

Triumph TRumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA

"ALL THE NEWS THAT FITS - WE PRINT"

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NOVEMBER 2003

Vol. 24, #11

MEETING: NOVEMBER 11 @ 7:00 PM
IMPERIAL GARDEN CHINESE RESTAURANT
16TH STREET & CAMELBACK
COME EARLY! BUY FOOD!
SUPPORT OUR BENFACTORS

CLUB OFFICERS

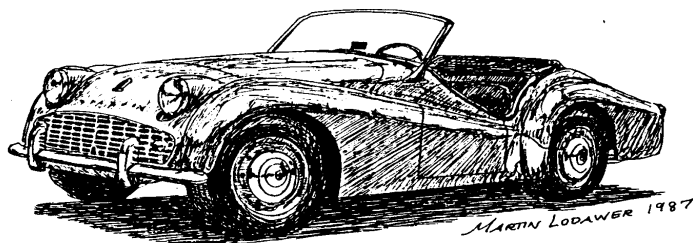
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Historians:	Mike and Joyce Bayne	602-938-1282
Membership:	Ron Gurnee	480-816-0836
AAHC Rep:	Roy Stoney	602-414-9953

Meetings are held on the Second Tuesday of each month. (Including January)

Dues are \$18.00 per year

For membership information, contact Ron Gurnee at 480-816-0836

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COMING EVENTS

NOVEMBER 23

ALL BRITISH BREAKFAST RUN

HOSTED BY DCTRA

32nd & SHEA

7:30 AM - Ready to leave by 8:00 AM

OTHER EVENTS

NOVEMBER 8

AAHC ANNUAL CAR SHOW

59th AVE & CAMELBACK

CALL DAN SEWELL

623-435-8961

FOR INFORMATION



MINUTES OF THE OCTOBER MEETING

The meeting opened at 7:00 p.m. with twenty-three present. Tom Pennell (our founder's son) was a guest, and we had three new members, Judi & Tom Nicould from Minnesota, who own a '76 TR6, and Alex Vrenios, who wants to buy a TR4. The minutes were approved as printed. Our treasurer, Jim Bartels, stated, "We are very solvent." Clay Rineholt, our newsletter editor, announced that he had found an artist (Chuck Crump) who will do a watercolor or oil painting of your car.

He showed an example of Chuck's work. He can also include your portrait in the work for a small additional fee. Including frame, the basic price is only \$75. President John Horton gave a brief travelogue about his and Beth's trip to England. Highlights of the trip were the lamb and the beer. He said it was also fun trying to understand one another's version of English. Angela and Graham, from the Isle of Wight Triumph Club acted as tour guides. Roy Stoney and his wife had also just recently returned from a trip to England and provided photographs of the adventure. Rich Aubert, then, talked about carpooling to Triumphest in California.

The November Breakfast Run will be hosted by DCTRA on November 23rd. The Christmas party will be at the home of Armand LaCasse, date to be announced later. We are beginning to search out a place for our January Champagne Brunch.

The fight for an equitable emissions law is progressing, and John Horton will send the information out via e-mail, as available.

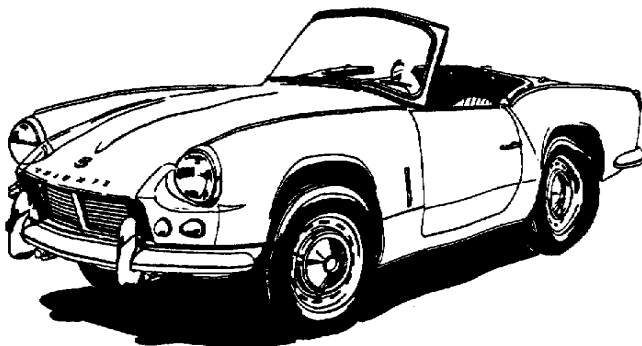
In our tech report, Ron Gurnee told about a shop where he was able to get his '64 TR aligned for \$69. Rich Aubert reported that his transmission is in and the car will soon be on the road. Jim Bauder reported that there is a new Triumph Racing book out by Kas Kasner, who will be speaking at Triumphest, and will also be available to sign the book.

Our membership is up, and it is very nice to see all the new faces.

John Horton reminded everyone that items listed for sale in the newsletter are free to members for a 3-month listing. Non-members will be charged a fee to list an item for sale.

