

Triumph Trumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA

"ALL THE NEWS THAT FITS - WE PRINT"

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OCTOBER 2003

Vol. 24, #10

MEETING: OCTOBER 14 @ 7:00 PM
IMPERIAL GARDEN CHINESE RESTAURANT
16TH STREET & CAMELBACK
COME EARLY! BUY FOOD!
SUPPORT OUR BENFACTORS

CLUB OFFICERS

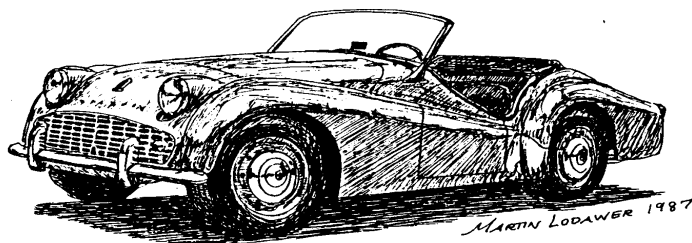
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|----------------|----------------------|--------------|
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| Historians: | Mike and Joyce Bayne | 602-938-1282 |
| Membership: | Ron Gurnee | 480-816-0836 |
| AAHC Rep: | Roy Stoney | 602-414-9953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

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

OCTOBER 16 - 19
TRIUMPHEST 2003
"TRIUMPHS ON A MISSION"
RIVERSIDE, CA
SEE BELOW FOR CARAVAN INFO

OTHER EVENTS

OCTOBER 12
ALL BRITISH BREAKFAST RUN
DELTAMOTORSPORTS
9211 N. 9th AVENUE
ENTER SOUTH ON HATCHER BETWEEN
7TH AND 9TH AVENUES
OPEN AT 7 AM FOR COFFEE & DONUTS
THEN A SHORT RUN FOR BREAKFAST BUFFET

TRIUMPHEST 2003

The Southern California Triumph Owners Association is sponsoring the annual West Coast gathering of Triumphs and their owners. It will be held at the Mission Inn in Riverside, California from October the 16th to the 19th, 2003. At the next meeting on October 14th please have your plans ready and attend the meeting in order to discuss our convoy to the Mission Inn. We plan to leave the 16th at 0-dark 30. If you haven't made plans yet, hurry! For more information call Greg Taylor 562-430-2935 or Email at: tricat3@att.net or visit the SCTOA website at www.sctoa.org. Hope to see you at TRIUMPHEST 2003, "Triumphs on a Mission".

MINUTES OF THE SEPTEMBER MEETING

The meeting opened at 7:00 p.m. with twenty-two (22) people present, including guests, Laura Hardess of Miracle Touch and Jim Medland of Delta Motor Sports. Rich Aubert presided since John & Beth Horton were in Dover, England.

Laura Hardess spoke about her automotive touch-up service, repairing chips in paint, mostly on specialty cars. She has worked for the Barrett-Jackson Auction, as well as all across the Valley. Laura uses a unique scraping process so that the paint stays in the chips, and she does most of her own color matching, or uses Space Age Paints. The process doesn't make the chip absolutely flush, but fills in color for a clean repair, which will usually last about two years. Laura can usually get to a client within about two days. This is a mobile service, and power and shade are needed during hot weather. Most repairs are about \$65 for cars or \$75-85 for trucks, plus a service charge (depending on what part of town you are in). Jim Medland from Delta Motor Sports spoke about Second Strike, which he has in stock at the store.

We had one new member, who has had a 1966 TR4A for about six months.

The secretary's report was accepted as printed. The treasurer says, "We aren't broke at all." The reserve fund for Triumphest is in good shape. The treasurer also sought permission to get rid of the "official" Club briefcase, which was, later, given away in the raffle. There was no report from AAHC. Allis is doing fine.

