

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE – TRIUMPH REGISTER OF
AMERICA

Founded: 1980



Triumph Register of America

◀ Back



Gene Glenn – 1936-2020 - RIP

June 2020

Vol 40, Issue 6

<http://www.dctra.org>

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NEXT CLUB MEETING

June 9, 2020

→ **Meeting To Be Zoomed** ←

Meet us for dinner / social @ 6: p.m.

Denney's Restaurant

3315 Scottsdale Road; Tempe, AZ

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ADVERTISING

ONE YEAR placement in the newsletter **AND** a link on the www.dctra.org **website:**

AD SIZE – COST

FULL PAGE....\$100

½ PAGE.....\$60

¼ PAGE.....\$ 35

BUSINESS CARD....\$25

Cover: Gene Glenn driving his TR4A on a rural drive. Photo by George Montgomery

Prez Sez – May 2020

John Heisser, President

What's in a name? Last month I asked if anyone has a name for their car(s), 2 people responded. George Montgomery said he calls his car "Jack" because of the Union Jack flag incorporated in the TR6 logo displayed rear fenders (wings). Jim Creceli said that he has a custom front license plate for his TR6 with its name "Helen Wheels". The name comes from a favorite song of his with the same name by Paul McCartney & Wings (1973). A line in that song "Helen, hell on wheels ain't nobody else gonna know how she feels, and they never gonna take her away". He considers it an appropriate name for a British car. I was not familiar with that song so I looked it up on the internet, I found this fun fact, Paul and Linda McCartney had a Land Rover at that time which they nick named "Hell on Wheels" so Jim you are right that is a good name for a British car. I nick named my former TR6 which is bright red "Wendy" I got the idea from the wife of the person I bought it from she referred to it as "the other woman with red hair", I told her that it would be my little girl with red hair. Dave Thomas the founder of Wendy's restaurants named the restaurant chain after his young daughter, the logo depicts a little girl with red hair.

Recently, one of our members, Bob Holt, post a link on our membership general email to a documentary about the Germany auto industry and will it survive given their reluctance to embrace electric cars as the future of automotive transportation. I watched this documentary and read the article about if electric cars really do reduce the carbon footprint. There were some additional questions raised by club members, while others gave their opinions. In my opinion electric cars are in our future, the real question is how soon. I personally enjoy discussions like this gives me food for thought. Also, this week Dave Riddle posted some pictures of his TR3's completed body work and his plans for it as he gets closer to getting it back on the road / track. As I understand it this particular TR3 has quite an interesting history so it's good that it will be back on the road.

I know that it's getting into our hottest time of year and Covid-19 has given all of us additional challenges this year. But we could still do some drives and meet in small groups or get coffee at a drive thru and meet in the parking lot. We will still have to practice social distancing and / or wear masks, but it would sure beat just sitting at home. So, consider putting something together then writing a short piece for the newsletter, take pictures of the individuals that attended. It's times like this that we have to be creative. As always take care, be safe and well.

Thanks, John

**Many meetings, shows, and other events
have been canceled because of this Corona**

virus pandemic unless changed by further notice. Watch our DCTRA Bulletin Board.

EDITOR'S DESK

George M Montgomery, Editor

Good news to hear that San Diego' **Triumphest 2020** is still scheduled and planned. Last month I read that the host hotel was closed temporarily because of this pandemic. Because of recent government sanctions being eased the hotel, The Dana, will be open and ready for us. Check their website: <https://www.thedana.com/travel-update> for up to date details. Information on Triumphest 2020 itself may be found at <https://triumphest2020.com>.

So sorry to hear about the passing of our long time member, Gene Glenn. He was a quirky curmudgeon but had a warm heart and helpful when you got to know him. Had a great sense of humor. I will miss him at our business meetings and other get togethers. I want to thank Armand for authoring the article about him, as well as the photos. John Reynolds and Dave Riddle sent photos also. Some I used some not. I used the best.

