



# 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

## NOVEMBER 1996

\*\*\*\*\*  
MEETING: NOVEMBER 12, 1996 @ 7:00 PM  
EL ZARIBAH SHRINE TEMPLE  
552 North 40th Street  
COME EARLY - BUY FOOD!  
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\*\*\*\*\*

### CLUB OFFICERS

V.P. & Events: Roger Guzowski 997-2583  
Secretary: Virgil Cole 493-5144  
Treasurer: Tom Pennell 951-8472  
Newsletter: John Lindly 548-1915  
Tech Advisor: Position open  
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**  
GETTING CLOSER

## COMING EVENTS

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

November 17  
ARIZONA BOY'S RANCH  
CAR SHOW & BBQ  
Details below

### OTHER EVENTS

Saturday, November 23  
ASRA ENDURO  
Firebird International Raceway  
Gates Ooen at 7:00 AM

**TIMING AND SCORING PERSONNEL  
NEEDED!**

CALL TOM PENNELL at  
951-8472  
TO VOLUNTEER

### WHAT'S GONNA HAPPEN THIS MONTH

ARIZONA BOY'S RANCH CAR SHOW & BBQ  
Sunday, November 17.

The event will be a car show and BBQ at the Arizona Boys Ranch, southeast of Chandler. Drivers wanting to convoy out can meet at the southwest corner of 32nd Street and Shea at 8:00 a.m. Eastside drivers can meet at the VF FACTORY OUTLET on Power Road, south of the Superstition Freeway (60), at 9:00 a.m. Each car entry will receive 2 FREE BBQ lunch tickets.

Roger Guzowski

## MINUTES OF THE OCTOBER MEETING

The October 8th meeting was called to order by President Ken Larsen at 7 p.m. Treasurer Tom Pennell gave his report. The minutes of the September meeting were approved and accepted.

Project car status is still on hold. Work on the project car should resume now that the cooler weather is here. Members should check the newsletter for work schedule dates in the coming months.

The 1996 Triumphest at Big Bear was reported on and discussed by the members who attended. The high and low points of the weekend were discussed so that the club sponsorship of the 1997 event could benefit.

Roger Guzowski, Events Chairperson, has scheduled the November event for Sunday November 17. The event will be a car show and BBQ at the Arizona Boys Ranch, southeast of Chandler. Drivers wanting to convoy out can meet at the southwest corner of 32nd Street and Shea at 8:00 a.m. Eastside drivers can meet at the VF Factory Outlet, Power Road, south of the Superstition Freeway (60), at 9:00 a.m. Each car entry will receive 2 BBQ dinner tickets.

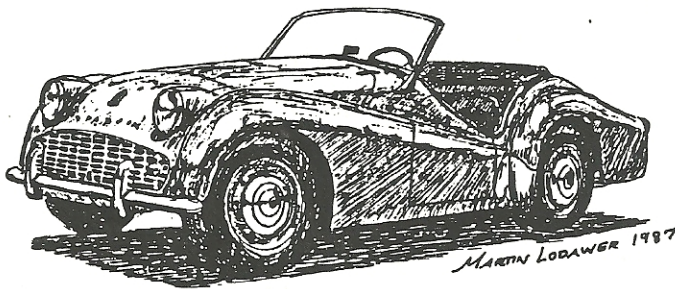
Ron Strong volunteered to host the annual Christmas party. The event will be held December 7. The pot luck and gift exchange format is the same as in previous years. A gift in the \$5 to \$10 range should be provided by EACH person participating.

Ken Larsen, President, and Tom Pennell, membership chair, made presentations urging members to volunteer or accept nominations for club officers.

Meeting adjourned at 8:10 p.m.

Respectfully submitted,

Virgil Cole, Secretary



**AUTO**   
**BRITANNIA**

PARTS AND ACCESSORIES

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## WEB CRAWLERS - TAKE HEED

DCTRA HAS A HOME PAGE!

For those of you who haven't heard, Bob Schaller's yellow TR3A is now owned by David Riddle. Dave is the son of former member Bill Riddle, who was active in DCTRA about 10 years ago. Dave is a certified computer nerd and has his own server on the World Wide Web. Through the goodness of his heart, he has placed a DCTRA "Home Page" on the network at the following address:

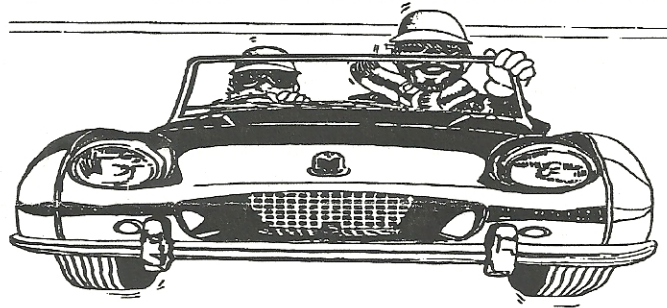
<http://www.microwrks.com/dctra>

The Club will use this web-site to show the world who and what we are, recruit new members and advertise (perhaps even have on-line registration) for Triumphest '97. Dave has also promised to set up links to our Home Page in the other TR oriented stuff on the net. If you would like to help or to contribute prose or pictures, send them via e-mail to:

[microw@getnet.com](mailto:microw@getnet.com)

Who says we're not in the mainstream??