The meeting adjourned at 8:00 p.m.

Respectfully submitted, Deta Hampsch



TRIUMPH FIRSTS!

First British mass-produced sports car with front disc brakes (TR3)

First British mass-produced car with 16 valve engine (Dolomite Sprint).

First British manufacturer to offer fuel injection (TR5)

First British manufacturer to offer opening sunroof on a saloon as standard (Herald 1250)

First British manufacturer whose whole car product range had independent suspension on all 4 wheels by the mid sixties

First British manufacturer to offer a car with a forward hinging front end

First British manufacturer to pioneer multi-position driving seat allied to multi-adjustable steering (tilt and telescope) on 1300 front wheel drive

First British manufacturer to offer multi-cluster warning lights in one binnacle

First British manufacturer to offer switchgear graphics in place of words (even if no-one could understand them - Herald)

First British manufacturer to offer overdrive as an option across the whole product range - Herald, TR, Vanguard

First British manufacturer to offer a small saloon with a fuel tank range in excess of 500 miles without re-fuelling (1300 again)

First British manufacturer to offer a car in which a heater, hub caps and passengers wiper blade as optional extras (Standard 8)

First British manufacturer to offer a car that was wetter on the inside than on the outside in a downpour (Herald)

Our thanks go to John Macartney
for this list of Triumph firsts!



HAPPY THANKSGIVING!

AUTOMOTIVE EVENTS ALL OVER THE WEST

FRIDAYEVENINGS:

Alma School & Warner, Chandler

Warner & McQueen, Gilbert, 4 - 9 p.m.

Hills, 43rd St. & Union Hills, Phoenix

Rally's 602-948-0719, 35th Avenue & Northern, Phoenix

SATURDAYEVENINGS:

Power and Hampton, Apache Junction, (British cars the first Saturday of the month) 4 - 8 p.m. Shirley Blahak (480-985-2531)

The Pavilions - McDonalds 602-443-0800, Indian Bend Rd. between Pima Freeway and Pima Rd., Scottsdale. 4 - 10 p.m.

Chubby's, 7th St. and Union Hills, Phoenix 5:30 - 9 p.m.

Chuy's, Arizona Ave. & Warner

Dairy Queen, 623-977-3303, 108th Ave. & Grand, Sun City 4 - 8 p.m.

5 and Diner, 480-753-1114, 906 N. 56th St. (I-10 & Ray), Chandler 5 - 9 p.m.

Hooters, 602-375-0000. Bell Rd. west of I-17, Phoenix

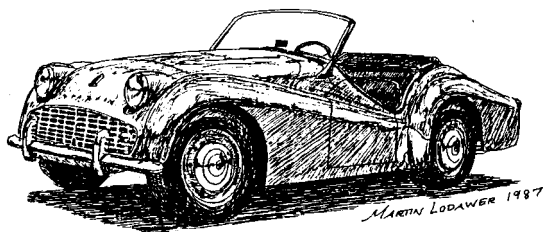
Shoney's, 602-948-0719 623-561-1971, 59th St. & Bell, Phoenix

Sonic 623-936-6587, 33rd Ave. & Bethany Home 6 - 9 p.m.

Wendy's. Superstition Springs Mall, Apache Junction

Monthly Drive with the British-Euro Car Clubs, An up-date on the November Breakfast Run. The Triumph club has changed the date to November 23rd so alter your calendars. Meet at 32nd St. / Shea Blvd. (NW corner) at 7:30 ready to leave at 8:00am.

The Arizona Automobile Hobbyist Council is having their annual car show on November 8th at 59th Ave. & Camelback. Call Dan Sewell 623-435-8961 for info.



