my TR7. Space must be secure. Will pay rent. Preferably indoors, but outside will suffice. Phone Chris Wainwright 967-5949 days and 814-8404 evenings. (5/96)

FOR SALE = 1976 Triumph Spitfire 1500, needs minor body work, upholstery, paint and TLC. Both hardtop and softtop. Runs well. Good project car. 95 percent original body and parts. Blue exterior and tan interior. \$1500 obo. Call Karen at 844-1365, Mesa. (5/96)

FOR SALE = TR6 Hardtop, fits 1972 -76, needs new liner but exterior and glass in excellent condition. \$400 obo. Call Tim at 962-4538. (5/96)

FOR SALE = 1973 Triumph Stag -Rebuilt Buick V-6 conversion. Rebuilt auto transmission. Excellent condition (Paint, body, carpet). Gold award winner at Triumphfest '95. New soft top and hard top included. Equipped for air-conditioning. Appraised at \$9000, asking \$8500. Call John or Amy (602) 843-1399. (6/96)

FOR SALE = Triumph TR3 parts, too many to list here, substantially below what you would pay retail. Call Vern Zigler (602) 938-4829. (6/96)

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Einstein, or some other large brained person, argued time is relative. Well, I'll have to agree with him there, my relatives take up an awful lot of my time. Actually and personally I think "time" is shrinking. I'm convinced there is less time now than 5 years ago. Have any of you noticed that there are no longer 24 hours in a day? I think it's more like 16 5/8 hours because if it was 24 then I would be able to do all things that I need and want to do every day. But I never do. So I want someone to check in to this. I think it should be a major issue in the upcoming Presidential race. Where did all this time go? Who has it and how can we get it back?

With work, family, school and household responsibilities taking up the 16 5/8 hours in every day, there is nothing left for the Triumph things of life. I can't work on my cars. I can't drive my cars. I can't even make it to the meetings. The weekend events?? Forget it! Those days only contain 14 3/16 hours. Some sort of gravitational relationship between the sun and yard work, no doubt.

So to answer all of you that are concerned that I'm not as "involved" with the club as I was before, I want to reassure you that I am. However, until we get a full 24 hours in every day again or until my workload decreases I'll just have to do the best I can.

Good show, John

IMPROVING TR7 BRAKES

The TR7 does not have the best stopping power. I have had a couple close calls in traffic. After much looking and reading, I have come up with some things to improve performance that should fit most budgets. Replacing the rubber brake line in the rear and the two lines in the front with teflon/stainless lines will increase braking due to reduced expansion from the rubber giving better pedal feel.

Using TR8 rotor and calipers will help. Having the piston bores increased to house pistons from a Jaguar XJ6 caliper will increase force on the pads. Rimmer sells uprated 4 pot calipers and shoes, however, they are pricey. Bending the inner rotor shield outward will put more air into the rotor to cool it. Do not put too much bend in it unless you are going to the track. Remember, brakes need some heat to work properly.

TS Imports sells Kevlar rear shoes and rebuilds the proportioning valve to increase rear brake pressure. They might also do the front pads with Kevlar? I have not asked yet. The stock pads and shoes do not have the "grip" necessary. Semi-metallic is better but tends to cut up the calipers. I intend to try kevlar. An adjustable valve is not really necessary for street use, but it is an option.

As far as I am concerned, the jury is still out on the use of silicone fluid. The only advantage I can see is it does not absorb water. I have heard stories about "soft" pedal with silicone. Doing a complete bleed once a year eliminates that problem.

Cheerio, John Horton

OUR TEMPORARY MEETING PLACE

You (hopefully) took careful note of the June meeting place shown on the front of this newsletter. Once again, we are going to attempt to meet at the GEORGE & DRAGON English Pub, 4240 North Central Avenue. Last year, we found this place to be a good restaurant, but it was difficult to hold a meeting, due to the ambient noise level. When you come to the meeting, PLEASE buy some food! These restaurant owners are downright sticky when it comes to allowing organizations like ours to use their meeting rooms. It seems they all want some kind of return. The Elephant Bar flatly rejected our request (they said the car clubs don't spend enough), and the Pizza Express wanted \$10 per person, fixed rate with a fixed menu.

You may not be aware of how fortunate we are to have the El Zaribah Shrine meeting room nine months out of the year (for no charge). Many thanks to Jim Hughes for setting this up in the first place. All DCTRA members should keep this in mind when attending the monthly meetings. The restaurant/bar at the Shrine would also like a return on their investment, so PLEASE plan to take your evening meal there before the meeting.

Also, if ANYONE knows of a suitable meeting place, speak up! You may find out how difficult it is to arrange. We need to avoid the last-minute rush and set up our June, July and August meetings.

Tom Pennell

WHAT ELSE IS HAPPENING THIS MONTH

DINNER AT ROCK SPRINGS

We're going to enjoy TWO events this month! The first of the two will be a drive to the famous ROCK SPRINGS CAFE located at the Black Canyon City exit of I-17 North on Saturday night, JUNE 8.

This Arizona landmark boasts some of the best RIBS in the area, lots of cold beer and really GOOD pies. Bring your appetite and your TR to the Holiday Inn NorthWest (2532 West Peoria, at the Peoria exit of the North Freeway) at about 6:30 for the caravan to Rock Springs. It's a short run and you won't be disappointed in the cuisine. The atmosphere is - well - Western! Wear your blue jeans and boots.

See the front page for details of the OTHER June Event!

See you there!



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WHAT'S GONNA HAPPEN IN JULY

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 5-6-7, 1996. 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 Saturday night, but you will have to fend for yourself for the rest of the weekend. We will be going up on Friday morning, so you can arrive anytime after about noon Friday. 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

