

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE – TRIUMPH REGISTER OF
AMERICA

Founded: 1980



Triumph Register of America

◀ Back



Stirling Moss – 1929-2020 - RIP

May 2020

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<http://www.dctra.org>

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NEXT CLUB MEETING

May12, 2020

→ **Meeting Canceled Maybe?** ←

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

Denney's Restaurant

3315 Scottsdale Road; Tempe, AZ

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ADVERTISING

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½ PAGE.....\$60

BUSINESS CARD....\$25

Cover: Stirling Moss in his factory Maserati 300S 3-liter car that he and Harry Schell drove second-place finish in the 1957 Sebring 12 Hours (Photo: Gene Bussian)

Prez Sez – May 2020

John Heisser, President

I'm doing my best to maintain an optimistic attitude, so a few weeks ago I made my Triumphest 2020 reservations. I'm really looking forward to spending an extended weekend in San Diego with other Triumph enthusiasts. It appears by then that hotels, restaurants and other businesses will be open again and life will be somewhat normal although a new normal.

It seems whenever I attend a Triumph gathering of more than a few people this subject comes up, how do we get younger people involved with Triumphs? I believe the biggest reason why Triumphs don't attract the younger generations is that they haven't been manufactured for close to 40 years. When I tell people I own a Triumph, if it's a younger person they ask how long have you been riding motorcycles? Consider American muscle cars, they were first sold in the 60s many are still being produced today so the names are recognizable, and the early versions are considered very desirable and selling for at least 10 times what they sold for brand new. Of the British cars Jaguar is the only one I can think of that has achieved that status. The Mini club has several younger members because of the newer Mini cars produced by BMW, hopefully they will collect the older cars as they become available. However, Triumphs do have several favorable things going for them that the younger car enthuse would find desirable. Triumphs are rare, therefore unique which means they will get noticed at the local drive- in or coffee shop. Triumphs are very affordable, you can buy a really nice TR6 for about \$15,000.00 compared to the \$30,000.00 to \$40,000.00 price for XKE that needs a full restoration and a Triumph is just as fun to drive. Any Triumph is much easier to work on, try changing the rear brakes or the clutch on an XKE.

Parts for Triumphs are readily available and much cheaper than parts for Jaguars or many other collectable European cars. Many Triumph owners restored their cars; others have performed maintenance, repairs and modifications acquiring lots of knowledge and are willing to share that knowledge and their time helping new members. Triumphs are cool; my former neighbor's teenage son always referred to my TR6 as "that cool car", hence the license plate KOOLTR6. So how do we get younger people involved? I believe exposing them to our cars is the answer, this well require some outside the box ideas, so if this is a concern of yours give it some thought. We could discuss this subject at our next club meeting as new business. Hopefully there will be lots of ideas.

I have a question, why do TR7s & 8s have plaid interior? If anyone knows for sure I would like to know, I have looked on the internet but haven't found a definitive answer.

On the lighter side, what's in a name? Many club members have names for their car(s); I had a name for the TR6 I use to own and have recently nicked name my TR8. So, send me an email telling me your car's (s) name(s) and why you gave it that name, with your permission I will include them in this column next month.

Until we can all get together again, be safe and well!

Thx, John

EDITOR'S DESK

George M Montgomery, Editor

I have done something this month that I did not expect to do. When I started being your newsletter editor in October 2013, I promised first to have your newsletter published by the first day of the month. Second that I would always have a Triumph car, a derivative or a part on the front cover. This month I have a photo of Sir Stirling Moss. He died last month. I hope you'll pardon me while I veer from that goal for this month.

I was interested in cars from the time I was crawling. When I got to pre-teen years it was all about hot rods and drag racing. By my senior year in high school my interest had morphed into sports cars. Stirling Moss and Jackie Stewart were my heroes.

I did not have a Technical article this month but found an exchange of email messages that Julian Anderson started. It had an interesting take on it. And it shows the usefulness of our DCTRA BB discussions.

Our president posed a question in his Prez Sez column and asking for an answer. I checked with the Wedge Owner's FaceBook Group and found the answer for him. Or the best to be found by press time. I posed the question this afternoon and now at 9:03pm answers are still coming in.

I checked with the Triumphest 2020 website and found that that event is still current a being planned. You might check the website yourself and reserve a room.

I don't know about our May meeting. Our governor says most business can reopen by May 15th. But restaurants may open May 12th. Not sure if that would include a meeting with greater than 10 participants or not. What a weird time. Dave Riddle may be working on other possibilities. Stay tuned and watch our BB and our FaceBook page.