The newsletter editor thanked Deta for her article about her car, with apologies for snags in online production having left out the photo of Deta's car, although it did make it into the print edition. Rich Aubert's car will be represented next month. Ron Gurnee, the membership chairperson, reminded everyone to sign in at all events. He is trying to get a current, up-to-date membership list out to everyone. He also reminded us all that the Vintage Triumph Register is a very nice quarterly publication, which comes with membership in our umbrella organization for \$30.00 per year. Membership information may be obtained through the website, www.vtr.org. He mentioned an organization, www.triumphspitfire.com, which provides lots of technical information for Spitfire owners. Ron is still working to complete the club history with Tom Pennell.

EVENTS: Triumphest is next month. There will be communication forthcoming as to convoys, etc. among those who will be attending. The Vintage Voyage to Elgin Winery, overnighing in Sierra Vista will be Oct. 4-5. The Breakfast Runs will be Sept. 23th & Oct. 12th. The October Run is hosted by Jim and Delta Motor Sports, starting at the business address. The Christmas party is going to be hosted by Armand LaCasse this year. A committee may be formed to help plan that event. A location has not yet been determined for the Election of Officers Brunch in January. Response was not overwhelming for the progressive dinner, so it will be postponed until a later date. Instead, we will go to the Hall of Flame and, then, to John & Lila's for desert and drinks on September 20th.

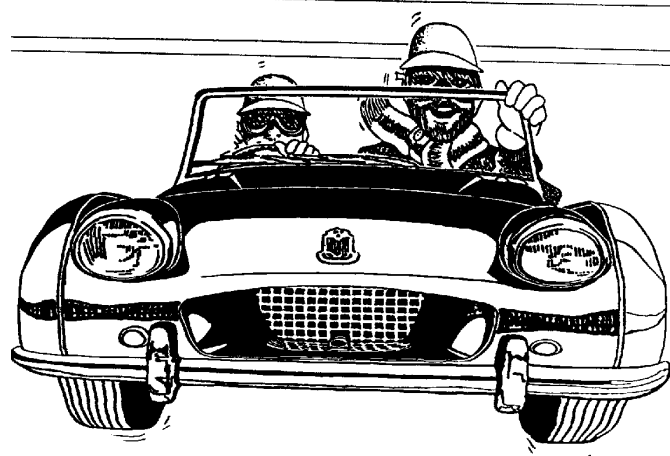
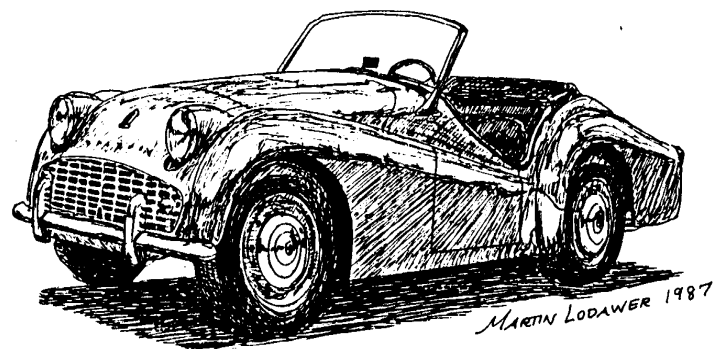
MINUTES - CONTINUED

Deta now has a computer up and running, and will be able to e-mail the minutes to the editor.

Under New Business, information was passed out regarding Environmental Emissions. Owners of cars between 1967 and 1978 were urged to fill out a survey and send it in to the state by September 15th.

Tech Rep/Ques: Warning, one member's car "self-destructed" after sitting for several weeks. Pull out wire and check to see if gas is coming out. Ken found a pipe that fits on the Spitfire hub, and made a hub removal tool, albeit too late for John Nuss, whose hubs had already been ruined by the local yokel in Apache Junction. Regarding shops being able to use computers for diagnosis, it was pointed out that they should be able to program the necessary information if one takes the shop manual to them. It may be possible to negotiate the price of four chrome wheels available for a TR4. On the need for a new top for a TR7, Jim supplies them, as does Robins Tops on E-bay (but they are very slow), and Triple A Tops in Carefree. A request was made for any information on Prestige Auto. If trying to title a car, there are third parties which will take care of it for a fee, \$25 plus title fee: Desert Title in Mesa and a company in Alabama, which can provide a clean title.