I want to thank John Truttman for his technical articles this month, as well as our usual contributors, Mary White, minutes, and Marv Miller, membership information. You see, it takes several of us to put this newsletter together. I only do the assembly.

I feel embarrassed about missing last month (May's) meeting. After suggesting we try Zoom, and helping John Nuss getting it arranged...I forgot to attend myself. I sat here and watched TV. Didn't think about it till Wednesday while walking Ben. Only 12 people showed up.

Some members feel intimidated by the perceived technology, but Zoom has made it easy to attend. After our host, John Nuss in last month's case, sends out the link, you click on the link, answer the questions: 1) Join via video, 2) Join via audio, and you're done. Zoom takes over. I Zoom weekly with my novel writers' group since this social distancing thing started. I Zoom weekly now with my sister and her kids in Oklahoma City, Tulsa and Norman. You do not have to have a webcam to attend, your face just won't be seen. Most all laptop computers come with a webcam built in. I had to purchase one for my desk computer. They cost about \$20.

I think we will be Zooming again June 9th. Watch your email or other notice for instructions.

Our web master



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DAVE@MICROWORKS.NET



Minutes

Desert Centre Triumph Register of America May 12, 2020 DCTRA Meeting Minutes

The May 12, 2020 first ever virtual Zoom meeting of The DCTRA was called to order by President John Heisser and hosted by John & Kathy Nuss.

Members present: John Heisser, John & Kathy Nuss, Armand LaCasse, Chuck Kerzan, Mary White, Ron Cole, Jim Bauder, Cal Busenitz, Pam Rineholt, and one other I was unable to identify. David Twyver attended as a guest.

Minutes: The March minutes were approved as appeared in The Newsletter. No April minutes as that month's meeting was canceled due to the Coronavirus Stay-At-Home Order.

Treasurer Report: Armand LaCasse reported The Club's insurance has been paid to VTR. He has contacted the IRS regarding maintaining our Non Profit Status. Armand is also working on obtaining a proper Zoom license.

Technical: John Nuss discussed overdrive solenoids. Armand is working on a "hillclimbing vehicle". Ron Cole discussed installing a shift boot.

New Business: Ron Cole gave updates on Triumphfest 2021. He plans to have the Website for 2021 operational by September of this year. Ron and Chuck Kerzan discussed getting a vector drawing of the Logo for our Triumphfest from E. Todd Designs.

John Heisser mentioned that he's been in touch with Mike Blachut and he's doing well. Numerous members have inquired about him.

Motion to adjourn meeting @ 7:45 p.m.

Respectfully Submitted,
Mary A. White, Secretary

Calendar of Events

DCTRA & British Auto Events 2020:

June 9th-DCTRA Business Meeting May **Meeting to be Zoomed**

Aug 31-Sept 4 – VTR 2020 Galena, ILL.

Sep 10-12, 2020 -- Triumphfest San Diego, CA

Regular Occurrence Events **ALL EVENTS ARE CANCELED**

Hunts Donuts – 3rd Thursday University and the Loop 101

Cruz'n at Phil's - (every Sunday) Phil's Filling Station Fountain Hills, AZ

Cars N Coffee – 1st Saturday of the month, Mayo Blvd & Scottsdale Rd

Cars N Coffee – 2nd Saturday of the month, Alpino's at Troon

Cars N Coffee – 3rd Saturday of the month, Penske Auto Museum

Pavilions McDonald's - every Saturday night. 101 & Indian Bend.

June 2020 Membership Report:

I missed last month's Zoom meeting as I am technologically and intellectually challenged in that arena. At that time there was nothing new to report anyway. I hope it was a success.

We do have two new members to announce this month. Dave Twyver from Scottsdale has joined us with his 1965 TR4A, and Randy McDaniel of Prescott, who is looking to purchase a TR3. Welcome to the club, we look forward to meeting you and your cars.

Also, we have returning members Scott & Bonnie Grainger with their 1972 Spitfire. They didn't really drop out, but merely let their annual dues lapse and have returned to current status.