Tom Pennell



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## EDITORIAL LICENSE

It is interesting to meet the people who are selling Triumphs out there in "FOR SALE" land. I've been looking for a TR6, to satisfy my need for torque and speed, and I've met a lot of really nice people. They may be insane but they are always nice. They may think they have the "6" Paul Newman won his SCCA championship in 1976 and have priced it accordingly, but they are always nice. British cars have suddenly become "valuable" simply, it seems, because they are from across the pond and have that "I can ruin your driveway in less than a week" panache about them. I've read in some of the UK classic car mag's that there are instances when a person with an English accent inquires about a car, the price is raised by several thousand dollars. They are kinda upset by this. I say they're damn lucky. In Areezonuh, we'd juss hangem from the nearest armed cacti, cause they be tryin to stealup all ourn good carrs. Sorry, I think it's the water. The point is that everyone seems to think they have a British Ferrari. \$10,000 for a car that smokes, has rust around the battery and brake servo and dents all around the rockers, etc.? Hello??

I haven't looked for a car in a while and so have forgotten how weird it is. For example, for some reason, English, even in it's quaint American form, ceases to be used in a recognizable manor. The word "restored" can mean anything from barely running to a traffic stopper, while, "needs work" can be anything from a pile of parts with 4 tires holding it up to a fairly decent looking running car that might take a weekend or two to bring up to snuff.

The trick is to find the honest car sold by a normal person. I think I've found just that with a DCTRA member who has a beautiful 1976 TR6 in good original condition for a reasonable price. I'll bring it to the next meeting. It hasn't been "restored" and it only "needs (a very little) work" and to all you British spies out there, "it tain't fer sale".

Good show, John Lindly

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## MOTOR OIL

You've probably heard me expound on the virtues of using the SAME motor oil throughout the life of your engine. Every engine I have built in the last 10 years has been assembled with a 50/50 mix of STP and Castrol GTX 20W50, then continued with the same Castrol at each oil change. While just about any good grade of motor oil will do an adequate job of protection, you should avoid switching brands because the additives aren't always compatible.

Many years ago when I lived in the midwest, we could get some really super stuff called DA Speed Sport. I raced my TR3 on it and used it in street machines as well. I thought that it had gone out of production because I couldn't find it again when I moved to Washington DC, nor could I locate it in Alabama. However, just the other day I received a flyer in the mail advertising DA Speed Sport for sale via mail order. If you are in the process of freshening your engine, I suggest you try it. The flyer is reproduced here.

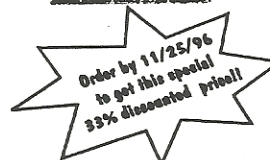
Tom Pennell



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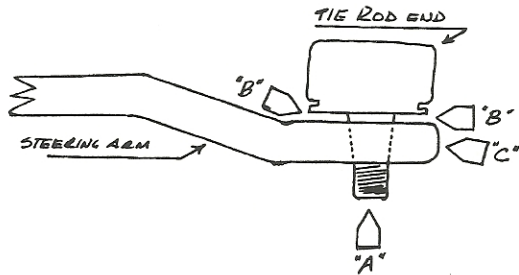


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\*Please refer to "Auto Club Special" when ordering to receive this special price.

## REMOVING MORSE TAPER FITTINGS

OK, admit it! The last time you messed around with your car's front suspension, you removed the nuts from the tie rod ends and whacked away at point 'A' trying to remove



them from the steering arms. When that didn't work, you used a 'pickle fork' inserted at points 'B' and hammered on the end of it. This probably worked (collapsing the groove where the dust boot goes).

Next, you examined your mangled and destroyed tie rod ends with the mushroomed threads and decided to buy new ones - mostly because you didn't have much choice. You couldn't reinstall them even if you wanted to.

Here's the good news: There is a way to remove these stubborn little buggers without destroying them. Use your trusty hammer (or an even bigger one) and whack the steering arm at point 'C'. This will set up an internal shock wave in the metal and break the Morse taper's seal. The tie rod end will actually JUMP out of the hole. I didn't think it would work either, but it does.