The meeting was adjourned at 8:00 p.m.



AUTOMOTIVE EVENTS ALL OVER THE WEST

***Friday Nights at 5:30pm - McQueen & Warner (McQueen is Mesa Drive north of Baseline) on the northeast corner in the parking lot of a vacant ABCO grocery store.

***Friday Nights 4 to 9 PM at the Five and Diner in the Arizona Mills shopping center, Baseline & Priest.

***Saturday Nights at 5:30pm - Cruise-In at US60 & Power Rd. in Mesa (Its really on Hampton, just east of Wendys) On the first Saturday of each month, we try to reserve spots for British cars)

***Sunday Nights at 5:00pm at Famous Sam's in Apache Junction.

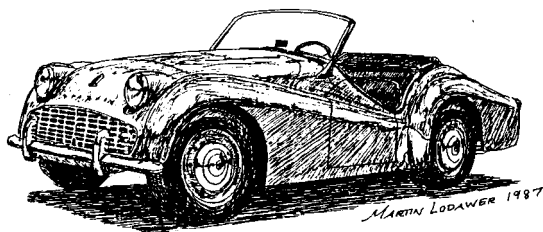
October 12 - All British Breakfast Run. 7 AM at Delta Motorsports, 9211N. 9th Avenue. NOTE THAT THIS ABBR is NOT at 32nd & Shea. Coffee and donuts will be served before a short (less than 1 hour) run to a cowboy breakfast buffet.

October 16-19 - Triumphest 2003, Riverside, CA. Hosted by the Southern California Triumph Owner's Association. Get your 8-page flyer an entry form at: www.dctra.org/news/fest03.pdf.

October 25 - BANNER BAYWOOD CLASSICS & CHROME CHARITY CRUISE - Registration 8 AM - 9 AM at the BANNER BAYWOOD MEDICAL CENTER, 6644 E. BAYWOOD AVENUE, MESA. Enjoy a wonderful day cruising to the Tom Mix memorial and back to Mesa where we will eat lunch and listen to a LIVE BAND.

October 26 - 13th ANNUAL ORPHAN CAR SHOW - This is for cars that are no longer in production. Call Jim Wilkinson at 623-934-7153 for information.

November 8 - AAHC annual Car Show - 59th Avenue & Camelback. Call Dan Sewell 623-435-8961 for information.



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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 = '76 TR6 - Rust-free New Mexico car, Jasmine Yellow, runs great, Asking \$7500. Also 3 page listing of TR6 and Spitfire parts. Car and parts are from estate of TR6 enthusiast. e-mail walt@hot-tr6.com for details. (08/03).

CLUB MEMBERS AND THEIR LITTLE BRITISH CARS

The TR6 was introduced in January 1969, using pretty much the same chassis and running gear components as used in the TR5/TR250. However, the bodywork, while retaining some elements of the TR5/TR250 design, was restyled by Karmann. The design changes also gave the car more boot space. A front anti-roll bar was offered and wider wheels also made the car look low, lean and very fast - which, of course, it was, because of the TR5/TR250 smooth 6-cylinder inline 2498cc engine. The TR6 was the last of the original TR line (the TR7 was a completely new model), it is an attractive and fast two-seater. Its fine performance, good road holding and reliability, plus its smart character, make it a car, which is a pleasure to drive. Following is the story behind Jim Bartel's sharp, green TR-6.