With these additions and updates to the roster, the Club membership is currently 97 with 140 members.

An order for six name badges has been placed with our vendor. This will cover our newest members who have joined within the last several months. I look forward to the day when we'll be able to hand these out.

Marv Miller
Membership
miller2993@cox.net
(602) 380-5564

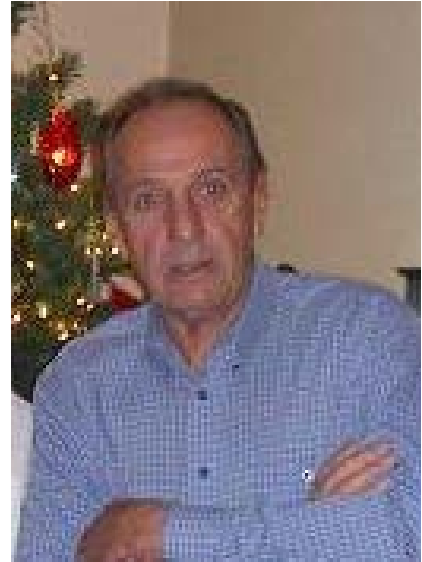
Application form on page 17

Gene Glenn **Remembering Gene** 1936 – 2020 RIP

By Armand LaCasse

Memory is the one thing we have long after someone is gone. Memory is not always accurate however it does allow us to keep something of our relationship with people. Gene Glenn, like many other departed DCTRA members, created many memories for me and others.

Marie, thank you for your memory of Gene: "I could talk to him for hours about world and US history. He brightened up at the opportunity for conversation. It was then that I found out that his degree was in history." I never knew the history side of Gene.



I knew Gene from his interesting expectations of how to modify a Triumph. Gene told me he previously restored an aircraft. I vaguely recall it was a T-something fighter plane and he eventually sold it to a museum for their display. I believe this is where Gene honed his skills for being exact and meticulous.

Gene asked me if I could make a two-inch diameter spacer with a two-and-a-half-degree slope instead of parallel faces for his TR4 radiator mount. When I asked why, Gene said his TR4 radiator is tilted back two and a half degrees and the incoming air does not flow as well as if the radiator was standing straight up. I took this as a fabrication challenge and did not bother to question Gene's concern with such a slight radiator tilt.

My stock GT6 alternator did not have the amp capacity to keep up with the added electric cooling fan when other electrical loads like the headlights were also needed. Gene told me about the 105 amp GM alternator he bought and that I really ought to get one. 105 amps is typical Gene overkill when 60 amps would work great.

However, this 105 amp alternator is very small and would fit the GT6 well. Gene told me to buy it from Steve at Chandler Auto Electric. When I went there and asked for Steve, the only person there said his name was Rick and he did not know anyone named Steve! However, Rick really knew his electrical stuff and I bought a 105 amp alternator plus the electrical hardware needed to make it work correctly. Now when I first start the GT6 and hear the belt squeal from the initial 105 amp load, I think of Gene.

Gene Glenn (cont)

Remembering Gene

1936 – 2020 RIP

A few years after installing my 105 amp alternator, I learned Gene had not yet installed his alternator. I decided to do the installation for Gene. I knew Gene would be “in the middle of the installation process” and consequently take us down multiple “bunny trails”. I asked John Reynolds to help with the installation. More importantly, I asked John Horton to take the responsibility of keeping Gene occupied so that we could get the job done quickly. Gene did insist we use aircraft wire in the installation. I learned this wire insulation appears harder to cut than the wire it insulates. And Gene did bring his

aircraft wire stripper for the “proper stripping” of these wires.



I also knew Gene for his sharp wit. He could come up with quick retorts and make memorable comments. For example, years ago my wife had weight loss surgery and

consequently lost 100 pounds. Gene's memorable comment to me while pointing to my much thinner wife was "Does your wife know about your girlfriend?"