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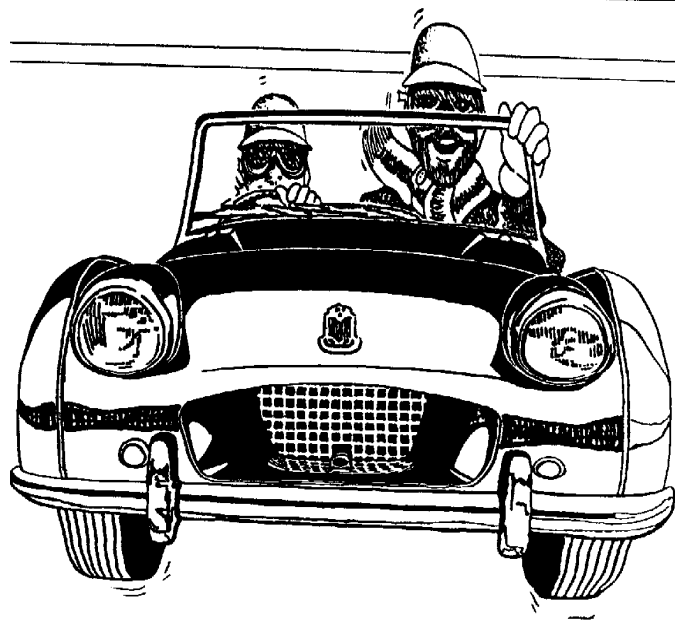


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CLASSIC-FIED ADS

FOR YOUR INFORMATION

Trumpeter Classic-fied ads are free to members and will run for three issues, unless extended by the advertiser. (That's why you see a date at the end of each ad). If you sell your item, let us know and we will remove the ad from the next issue. Otherwise, it will automatically disappear after the third consecutive printing.

FOR SALE = '79 TR7 - rebuilt engine, hi compression, Isky cam, light flywheel. AC/AM/FM/CD. Two tops, ground effect, \$5995. Call Paul Patrick at 480-830-8770 (11/03)

FOR SALE OR TRADE = 1977 TR7 project car. Has Buick V6 231 C.I. installed. Needs final adjustments to carb and ignition. New brake calipers, new late model vacuum servo. Needs bleeding. Over

\$4000.00 invested. Best cash offer or trade. Questions and answers (602) 867-8497. Triple7inca@earthlink.net Leave message if necessary. Dick Luna (11/03)

FOR SALE = Set of 4 wheels and tires for TR6. Includes trim rings and center hubs, which are in very good condition. Tires are 7 yrs old, Good Year P195/60R15 (not correct size for TR6, but good for other uses), have very few miles on them, and lots of rubber. Rims have surface rust, but are serviceable. Includes a fifth wheel and tire for a spare, which is more worn, and has no trim ring or center hub. \$100 takes all. John 480/563-5519. (11/03)

FOR SALE = TR4 Parts: 2 Dayton Wheels with tires, a fiberglass top, a trunk lid, a luggage rack with ski conversion, a hi-torque starter, generator and sundries in a box. Call Bill Bowdish (602-363-7763. (11/03)

FOR SALE = Transmission, from 1974 TR6, non-over-drive. Good condition. Also clutch assembly. \$300 John 480/563-5519. (11/03)

FOR SALE = 71 GT6 for sale. From the picture it looked kinda rough, either a resto project or parts car. Ray, 602-448-8003 (11/03)

FOR SALE = 1976 Spit. It has 5 gears and only 24,000 original miles, new cloth top and tires. Very clean, good condition. I am asking \$5,000.00. Please let me know if I can do this. My home phone is 480-767-7184.- Nancy Bechtold (11/03)

WANTED = TR6 factory hardtop. John 480/563-5519 (11/03)

WANTED = A few tools to finish a tool kit. Need: One plug spanner (tube spanner, 6" long and a helicopter feeler gauge). Clay at pueblodesign@mchsi.com (11/03)

Been thinking about refinancing your home to take advantage of today's low interest rates? Call Tom Pennell at 480-203-8444 to get a quote you'll be interested in! (11/03)

Triumphet 2003 Uff Da!

Triumphet 2003 was going great for all our DCTRA participants. Everyone arrived with cars running and we all had a great time, whether participating in the various events or networking and enjoying everyone else's Triumphs. The Hortons and Jim Bauder met early Sunday morning, as planned, and started off in the relative cool of the morning for the return drive to Phoenix. Meanwhile, the Rineholts and Art Wallis, having missed the early departure in favor of an extra hour of sleep in the cool comfort of the Marriott, came strolling onto the street about eight o'clock, planning one last round of photos and a nice breakfast before heading back.

Just then, John Horton spotted Clay and called him over, saying, "We have a problem. Jim Bauder just blew the head gasket on his TR3A. We think he has found a trailer, but he needs a truck to tow it back home."

Clay, of course, said, "No problem, we can hook it up to my truck." Beth and Pam were laughing because, "Now,

they really have parts to haul back with that truck!"