When the TR-6 was introduced in 1969, I had to have one, but at the time, I was so broke I couldn't even afford to pay attention. My first TR-6 was a 1971, which I was able to purchase in August of '72. It was dark blue and almost new and had 6,000 miles on it. It was a daily driver and, even though I took great care of it, I still drove the bejesus out of it. I was able to sell it in 1983 for more than I paid for it, and the car had 111,000 miles on it! I had a growing family and needed a car with a back seat.

After I sold my '71, I thought I had the TR-6 out of my system, but I was mistaken. Four years later I began noticing them again, and they still looked pretty good, so I began looking for another one. Of course, all the newspaper advertisements promised "excellent condition, well maintained, great interiors, strong engine", etc., etc., ad nauseam. But when I went to see the cars, I found they generally had more wrinkles on the body than I did, the interiors looked like a St. Bernard had given birth in them, and they usually ran like a Ford Falcon.

I finally found one I could live with, but it took me several months to negotiate an equitable price. It took a bit longer than that to finally get used to the Java green color, but the condition of the car is what sold me on the one I have now, a 1976. The car is a couple of notches above a daily driver and a couple of light years away from concourse quality, and it will never be a trailer queen. But it's mine and I like it. Of all the cars ever made, the TR-6 remains my favorite, but I will add here that the Big Healey is a close second.

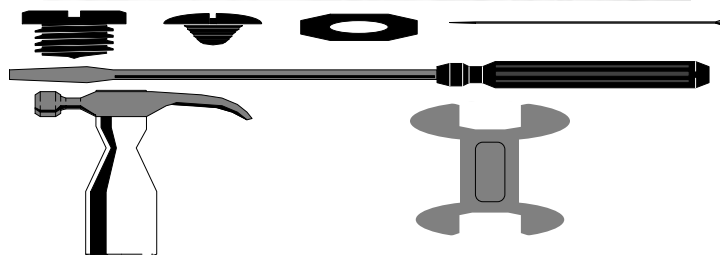
This is the history of my current '76 TR-6. Upon arrival at Halifax, Canada in late May of 1976, the car sat either at the distributor's storage facility or on the dealer's lot until September 1, 1976, when it sold in Alberta, Canada for \$7,300 (Canadian) to its original owner. The car did time in Canada until 1978, and then came south to Vista, California and saw moderate use. In 1984 the car suffered the humiliating experience of the dreaded smog pump installation (to reduce pollution, don't you know).

From 1984 to 1987 it saw very little roadway, and I bought it on April 15, 1987, with 48,816 miles on it. It spent the next eight years in San Diego, California, usually parked in a garage with a car cover over it - how rude! In August,

1995, the car, myself and my family moved east via a moving van to Chandler, Arizona, where the car spent most of its time - yep, you guessed it - parked in a garage with a car cover over it. In Arizona, we get to do the smog inspection hassle every year because, as everyone knows, properly tuned, smog pump-equipped TR-6's are notorious polluters.

This car hasn't seen much roadway in the last 16 years. It's in the original unrestored condition, including the paint with its two-year collection of stone bruises and parking lot dings. The original oval-faced Triumph AM push-button radio died in 1987 and was replaced with an up-to-date unit. As a Coventry (England) executive said when the last TR-6 left the factory in July of 1976, "It rides hard and smells of oil. They just don't make cars like that anymore"