Till then, I don't know when we will get to see each other. In the meantime, keep washing your hands.

George



Minutes

Desert Centre Triumph Register of America April 2020 DCTRA Meeting Minutes

Editor's Note: Because of quarantine orders for the coronavirus pandemic there was no business meeting in April.

Calendar of Events

DCTRA & British Auto Events 2020:

May 12th ~~DCTRA Business Meeting~~ May Meeting Has Been Canceled

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.

May 2020 Membership Report:

Membership activity seems to have slowed recently. There are no new members to report for this month.

The annual membership renewal roundup has ended for this year. There were 60+ memberships that expired in December of 2019. All but 12 have renewed for at least one more year. A few of the 12 non-renewals were long-time members, so we look forward to their possible return sometime in the future. All are welcome to return back to full membership status, once becoming current with annual dues.

Current memberships now total 94 with 136 members.

Hope all are well and safe during these difficult times with this Covid-19 invasion.

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Application form on page 17

Sir Stirling C Moss

1929 – 2020 RIP

By George M Montgomery

Stirling Moss was a British Formula One racing driver back when I was in high school. My early teen years I was into hot rods and custom cars. By the time I was in my senior year I preferred sports cars.

Stirling Moss's father was a wealthy dentist in London who enjoyed amateur racing. His father finished 16th in the 1924 Indianapolis 500. His mother participated in local hill climbs driving a Singer Nine. Apparently they were an auto enthusiast family.

Moss bought his first car, an MG TD, when he was 17 years old. His father did not happy about it to start with but soon allowed him to race his BMW sports car. In 1948, when Moss was 19, he bought a Cooper JAP 500 racing car. With it he took part in 15 Formula Three races. He won 12 of them.

This began his international racing career that lasted from 1951 through 1961. During his career he raced a Jaguars, an HWM / Alta, Mercedes-Benz, Maserati, Vanwall, Cooper, Porsche, Aston Martin, Ferrari, Lotus and BRM and several racing specials. During his racing career he won 222 victories in 495 races in 84 different car models.

In 1962 he crashed his Lotus during a race at Goodwood Circuit, a well-known racetrack near Chichester, England. The crash put him in a coma for a month. For six months his left side was partially paralyzed. When he retired he retired from professional racing at the age of 33 years of age. He drove a friends Lotus the following year but found that his times were considerably slower. He reported that he hadn't regained his instinctive control of the car. He drove in various vintage and historic races but finally quit that because he didn't feel competitive anymore.

In 1962 he began serving as a color commentator for ABC's Wide World of Sports for Formula One and NASCAR races. He appeared periodically as himself in various movies. He was knighted on March 21, 2000 by Prince Charles. In 2006 he was awarded the FIA gold medal in recognition of his outstanding contribution to motorsport. In 2016 he was ranked as the 29th best Formula One driver of all time.

He died at his home in Mayfair, London on April 12, 2020 after a long illness. He was 90 years old.



Moss with his Cooper 500



Moss in a Jaguar C-Type

Sir Stirling C Moss (cont)



Moss in a Mercedes Benz 300 SLR



Moss in a Mercedes-Benz Formula One W 196 R



Moss in a Lister Jag



Moss in an Aston Martin



Moss in a Mercedes Benz 300 SLR in his later years



Editor's note: Information and photos are from Sports Car Digest, Wikipedia, and Hagerty.

An Amusing Technical Story

By Julian Anderson, Brian Peek, George Durkin
And George Montgomery

DCTRA member Julian Anderson posted on the DCTRA BB about a problem he had with his Spitfire. Several members posted possible solutions and Julian posted a final solution. I have copied and pasted their messages here as I thought it made an interesting virtual tech session and an amusing outcome.

On Thursday Apr 16, 2020, at 5:27 PM, Julian Anderson wrote:

1978 Triumph Spitfire running poorly (missing???) at low revs. Shop tells me that it's caused by a broken spring in the distributor. Fair enough. "So, did you fix it?" "Yeah, the spring had become weak over the years but, as we couldn't get the right spring, we cut the old spring down and now it runs great!". "Next time you bring it in, we'll have the right spring and just drop it for you". Fair enough.

Time passes, and I think, 'Bet they have that spring by now" so Spitfire goes back to the shop.