Rest in peace Gene.
May 29, 2020

Technical Note

Giving the TR6 some much Needed Love

Report and photos by John Truttman

Who says British cars are troublesome and unreliable? I have done very little mechanical work on my car since I rebuilt the engine in 2005! Other than fluid changes, coolant hoses and all new vacuum lines a few years ago, it has been trouble free.

But I have had an annoying vibration for many years and now wish to address it, especially since I now have a lift and plenty of time on my hands as a result of the quarantine.

The first thing I tried was to replace the motor mounts. This made no difference. I had noticed that the steering was stiff. When I had it up on the rack, I turned the steering wheel in each direction and was surprised to find that the steering was still heavy. So, I decided to take the front suspension apart. The usual suspects - the bushings - were quite worn. The upper ball joints were sloppy too. I ruined the outer steering arm ball joints getting them out with the 13/16" pickle fork (don't try this with a 7/8" fork. It doesn't work). After cleaning everything up (I hate this part!), I found some disturbing wear on the Stub Axle, so I've decided to replace them as well as all of the wheel bearings and seals. I also decided to install the Spacer Kit to eliminate "brake pad knock back", which results in lost brake pedal pressure on the first pump of the pedal. I also ordered Solid Steering Rack Mounts from Goodparts. I have had these on my car for years, but from a different vendor. They both snapped in half while torquing them down! The Goodparts mounts have more material in them. I think TRF mounts are the same style as Goodparts too.

I placed an order with British Parts Northwest for shocks, ball joints, bushings, steering rack gaiters, spring pads, trunnion rebuild kits, and sway bar links. When it all arrived, I started in with installation. For some crazy reason I just could NOT get the steering gaiter to slide over the inner ball joint on the driver's side. I wasted an entire morning on this before I decided to just remove the steering rack. Out of the car, the gaiter went on easily! I ordered urethane bushings. Some of you may wonder why I didn't use Nylatron bushings. I had them, I hated them, and I took them out years ago. They squeaked once the silicone grease dried up, and they offered a harsh ride. Since I don't race or autocross I didn't see the point anyway. But the urethane is an upgrade and will likely outlive me and not much more expensive than stock

rubber bushings. Well, I installed the new urethane bushings into the lower wishbones and attached them to the mounting brackets with 46 ft lbs of torque. I mounted them into the chassis. But then I noticed that the wishbones had a lot of “play” in them. I could move each one 1/8” in either direction! Out they came. From this experience I thought I should check the fitment of the other bushings. The nylon bearings for the outer wishbone (where they connect to the trunnion) would not fit at all. They were too big. I called BPNW and spoke to Layton, the owner. He seemed surprised that I had these fitment problems but offered to take the parts back. In the meantime, he said he would check fitment with his own wishbones. He did, and

Technical Note (cont.)

they didn’t fit. So I ordered from TRF. Now I wait for parts. I’ll let you know how it turns out and whether it made any difference in eliminating the vibration. By the way, some of you may

wonder what else I tried before replacing the motor mounts. I had new tires installed and had them “road force balanced”. It didn’t help.



Triumphfest 2020

September 10, 11, 12th
San Diego, CA

Per their website, (<https://triumphfest2020.com>) they are still on for this year. Check their website. Registration fee is \$95. Welcome party-\$27 and banquet-\$33 Low price by 5/31 Hotel is the Marina Cove on Mission Bay, downtown San Diego. \$155/night Registration may be done online by PayPal, Credit Card or print and mail in.

Note: Ron Gurnee phoned me today to say the Registrar called to confirm while the hotel had been closed and the governor had suspended the event, it is now approved and still on.

Meeting at Denney's
Meeting Canceled

NEXT CLUB MEETING

June 9, 2020

Business Meeting Starts @ 7:00 p.m.
A Zooming address will be sent out.