JIM BARTELS



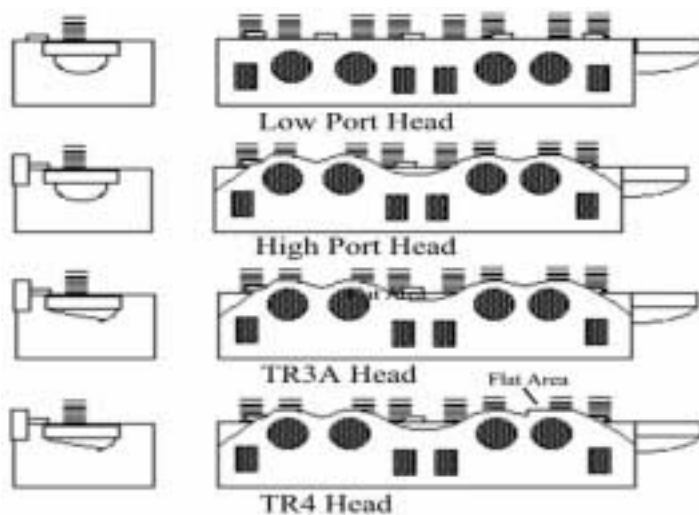
TECH TALK

Hi, I'm looking for a local shop that can build a cylinder head for my TR 4. Only interested in places that have done it before....Thanks,.....

There were several answers to the e-mail that arrived on our web chat this past week about heads for a TR-4. I thought we might look at the heads with a bit of detail. Although the Triumph 2000 Roadster and Standard Vanguard four-cylinder engine was the predecessor to the TR series of sportscar and indeed have the same wet sleeve design, the head used in those models will not fit a TR. All the cylinder heads are interchangeable in that they will bolt to the block. The inlet manifold however, needs to match your head. The original head had to undergo a great deal of research and development in order to provide enough power for the racing ambitions of later TR's. The top end on a 1949 TR for example was 85 miles per hour as opposed to 110 mph for a TR3A. The original TR head became known as a "low port" head, and was used to engine TS9349 with 1.5-inch H4 SU carburetors. You can identify the "low port" head used on TR2 and early TR3s because all of the ports are in a line. Commission Number TS9350 began with the installation of the "Le Mans/low port" head which was designed to use a 1.75 inch H6 SU carburetors. The "high port" head was introduced with the commission number TS13052. The distance between the exhaust and inlet ports was increased. The TR4 head was introduced to TR4's with engine number CT21471. It has the number 511695 cast into it. This is the best performing of the four cylinder heads. The late version of this head had aluminum push rod tubes fitted to the head to provide a better oil seal. All previous heads had steel tubes pressed into the head.

If you are interested in performance more than originality you might consider fitting a "high port" cylinder head, where the inlet ports are higher than the exhaust ports. The head can fit any of the four engines. To identify the latest TR4 head, look for a bevel which has been cast along the edge of the combustion chambers.

Unless your car has very low actual miles, your head has probably been "milled", either to restore its' flatness or to raise the compression ratio. If it has been milled several times it may have a higher than desired compression



ratio. That would be OK for the track, or rallies, but not for trouble free cruising with the wife and the picnic basket. An unshaved high port Triumph head is 3.330" tall. Measure the height of your head and subtract it from 3.33 to determine how much metal has been previously removed. One solution to the problem of replacing a head which has been milled one too many times, is to use a thicker than standard cylinder head casket. The standard gasket is 1mm thick, but gaskets can be purchased 1.2, 1.4, 1.6 and 2.0mm thick, which reduce the compression ratio of the head.

Try to identify your head carefully. If you are going to work on your heads in the garage and will be replacing valves and valve guides, be sure to take your heads with you when purchasing parts. This is especially important if you have decided on hardened inserts in your valve seats for use with unleaded fuels. If you plan to modify a head for additional power obtain a copy of the Triumph Competition Manual by Kas Kastner.

Although the TR engine is easily rebuilt at home, with time that is, it is advisable to use TR specialists who are experienced at re-building TR2-TR4 engines and heads, or converting them to unleaded operation. The positive side to spending a bit of money is the warranty that any reputable shop will give you covering their work. Once you have the engine back together remember that your 4 cylinder head should be re-torqued after 500 miles to make sure the head gaskets are tight. Your shop manual will give you your torque specifications. Don't forget your tappets.

The following is a local vendor list offered by the helpful guys in the club: Greg Greulich of Greulich Machine, Scottsdale Airpark and, R & R Performance Machine, 11209 N. 21st Avenue, Phoenix (602)861-3399. If you know of a reputable shop with experience working on TRs pass the word onto your fellow club members.