Jim got directions to the U-Haul lot, and everyone assured John he didn't need to stay behind and travel in the heat of the day, all would be fine. He saw us to the freeway, then went on his way.

Jim led the way, believing the TR3A could make it to the lot, despite the steam coming from the engine, but after traveling several miles east, realized he was not finding the desired exit and pulled off into a large parking lot, still mainly empty due to the early hour. He made yet another call to U-Haul, got corrected directions, and determined that the TR3A would not make it back in the opposite direction to the lot, as it was now overheating rather badly.

Art stayed with the Triumph, while the others took the truck to collect the trailer. Easy enough? About two hours later, the party pulled back into the now filling parking lot with trailer in tow. (One must ask Jim and Clay for the details of that period of time, suffice it to say U-Haul was not on their short list of favorite businesses.)

Jim was rather concerned that the width of the trailer ramps and the wheelbase of the TR3A were not compatible, but, happily, loading went very smoothly and quickly, with everything fitting nicely. The one-ton truck pulled the Triumph-laden trailer like the proverbial toy, and the party was under way, stopping at a nice country-style restaurant around noon for the long-delayed, but delicious breakfast. The remainder of the journey went off without a hitch, ending with a phone call from John Horton to Jim to see how things were, just as they were pulling the TR3A into Jim's garage.

Triumphest 2003 Special Guest Speaker

Graham Robson

Mr. Robson ran Standard-Triumph's Motorsport department during the early 1960's, later became a technical and sports writer for AUTOCAR, a prominent British motoring magazine, has written a host of books about Triumphs, and writes a regular column for "Triumph World" magazine. In celebration of 50 years of Triumphs, he spoke about the history of the cars and the people behind them.

The TR2 came into being because Morgan sent Sir John Black away. He came to Triumph with the desire to build a sports car like the MG, a wonderful idea that was never matched by adequate funding. Without the developer, Ken Richardson, it would never have developed into a sports car. Once the car went into production, it was necessary to sell most of them in the USA. There was a learning curve during the first two to three years. In the mid-50's, the only US dealers selling Triumphs were in New York, San Francisco, and Los Angeles. Development was slow and gentle, as was the case with MG and Austin-Healey. The next big event was the addition of the Italian stylist, Giovanni Michelotti, in the early 60's. He was such a prolific designer that one could take him out to dinner and he would design a car for you on a spare menu. They asked him for designs for a new TR as well as for the Spitfire. The biggest investment was in the body shell. He added wind-up windows, hood and bonnet that fit. MG did not like the new TR4, but it made Kas Kastner famous, as it was a good racecar. During that period, the number of cars that could be sold here was equal to the number of cars that could be shipped here.

Clean air acts brought changes to the 6-cylinder cars. In the beginning, Triumph thought they could sell the TR5 with Lucas fuel injection, but it didn't turn out to be as clean as expected, so we got the TR250. Emissions standards in the late 60's were twenty times less stringent than they are now, but they seemed very difficult at the time.

Although the original sketches were done by Michelotti, he was too busy to do the design for the TR6, so it was done by Karmann. They were very efficient. Updating on the cars was done in a series of stages: body, chassis, engine, etc. Harry Webster, the chief engineer was a genius. He would drive to Turin, Italy on Friday night for a Saturday meeting, taking whatever car was in one piece at the time.

A good deal of the trouble faced by Donald Stokes when the company became British Leyland was bad luck. In 1968, when British Leyland was formed, the Morris Austin factory was already in trouble. Webster, Turnbull, and George Jones were sent from Triumph to Morris. British Leyland was a conglomerate, looking after many formerly competing cars. Company policy was that MG and Triumph had to come together. The TR7 was built in a factory that had never built cars before. It was the first and only TR with a unit body. It was all new and built in Liverpool by Sven King, who hated independent suspension. He put a beam axle in the TR7, so it never handled

as well as the TR6. At that time, convertible cars were banned in the USA, so the TR7 had to have a coupe roof. The plan was for it to be an MG also, and for it to have many versions, like the American cars. However, Triumph did not yet know how to accomplish that. Styling models were made for MG to sell a version of the TR7. The theory was for Liverpool to build both TR and MG. Due to British Leyland's bankruptcy in 1975, the energy crisis, etc. State support was necessary, and Stokes was sacked. The work force started striking, production went down, and no cars were made for 14 to 16 weeks. Mike Edwards closed the factory down and the TR8 didn't go into production for another two years.

