

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

DECEMBER 1997

Vol. 18, #12

MEETING: DECEMBER 9, 1997 @ 7:00 PM
EL ZARIBAH SHRINE TEMPLE
522 N. 40th Street (N of Van Buren)
COME EARLY - BUY FOOD!
SUPPORT OUR BENEFACTORS

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 \$18.00 per year

For membership information, contact Tom Pennell at 602-951-8472

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PROJECT CAR WEEKEND

STILL ON HOLD
LOOKING FOR PAINTER

COMING EVENTS

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

December 13 - 6:00 PM
DCTRA CHRISTMAS PARTY
AND BBQ
Ron & Chris Strong's
8102 North 9th Avenue

OTHER EVENTS

Sunday, December 21
NIGHT DRIVE TO LOOK AT
THE LIGHTS
Details at the meeting



EDITORIAL LICENSE

Well, all good things must come to an end - and along those lines, I must finally say goodbye to the job of editor of the Triumph Trumpeter. If you remember, I wanted to end my tenure last year but stayed on to help out in the face of no one wanting the job. This year, however, I will not be able to volunteer for another year. Five years as editor is enough for anyone. I am not giving the job my complete (or even incomplete) attention anymore. The membership of DCTRA deserves better.

I hope there is someone who wants the job for 1998. It can be a rewarding way to help the club and feed a need to read your own words and thoughts in print. I can think of a half dozen people off the top of my head that would make superb editors. To the lucky person that accepts the job all I can say is have fun and Tally Ho!

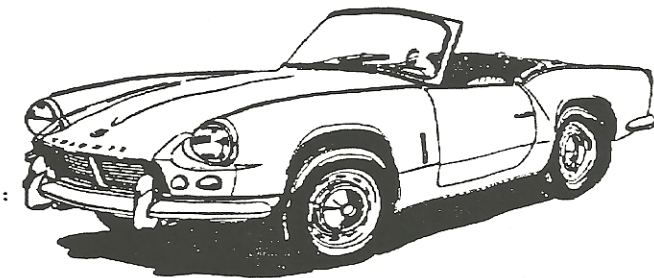
Good show,

John Lindly

CLASSIC-FIED ADS

FOR SALE = 1965 TR4. New Robbins top, radiator, battery and tires. Runs and drives. \$2100 OBO. Also, new TR4 rocker panels, both inner and outer, left and right, \$200. Call Brian at 917-8371 after 6:00 p.m. (11/97)

FOR SALE = Herald/Spitfire 1147 engine on pallet, was running when removed from car 4 years ago, \$50; 4 real magnesium minilite-style wheels for Herald/Spitfire/GT6/Vitesse, as is, \$200; Weber DCOE40 Carb, rebuilt by Bob Schaller, \$50; Weber DCOE40 Carb and Manifold for 1147 cc engine, ready to bolt on, \$75. Call John at 780-1286 work or 548-1915. (11/97)



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MINUTES OF THE NOVEMBER MEETING

Our meeting opened at 7:00 p.m. with 25 people present. Several visitors were introduced: Earl Williams (GT6), Tom Benford (TR6) and Mike Patterson (TR7). Minutes were approved as printed. Our treasurer was absent. Triumphest report is waiting for the final bill from the hotel.

The events scheduled include a Christmas Party at Ron and Chris Strong's home, on December 13. The November event is the Boys Ranch car Show and BBQ. Meeting places were arranged. Coming up is the Mini Club sponsored Night Drive, Sunday Dec. 21 to see Christmas lights, with a gathering to be held at the end (A wassail bowl?). The Pavilions Car Show on first Saturdays is postponed while a new sponsor is being sought.

The project car can be taken to Mexico for painting without a problem according to Tom Pennell, if that is the decision of the club. He will be checking into the area, near Yuma, shortly.

Old business included a report that the last Malibu Grand Prix will be our last as the land is for sale.

New business included a report by John Horton on a car show at Greenway High School. Roger showed us the group photo from Triumphest and said orders will be taken at \$23.95 plus shipping. Duane noted that it seems tougher every year to find officers for the club. We started the process with the following nominations from the floor: Roger nominated John Reynolds for President, Beth seconded, and John Horton for VP/Events, Debbie seconded. Duane nominated Ron Strong for Treasurer, Roger seconded and then nominated Beth Horton for Secretary, Duane seconded. More nominations will be welcomed at the next meeting. Here's your chance to help the club. Also, keep in mind we will be needing a new editor for 1998. Tom Pennell explained what the job entails. Volunteers?

Meeting adjourned 7:45 p.m.