CLASSIFIED ADS:

FOR SALE:

Retired auto body man looking to find a buyer for a decent 73 tr6.anybody can contact me for more info Number 3 car, runs super high performance additions added, lots of extra parts including new top, pressure plate and clutch, door panels, service manuals, roll bar, leather

seat covers and pads, and more. Call or text for more info. Pics are available. Asking \$8,700 obo cash

Mike Lesniak
1701 S Yellow Brick Rd
Chino Valley AZ 86323
928-710-4259



2/20

FOR SALE:

One
new
runners,
a 2,500

Sold

axle trailer,
aluminum
ramps and
pound

electric wrench, Asking \$750.00. John
Horton - 602-705-8678
triumphshoppe@gmail.com, 12-19



For sale: Clutch Master Cylinder – new
For '63-'80 Spitfire \$30

David Faulkner - 480-656-4366
rottendave@cox.net

12-19

CLASSIFIED ADS: (cont)

FOR SALE:

TR6 Roll Cage. \$475.00. I cleaned it up. Sanded it down to remove paint. And applied 2 coats of grey primer. I was going to spray paint it black, but it's ready for someone to choose their color.

Please contact me either on email at:
john.carroll@wbhsi.net
or text at [480 622 8502](tel:4806228502)
John Carroll.



03.2019

FOR SALE:

This car is listed on Hemmings: <https://www.hemmings.com/classifieds/cars-for-sale/triumph/tr4a/2398372.html>

Besides the details in the listing, The car comes with hundreds of new spare parts, tools and workshop and restoration manuals, worth over \$2000. The restoration was professionally done in 1992 by Triumphs Only of San Jose for the previous owner who wanted a reliable driver. It is not a concours, numbers-matching car but is very authentic and in excellent condition. The original chassis and body were in great shape but the engine was not. A 1964 TR4 engine was rebuilt to TR4A specs with Stromberg carbs, etc. and an electric overdrive and wire wheels were added. The car was originally white but the previous owner wanted red.



I have maintained it well for almost 25 years, driving fewer than 500 miles per year. It has always been garaged and never gotten wet!

I live in far north Scottsdale, near Carefree. I invite any interested DCTRA members to come and take it for a spin.

Dave Twyver
480-625-0043
david@twyver.com

6-20

CLASSIFIED ADS: (cont)

FOR SALE: *Surplus Triumph Stuff*

**TR Generator - rebuilt by
Lucas (New in Box) — \$250**
(Moss #540-200 @\$410)



**Pair of rebuilt Zenith Stromberg CD175
Carbs (unused) — \$400**



**Original Triumph AM Radio
(working!) — \$200**



Classic Fortnum & Mason Picnic Basket — \$500

Pendleton Picnic Rug — \$100

Contact Dave Twyver
dave@twyver.com
 480-625-0043

6-20



CLASSIFIED ADS: (cont)

FOR SALE:

1975 Triumph TR-6 (Java) Commission No. CF398454, Complete frame off restoration ~74,000 miles, but only 1000 since restored, Original Java green with black interior Many upgrades, too many to list here. Webbers and Overdrive. Leather seats Car is in the Dallas/Fort Worth area Asking: \$29,500.00 Reduced to \$25,000

Contact me for other questions:

Jack Morris
 (C) 817.401.2549
jack@ppitx.com

8-2019

FOR SALE:

Complete steering Assembly from 1961 Triumph TR3, everything in working order, I installed a Rack & Pinion on my 1961TR3, so this one is redundant and for sale, make an offer. Mike Blachut. mblachut@yahoo.com
 Complete, all the way from the tie-rod ends, tie-rods, idler arm, drop arm,

steering box and column, and all mounting parts. 6-20



CLASSIFIED ADS: (cont)

FOR SALE:

Steering Wheel and Horn & Turn signal Assembly

From a 1961 TR3. make an offer.

Mike Blachut. mblachut@yahoo.com

6-20



Radiator removed from my 1961 Triumph TR3, it was working just fine,

I replaced it with an Aluminum Radiator for Arizona driving.

Make an offer, I'll throw in a Radiator cap.