The British motor industry decided that sports cars couldn't make money, so production was discontinued up through 1981. Even Fiat ceased sports car production at that time.

Mr. Robson, then, entertained questions from the audience, continuing his "Triumph history lesson." Bruce McWilliams was the North American marketer for Rover and Triumph, and influenced many paint schemes and such, including the black panels on the back of the TR6, as he had the pulse of the buyers.

The TR7 always looked better with the back lowered, but the USA required it to be high. It was a controversial design, and would have seen changes had it continued for two more years.

Triumph's profits came from the home market sedans, not the sports cars, 85% of which came to the USA. There were 100,000 sedans produced yearly to only 25,000 sports cars at their height.

Asked to name his favorite, Mr. Robson chose the 2.5PI sedan, with the TR3A being his favorite of the TR's, calling it the definitive British sports car. In closing, he predicted that there will, indeed, be a new Triumph sports car on the market by 2006. Earlier this year, BMW kept the rights to that brand, and they rarely keep anything they will not use. Also, they are known to be working on a small one series sports car, which includes a two seater. Mr. Robson believes that will be a TR built in South Carolina.



CLUB MEMBERS AND THEIR CARS

Rich's Many Triumphs

My first Triumph was a 1980 TR7 that sat in the desert for 10 years before I acquired it. The car was advertised in the paper by the son-in-law of the former owner, who had died but who had every good intention of restoring it. The son-in-law brought it to his own backyard, where it sat until he finally decided he really didn't want it. The roof was caved in, the upholstery was shot, it didn't run, the body was primed but not painted, the gas smelled like turpentine, and of course, I told my wife that this would be a couple weeks' repair to get it into a driveable second car. Three years later, the car is almost stripped of all its parts and being prepped to get a paint job.

My second Triumph, also a 1980 TR7, was indeed a very driveable car. Purchasing and acquiring the car was an adventure in itself. A young woman and her boyfriend met us in a dark parking lot down in a rundown part of Tucson late one Friday night. On the way back to Phoenix, with me driving my "new" Triumph, and my wife Diane following in our American car, I wasn't pushing the car hard (after all, it IS a 21-year-old car). But I get a call on my cell phone and, lo and behold, it was Diane asking me if we could go any faster, otherwise it would take all night. So I pushed it up to 70 miles an hour and the car was performing nicely. Then, about 50 miles outside of Phoenix, all hell broke loose. The car started to jump and bounce all over the expressway. All I could do was step on the clutch, take my foot off the gas and let the car coast, fearing that, if I applied the brakes, the car would roll. After we brought the cars to a halt on the side of the road, Diane reported that she had heard a bang and was hit by something that came flying from the TR7. I knew I was in trouble, because I told Diane this was just going to be a two-hour drive, and now it was about midnight in the middle of nowhere, with hardly any cars passing by to flag down. I walked around the car: all the tires seemed to be inflated, and in kicking the wheels nothing seemed to be loose. The engine sounded like it was fine. I further checked the wheels by running my hands around the tread, and when I came to the right front tire I jerked back in sheer fright, thinking I was bitten by a snake, only to realize that what I had run my hand over was the steel belting of the radial tire. Half the tread on the tire was gone, and obviously it had shredded off and struck Diane's car as she was following me. In the middle of the desert I pushed the car to the bottom of an off-ramp and we called for a tow truck. Of course we were told they couldn't come for quite a while so, undaunted, I started trying to change the tire. The hub and the wheel, being very warm, were extremely difficult to get off. After a half hour of swearing and cursing I got the tire off, got the spare on, and we drove home, arriving about 1:30 a.m.

So that should have been my first clue. And I swear the car has its own agenda. Every time I think of using it as parts to restore my first Triumph, which has a great body and no rust, this car, which I drive daily to work, decides to break down for one reason or another. I rebuilt the transmission, then I had thoughts about taking all the mechanical parts of the car and putting it in the other one, and the accelerator cable broke on the way home. In one

instance I turned the wheel very sharply when I was driving and the car completely died because, as I discovered, the wiring under the dash had been attached to the steering column with plastic wire ties! Finally the clutch went out one morning while I was backing out of the driveway, and two months later it's still sitting in the garage with me trying to fix it.

