



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

JANUARY 1997

ARE YOUR DUES DUE?

Check your mailing label!

MEETING: JANUARY 14, 1997 @ 7:00 PM
EL ZARIBAH SHRINE TEMPLE
552 North 40th Street
COME EARLY - BUY FOOD!
SUPPORT OUR BENEFACTORS

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

Permission to reproduce anything in this newsletter is granted provided proper credit is given.

PROJECT CAR WEEKEND

GETTING CLOSER

COMING EVENTS

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

January 19
ANNUAL CHAMPAGNE BRUNCH
The Wrigley Mansion
Details below

OTHER EVENTS

January 10-11-12

VINTAGE RACE

Sponsored by H.A.R.E

(Historic Auto Racing Events)

Phoenix International Raceway

115th Avenue & Baseline

CHAMPAGNE BRUNCH

Mark your calendar for Sunday, January 19 at 11AM. DCTRA will once again partake of the fabulous Wrigley Mansion Sunday Brunch before holding our annual election meeting. The cost will be \$24.95 per person, which includes tax and gratuity. Remember, this is DCTRA's premier event. You'll be overwhelmed by the vast array of food, fruit, drinks and desserts. The Wrigley Mansion is located off Arizona Biltmore Circle, about 1/4 mile south of Lincoln Drive, east of 24th Street. Parking arrangements are the same as last year - in the "halfway" circle at the base of the outside stairs to the mansion. Polish up your TR, shine your shoes, wear your Sunday best, bring your significant other, and enjoy the finest brunch in the Valley.

Your Club Officers

EDITORIAL LICENSE

I've been called a few things in my life but "gross polluter" hasn't been one until now. Ok, so there was that one time in third grade when I ate my grandma's famous Rio Grande Chile the night before, but that was a long time ago. Now it has happened due to the TR6 being unable to pass emissions. I've been lucky up to now to own Triumphs that were made before 1967 and so I've never had to go through what I now refer to as the "the torture".

The TR6 was made in 1976 and as such has more emissions stuff on it than any other year the car was made. It had always passed before (but just barely). However, I thought I'd be smart about it and take it to one of our advertisers before taking it to the testing station. He put it on his machine and the machine did a nice imitation of the robot on the old "Lost in Space" TV show, flailing it's arms and crying out "danger, danger, danger After calling it a "bubbling booby" after good ole Dr Smith of the same show it calmed down. The mechanic summed it up with : EGR valve not working, air pump disconnected, carb's rich, etc. I left it with him for a day. He called with the bad news - can't get it to pass on HC's at idle.

Sure enough that was the verdict at the testing station where I was branded with the above description after being told I failed and also warned I would have to get "it" fixed. Strangely enough, the TR6 got all kinds of positive attention from not only the other test takers but also from the tech's in the station itself. They liked it but they had no idea what it was. These kind, well-trained, people tried to open the hood from the front, then after I popped it for them, they searched in vain for a catch along the back edge and after finally getting the hood open, stared at the engine like it fell from the sky as part of a UFO explosion. 4 cylinder? No, I yelled over the engines revving all around us, 6 cylinders. V6? No, straight six, I screamed from my little safety cubicle I had been sequestered in. 2 carb's? Well, at least they could count. Then another one of these wonderful souls took the better part of 5 minutes to open the gas cap and then stared at it like it was the weirdest thing he had ever seen.

CONTINUED NEXT PAGE

AUTO 
BRITANNIA

PARTS AND ACCESSORIES

MARK HOLDEN
MIKE HOLDEN

(602) 224-0111

3420 E. THOMAS ROAD, PHOENIX, AZ 85018

MG
JAGUAR
TRIUMPH
LOTUS
AUSTIN-
HEALEY

MINUTES OF THE DECEMBER MEETING

The December 10, 1996 meeting was called to order by President Ken Larsen at 7:05 p.m. Treasurer Tom Pennell gave his report. In addition to the regular January meeting on the second Tuesday, there will be the annual brunch and election meeting at the Wrigley Mansion. If you wish to vote for new club officers, you must attend one of these meetings. Exact time and date will also be in the January newsletter.

The MG Car Club's All-British Car Show will be held at Heritage Square in downtown Phoenix on March 16, 1997. There was some discussion about the distribution of funds for the event and how to increase participation by club members who may not feel they have a prize winning Triumph.

Rich Hammon, co-chair of Triumphest '97, gave an update on the event's progress. There should be more detailed updates in upcoming newsletters.

There were no further nominations for the 1997 club officers. Members were encouraged to participate in the running of the club.

Among items covered in the tech session, John Horton has come up with a fix for the TR7 master cylinder problems. A detailed description will be in a future issue of the newsletter.

Meeting adjourned at 8:00 p.m.