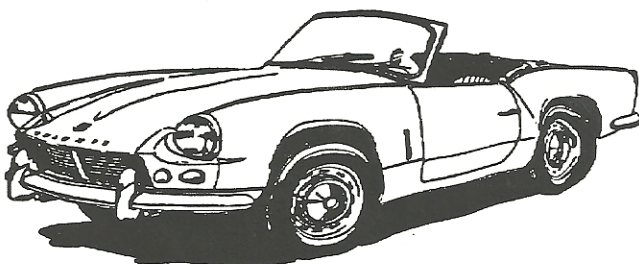
This technique will work with any Morse taper, provided you can get a good shot at the SIDE of the taper's boss. Happy disassembling.

Tom Pennell

## PENETRATING OIL

The club had access to KROIL penetrating oil until Bob Schaller passed away last June. I am out but do not need a gallon at a time. Kroil has cases of 24 cans available. The cost should be \$3 per can. I would like to have a couple of cans. If enough DCTRA members want cans and we can total about a case then I will order it. Contact me at 843-1399.

John Horton



## CLASSIC-FIED ADS

FOR SALE = 1959 PEERLESS GT, immaculate restoration. Balanced & blueprinted TR3 engine by Bob Schaller, restored by Ed Brannon. Spares included. Asking \$25K. Call Ed at 945-8579 (11/96)

FOR SALE = 1965 TR4A, \$6500 invested, very good condition. all serious offers considered. Call Ken Larsen at 395-0505 (11/96)

FOR SALE = 1967 GT6. Very early car, chassis number 107. Strong engine, solid body, good interior, Alloy wheels. Have receipts for work done. Comes with extra parts and shop manuals. Nice looking fast car. \$2000 OBO, must sell. Call Tim Baxter at 731-9310 (11/96)

## ENGINEERING AND THINGS

I have made a series of plates, mounts, baffles, and things over the years to accommodate the family Triumphs. I was trained to do measurements, draw the part and make it. Time was spent making drawings and manufacturing the desired part. More often than not some refitting was necessary to make the part fit its intended use.

When my son and I put new engines into our cars we realized no amount of engineering was going to work the first time. We actually put the engine into the car with no mounts. It was held in place with a rope and broomstick around the transmission, and pieces of 2 by 4 and plywood under the front cross member.

I used a standard cardboard box and a hot-glue gun and cut and glued the engine mounts and bolted them into place, both front and back. When we were satisfied they fit and did the job, we removed them and made the real thing out of 3/16" plate steel. They fit the first time.

A baffle was needed under the car for air control. I again used the cardboard and glued up the proper part and fitted and drilled it to fit. The design was transferred to aluminum and again it fit the first time. This might help you in a project you might be considering.

Cheerio, John Horton

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## DEGREE OR NOT DEGREE

When I was rebuilding my TR7 engine (the Toyota twin cam), I had squirreled away a set of .120 oversize 10.5 to 1 pistons and a set of "rallye" cams. Most camshafts have timing marks built in from the manufacturer, which make timing the engine a snap. High performance cams do not have this convenience. This is so that the user has the option of setting the timing to their particular need.

When I received the cams, a spec sheet was included (thank goodness) with the typical open/close/duration diagram, but all the labels were in Japanese! The driven face of the shaft where the sprocket attaches has about 12 holes and the sprocket has 11. This allows insertion of the drive pin in many more places than the stock units (the stock cams have 5 holes). A degree wheel would be necessary to accomplish the cam timing.

Having never done this before, I called Tom Pennell and yelled HELP!! He agreed to help. When the engine was assembled to that point, Tom appeared, we started on the job. The first step was to find the ABSOLUTE Top-Dead-Center. To do this, we bolted a heavy brass bar across the top of the number one cylinder. Then, we placed a big hex nut on the top of the piston and turned the crank until the nut met the bar and prevented further rotation. We noted the degree wheel reading at this point (say 40 degrees BTDC), then turned the crank in the opposite direction until the nut once again stopped the piston (looking for 40 degrees ATDC). Make an adjustment to the degree wheel and do it again. Several rockings back and forth accomplished the goal of finding TDC. After removing the brass bar, we installed the cylinder head.

The spec sheet called for an inlet valve opening at 34 degrees BTDC. The question was - how can we tell when it opens? Conventional wisdom is to use a dial indicator to measure the tappet motion (subtracting the specified valve clearance) and assume that the valve leaves the seat at that number plus .001 inch. A better method of determining when the valve opens needed to be devised.

It was Tom's idea, but I made the gadget. I gutted a spark plug and welded on a pipe which held an air fitting, valve and pressure gauge. Screwed into the spark plug hole, it made it possible to pressurize the cylinder. Then we KNEW when that valve opened because we lost pressure. You can also listen for the air escaping. The exhaust valve timing is done at END of its cycle, turning the crank backwards. By the way, watch yourself when doing this. When you pressurize the cylinder, it want to turn the crank. Hang on to the wrench!

