

# Triumph TRumpeter

OFFICIAL NEWSLETTER OF  
THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA

"ALL THE NEWS THAT FITS - WE PRINT"

PRESIDENT: ROGER GUZOWSKI - 997-2583  
NEWSLETTER: JOHN LINDLY 548-1915  
FAX: 780-0620

## APRIL 1997

### ARE YOUR DUES DUE?

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\*\*\*\*\*

MEETING: APRIL 8, 1997 @ 7:00 PM  
EL ZARIBAH SHRINE TEMPLE  
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#### CLUB OFFICERS

V.P. & Events:	Duane Schoen	996-6554
Secretary:	Beth Horton	843-1399
Treasurer:	Ron Strong	906-0103
Newsletter:	John Lindly	548-1915
Tech Advisor:	Armand LaCasse	- 870-8585
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

APRIL 27 - 9AM

6434 E. CORRINE

ENGINE INSTALLATION

## COMING EVENTS

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

April 20

ALL BRITISH CAR BREAKFAST RUN

7:30 AM - 32nd & Shea

Details below

### OTHER EVENTS

April 27 - 9AM

PROJECT CAR DAY

At Tom Pennell's house

Engine and transmission installation

## WHAT'S GONNA HAPPEN THIS MONTH

### ALL BRITISH CAR BREAKFAST

In celebration of a hugely successful All British Car Day, President Roger Guzowski proposed that the five participating clubs get together for a breakfast run on Sunday, April 20th, with participants gathering at 7:30 AM, departing at 8:00 AM from the northwest corner of 32nd Street and Shea (in front of Peter Piper Pizza). This is the top of the Squaw Peak Parkway (route 51), in Paradise Valley. DCTRA will be making this the Club event for the month. Only Roger knows where we're going, but with any luck at all, we'll have Triumphs, Jaguars, Minis and all kinds of MG's for company. It could be the biggest driving event of the year. Don't miss it!

Duane Schoen

# LET'S EAT!

## TR PRIMER

One model of Triumph TR2/3 can be difficult to tell from another unless you know what to look for. They all resemble bulldogs - short, squat, and full of vigor - and have distinguishing cutaway doors. The first was the TR2, built from 1952-1955. The early "small mouth/long door" has a small recessed front grill and door skins that extend down to the bottom of the rocker panels. Complaints from owners who scraped door bottoms on curbs prompted Triumph to shorten the door skins. Later models are called "small mouth/short door." Some 8600 TR2s were built.

In late 1955, the TR3 "small mouth" was introduced. The 2.0 liter four was updated from 90 to 95 horsepower. The grill was still small, but no longer recessed. Production reached nearly 17,000 TR3s. In 1958, Triumph opened up the grill to increase air flow, and the TR3A "wide mouth" was born. Although never officially designated "TR3A", this moniker came about through common use - probably because people got tired of saying "wide-mouth TR3". At 56,236 cars, this is the most common of the TRs.

The final version of the TR3 came in 1962. Triumph had released the svelte new TR4, but US dealers complained that they still had TR3 orders to fill. So the company put a mixture of 2.0 liter TR3 and 2.2 liter TR4 engines in leftover TR3 body stock along with some strange transmissions, thereby creating the TR3B, of which 3331 were built. Again, no "official" TR3B designation ever existed.

Condition is more important than model in TR2/3 pricing. A first rate car, with wire wheels, overdrive and a factory hardtop, should bring \$15,000. TRs are easy to live with and dependable enough, and they will increase in value over the years.

Keith Martin, Autoweek, March 3, 1997



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## MINUTES OF THE MARCH MEETING

The meeting opened at 7:00 pm on March 11 with 24 members present. The February minutes were approved as printed. The treasurer's report was read. Events chair was absent, so Ron Strong gave us last-minute information on the British Car Day, and modelled the event t-shirt. Volunteers were recruited to help with parking, etc.

Rich Hammon reported on the breakfast meeting concerning Triumphest, and passed out flyers. Tom Pennell had flown Jim Hughes and Rich to Laughlin for a meeting with Harrah's. Plans are in good shape. There will be an outdoor Kenny Rogers concert the same weekend. John Horton added that letters have been sent to a number of suppliers inviting their attendance and participation. Registration packets are being printed and the individual committees are doing well.

Newsletter editor John Lindly, will be bringing 20 extra newsletters to the car show for recruiting new members.