THE PREZ SEZ

We just got back from a two-week vacation in England. To say that English roads are narrow is an understatement. What we consider a one-lane road they consider a two lane, with parking on both sides. British drivers are considerate, understanding the situation of limited roads. We drove over 900 miles in 13 days. Beth thinks my guardian angel has gone gray; I said he's probably snatched himself bald. We spent much time getting lost.

Most housing is row style with no front yards, built right up to the street. There were a few small differences in the living, including no washcloths in the bathrooms, light switches that work backwards, Restrooms here are called toilets there, and flush with much sound and fury.

British breakfasts in the B&B's are huge; we liked the lean bacon but hadn't expected beans. The fish & chips always include peas. Most meals were fried and also included chips. Lamb had come into season and we enjoyed the local lamb. Pub "pulled" ales are really good. There were many choices. One we liked was "Old Speckled Hen". They do not have carbonation and are not very cold. Pubs are unlike our bars or taverns. They are really local gathering places with an easy relaxed atmosphere. It is not unusual to see a couple of women having a pint and talking. No loud music or hard drinking. Everyone we met was friendly and helpful, not standoffish.

We visited the Heritage Motor Centre in Gaydon, with a fine collection. The Triumphs including the last Spit off the line, a prototype TR7 hatchback, the last TR7 convertible, and some older Standard models. Will have some pics at the meeting. We did meet with our new "sister club", The Isle of Wight Triumph Club. www.triumph-iw.co.uk Graham and Angela generously spent a day driving us around the Isle in their 2.5 PI saloon. Nice little Triumph. Watching Graham drive through those twisted roads, we learned why Britain breeds such fine rally drivers. They have a Dolomite also, and lots of parts. Just like us. It seems that most of the roadsters were sent to the USA, so we got to see saloons that seldom appear here. We did see a couple of Spitfires, a TR3, and one TR7. Stags were also present. The Island group seems to have a lot more events and drive their cars more. We saw a lot of MG's including a couple of excellent TC & TD's.

We were introduced to the lunch favorite, the pasty, pronounced PAASTY, a fairly large turnover with different fillings. It was hard deciding between the chicken, bacon, and cranberry or the steak and Stilton. They have very flaky crusts and excellent taste. These we ate in the back of their Triumph, overlooking Carisbrooke Castle. After a day of running about, we met with some other club members, Stephen, Neal, and Derrick, at the Woodsman's Arms Pub and presented our certificate of sister status over pints and fish & Chips. This was well received and agreed upon. We will include them in our newsletter distribution and they will send notes and information to us.

Thanks to Rich Aubert for his excellent work in our absence. See you at the next meeting.

Cheerio John Horton

WHAT'S GONNA HAPPEN NEXT MONTH

Fountain to the Mountain Rally

November 21-23

This will be a weekend event with a Reception on Friday night, the Rally on Saturday and a Special Monte Carlo Leg on Sunday morning. Registration and introductions will take place at the River of Time Museum in the Fountain Hills Town Center Complex (southeast corner of Avenue of the Fountains and La Montana Drive.) The Rally begins in the parking lot of Fountain Park on El Lago just off Palisades. Rally awards will be presented at dinner at Kohl's Ranch. The Monte Carlo will take place in the parking lot of WalMart in Payson. The perpetual trophy and Monte Carlo awards will be presented at lunch at Mad Dawg's and Mel's, 202 W Main Street, in Payson. Awards will be at least three deep in all rally and Monte Carlo classes.

Limit: 30 Cars, so sign up early so you won't be disappointed. The Rally Route: This will be an 8-9 hour Tour type rally utilizing Passage Controls and Do It Yourself Controls. The rally will traverse 100% paved roads. Classes: Equipped: Unlimited equipment. Stock: Paper and pencil and stock odometer. Can use a single memory calculator. Beginner: No one in the car can have completed more than 3 rallies. Equipment limited to Stock Class.

