

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: DIANE CARNEY 942-1113
FAX: 375-3559

MARCH 1998

Vol. 19, #3

MEETING: MARCH 10, 1998 @ 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:	Mike Thomas	569-3444
Secretary:	Beth Horton	843-1399
Treasurer:	Ron Strong	906-0103
Newsletter:	Diane Carney	942-1113
Tech Advisor:	Armand LaCasse	- 870-8585
Historian:	Amy Hatcher	843-1399
Membership:	Tom Pennell	951-8472
AAHC Rep:	Roy Stoney	414-9953

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

Sunday, March 15th- 9:30 AM
ALL BRITISH CAR DAY
Heritage Square, downtown
Details below

OTHER EVENTS

MAY 15-16, 1998

OVERNIGHTER TO FLAGSTAFF

This is an early warning so you can make plans to join this all-british event

ALL BRITISH CAR DAY

If you haven't pre-registered by now, you've missed the deadline and will have to pay the extra \$10. In case you still want to go, we've included an entry form in this newsletter. Entry for pre-registered cars will open at 8:00 AM and will close at 9:30 AM. Day-of-show entries will be allowed in at 9:45 AM.

The show will open at 10:00 AM, and all cars must remain in place until 3:00 PM.

This is fast becoming the biggest and best All-British car show in Arizona! You won't want to miss seeing all of the beautiful machines gathered around Heritage Square.

There may be cars you've never seen before, like the 1957 Lotus Elite, an Allard or two - who knows, maybe someone will bring a Humber Snipe. If it's British, it will probably be there.

Let's make this the best showing of Triumph motorcars yet. In terms of numbers, the TR's were second only to the MG's last year - let's FIX that!

Mike Thomas

DIANE'S TIDBITS

The following new members/visitors attended our Feb. meeting:

Nancy Herman from Scottsdale, Mike Patterson ('80 TR-7) from Cave Creek, Ronnie Raymond, referred by Mike, Michelle & Dominique Hedon ('67 TR-6A) from Paradise Valley, Sherri & George Eggleston ('62 TR-3) from Goodyear. A most "hearty welcome" to all of you.

Several years ago, when Eric & I joined the DCTRA, John Horton warned us about Triumph's propensity to multiply when you get two or more of them together. Well, he was right! We now have two Triumphs in our driveway....our '78 Spitfire and an '80 TR-7. It's starting to look like a used-car lot around here again, but I'll bet it will be worth it. Now Eric is torn between work, Honey-do's, finishing his woodworking shop and tinkering with his TR-7. What a dilemma! John helped us tow it home, so we don't even know for sure if it runs, yet. The suspense of it all.....

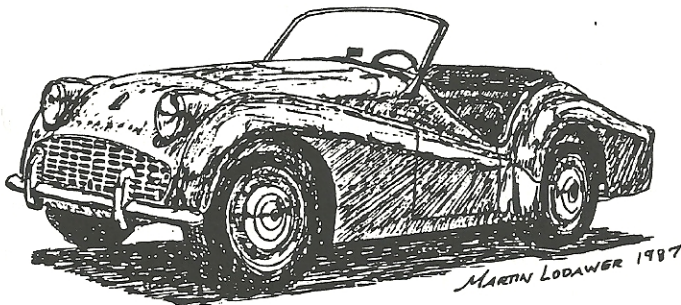
He just called me from L.A. to tell me he got locked inside his motel room. I'll let you ask him for the "rest of that story".

Hope all of you managed to get your Pre-Registration forms in for All British Car Day coming up on March 15th. Also, we'll be looking forward to seeing you at Arizona Boys Ranch Spring Fling Sunday, March 1st.

Don't forget to keep those Newsletter articles coming. I welcome any suggestions you may have as to what you would like to see in the Newsletter.

Ta, Ta,

Diane



AUTO 
BRITANNIA

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HEALEY

MINUTES OF THE FEBRUARY MEETING

Over 30 were present for a lively meeting. The new and repeat officers were introduced, plus our new editor and 6 new members/visitors. Minutes were accepted as printed; the treasurer's report followed.

Tom modeled the Club polo shirt from Stitches Unlimited--light blue with dark blue embroidery. Order forms will be reprinted, and shirts will be delivered to the meeting. Jackets are \$50.00. Also in the newsletter is a membership form--dues were due January 31st. Check your mailing label for the expiration date.

Events: Virgil described the Highland Games. There was a show of hands for the Boys Ranch Open House. Gathering places were assigned. Of course, the major event for March is the All British Car Day. Mike Thomas asked for ideas on future events and whether members would like longer trips as well as breakfast runs. John Horton mentioned that the Route 66 drive is coming in May. He also suggested a return to the Mining Camp. A British foods potluck was another thought. Tom talked about rallies, since there was considerable interest. This prompted some good rally stories.