Phone call "Your car is ready". Cool. Am a little surprised when told that the distributor spring had not been replaced....so, asked why. Answer: "Well we put in the new factory spring and the car ran like hell. Had all sorts of problems...couldn't get it to run right. Thought that it was electrical, then fuel....so we put the old spring back and now it runs great". Cool, right?

Drive home. It's now dusk. Crap...what's this? No headlights? No fuel? Hazards do work... (but why)??? Eventually discovery that turn-signal cable was adrift and reconnected it. Cool, now I have turn signals (and headlights) again.

Trip to the gas station. Fill up the little car.... well.... not quite. 1/2 gallon and it's almost overflowing. Gas gauge stuck on zero...why? It worked last week!

OK, back to the shop. "Looks like the gas sender unit is bad, we have one here". Cool.

Or not.

Gas gauge now shows 1/2 full when the car is filled to almost overflowing. Great!. Check the electrical connections; they all look good. Check the voltage stabilizer and, it's not reading a steady 10 volts so, put in a new one. Result - gas gauge now shows a little more than 1/2 full when the tank is totally full.

Ok, buy a new sender unit, put it in andno change.

An Amusing Technical Story (cont)

So, dear reader, aside from trying a new gas gauge, what have I missed?

All helpful suggestions, except the really rude ones, will be treated in semi-strict confidence. :)

Julian Anderson
1975 TR6
1978 Spitfire 1500

From: Brian Peek
Sent: Saturday, April 18, 2020 7:07 PM

Does the gauge stay at the little over a half for a long time, meaning many miles driven and then start to drop as if the float is hanging up on something? Just throwing out thoughts.

You might take out the new sending unit and try it manually, hook out the ground and power wire and move the float through its travel and see how the gauge reacts. You can also use the old sending unit without taking the new one out of the tank and see how the gauge reacts. As they say, just spit balling.

Good luck

Brian Peek

From: George Durkin
Sent: Sun 4/19/2020 11:20AM

Julian,

I think you have a basic electrical problem. The gauges are basically voltmeters. If you go back to basic school stuff $V=IR$. So, to vary the voltage reading the sending unit is a variable resistor. So, if you have 12 volts supply and current remains constant, then the gauge changes according to resistance.

If the current is not constant that means you have a short or poor ground.

So, it's easy to supply voltage to the gauge and check the sending unit by moving the float.

In addition, I think the spring in the distributor is not your problem. You could have just had a basic power supply problem to the ignition system. Or you had poor connections and when they messed with the distributor they fixed connections.

Remember you had a wiring problem with your lights and turn signal.

An Amusing Technical Story (cont)

Triumph wiring was always a problem simply because there is insufficient relays in the circuits compared to modern cars. Thus, most of the switches burnt out or the wiring got hot and melted.

The mechanics never chased the wiring problem they just ran new wires to the suspected causes.

For instance, a lot of the triumphs had a resistance wire added to the ignition circuit and different coil resistance to compensate for the big clungy poorly designed starter. That thing pulled all sorts of high current. A new modern gear starter eliminates the need for the resistance wire, and you can also put in a modern high energy coil.

Lucas was not called the Prince of darkness for nothing!

The first thing I do with my cars is to toss the wiring harness and make my own and add relays!

George

Sent from my Verizon Wireless 4G LTE Droid

On Monday Apr 27, 2020 6:25 PM, Julian Anderson wrote:

Dear DCTRA members,

As Paul Harvey liked to say....."And now, for the rest of the story".

A brief recap.... fuel gauge sender unit died and was replaced but the new unit read incorrectly so I tried:

- Replacing the gas gauge sender unit (twice, mine and the shop's) - didn't fix the problem
- Replacing the voltage stabilizer - didn't fix the problem
- Replacing the gas gauge with a shiny new one from Rimmer Bros - didn't fix the problem.
- Chasing down a bad earth connection - didn't find one.

Drum roll.....in the end, the problem was that the lever that holds the float on the sender unit (actually on both of the new sender units; the one that the shop put in and the one that I put in) was bent a little bit differently than the old original and so it hung up when the tank was around half full. It is now bent to a more 'accommodating' shape and the gauge now shows the correct level of fuel in the tank.

BEFORE the messages of hearty congratulations for solving this problem start pouring in, I need to make clear that, having given up trying to solve the problem, I took the Spitfire back to the shop and it was they, not I, that cracked the mystery. After checking all the things that I had checked, and checking the operation of the gauge with a sender unit out of the tank

and finding that it gave an accurate reading, they put a borescope (down the fuel filler) into the tank to view the operation of the lever and discovered the hanging-up problem.