Respectfully submitted, Virgil Cole



ROY STONEY
ROY STONEY'S
COVENTRY MOTORS
SERVICE & PARTS FOR ALL BRITISH CARS
Jaguar • TRIUMPH • 
RANGE ROVER • ROLLS ROYCE
274-1234 • 4723 N. 12th Street • Phoenix AZ 85014

TR7 NEW COLLECTOR CAR MG,
TR8 INSURANCE PROGRAM etc.

Call For Quote (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

THE PREZ SEZ

My year as club president is coming to a swift conclusion and I will preside over a Triumph club meeting for the last time in January. I would like to say thank you to everyone for the trust and support given to myself and the other board members during the past 12 months. Please lend the same high level of support to the new leaders as they take office.

With a revamped All British Car Show in downtown Phoenix, our hosting of Triumphest '97 at Laughlin, and other events on the horizon, 1997 is sure to be a very exciting and noteworthy year for our club. I urge all of you to lend assistance when called upon and make 1997 rewarding for yourself also.

Until that time, Ken Larsen

EDITORIAL LICENSE - CONTINUED

After taking it back to the mechanic for more work, the car still would not pass. I had spent the allowable money so I got to go to the waiver station where they decide whether or not to give you one. This is NOT an automatic gimme. These guys can play God if they want. The 2 guys in the bay adjusted and readjusted the carb's for 15 minutes while watching their very large super-duper testing machine while I watched helplessly from another glass cubicle for "my safety". Do these people really think these cubicles will save me from a 2000 pound auto if it should really come loose? If anything the glass will probably finish the job once the cubicle has collapsed. Anyway, they couldn't get it to pass either but I was granted a waiver. Praise the God of British Leyland!

This year, a waiver is a waiver. Next year (1997), a waiver is your last and only chance. After that if the car doesn't pass it doesn't get registered, ever!! I'm all for clean air, especially in Phoenix, where during the winter you can cut the air with a knife. However, with a car that is driven less than 2500 miles a year, the standards are too high and unfair. Even in California, there are less stringent standards for older cars. As someone said, this car was built to pass emissions in 1976, not 1996. Maybe there were some tricks we didn't try. Has anyone ever fitted an aftermarket catalytic converter to one of these cars? I'd like to hear from the members about their own "witches brew" to passing emissions. We could publish them in a future newsletter.

Well, at least I have 11 months to drive the car before I have to deal with this again. Maybe moving to Black Canyon City isn't such a bad idea after all. The long commute would be better than ever having to go through this again, and that's a fact.

Good Show, John Lindly



Dayton Dunlop
Borrani

BRITISH WIRE WHEEL

1650 Mansfield Street, Santa Cruz, CA 95062

(408) 479-4495 - information, orders

(800) WIRE-WHEEL - to request free catalogs



MINI-LITE

NEW WIRE WHEELS

Custom offsets, rim sizes, tubeless
Vintage racing applications
Conversions to wire wheels

WIRE WHEEL RESTORATION, RECONDITIONING & TRUING

MINI-LITE REPRODUCTION - 15x6"

TIRES & TUBES

Avon • Dunlop • Michelin

BF Goodrich • etc.

Whitewalls & Redwalls added

SPLINED HUBS, KNOCK-OFFS, HAMMERS

We maintain the largest, most comprehensive inventory of the above products in the U.S.

We offer knowledgeable service and the finest merchandise at the lowest price.

Now also shipping products from Texas.



The Clone Store

Compatible Personal Computers

6434 E. Corrine Dr.
Scottsdale, AZ 85254

T. A. "TOM" PENNELL
(602) 951-8472

British Heritage Auto Restoration

Maintenance
S.U. Zenith
Lead Work



Upholstery
New & Used
Parts

David Underwood

(602) 264-5766

635 W. Glenrosa, Phoenix, AZ 85013

Award Winning Restoration

British Motor Classics

Automobile Restoration, Wire Wheel Sales &
Service, Auto Memorabilia



Jon Nyhus

8828 N. Black Canyon Freeway, #1

Phoenix, Arizona 85051

(602) 995-2028

BRAKE MODIFICATION

Having gone through a renovation of my 1979 TR7 with engine, upholstery, wiring, cooling, and suspension; the last thing was the brakes. It is no secret the brakes on the TR7 are poor at best.

I talked with a number of people about modifications that would make the beast stop the same or better than "normal" cars. There have been many articles published in numerous newsletters, Triumph Trumpeter, TR8 news and others. On the Net I found more advise.

Here is what I came up with and adapted to my car. First, I removed the dust covers from the front disks. Then the front and rear cylinders and the master cylinder were all rebuilt. The pads and shoes were semi-metallic but were replaced with carbon/Kevlar pads and shoes. The flexible rubber lines were replaced with Teflon stainless braided lines sold by Rimmer. All lines were blown out and new Castrol fluid installed.