Roger proposed we have a poker run with the Mining Camp as a destination. It was agreed to do this in May.

Newsletter: Diane commented on the challenge of learning the computer requirements of the new job. The effort achieved the successful birth of Vol.19 #2. She passed around a sign-up sheet for new members and visitors.

Project car: Some progress--almost all the body parts have been recovered. There has been no luck with volunteer painters, so Tom advised that we have a good commercial shop do it. Shares in the limited partnership are still available for \$5. Tom made a motion that the cost of painting be borne by the club treasury in exchange for shares to be assigned to the club. Eric seconded. All were in favor.

Also, Tom gave a brief report on the discussion the air quality bills at the AAHC meeting. They have caused several good amendments to be added to the bill to protect collector cars.

New business: Steve Francois told us about Western Motor Vehicles in Chris Town Mall that will register autos for a \$10 fee, and avoid a long wait in line.

After a tech session, the meeting adjourned at 8:15 pm.

Beth Horton, Secretary



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THE PREZ SEZ

Hi Folks:

I'd like to share a wild experience that I had a couple of weeks ago. I'm not sure if you all know what V.A.R.A. is. It's "Vintage Automobile Racing Association". These are people who race their sports cars on weekends. (It's kind of a gentleman's race). Most of the cars are 1950's, '60's, and early '70's, Jag's, Mini's, Triumphs, MG's, Cobras, Mustangs, etc.

Some of my friends from California who belong to V.A.R.A. were racing at P.I.R. (The road course, not the one mile oval), and invited me out there along with my TR-250. They were racing their TR-4's and Spitfires. These cars are set up with roll bars, special gas tanks, racing wheels, numbers on their doors and so forth. Naturally, these cars all come on trailers with extra parts.

At noon on Saturday, they opened the track to the public. (This road course has several turns in the center of the oval and uses the back oval and the front straight-away). The only rules were:

#1: Keep it down - speed - sure!!!!

#2 : No passing in the corners - that got real scary.

#3 Hand signals from the steward:

A: One finger meant 1st warning, the next time you got that signal you were pulled off the track.

B: Both hands with palms down meant

"Slow Down".

After a few laps, I didn't pay much attention. However, I do remember when looking at my speedo, it was at about 85 MPH on the front straight-away going into turn one. That's when I backed off and let a Cobra go by.

A couple of laps later, when I was cranking through the corners, it occurred to me that I had never checked the air in my tires. Oh, well! By this time the steward had raised two fingers which meant only 2 more laps to go. You know, I never had it out of 2nd or 3rd gear in the turns (with high RPM's) then 4th gear in the back oval and onto the front straight-away. All this fun for my picture of "Mr. Jackson".

With a smile,

Roger

P.S. March 15th is A.B.C.D. See you there.



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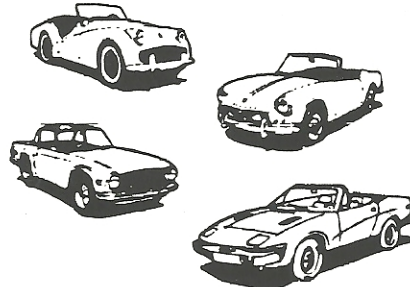
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References available upon request.

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TR8	INSURANCE PROGRAM	etc.

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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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ONE FORM IS REQUIRED FOR EACH VEHICLE REGISTERED
(Photocopies of this registration form is acceptable)

Postmarked by February 23, 1998 to:
Arizona MG Club
4408 E. LeMarche Ave.
Phoenix, Az 85032

TENTH ANNUAL ALL BRITISH CAR DAY
March 15, 1998
The Organizers Reserve the Right to Refuse and Limit Entry



Make Checks payable to:
The Arizona MG Club
for information, call
(602) 971-7807

(Please print the following)

Name (of owner) _____

Street Address _____

City _____ State _____ ZIP _____

Home Phone () _____ Work Phone () _____

Marque _____ Series _____ Year _____

Premier Class: My Car Has Has Not won 1st Place at the All British Car Day in 1996 or 1997.

