



TRiumpH TRumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA

"ALL THE NEWS THAT FITS - WE PRINT"

PRESIDENT: JOHN HORTON 843-1399
NEWSLETTER: DIANE CARNEY 942-1113
FAX: 375-3559

MARCH 1999

Vol. 20, #3

MEETING: MARCH 9, 1999 @ 7:00 PM
EL ZARIBAH SHRINE TEMPLE
552 N. 40th STREET
COME EARLY - BUY FOOD!
SUPPORT OUR BENEFACTORS!

CLUB OFFICERS

V.P. & Events:	Eric Carney	942-1113
Secretary:	Nancy Herman	767-7184
Treasurer:	Ron Strong	906-0103
Newsletter:	Diane Carney	942-1113
Tech Advisor:	Armand LaCasse	- 870-8585
Historians:	Mike and Joyce Bayne	938-1282
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 STATUS

BODY IS IN THE PAINT SHOP
MORE WORK DAYS TO COME
WATCH THIS SPACE!

COMING EVENTS

SUNDAY, MARCH 14
ALL BRITISH CAR DAY
CARS MUST BE IN PLACE BY 10:00 AM
Heritage Square
7th Street & Monroe
Details Inside

OTHER EVENTS

April 17-18
2nd ANNUAL B.E.A.T.
Sheraton Crescent Hotel at I-17 & Dunlap
Departs at 6:30 AM Sharp!
Details and entry forms Inside

LETTER FROM OVERSEAS

Dear DCTRA;

Two years ago I bought a TR6, imported from the USA. Would it be possible to find out who owned it there? It still has a DCTRA windscreen sticker.

The chassis number is CF 10992 U

The engine number is CF 11002 UE

It would be very kind if you could help me with more information. Thank you very much.

(Ms.) Jutta Kunzel
Spichernstrasse 44
75173 Pforzheim
Germany

PS: I looked in our data base - we don't have this commission number on file. Please help if you can - Tom

MINUTES OF THE FEBRUARY MEETING

John Horton, our new President, opened the meeting at 7:04 PM. Roger presented John with a briefcase of DCTRA papers and the President's gavel. Members were asked to stand up and give their names and make of cars in order to reacquaint the membership. Tom Pennell passed out current membership list to update any changes. Ron Strong, treasurer, was unavailable.

Events: Diane and Eric Carney asked for suggestions for future events. Members voted to have the 3rd weekend, Saturday or Sunday, of every month for our monthly event so that members can plan around that weekend. The date for Tortilla Flat was confusing in the newsletter (sorry, wrong calendar page) and Sunday the 28th was decided upon by the members.

We will sponsor the March 21 breakfast run for all British cars. Roger proposed we go to New River. Roger updated us on the progress of the B.E.A.T., he anticipates 125 participants.

Tech: Chris will bring speaker, Mike McGregor, to next month's meeting to talk about Colorfast, which will restore color and shine to old paint.

Project car: Tom said the cleanup day went well. The body is still waiting for paint. Car needs TR3 seat pans. Stoney was thanked for his help with the project car. Another cleanup day is needed.

New Business: The club has been asked to pay for the dinners before our monthly meetings with one check. Some people have been paying at the bar and should pay the waitress. John will try to settle this matter. Eric suggested a tip jar at the table as part of the solution. John will join with other clubs to sign a petition to stop emission control inspections for special cars such as ours.

John ended the meeting at 8:10 PM.

Nancy Herman, Secretary

WHAT'S GONNA HAPPEN THIS MONTH

This month DCTRA will have two events. One will be the All British Car Day at Heritage Square on Sunday, March 14 and the other will be the All British Breakfast Run. This will be a run starting at 32nd St. and Shea at 8 AM and departing at 8:30 AM to the Roadrunner Steak House at 47801 Black Canyon Hwy. in New River. Hope to see you all there.

Eric Carney, Events Chairman

MECHANIC'S TOOL GUIDE

HAMMER: Originally employed as a weapon of war, however, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

PLIERS: Used to round off bolt heads and nuts.

TROUBLE LIGHT: The mechanic's own tanning booth. Sometimes called a drop light, it's a good source of Vitamin D, the "sunshine vitamin" which is not normally found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

ENGINE HOIST: A handy tool for testing the tensile strength of grounding straps and brake lines you may have forgotten to disconnect.

ELECTROLYTE TESTER: A handy tool for transferring sulfuric acid from your car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER: A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.

HOSE CUTTER: A tool used to cut hose 1/2" too short.

TIMING LIGHT: A stroboscopic instrument for illuminating grease buildup.

John McCain, Desert Octagon, Tucson British Car Register

COMING EVENTS FROM OTHER CLUBS

March 7, 1999 SPRING FLING at The AZ Boys Ranch.

March 20 & 21, 1999 Automotive Swap Meet and Car Show (3/21/99) Glendale Community College, 59th Ave. & Olive (Dunlap), Glendale, AZ. Free parking. Gen. Admission \$2/person. For more info call (602) 931-9428, 867-7672 or 424-5232.