The engine was completed and installed just in time for Triumphest. It started immediately and ran just fine. The car is quick and very responsive. The only problem was a cooling fan motor that went futz in Big Bear, but that's another story. Thanks for the help, Tom!

Cheerio, John Horton

## COOLING, COOLING, COOLING

I had long been suspect of the design of the cooling system in the TR7 cars. The large sheet metal baffle mounting the fans seems to restrict the air flow to the radiator unless the fans are operating. With the Toyota motor in my TR7, I do not have an engine mounted fan (it takes horsepower away).

During Triumphest '96 in Big Bear (a beautiful place), my wife noticed a hot smell in our TR7. We stopped a couple of times and looked for the standard smoke or burned wiring but we could find nothing. In traffic I saw the temperature going higher than normal. Finally, I found one of the fan motors had gone FUTZI!

I checked with the Roadster Factory and with Moss and got the dreaded answer "no longer available". However, I remembered I had some "in stock" in Phoenix. Driving back, we had to stop once and cool the car down, as one fan motor could not handle cooling at Interstate speeds.

Back home, I dragged out 4 motors and found ALL had frozen front bearings. I checked with the local parts store and found a fan motor that would require some fitting but cost as much as a new electric fan assembly. Removing the air conditioning condenser to get to the fan is a real job! Another solution was in order. To open up the space for cooling, I decided to remove the entire fan assembly and baffle. This left the entire front open to the breeze. In order to help the air move through the radiator, I fabricated an aluminum plate fitted to the bottom of the radiator mounting cross member to the front valance. This kept the air from going under the car and directed it into the radiator.

I mounted a 14" electric fan to the front of the radiator and wired it in place. While out, I cleaned the radiator and installed a new thermostat and cap. A test run through traffic showed the temperature running a constant 190 degrees. Although this is a fairly drastic fix, this seemed to be the only way of getting around the problem.

A note: My car does not have air conditioning. If your car has A/C you might remove the baffle and mount the fan to the front of the condenser coil. The other fix is to buy a near fit replacement motor and fit it. But, at almost \$60 each, I elected to do it as above.

Cheerio, John Horton



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## THE PREZ SEZ

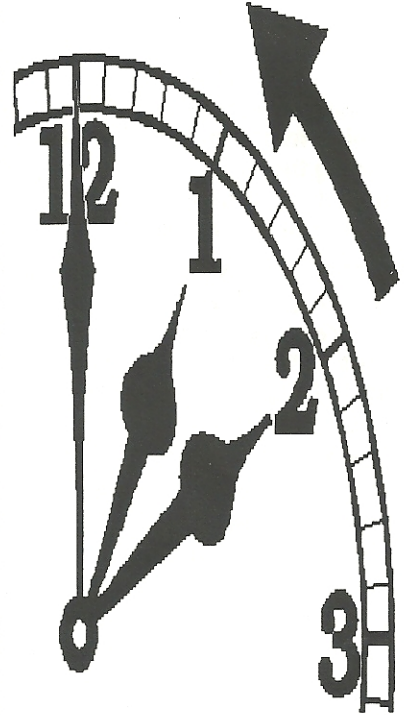
Our October meeting was very well attended and a lot of lively discussion was generated, especially during the tech session at the end of the meeting. That portion of our agenda seems to be growing a little bit more at each meeting, so I will try to allow a little more time for it without making the meeting last much longer than one hour. Be sure to bring your questions and tech tips to our November meeting to share with other members.

The November meeting will be the first official acceptance of nominations for club officers for 1997, which will be an important year for DCTRA. As host club for Triumphest '97, our club will need officers who exhibit considerable Triumph knowledge and public relations skills, along with being able to build a consensus among members to help support our Triumphest Chairmen and their committees.

As a parallel thought on the nomination issue, I want to state that this year that I have been President has been my most enjoyable and rewarding year since becoming a member in 1992. I have attended all the meetings and most of the events and I can honestly say that through participation you can receive great satisfaction and appreciation. You can "brush up" on unused skills or possibly develop new ones. Look at it this way: The club has approximately 120 members, but only 5 get the privilege of sitting in the front of the room!

November marks the start of the traditional holiday season and I want to repeat an idea I expressed some time ago. Why not give some of your friends and other automotive hobbyists a gift membership for one year? It is fairly inexpensive and perhaps one of them may become inspired enough to actually acquire a Triumph of their own. You don't know until you try.

Until that time, Ken Larsen



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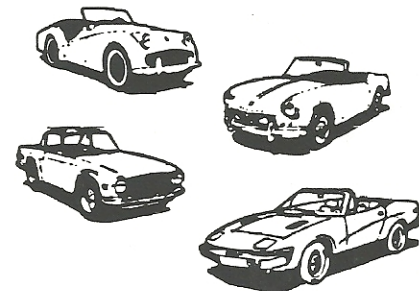
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*References available upon request.*