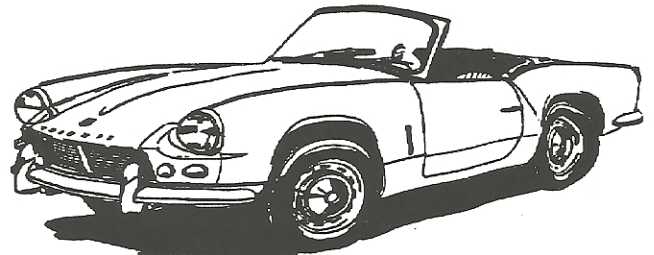
The project car chassis is at Tom Pennell's house and the body is at Underwood's, so we will be starting the project car project days again. Arrangements have also been made for painting the car. After the Saturday March 22 project car day, those interested will drive to The Pavilions for the car show there.

A box of TR7/8 parts was donated by George Reynolds to be raffled for the project car fund, which netted \$23.

Cars for sale were announced. In the technical session, Chris Wainwright asked for aid with a wheel balancing problem. Cliff Daniel warned that jump starting can fry an alternator. Remove or disconnect the battery here before charging. Another discussion ensued concerning positive ground versus negative ground.

A new member was introduced: Arnold Villaverde, who owns a 1964 TR4. The meeting adjourned at 7:55 pm.

Submitted by Beth Horton, secretary



TR7 NEW COLLECTOR CAR MG,  
TR8 INSURANCE PROGRAM etc.

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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

# CLASSIC-FIED ADS

FOR SALE = 1979 TR7 convertible, good top, needs work, good project car. \$850. Call Chris Wainwright at 967-5949 days or 858-0245 evenings. (04/97)

FOR SALE = 1976 TR7 coupe, mostly sheet metal, some suspension and headlight assemblies. Good title and ID tags. Very cheap! Call John Horton at 843-1399. (2/97)

WANTED = Help! I have a 1956 TR3 with engine # TS 14110E only. No Commission plate, no body plate - if your original engine # is within 50 of mine, will you please contact me with your other numbers, so I can figure what my Comm. # is? Thanks in advance! Frank Conklin, 4751 Lithrop Pl., San Diego CA 92117-30211. (3/97)

FOR SALE = Fiberglass hardtop for a TR6. \$350 OBO. Call Stuart Bark at 998-1489 (evenings). (3/97)

FOR SALE = TR6 Engine and Transmission. Was running when removed in December 1996. \$600. Call Jerry Bravo 520-773-1167. (3/97)

FOR SALE = TR3 parts: Clutch pressure plate - \$80; Clutch disk - \$50; Throwout bearing - \$25; Pilot bearing - \$15; Air cleaners (2) - \$15 each; Front shocks (2) - \$25 each; Front suspension rebound rubber - \$5; Lucas distributor cap - \$15; Rocker panel - \$15; Fluid reservoir, brake/clutch - \$45; Electric cooling fan - \$35; Head gasket set - \$50; Hydraulic kits (wheel, brake master, clutch master, clutch slave) - \$5 each; Grose-Jets - \$5/pair; Points - \$2; Pedal pads - \$1.50; Pinion oil seal - \$5; Radiator bypass hose - \$3; Main bearing set (std) - \$20; brake fluid - unopened - \$2/pt. Call Vern Zigler at 938-4829 (4/97)

FOR SALE = 1964 TR4, complete running car with many extras. Real wire wheels, roll bar, luggage rack, etc. Motor runs great, but needs rear seal. New top, rebuilt brakes, new carpet, new fiberglass tranny cover, etc., etc. Included with car are boxes of extra parts including wire wheels, bumpers, gauges, motor parts, lights, etc., etc. (\$1500+ value). \$2500 OBO takes all. Call Bill Chapman, days 233-5075, evenings 412-8916, or pager 590-4626. (4/97)

## IT WAS THE SHAPE OF THINGS TO COME

### And It Came and Went

With so much publicity surrounding the new BMW, Mercedes and Porsche roadsters, you might conclude that fast, modestly priced European roadsters are something new in the States. But as few as 16 years ago, a very similar car was available to U.S. car buyers - the Triumph TR8.

There are interesting similarities. Like the BMW Z3 2.8, the TR8 played big brother to a four-cylinder car (the TR7). In this case, the engine swap was for an aluminum V-8. Its layout - two seats with a usable trunk - matches the German roadster's, as does its suspension tuning, aimed at balancing ride comfort and handling. At \$11,900, the 1980 TR8 ragtop cost about as much as a Corvette coupe - as is the case with these new roadsters.

The TR8's performance falls short of the newer cars, but not by a mile. In August 1980, we coaxed 0-to-60 times of 8.1 seconds and a quarter mile of 16.2 sec out of a five-speed fuel injected 137hp TR8. We found the steering "surprisingly sensitive and pleasant". The only disappointment was the brakes, with 70-to-0 stops taking a long 228 feet. Still a slick droptop with this performance was electrifying news in 1980. We called the TR8 "nothing less than the reinvention of the sports car".