Respectfully submitted,

Beth Horton, Secretary



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ELECTRICAL UPDATE FOR YOUR TR

(Re-Reprinted from an old DCTRA newsletter)

Are you weary of replacing those Lucas alternators on your Spitfire, TR-6 or TR-250? Does your battery go flat after every rainstorm? Pennspeed Racing and Schaller Engineering have the answer to your troubles. Install a Toyota alternator. These units are rugged and reliable, and even if you manage to destroy one, they're a helluva lot cheaper to replace. Check out the following instructions to see how easy this conversion really is. The parts are available all over the valley, but we can only give you the part numbers and prices from Delta Motorsports, 2724 E. Bell Road, telephone 265-8026.

Alternator P/N REB 14130 \$40.80 exch.

(They'll take your Lucas)

Regulator P/N ITM 03-41501 16.62

TOTAL \$57.42 Plus Tax

The mechanical installation of the alternator is VERY easy on a Spitfire. The only modification required is to shorten the front spacer on the bottom bolt by about 3/4 inch. Everything lines up perfectly. TR-6's and TR-250's haven't been checked out, but we expect it to be easy also. The regulator is small and can be hidden away in the engine bay without difficulty. Just don't bolt it onto the exhaust manifold.

HOW TO INSTALL A TOYOTA ALTERNATOR ON AN MGB-GT, TR-250, TR-6 OR AN ALTERNATOR-EQUIPPED SPITFIRE

1. READ ALL OF THESE INSTRUCTIONS AND LOCATE THE WIRES BEFORE YOU START. IT WILL SAVE CONFUSION DURING THE JOB.

2. Remove Lucas alternator and take it back to recover your core charge. BE CAREFUL TO NOTE WHERE THE WIRES CAME FROM!

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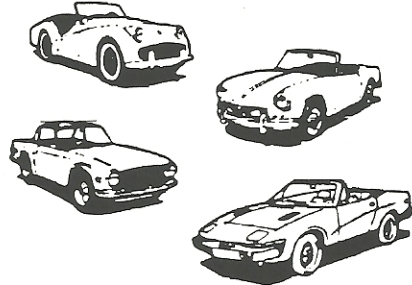
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Phoenix, Arizona

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References available upon request.

TR7 NEW COLLECTOR CAR MG,
TR8 INSURANCE PROGRAM etc.

Call For Quote

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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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ALTERNATOR INSTALLATION - CONTINUED

3. Install Toyota alternator and regulator

4. Locate the heavy wire which was connected to the Lucas alternator's '+' terminal. This wire comes from either the starter solenoid or the ammeter and should be BROWN. Connect this wire to the 'B' lug on the Toyota alternator. Your alternator may have TWO lugs marked 'B'. If so, use the bigger one located near the 3-prong connector.

5. Locate the thin wire which was connected to the 'B+' lug of the Lucas alternator. This wire also comes from the starter solenoid and should be BROWN. Connect this wire to the 'B' (WHITE) wire of the Toyota regulator (you may have to splice on some new wire for it to reach)

6. Locate the BROWN wire with the YELLOW stripe which was connected to the 'IND' lug on the Lucas. This wire also jumpers over to the terminal adjacent to the 'IND' lug on the Lucas. Connect this wire to the 'L' (WHITE w/RED) wire on the Toyota regulator. Once again, you may have to extend its length. (The old Lucas jumper can be removed and discarded)

7. Locate a source of +12 volts which is controlled by the ignition switch. These wires are typically WHITE and can be found in several places. The easiest one to find is connected to the positive (+) side of the ignition coil. Be careful here, as some cars have a ballast resistor in series with the coil. You must find the 'hot' side of the ballast resistor in order to supply a GOOD +12 volts to the regulator. Tap in to this wire somewhere and run a new wire to the 'IG' (BLACK w/WHITE) wire of the Toyota regulator.

8. Run a new wire from the 'N' terminal of the alternator to the 'N' (YELLOW) wire of the regulator.

9. Run a new wire from the 'F' terminal of the alternator to the 'F' (WHITE w/BLACK) wire of the regulator

10. Run a new wire from the 'E' terminal of the alternator to the 'E' (BLACK) wire of the regulator AND to GROUND. This 'jumping' type of connection can also be accomplished by grounding the 'E' connections of the regulator and alternator separately. Neatness counts here, so do it whichever way looks best.

11. NOTE: If your Toyota regulator has a BLUE wire coming out of it, CUT IT OFF AND INSULATE IT. When the system is operating, this BLUE wire will have +12 volts on it.

12. You are finished. Enjoy your modern, reliable charging system.

NOTE: This conversion was installed on a Spitfire and on an MGB-GT by Tom and Bob. Both installations are STILL working properly at this time.

Do you have a Spitfire with a generator? See the article elsewhere in this newsletter.