Issue solved.....and I can move on to attempting to solve the next Triumph mystery (but there are so many, it is hard to know where to start!).

Julian Anderson

1975 TR6
1978 Spitfire 1500

I thought these verious message exchanges made an interesting story and highlights what a useful tool our DCTRA BB is for researching and obtaing help for our cars. Thanks guys for a technical story this month.

Our web master

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TR7s & TR8s Interior

Triumph enthusiast, John Heisser, asked in his Prez Sez column about TR7s & TR8s. Thought I would pass it on to the people who would know. The Wedge Owners Facebook Group.: Why do the 7s & 8s have a plaid interior?

Christopher Smith: John Chris Hansel almost has this correct (I am the archivist for the TR7/7) - I have edited his comments as follows: "TR7's originally did not have plaid. The plaid came in with the fixed head in 1977 (options red or green plaid) and with the convertibles in early 1979 (all models now having only the blue or tan plaid). Some of the early convertibles continued to have the cord seats (in black or tan). These would be the TCT chassis numbers. The 1981 TR 7 and TR8's. Had another interior, a velour material in several colors but predominately tan or blue. These however, worn very badly and the material is no longer available. Some of the early TR7 seats held up a lot better, in fact I have a car with the original stripped nylon DH in almost perfect condition. As far as I know this material is also no longer available. The plaid in red and green has been attempted to be remade with varying degrees of success."

Ivan Love Christopher Smith: the small batch of 1981 TR8 built at Canaly had the blue and tan plaid. 1981 interior list the blue and tan velour as an extra cost option. Were 1981 built for Great Britton and Europe with 1981 Plaid interiors? With the square loft button and late interior door handle?

Christopher Smith Interesting question .. the UK market had blue and tan plaid interior (even though most of the trim codes on the VIN-info plate were stamped velour codes) ... the European ones were partially plaid and partially velour ... note though that the TR8 was not a UK option (only 18 RHD TR8's were produced) and the TR8's in LHD form were designated for North America - so the aforementioned refers to the TR7 as a whole.

John Chris Hansel George, stop the presses! I messed up last night. The Plaid interior was first introduced in 1977. I should have remembered that. That was my first Triumph. Which I drove all over the east coast to various car shows from 1983 to 1991. Now just what percentage had the plaid interior? Most of the 1977 and 1978 coupes did, but you could still get the bushed nylon until they stopped the TCT chassis number in mid to late 1979. Some of them were registered as 1979 cars, like 3 time national champ Steve Reed had, with the bushed nylon, and some with the plaid like Bob Yeager had (also 3 time national champ). When the moved production to Solihill where most of the 1980's were made I don't think you could get anything but one of the 3 plaids. Then in 1981-2 they finally moved to velour. But I'm not sure about the home cars as they might have continued there as they sold a lot of coupes in 1981-2. So, there were at least 3 different interior materials used, and they may have been special orders as well. I had photos of a unknown 1980 DH parts car with a different material.

Hide or report this

There, John Heisser. You have a definitive answer.

Triumphest 2020

September 10, 11, 12th
San Diego, CA

Per their website, (triumphest2020.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.

Meeting Canceled

NEXT CLUB MEETING

May 12, 2020

~~Dinner & Social Hour @ 6:00 p.m.~~

~~Business Meeting Starts @ 7:00 p.m.~~

~~Denney's Restaurant~~

~~3315 Scottsdale Road, Tempe, AZ~~

See map on page 17

**All meetings, shows, and other events have
been canceled because of this Corona virus
pandemic unless changed by further notice.
Watch our DCTRA Bulletin Board.**

CLASSIFIED ADS:

FOR SALE:

Retired auto body 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:

For sale one axle trailer, new aluminum runners, ramps and a 2,500 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.