Also Last Sunday of each Month at Paradise Valley Community College - Automotive swap meets (602) 937-3932

April 2,3,4, 1999. 19th Annual Southwest Unique Little Car Show in Laughlin, Nevada at Riverside Resort Hotel and Casino, sponsored by the Subaru 360 Drivers' club.

April 29 - 25, 1999. British Car Days '99, Las Cruces, New Mexico sponsored by British Motorcar Club of Southern New Mexico. For more information: George Duckworth (505) 526-2318 (e-mail: gclyde1@aol.com) or Nancy Mackey (505) 524-8887 (e-mail: efmackey@lascruces.com)

April 30, May 1 & 2, 1999 12th Annual AZ Route 66 Fun Run sponsored by The Historic Route 66 Association of Arizona. For information call: (520) 753-5001

DIANE'S TIDBITS:

Can you believe how fast time passes and how many events there are coming up in the very near future? The older I get, the behinder I get. I always thought I would have time to just sit and crochet or paint pictures or read my favorite novels. Uh, uh! Not so. And nearly everyone I talk with about this agrees with me. What is happening to time? Does it have something to do with Y2K approaching? Is it technology? Cell phones? Computers? Pagers? All of the above? If anyone out there has a cure that works for this distortion of time, please let me know. Well, at least I got that off my chest.

Wasn't Sunday a beautiful day? We had a fine meal at Tortilla Flat and BJ and Paul Patrick so graciously opened their beautiful home to all of us afterward for a welcome dessert of ice cream and cookies while we waited for John and Beth to fetch their pick up truck to tow their TR-7 back home after the transmission went "out". I'm always so impressed with the kindness and generosity of Triumph owners whenever anyone has "car trouble". I understand Tom P. has a transmission that will work in John's car, allowing John to rebuild the one that went FUTZ.

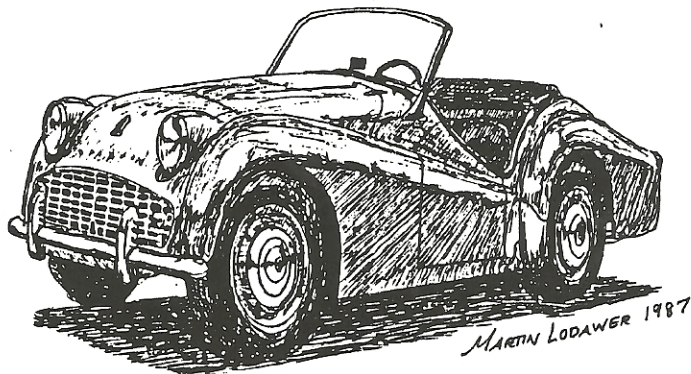
I'm looking forward to our next meeting as Chris W. has arranged for a speaker, Mike McGregor, to demonstrate and explain a new acrylic polish finish "Color Finish, Never Wax Again" a five-year finish. Wish you could use it on furniture, don't you girls?

Also, Sunday, March 14 is All British Car Day at Heritage Square. It's always fun, rain or shine. More info elsewhere in this newsletter. You might tune your radio to KFNN (1510 am) on your dial as they are advertising a program for collector car hobbyists on Sundays at 5 PM. We missed it last Sunday while driving back from Tortilla Flat & Patrick's house. So, don't know what to expect.

Hope all of you remembered to arrange for your hotel reservations for the B.E.A.T. coming up. It was lots of fun last year, so don't forget your cameras and film and get ready for a great time!

Oh, I almost forgot. I want to thank all of you who have given me brochures, flyers, notes, etc. with some great ideas for future events. I am passing them along to Eric. Keep them coming. We want to hear from you. See you at the meeting.

Ta, Ta, Diane



THE PREZ SEZ

The year is off to a great start! The project car work party had a large group of workers, the chassis was cleaned and some problems were solved. We have a bulletin board for jobs to complete, and parts sorted and stacked for use.

The event this month was a trip to the Tortilla Flat Restaurant for lunch. We had 9 cars and 18 people in attendance. The only down sides were the traffic around the curves held everyone up, eliminating the opportunity to try for lateral "G" forces. The last two miles to the restaurant found Beth and I with a transmission that went FUTZ! After a nice lunch, I borrowed Carney's Spitfire and drove back to Northwest Phoenix (75 miles), then back to Tortilla Flat with the truck and towed the TR/7 back to Phoenix. We both got a sunburn for our efforts. While Beth and I were doing our long drive, everyone else met at BJ and Paul Patrick's house for an impromptu party and waited for us to get back.

I must apologize for the problem with the date of the Tortilla Flat event. The day specified was Saturday and the date said Sunday. We will try to not do that again. We will talk about the emissions laws at the next meeting. The state needs to eliminate collector and special cars from these draconian laws. Show and collector cars are most generally driven very limited miles and are maintained or original or better specifications than original. Collector cars and hot rods are not the pollution problem in Arizona.

It was agreed that the monthly event will be held on the third Sunday of each month unless there is a special event, i.e. British Car Day, Triumphest, or such that is out of our hands to schedule. We will be hosting the monthly drive to breakfast this month. Eric will tell all at the meeting. I understand the place will have good food.

We will have a speaker to talk about finishes on cars and I understand this is a new technology. See you at the next meeting.