Then there's my latest acquisition, my third Triumph, again another 1980 TR7, that a guy was selling because three years ago he tried to replace the clutch and couldn't separate the transmission from the engine after taking all the bolts from the transmission housing. This one WILL make a good parts car!

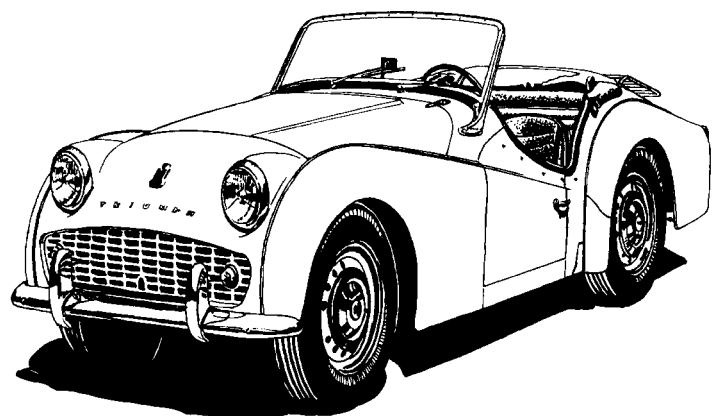
And now for my fourth Triumph, my pride and joy! A red 1972 Spitfire Mark IV. This is the car with which I'm in the process of exchanging the engine that the Club very graciously helped to rebuild and on which John Horton conducted three tech sessions, where he explained to all attendees how to reassemble an engine. Stay tuned for further articles on the progress of this car's restoration.

So this is my story of all the British cars I have now. I think I sat too close to John Horton and have been infected with the dreaded Triumph Collector's "Gotta Have It" disease, because I now have my eye on a TR6! Hopefully I'll live long enough to restore them all!

Rich Aubert



Rich and Diane Aubert



THE PREZ SEZ

Triumphest is over, the weather has cooled down, the winter season is in full swing. California has burned down, The devastation in California is unimaginable. Almost 4,000 homes and 750,000 acres lost. In addition to the loss of some lives.

We are about to nominate officers for the 2004 season, I will not be running for any office. We will nominate at the November, December, and January meetings. We will have a Christmas party at the LaCasse's home, and a brunch at a location selected by Rich and the group. Elections will be at the Brunch.

The Christmas party will have the traditional gift exchange. The gifts are to not cost more than \$10.00. Rules are explained at the party, however it will be a grab if you like it affair. One gift from and for each attendee.

We are the sponsoring club for the British breakfast run. Rich is planning the route. The date is November 23rd. at 07:30 AM leaving a 08:00. An easy rally top an unknown breakfast place and a raffle. Bring your British or detroit iron, or if necessary a rice burner. We are out to have fun.

See you there!

Cheerio. John Horton

P.S. During Triumphest I talked with Herman VanDenaker about his TR250-TR6 transmission conversion. It is a slick unit and does the job quite nicely. If we can put together a group order I can arrange for a discount. This kit does not include the Toyota Tranny. I do not have pricing on these, However we might also set up a group by of used units. Think about it and we can discuss this at the upcoming meeting.

RACING REPORT

Web site addresses for local racing organizations

Sports Car Club of America

<http://www.az-region-scca.org/>

Sports Car Club of America (Solo2)

<http://www.azsolo2.com>

Arizona Sports Racing Association

<http://www.azsportsracing.org>

National Auto Sport Association

<http://www.nasa-az.com/>

2003 Schedules to be posted here

THE ASRA 2003 SCHEDULE HAS NOT BEEN POSTED
TO THE WEBSITE

IT MAY INCLUDE SEVERAL WEEKENDS AT PHOENIX
INTERNATIONAL RACEWAY!!!

That's Right Folks. You asked for it, so in 2003, we
might be at PIR!!!

TRIUMPHEST STUFF

Kas Kastner Triumphest Question & Answer Session

Triumphest 2003 special guest of honor, R.W. "Kas" Kastner, who founded the competition department for Triumph, and also was head of competitions in the USA and Canada for the Triumph factory, as well as writing most of the competition prep manuals for the various Triumph models, provided a question and answer session Friday evening.