Owning a nicely restored TR8 affords yours truly a modern perspective. Even today, the TR8 is a charming drive, with good power, balanced handling, a comfortable cockpit and a healthy dollop of character right down to its plaid seat fabric. Its styling has aged better than most cars of the era. On the other hand, the TR8's less-than-tight structure, marginal brakes and solid-axle rear suspension would not be acceptable to today's car buyer. The TR8 might be nearly as fun to drive as the newcomers, but as for refinement - there's no contest.

Triumph built about 2500 TR8 coupes and convertibles before the marque succumbed to British Leyland's inept management in 1981. Today, TR8's in nice shape can be found for \$5000 to \$10000.

Don Schroeder, April 1997 AutoCar



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DISTRICT 18

Arizona House of Representatives  
Phoenix, Arizona 85007

March 19, 1997


Mr. John Horton  
15205 North 40th Lane  
Phoenix, AZ 85023

Dear Mr. Horton:

Thank you for your recent letter of concern regarding HB 2438: air quality; voluntary vehicle retirement. This proposal says that cars will not be crushed. The block will have a hole drilled in it so the rest of the parts can be used. The program is voluntary and does not include classic or collectable cars.

The bill was never heard in the House Appropriations Committee, so it is dead. There was a similar Senate Bill 1161 that was never heard in the Senate.

Sincerely,



SUSAN GERARD  
State Representative

SG:va

## EDITORIAL LICENSE

Several months ago I was lamenting the fact that when I took the Herald out on the road, I would be leading a very unhappy parade in a matter of minutes. With the TR6 it is different. I am now challenged to race at every stop sign, stop light and bend in the road. It might be the dealer original racing stripe, or perhaps the color of topaz, that either makes you want to run away or to throw down the gauntlet. What ever it is, the car is a magnet for F1 wanna-bees.

Most of the time I do not give in to the temptation of roaring down the road. I simply give them my best Mario Andretti disdainful stare, with the "I can beat you, but I'm not wasting my time" smile on my lips and they eventually motor off. Sometimes I gun it to the speed limit and then maintain the lawful rate of speed. This causes most of my competition to, for lack of a better term, pout.

The most surprising aspect of all these challenges is the type of people that are doing this. Everybody wants to race the '6'. We are talking old grandmas in Olds 98s, young guns in hot hatches or old guns in 70's muscle cars, families in minivans, and most strangely of all, delivery men in large vans.

My latest challenge came from a guy in a Dolly Madison delivery van, one of those large UPS-like things. I thought he was kidding so I tried to ignore him, but at the next stop through the open side door, he said "come on, what are you, afraid?". At the next light I revved that beautiful straight six, while trying to anticipate the light. He was doing the same with the great white whale he was driving. We left almost simultaneously, and I had him, or did I? He was right there on my left and he wasn't going away. I glanced over and I could see him high atop his chair jumping around like he had ants in his pants, while standing on the clutch and flinging that long shifter like Don "Big Daddy" Garlits, with a grin from ear to ear. I beat him to the next stop, but not by much. He waved as he turned left and I thought I saw him pat that van's dash. I had made his day.

How did he stay so close? Well, TR6's were never made for blinding speed. I mean, 10.5 seconds to 60 mph is not that fast anymore. I didn't buy the car for drag racing. It doesn't bother me that he's probably telling that story to his fellow van drivers for the 10th time by now. What bothers me is there is probably an entire fleet of Dolly Madison delivery vans out there looking for a yellow-orange TR6 to try their luck. Between these guys and the grandmas and families, I should be kept quite busy until summer.

Am I complaining? Maybe a little, but why fight it? You want a piece of me, van-boy? Come on, what are you afraid of?

Good Show, John Lindly

## PRESIDENT'S NOTES

It was a great day, the best in 9 years. What am I talking about? I'm talking about the "All British Car Day." There were 162 British cars, from Minis to Jaguars, Triumphs to MGs, Land Rovers to Morgans, Lotus to Austin-Healeys and "the classics". We even had 4 DeLoreans (fostering the who won "best paint" joke).

The setting was at Heritage Square, with lots of shade, old homes to tour, a beer garden, pottery classes and a museum tour. If all goes well, the plan is to have it there again next year with a bigger and better show than this year, if that is at all possible.