The advertised stopping distance for the stock TR7 has two listings, light and heavy load stopping distances without locking the wheels. No mention was made if engine braking was employed. The light load distance is 194 feet at 60 MPH. The heavy loaded car stops in 204 feet. I did not use engine braking.

I ran some not really scientific tests at Firebird Raceway assisted by Rich Hammon. We placed three pylons spaced 100 ft. apart and a heavy line with 10 ft. marks to help measurement. I warmed up the brakes with 2 laps at "normal" (after all this is a race track) driving speeds and approached the first pillion at 60 MPH. The first stop was 143 ft., the second was 134 ft., the third was in 112 ft. and the fourth was in 164 ft. The average is 138 ft. stopping from 60 MPH. This is a 29 percent improvement over stock with a light load.

There are some more changes that can be made in the future. Replacing the front calipers and rotors with TR8 units increase the surface area. The TR8 master cylinder needs to be installed. This would cost over \$400. This can be further enhanced by using pads from a 240Z which will fit the TR8 calipers with some slight Dremel work on the calipers.

The rear brake line runs to the right rear slave cylinder and is connected in series to the left rear cylinder. Replacing the lines with a "T" at the flex line and running lines to each rear cylinder will balance the braking pressure. I plan to do this one in the near future.

There has been talk about using silicone fluid. Reports I have heard is the silicone hold oxygen and tends to have a "soft pedal feel requiring multiple bleeding to eliminate the problem. The only advantage is silicone boils at a higher temperature than Castrol. I did not think it was worth the effort.

Rimmer Bros. in jolly olde England sells uprated brake kits in three available styles. Running over \$450 for the first kit is a bit pricey for me. I guess I like trying modifications rather than buying a kit and installing it. It's more fun this way.

The "new" braking system works to my satisfaction. I was always concerned in traffic with the possibility of making panic stops because of someone else's stupidity. I did write to Lockheed about a new reservoir for the master cylinder but they wrote back that the reservoir was never available separately. Now they say the entire unit is not longer available. This makes the main part of the system vulnerable.

I just found a Tilton replacement master cylinder model 74-875U is a mostly replacement for the Lockheed unit. The push rod is different, but I will try to either make it fit or use the existing one in the vacuum booster. Some changes might be necessary to ensure the vacuum is maintained. The Tilton unit has two outlets, one for bleeding and one for the brake line. I intend to hook both up to the proportional valve inputs. Has anyone fitted a different master cylinder to the vacuum booster in the TR7? If so, then I would like to hear from you. Any further mods or different master cylinders, or any questions then please call me.

Cheerio, John Horton

A LETTER FROM BACK EAST

Enclosed is my check for '97 dues.

I still check out British cars here, but there aren't that many out driving around. Their annual British car show is put on by the British Sports Car Club - there are no special "marque" clubs here.

We're in our (very) small cabin (720 sq. ft.) staying warm and dry. I usually have 2-3 bonfires in the yard every week, as I cut down two or three 70-foot pines. I generally start a fire to get rid of them. And to think, in AZ I couldn't have a fire in my fireplace!! Between disposing of downed trees and clearing a place for a storage building and the new house I'll probably have to burn another 80-85 trees.

Weather here is in the 60's this last week, but winter should have been here by now. This area had a drought last spring - we're making up for it now with 1-2 days of rain every week. Not too much in downpours, mostly light rain and drizzle. Don't know if I'll ever readjust to rain, but I sure hope so.

Jim Hughes helped me move here by making 2 trips from Phoenix. During the move he drove Sandi's car towing the kit car Porsche. He really made the move possible - we couldn't have made it without him.

I haven't seen anything on who is taking over the newsletter. It's really a shame losing Lindly - he sure has done a really fantastic job. I hope he continues to write some comments in forthcoming issues.

Don't forget, there is a nice Brit car show here in Townsend the first of May every year!

Sandi says HI!

Ken Blatter

OPEN LETTER ON TRIUMPH TR7

I read the article written by George S. Waltman, formerly of British Leyland Motors. The lambasting this snobby Brit gives the TR7 in the recent Moss Motors catalog is not realistic and certainly out of place for a company trying to sell parts. After all, if Waltman thinks the TR7 was poorly built, HE is partially responsible because he worked there.

There have been quality problems at Triumph for years. My first new car was a 1962 TR4 that came from the factory with numerous faults, like the ground lead from the points was torn off and the ends twisted together when the car was delivered to me. After I replaced it, the car was very serviceable and I drove it daily.

As far as TR7s are concerned, they can be very reliable cars. I purchased a used TR7 for my son and he still has the car. It is a daily driver and Dan has very few problems with it. My TR7 was restored from a rolling chassis and I dare say better than new. Waltman calls the TR7 "the final straw". However, had Leyland taken the time to properly finish the design process, they would have had a real winner on their hands, and still be in business in the United States. Both family TR7s are good road cars, smooth running, comfortable, and very good looking. The design was way ahead of it's time.