British Car Club Affiliation _____

I agree to hold the Arizona MG Club, City of Phoenix and SRP harmless while traveling to, during and from the show

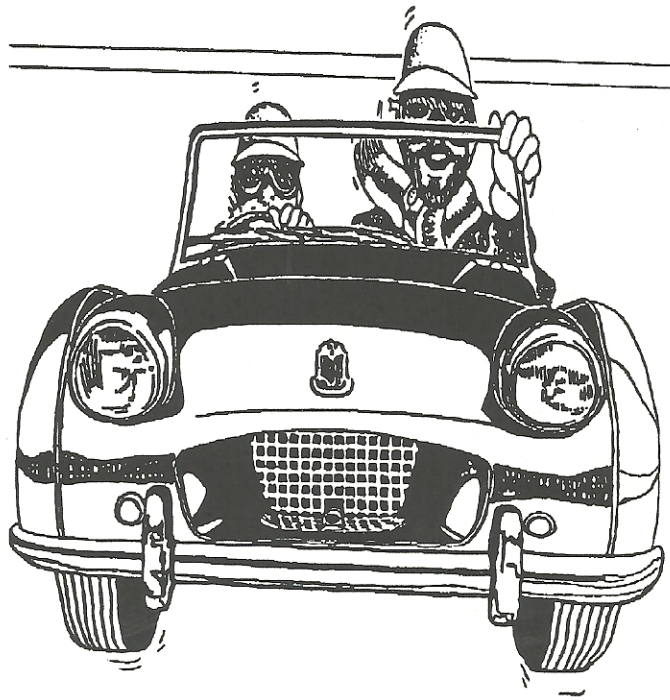
Signature _____ Date _____

CLASSIC-FIED ADS

FOR SALE= Herald/Spitfire 1147 engine on pallet, was running when removed from car 4 years ago, \$50; 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. (02/98)

FOR SALE= 1973 Spitfire 1500. Only 58,037 actual miles. Professionally rebuilt engine by Steve Mack - less than 5 miles. New fuel pump, water pump, throwout bearing, clutch disk, pressure plate, rebuilt carb. Body good, not perfect, no rust, bright yellow color. Rag top sound, needs new plastic window. Upholstery and carpet acceptable - but have new custom cut carpets ready to install. Also has nice black hardtop. Car has been garaged - now need the space. \$3100 obo. Call Don at 494-7172 any time. (1/98)

FOR SALE= Rear window for late model Spitfire hardtop. Donated to DCTRA. Best Offer with proceeds to project car fund. Call 843-1399. (1/98)



ELECTRICAL WORRA! WORRA!

My TR/8 has always been slow starting. I figured I'd wait until it finally quit, then fix it--due to having to remove the right catalytic converter and pipe. Well, it finally did, quit, that is. The fun began.....

I got the car jacked up and removed the converter and pipe. Eric Carney helped by removing the starter. I took it to a shop and they "tested" it and pronounced it good and serviceable. We stuck it back in and it would not turn over. We removed it again and tested it outside the car using the battery. It ran very slowly. Eric took it apart and determined the starter was built up out of different parts.

The wiring harness was burnt looking and I cut off the outer cover and found the entire harness was fried into one lump. It took a couple of hours to take each wire apart and replace the burnt wiring. The starter was taken to Elliott Electric and the repairman took one look and said "that's a TR/8 starter and I haven't seen one in years". It was tested and he took it for repair. He found the case was bent and loose, the pivot was worn out, causing the commutator to short to the field, the commutator needed turning, and the internal connections were loose. This from another shop that said it was great!

Eric kindly helped put it back in and we tried it again. No luck. We took it out again and tested it out of the car using the battery. It worked great! Back in again with some long test leads attached. We jumpered the battery with the one in Eric's car and tried again--no luck. I was running out of options. Eric started trying different connections and locations to put the jumpers. After an hour or so, he found the starter worked if the ground lead from his battery was connected to the ground strap from the frame to the engine.

Sure enough--the "person" that assembled the car in the factory had put the star washer under the ground lug, not on top of it. Each time the car was started, the washer burned more and finally the resistance was high enough it would not carry the current.

One thing more, when Eric removed the starter the first time, he told me there were three wires on it. The B+ lead, the solenoid lead, and the return to the ignition. When I was replacing the burnt wiring, I wondered about the very small-sized wire from the battery. It seemed way too small to carry the current from the battery. When I looked at the service manual, I found there were supposed to be FOUR leads to the starter. I started searching around and found the heavy red lead from the battery under the dashboard and going through the firewall. I located it at the firewall and found the lug end tucked up in the fender well. The starter was trying to start by back feeding through the alternator. It's a wonder the B+ lead did not short out and cause a fire long ago. When we put the starter in for the last time, it had four wires attached. What a mess! Nothing seems easy anymore! After all this was corrected, the car started up better than ever!

Cheerio, John Horton

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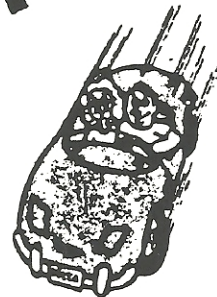
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