The Monte Carlo Leg: A rally leg where the contestant will know the exact time to complete the course but will have to execute several precision maneuvers that will challenge both driver and navigator with an opportunity to go both forward and backward. Other surprises may also await contestants.

August 23, 2003 - Entry Opens, November 5, 2003 - Late fee applies (additional \$25.00), November 21, 2003, 6:30-9:00PM - Reception at River of Time Museum (Pick up packets and complete registration process. November 22, 2003, 7:00 AM - Entrants meeting at Fountain Park parking lot, 8:00 AM - Car Zero begins Fountain to the Mountain Adventure Rally. Kohl's Ranch is the site for our overnight stay. All reservations for Kohl's Ranch must be made through Roxanne at Arizona Trails, 480-837-4284. More info at <http://www.challengedriving.com>.



DCTRA 2003-2004 MEMBERSHIP RENEWAL FORM

-or-

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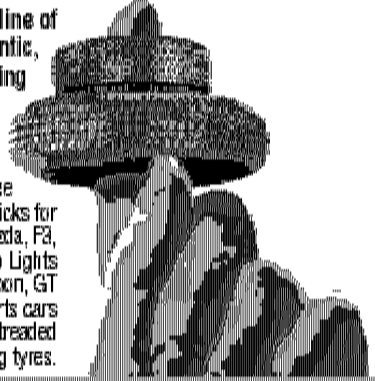
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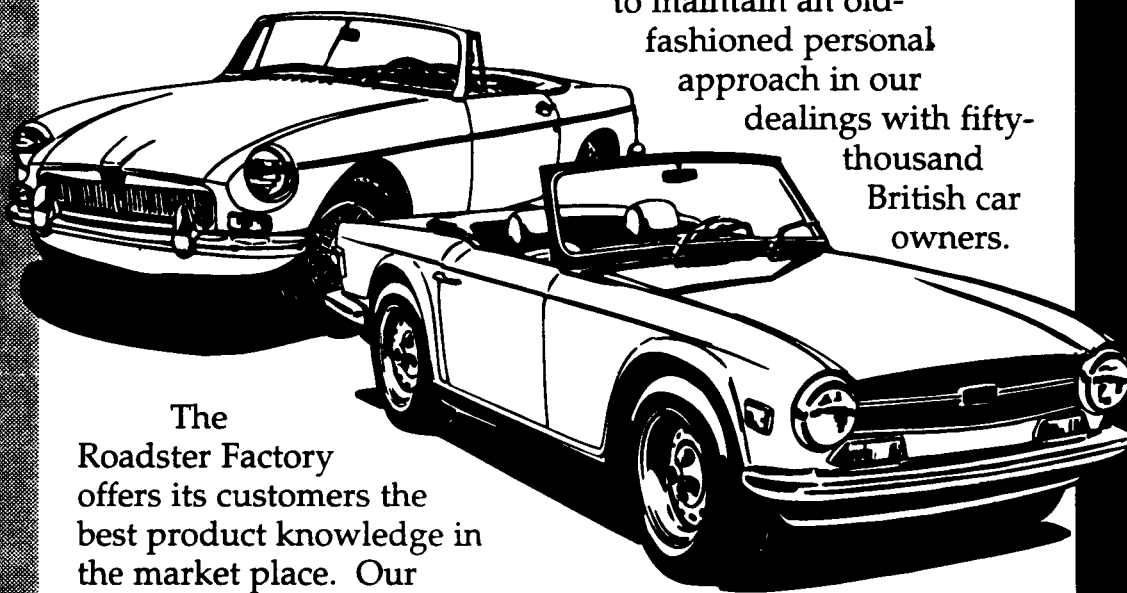
TR6 TR7 TR8

SPITFIRE I-IV 1500 GT6

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