Waltman states his credentials for making this statements by listing his 1948 MG, TR3s, Frazer Nash and others. The Horton clan owns 4 TR7s, a TR8 and a Spitfire. He cannot understand how any TR7s have survived, after all they are not old enough to be of interest to him. He spouts the old adage "older is better". I would amend this to say "Triumph is better". All Triumphs, as they are displayed at Triumphest and elsewhere are beautiful. Great pains have been taken to make them as new.

This constant whining about the TR7 is bloody well out of place. Waltman should be glad there are many excellent examples of this UNDERATED car in existence. It's good looks classify it as a milestone example of design and engineering. Look at the group pictured on page 24 of the same publication including my yellow TR7. Those are my credentials.

Cheerio, John Horton

TRIUMPHEST '97

Co-chairmen Jim Hughes and myself have made considerable headway toward making "OUR" Triumphest '97 a reality. The dates will be October 10-12 at Harrah's Laughlin Casino and Hotel. Three room packages have been arranged: Friday and Saturday nights only \$98; Thursday through Saturday, \$110; and for those who wish to make this a "family event" over the three-day weekend, Thursday through Sunday nights, \$127. Regardless of the "middle of the week specials", this is far, far below cost of what anyone can get for a weekend, much less a holiday weekend rate. We feel these are smokin' rates.

The banquet sounds a little expensive, until you get all the details. The banquet will be \$30.00 per person. However, we will have a children's (under 12 years old) plate for \$12. Let me explain. Our cost is \$26.95 per person as there is a 7 percent Nevada sales tax PLUS a 17 percent state-mandated casino food and beverage tax. This means we have to add 24 percent to each banquet reservation. On top of this, however, we feel we are offering a terrific dinner at a terrific price. The buffet will be GOURMET all-you-can-eat seafood and prime rib dinner. There will be FOUR serving lines plus a carving station. All first class! Seating will be limited to the first 300 reservations, sorry no exceptions.

Harrah's has a new show theater, with two different shows at 7:30 p.m. and 10:00 p.m. Tickets will be available at a reduced rate for those attending Triumphest '97. We promise that our banquet will be over on Saturday night before the 10:00 p.m. show! In addition to the usual casino attractions, Harrah's has two pools and a spa, a beach facility with wet bike rentals and yacht cruises. There is also a brand new factory outlet complex under 2 blocks away with more than 40 shops. Arrangements are being made to have baby-sitting available on both Friday and Saturday evenings. The sitting will be done by "trained" members of the Job's Daughters from the Bullhead City chapter. The cost will kept as reasonable as possible because we want to encourage this to be a family outing.

Marlene and Virgil Cole, Publicity and Tom Pennell, Registration, are working hard preparing to have a packet mailed by March '97. Gracie Pennell is working on our Friday Night Party, so all systems are a go! Now is the time to mark your calendars, save you pennies, and get excited. Every committee needs help, so get involved!

Rich Hammon

NOTE TRIUMPHEST CHAIRPERSONS

Rich Hammon is requesting that all Chairpersons be prepared for a planning sessions on Triumphest '97. We will meet at 6:00 p.m. (one hour prior to regular club meeting time), Tuesday, January 14 at the El Zaribah Shrine Temple. This will be the January business meeting date, prior to the election/brunch at the Wrigley Mansion on January 19.

Chairpersons need to have at this time a completed outline of their committee's plan of action, the number of persons needed for that committee and who has been lined up for various duties, a listing of proposed equipment requirements and costs, and any other details for their committee to perform their functions. We are in need of volunteers! It is the committee chairperson's responsibility to find persons to fill their committeesions. We are in need of volunteers!

Hammon/Hughes - Triumphest '97 co-chairmen

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 = 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)

FOR SALE = 1979 TR7 convertible, good top, needs work, good project car. \$850. Call Chris Wainwright at 967-3949 days or 814-8404 evenings. (12/96)

FOR SALE = Herald 1147 cc engine on pallet, unrestored, \$100; 2 Spitfire/Herald transmissions w/o OD, unrestored, \$35 each; Weber DCOE carb rebuilt by Bob Schaller \$150; Weber DCOE carb with manifold for 1147 engine, \$ 200; 1147 cc head from 7 time National Champion Spitfire, completely rebuilt for racing, cc'd, comp. springs, high compression, ported and polished, \$500 invested, will take \$350; Vitesse gas tank - excellent shape \$100; 4 Magnesium wheels for Spitfire, Herald, GT6, similar to Minilites, \$400; various Herald parts - call. John Lindly at 548-1915 home; 780-1286 work. (1/97)

Europe