Some of the more interesting questions and answers included reminiscences and technical advice. Kas remembered racing all kinds of Triumphs at the nearby Riverside raceway, and assured the audience that other marques had the same difficulty as he had with Triumph in getting alterations from their respective factories. He even had a special micrometer made to deal with the lack of Stromberg parts. Many alterations were made for racing, but many more were denied. They often requested several variances, knowing most of them would be denied, in the hopes of slipping one or two key ones, such as different camshafts and wire wheels, past the judges. A lot of Triumph's problems occurred in the 1960's because the UK unions were very repressive. During that period, Kas and a few dedicated crewmembers would take over the factory after 3:30 on Friday, when the union shift ended, and spend the rest of the night building what they needed. When they found something that would make the cars go faster, they would try to find a way to get it into the regulations for racing.

A fair amount of talk dealt with carburetors. Kas maintained that Webers are OK, but hard to tame for the street; SU's are preferable. Strombergs are accurate, if adjustable, but the floats are difficult. He advised never to take the lid off a Stromberg when hot, and to pull off and stretch the diaphragm when it becomes a problem.

Following the question and answer session, Kas graciously autographed copies of his latest book, Kas Kastner's Triumph Preparation Handbook. This book is a compilation of the original Competition Preparation Manuals along with new stuff, modifications, interviews, racing stories about the Triumph Competition Department, and owner/drivers and their cars. Kas posed for photographs with fellow club members who appreciate the great contributions Kas has made to Triumph racing and the hobby we have all grown to love.

DCTRA 2003-2004 MEMBERSHIP RENEWAL FORM

-or-

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Jul: - 9.00, Aug: - 7.50, Sept: - 6.00, Oct: - 4.50, Nov: - 3.00, Dec: - 1.50

No prorates on multiple-year memberships after first year.

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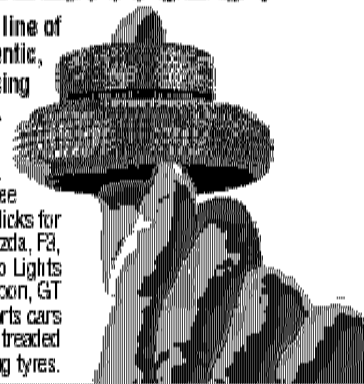
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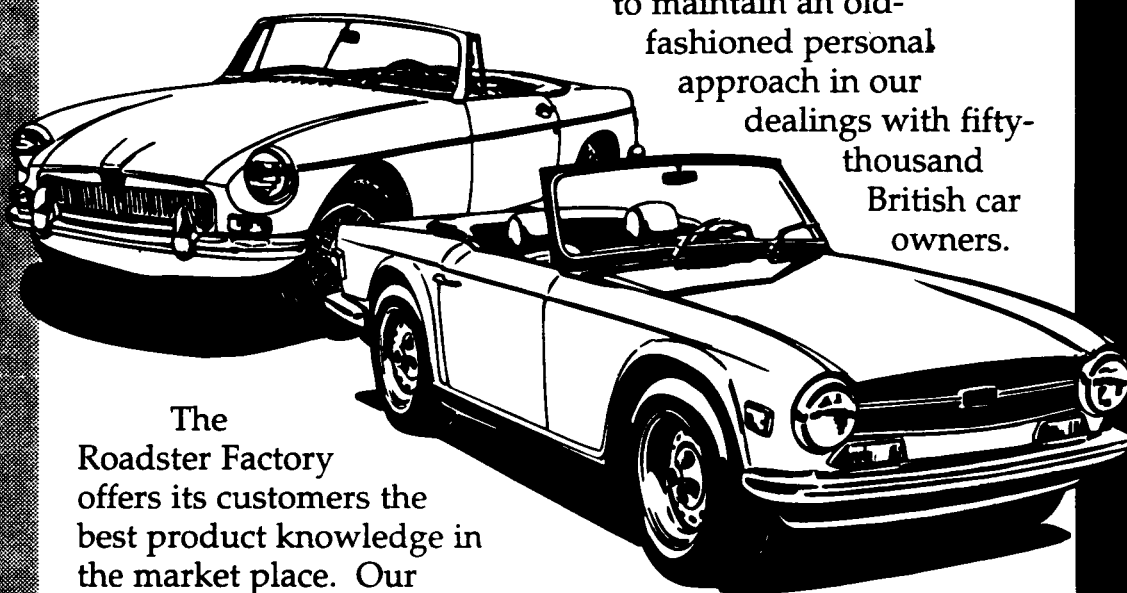
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