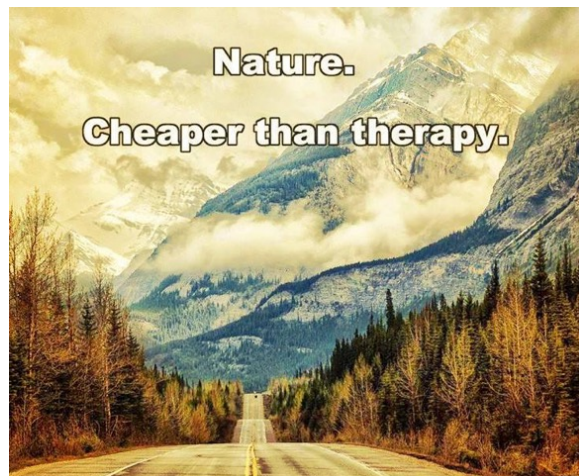


Please contact me either on email at:
john.carroll@wbhsi.net
or text at [480 622 8502](tel:4806228502)
John Carroll. 03.2019

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

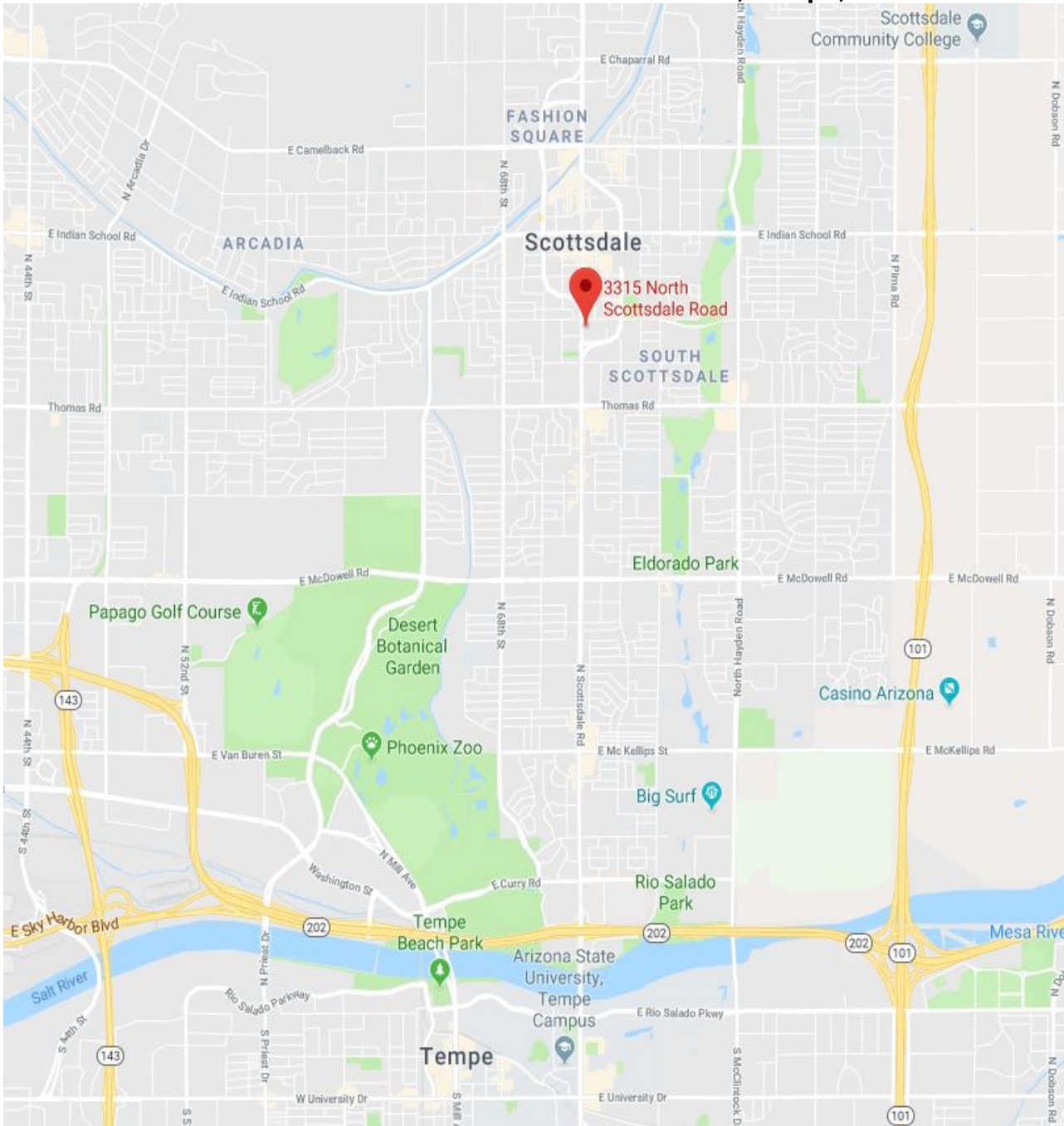
**Maybe a road trip in your
Triumph?**



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