Cheerio, John Horton



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CLASSIC-FIED ADS

FOR SALE = AADCO "Helper" Anti-sway bar for TR7. Cost \$160, Sell for \$75. TR7 starters and alternators \$30 each. Call John Horton at 602-843-1399. (1/99)

WANTED FOR TR7-8 = Reservoir for brake master cylinder. Prefer the pyramid-style, will take anything. Call John Horton at 602-843-1399. (1/99)

FOR SALE = Set of carbon/kevlar brake pads for TR7 used only slightly. Cost \$45, sell for \$20. Call John Horton at 602-843-1399. (1/99)

FOR SALE = Hardtop for late model Spitfire, missing one side glass. \$70 OBO. Call Pete or Bev at 602-581-9733. (2/99)

WANTED = 1970 Triumph TR-6 Sales Brochure - will pay \$40 if in good condition; 1972 TR-6 Single Sheet and 1973 TR-6 Single Sheet - will pay \$10 each in good condition. These 3 items will complete my TR-6 sales literature collection. What do YOU have?? Call Jim Bartels and 963-1842 (2/99)

FOR SALE = British coins, 1856-1992. 119 great coins for \$125.00 or Best Offer. Call Mary Lou at 602-788-8880 (3/99)

SPECIAL GARAGE SALE


Bob Schaller's shop stuff & Triumph parts. Friday, April 23rd - 12 noon to 6 PM for DCTRA members only. April 24 & 25, Saturday & Sunday, 9 AM to 4 PM, all others welcome. 12021 N. 30th Place (just south of East Cactus. Call Jeneva for further information at 992-7969.



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TECH TIPS

ENGINE BEARINGS by Ken Gillanders

Currently, most racing TR engine builders try to find old stock Vandervell bearings for use in their engines because of their tri-metal construction: a steel shell, with a layer of cupro-bronze added, then topped off with a layer of bismuth or similar metal that would face the crankshaft journal. I used them at one time quite a while ago, but became disillusioned with them as their life expectancy in severe use was less than I needed. We tried every kind of bearing available and eventually settled on Glacier reticular bearings.

Now, some years later, the bearing industry has developed more kinks than two miles of steel wire. First, the UK's GKN company bought Vandervell UK and sold the production rights to a USA Vandervell subsidiary in Tucker, Georgia. Don't bother calling them as they are only making bearings for domestic cars. Then Vandervell UK reappeared, making its bearings with a suffix "A" added to the part numbers ("alternative material"), and no, they are not the tri-metal bearings. At this point GKN bought Glacier, AE, and several other lesser UK companies.

In America, the Michigan Bearing Co. bought Clevite 77 and in turn was bought by another company I believe is called IRL, who bought out GKN's interest in the aforementioned UK companies. Still with me??

Now when I buy Clevite 77 bearings for racing, I get a box that says "made by Glacier". When I buy AE bearings, the box says "made by Glacier". This is not a bad problem for me as I have long preferred the Glacier products, but old preferences and prejudices die hard, and many mechanics from the 50's and 60's will still hunt down old stock Vandervells. In all honesty, I get the feeling that there are really just two bearings on the market no matter what the box says...you pays your money and you takes your choice!

(borrowed from TRSC's Triumph Tribune, Dec 1998 issue)

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MORE TECH TIPS

FUEL PUMP MALADIES by Ken Gillanders

The AC mechanical fuel pump used on the four-cylinder TR's has a reputation for being a long-lived and trouble-free component. In recent years, however, aftermarket versions of this pump have been produced which don't necessarily share these characteristics. The current crop of repros have displayed a high failure rate, and it's worth looking at them to see what solutions are available.

1. The most common failure that seems to be occurring in the new pumps is that the large pin on which the operating lever pivots will work its way out of the pump body and fall out, instantly rendering the pump inoperative. It is not so much a question of WHETHER it will fall out, but WHEN. Original pumps had retaining rings set into grooves on each side of the body which prevented this from happening, but the new ones have nothing but a friction fit between the pin and housing, and within a very short time the two surfaces wear, and the resulting slop allows the pin to drop out. Different solutions have been tried over the years but the one that seems to work best is to center punch the bosses on each side of the main body where the pin is housed. Generally, if you are punching the area away from the bore hole about 1/16" & make about 4 or 5 fairly deep punch marks on each side, you can deform the bore hole at each exit enough to keep the pin in place. As nothing lasts forever, it pays to check the hole every year or so.

2. Another weakness is the cork gasket that seals the filter bowl. It is weak and crushes out very easily creating a very bad leak. Currently-produced repair kits contain a flat neoprene sealing ring which is far superior, and should be used at all times.

3. Yet another problem is that the threaded-in fittings and sealing surface in the new after market pump appears to be incorrectly formed. I have measured several that have the correct thread and what appears to be the correct pitch, but you must thread them from beginning to end with a wrench which is unnatural, and they usually leak. If this condition occurs with a new fuel pump, you should return the pump.

While these are by no means all the problems you can or will have with these pumps, this covers the most prominent

(also borrowed from TRSC's Triumph Tribune, Dec 1998 issue)