Mike Blachut

mblachut@yahoo.com

6-20

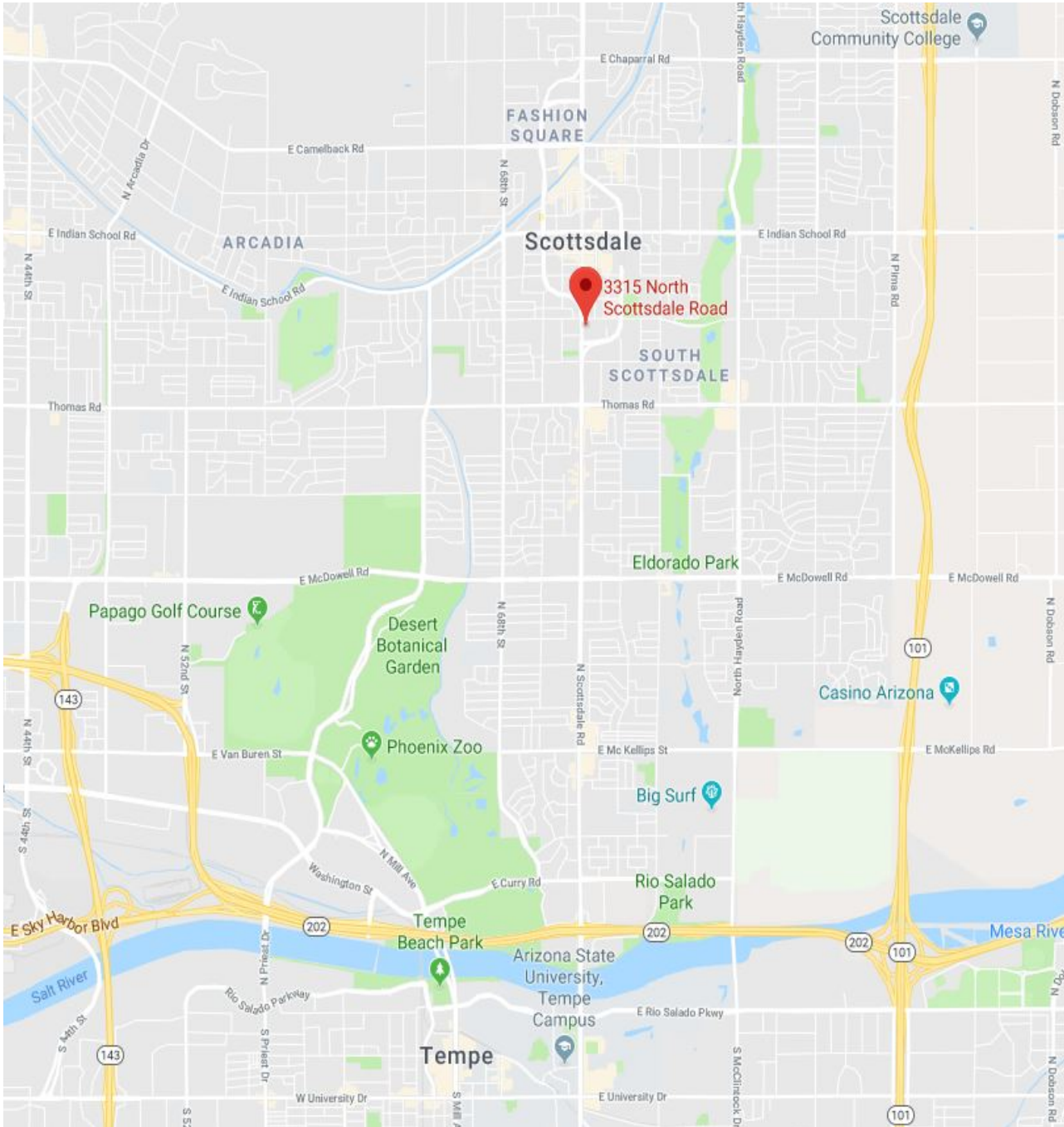


DCTRA Club Meeting Location:

Note: Regular business meets are held on the second Tuesday of each month.