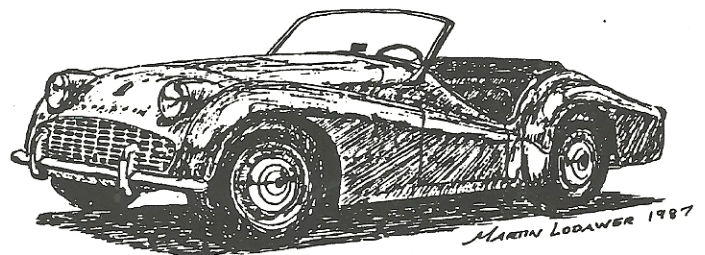
I'm proud of our club and all 33 members who worked real hard making there Triumphs look so good. Ron Strong even cleaned his tires. Could that be why he took first place with his TR3A? Charles Engel took first place with another beautiful TR4A. Marie Thompson took first place with a gorgeous TR6, and second place went to John Reynolds. Rich Hammon took a first place trophy with his TR7 Spider. Boy, that sure is a pretty car. Last but not least, the Spitfires, saw resident artist Cliff Daniel finally getting a second place trophy. I'll bet his wife Odette helped with the polishing. John Lindly did not bring his cute Herald this year, but we did see a new entry which was a 1952 Renown.

A run down of cars after the show according to the roster from our club was 7 TR3s and TR3As, 3 TR4s and TR250s, 12 TR6s and 2 TR7s, 1 Renown, and 8 Spitfires. A great job guys and gals, and don't forget the next big show is at Triumphest.

The British Car Show committee met a couple of days after the show to discuss some of the likes and gripes, etc. After 2 hours of discussion, I'll guarantee next years show will be even better. The committee got along so well that they thought it would be fun to have an All British Car Drive. I proposed a breakfast run on Sunday, April 20th, which was unanimously accepted. See the write-up on the front page or call me at 997-2583.

On Saturday, March 22, we met at Tom Pennell's home to work on the project car. We cleaned up the frame and were shown how to set the "toe-in" on a TR3. Hope to see more of you TR owners at the next project car day. After that, the club met at The Pavilions to show off their cars, then they drove to South Mountain for dinner. That Saturday was my wife, Roni's, birthday, so I took her to a candle light dinner and was unable to attend this event. Duane Schoen will hopefully bring us up to speed on this great event at the next meeting. See you then!

With a smile, Roger Guzowski



## TECH TIP

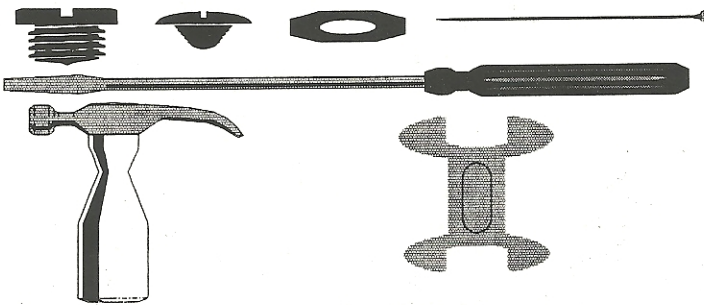
### BLOWING YOUR OWN HORN

While thumbing through my TR repair manual (real men don't use the index) quite by chance, a paragraph appeared titled "Horn Adjustment". Eureka! Who would have ever thought? Excitedly, I ran to tell Nel of this amazing revelation. Her reply was "You didn't know that? Why, I thought you knew everything." Pleased by her supportiveness, I exclaimed "Well, I do now!"

Sure enough, you can back that little screw out until the horn draws no current at all, then slowly turn it in until it sounds good.

It kills me when I think of all the Lucas horns I have thrown away in the last 50 years. Oh well, real men don't read the instructions either, now do they?

Mike McPhail in the RAGTOP - Hill Country Triumph Club - Texas



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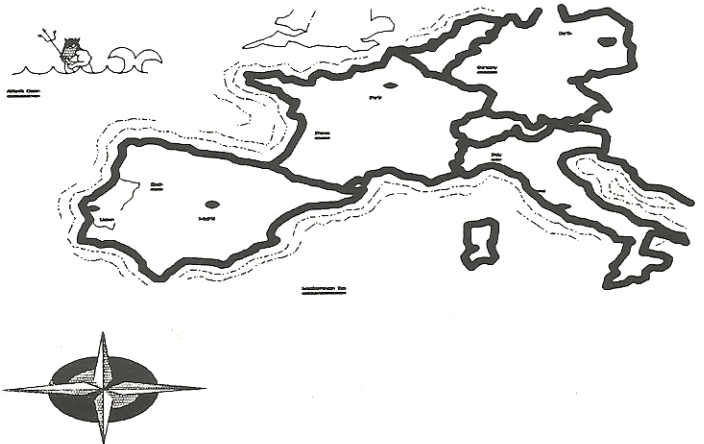


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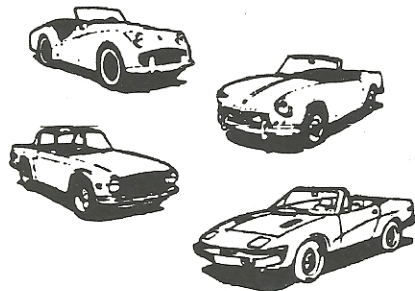
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