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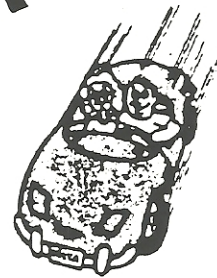
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ANOTHER ELECTRICAL UPDATE

By Tom Pennell and Bob Schaller
(Reprinted from another old newsletter)

Some time ago we showed you how to replace your Lucas alternator with a less expensive Toyota unit. This time we are going to show you how to put the same alternator on a Spitfire which is currently (no pun intended) equipped with one of those wonderful Lucas GENERATORS. This installation is a little bit different, as you will be changing from a POSITIVE GROUND system to a NEGATIVE GROUND system. If you have any radio, stereo or CB equipment in your car, the supply wiring will have to be changed BEFORE you reconnect the battery. Failure to do so may result in serious damage to your stuff.

Once again, we'll give you the part numbers and prices at Delta Motorsports, 2724 E. Bell Road, telephone 265-8026.

Alternator P/N REB 14130 \$40.80 exchange
Regulator P/N ITM 03-41501 \$16.62
TOTAL \$57.42 plus tax, of course.

The mechanical installation of the alternator requires a small amount of fabrication. You must make a spacer to fit between the lower rear alternator mounting hole and the rear ear on the Spitfire's U-shaped generator bracket. Spacers have been made successfully using thin-wall electrical conduit or half-inch galvanized pipe. Also, the existing front spacer for the bottom bolt may have to be shortened in order to properly align the fan belt.

The regulator will attach to the firewall in the same place as the removed Lucas unit. The Toyota regulator comes with a six-position plug attached. Also, the Toyota alternator has a special 3-prong connector with recessed contacts. We recommend that you use the matching plugs from a junkyard Toyota to mate with the new units. The wires you will be dealing with (both on the new regulator and on the car) are color-coded, and in the following text, you will see the notation (COLOR/COLOR) when we refer to the connections. For example (BLACK/WHITE) means a BLACK wire with a WHITE stripe. Conversely, (WHITE/BLACK) means a WHITE wire with a BLACK stripe.

HOW TO INSTALL A TOYOTA ALTERNATOR ON A GENERATOR-EQUIPPED SPITFIRE

1. READ ALL OF THESE INSTRUCTIONS BEFORE YOU START. IT WILL SAVE CONFUSION DURING THE JOB.
2. DISCONNECT THE BATTERY (BOTH CABLES)
3. Disconnect and remove the Lucas regulator. Clean the wires so that you can tell what the color codes are.
4. Remove Lucas generator.
5. Install Toyota Alternator and Regulator

6. Install a 7-position barrier strip on the flat portion of the firewall just below the regulator. Barrier strips and the jumpers for them are available at electronic supply houses such as Tri-Tek Electronics, 9014 N. 23rd Ave. (at Dunlap). The cost for the required parts will be \$2 - \$3. We found it convenient and attractive to mount the strip in the "across-the-car" direction. Number the strip from 1 to 7, starting on the passenger side. In the following instructions, we will refer to the strip as TB. The individual terminals will be called TB1, TB2, etc.

7. Install a jumper from TB1 to TB2. This will tie all four screws together (electrically).

8. Connect the HEAVY BROWN/YELLOW wire to the 'B' lug on the alternator. Your alternator may have TWO lugs marked 'B'. If so, use the bigger one located near the three-prong connector.

9. Connect the SMALL BROWN/GREEN wire to the 'F' terminal on the alternator.

10. Run a new wire from the 'N' terminal of the alternator to TB3 on the barrier strip.

11. Connect the YELLOW regulator wire to TB3.

12. Run a new wire from the 'E' terminal of the alternator to the engine block or chassis GROUND.

13. NOTE: If your Toyota regulator has a BLUE wire coming out of it, CUT IT OFF and INSULATE it. When the system is operating, this BLUE wire will have + 12 volts on it.

14. Connect all of the BROWN wires and the large BROWN/YELLOW wire to TB1 and/or TB2.

15. Connect the WHITE regulator wire to TB1 or TB2.

16. Connect the SMALL BROWN/YELLOW wire to TB4.

17. Connect the WHITE/RED regulator wire to TB4.

18. Connect the SMALL BROWN/GREEN wire to TB5.

19. Connect the WHITE/BLACK regulator wire to TB5

20. Connect the BLACK/WHITE regulator wire to TB6.

21. Run a new wire from TB6 to the Lucas fuse block, fuse A4. Attach your new wire to the lug with all the GREEN wires. This connection will be 'hot' only when the ignition switch is on.

22. Connect the BLACK regulator wire to TB7.

23. Jumper TB7 to the mounting screw of the barrier strip. (You are GROUNDING the black wire).

24. Reinstall the battery cables, making sure that the negative (ground) cable goes to GROUND and the positive (+) cable goes to the starter solenoid.

REMEMBER - YOUR STEREO, CB OR WHATEVER WILL HAVE TO BE CHANGED OVER TO NEGATIVE GROUND BEFORE YOU TURN IT ON.

25. Reverse the wires on the ignition coil. The WHITE wire goes to the 'SW' (+) terminal, the WHITE/BLACK wire to 'CB'. Also reverse the wires on the ammeter if you have one.

26. You are finished.