At: **Denney's Restaurant**

3315 Scottsdale Road; Tempe, AZ



DCTRA MEMBERSHIP APPLICATION

PLEASE PRINT and return completed form with the correct amount of dues to:

DCTRA

Marvin Miller, Membership Chairperson
780 W. Coolidge St. Phoenix, AZ 85013
Phone: 602-380-5564 Email: miller2993@cox.net

☐

NEW MEMBER:

☐

RENEWING MEMBER:

MEMBER INFO (please print):

Name(s): _____

Address: _____

City: _____ **State:** _____ **Zip:** _____

Phone: _____
Home Cell

Email Address: _____

Classic Vehicles Owned:

Year	Model	Commission #
Year	Model	Commission #
Year	Model	Commission #

Each household membership includes one name badge. Additional name badges are available at the cost of \$6.00 each.

Name wanted on badge(s): _____

Do you want added to the Membership Contact list YES _____ NO _____

How are you paying your dues: CHECK _____ CASH _____ PAYPAL _____ (add \$2.00 process fee)

PLEASE NOTE:

If a new member is joining between January 1 and September 30- One-year dues are \$20.00, two-year dues are \$37.00 and three-year dues are \$55.00. If a new member is joining between October 1 and December 31- One-year dues are \$25.00, two-year dues are \$42.00, and three-year dues are \$60.00. This allows everyone's dues to become payable on January 1 of the appropriate year.

Regalia

We also have Grill badges (\$25.00 each), Lapel pins (\$5.00 each) and License plate frames (15.00 each) available for purchase.



Grille badge (3 inch diameter) Lapel pin (3/4 inch diameter)

Membership fee	_____
Name tags @ \$6.00 each	_____
Grille badges @ \$25.00 each	_____
Lapel pins @ \$5.00 each	_____
Total enclosed	_____

Additional Space for more information:

Websites

Desert Centre-Triumph Register of America
www.dctra.org

Triumph Sports Car Club of San Diego	http://clubs.hemmings.com/sandiegotriumph
Portland Triumph Owners Association	www.portlandtriumph.org
Tyee Triumph Club(Seattle)	www.tyee.triumph.org
British Columbia Triumph Registry	www.3.telus.net/bc_triumph_registry
All British Field Meet (Portland)	www.abfm-pdx.com
Vintage Triumph Register	www.vtr.org AND www.vtr2007.com
Triumph 2000/2500/2.5 Register	www.t2000register.org.uk
Rimmer Bros	www.rimmerbros.co.uk
Stag Owners Club	www.stag.org.uk
TR Sports 6 Club	www.tr-register.co.uk/news.htm
British Auto Works (OR)	www.britishautoworks.com
British Wire Wheel	www.britishwirewheel.com
Save Our Cars	www.saveourcars.org
British Car Forum	www.britishcarforum.com
Triumph Travelers Sports Car Club	www.triumphtravelers.org
Southern California Triumph Owners Assn	www.sctoa.org
British Motor Heritage Group	www.heritage-motor-centre.co.uk
6-Pack –USA Club for TR6/TR250 Owners	www.6-pack.org
Okanagan British Car Club (B.C.)	www.obcc.ca
Vintage Sports Car Club of Calgary (Alberta)	www.vsgcc.ca
Moss Motors	www.mossmotors.com
Small auction and forum	www.britishcarauction.com
Classic Autosport Magazine	www.classicautosport.net
International Spitfire Database	www.members.cox.net/spitlist
British Motor Club of Utah	www.britishmotorclub.org
Columbia Gorge MGA Club (Classic Gorge Rally)	www.columbiagorgemgaclub.com
Victoria British	www.victoriabritish.com
Triumph Register of Southern California	www.socaltriumphs.org
Hill Country Triumph Club	www.hillcountrytriumphclub.org
Tucson British Car Register	www.tucsonbritish.com
Central Coast British Car Club	www.centralcoastbritishcarclub.com
Texas Triumph Register	www.texas triumphregister.org
Delta Motorsports	www.deltamotorsports.com
C.A.R.S of Phoenix	www.englishbawbsclassics.com