

Triumph TRumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA

"ALL THE NEWS THAT FITS - WE PRINT"

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MARCH 2003

Vol. 24, #3

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

CLUB OFFICERS

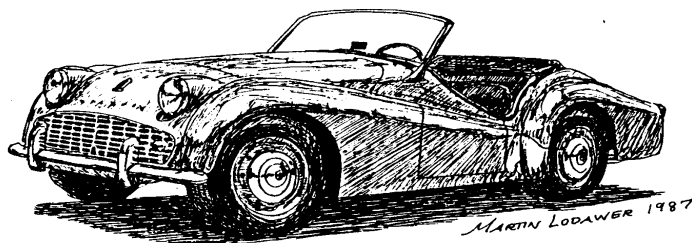
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Membership:	Tom Pennell	928-537-3355
AAHC Rep:	Roy Stoney	602-414-9953

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

Dues are \$18.00 per year

For membership information, contact Tom Pennell at 928-537-3355

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COMING EVENTS

MARCH 9

WHEELS OF BRITAIN CAR SHOW

Heritage Square

DownrownPhoenix

602-971-7807

480-985-2531

APRIL 26-27

BRITISH-EURO AUTO TOUR

"THEB.E.A.T."

Remembering Roger

I-17 & Dunlap

Call Mike Goodwin 480-759-9386

or go to www.beataz.com

LBJ's SURPRISING STAG:

If you were President of the US in the 70s and you said to a GM exec: "I've always wanted a sleeper, and that Chev 350 engine in a (Triumph) Stag would be neat", pretty soon, you'd have one. Lyndon Johnson did that. British Leyland sent a complimentary chassis / body to Detroit. GM installed a 600 HP 350 and a 6 speed Muncie transmission and a 9" 4.66:1 differential. (I'd have gone about 3:20, but LBJ was heavy. Ed). It's our good fortune to know Roy Stoney, and he knows the guy that owns that car, and the plan is: TO HAVE IT AT OUR MARCH MEETING. So do what you must, but be there March 11th.

MINUTES OF THE FEBRUARY MEETING:

Meeting opened at 7PM John Horton presiding, 42 present, two guests from Ireland; Luke Fenner and Aaron Blawncho. John immediately turned the meeting over to Mike Goodwin who spoke about the BEAT. Everything is going as planned. This year's shirt will include the script "In Memory Of Roger". The event is April 26 and 27, 2003, and will begin with meeting at the traditional parking lot of the Sheraton at Dunlap and I-17. Mike has obtained discount rates at that Sheraton for those participants from out of town.

Secretary report accepted as printed. Treasurer reported we are solvent and we are now DCTRA Inc, having re-adopted the original corporation and by-laws. Rich Aubert gave an overview of upcoming activities and will place these on the web site. He also stated that we need to give LOTS of support to the proposed emissions exemption law. Flyers will be available if you go to any cruise event.

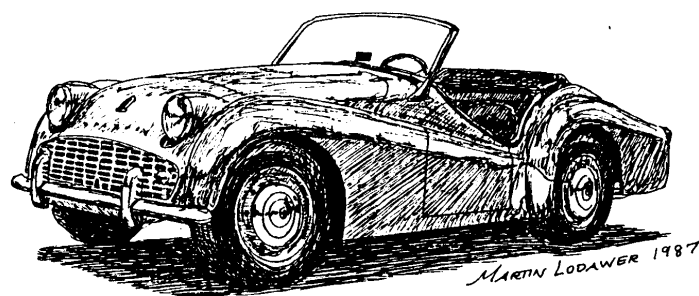
Diane Aubert told about a possible new meeting place at a Chinese buffet restaurant. Chris Wainwright mentioned Denny's in Tempe.

It was voted to try the Chinese restaurant next and see how we like it. Rich is planning a tech session to rebuild his engine. Wickenburg parade is Feb 15th. Beth Horton spoke about February events upcoming. Our guest speaker Todd Williams spoke about prevention of oil leaks in Trs.

The raffle was held and fun prized distributed to the winners. A note was read from the owner of the raffled off project car. He has done a few things to it and is very happy with it. Roy Stoney mentioned that Tucker Tire Co does a good job with wire wheels. John Horton has a set of jo-blocks for anyone wishing to calibrate their micrometers.

March 9 is Wheels of Britain; be sure to pre register. We will all miss the Wickenhausers, who are moving to Crested Butte, Colorado. They'll return for Wheels of Britain and the BEAT. Fran said hes already joined a TR club in Colorado.

Respectfully, Deta Hampsch.



THE PREZ SEZ

It was a pleasure seeing over 40 people at the last meeting. We are on an upsurge in attendance. The parade was a blast and the barbeque was a surprise. Read about it elsewhere in the news.

There will be some minor changes in the way things are done. Ron Gurnee will be the official "greeter". We are also making lists of attendees for the end of the year awards. Sign up when going on an event for credit.

Remember the next meeting is going to be at the Imperial Garden Chinese Restaurant. This makes a full circle for the club. We started there many years ago when it was the Hunan Restaurant. 16th street and Camelback. Be there. I think Rich has some good thing on the burner.

I installed the Pertronix ignition module on the TR6, read about it. (In the tech section.)

Cheerio. John Horton

WHAT HAPPENED LAST MONTH

The Wickenburg Gold Rush Days parade was a blast. We met in the frosty morning hours near the intersection of SH-74 and I-17. After sorting out minor starting problems four of us roared off to the parade lineup. Rich and Diane were driving their '80 TR7 up Highway 60 when a suspicious tire shredded. They limped to a rest area on 3 tires only to find they had a jack and no lug wrench. The Triumph Angel flew in and provided them with a handyman that had a wrench that fit, and they made it to the parade in plenty of time.

In the lineup waiting right behind us was a guy with an incredible custom about '37 Graham with an immaculate blown Chevy engine conversion. Then Don and Ann Cherry showed up with their TR3, then Dale and Ed Behie in their TR3. Auberts in the TR7, Armand La Casse GT6, John and Kathy Nuss in their Spitfire, John and Beth Horton in their TR7, Dave Reynolds in his Spitfire got in line behind a bovine lady singing on a flat bed truck. She would have made a perfect ending; you know, the parade aint over till!. We became bored from lack of speed, so we started circling each other, carefully avoiding the horse output. In true Murphy's law form, Armand's car stalled in a turn. Our technical hero. Finally, we advanced a fire truck behind us to right behind the singer, and pretty soon we were out of town.

One of the TR3s told us about a barbecue up Calamity Canyon outside town. No non-classic cars are allowed; a guard turns others away. Must have been a hundred antique Packards, Studebakers, Thunderbirds, you name it, and we were there. Five bucks for barbecue; it was the best deal since the invention of jumper cables. Our hats are off to Steve Fregard of Seattle who throws this party for old cars at each parade. He'll send us an invitation next year, so join the fun.

Rich Aubert

CLASSIC-FIED ADS

For Sale - Tom Pennell's TR3A - Check out eBay in the Triumph: all models area. Reserve price is \$12,500 and includes the trailer. (3/03)

For Sale - Spitfire MK1 - Frame-up restoration started 3 years ago. Frame and running gear complete. Still need to do engine, transmission, body and interior. Seats reupholstered, ready to install. Floorboards renewed, body in very good condition, will need minimum work before re-spray. New top, many other new parts. No time to finish. No reasonable offer refused. Call Tom Pennell 928-537-3355. (3/03)

For Sale - 1963 TR4, black over red in exceptional condition. Lots of spares. \$6000 OBO. Call Kris Flaig in L.A. (562) 421-7833 or e-mail kriswflaig@earthlink.net (3/03)

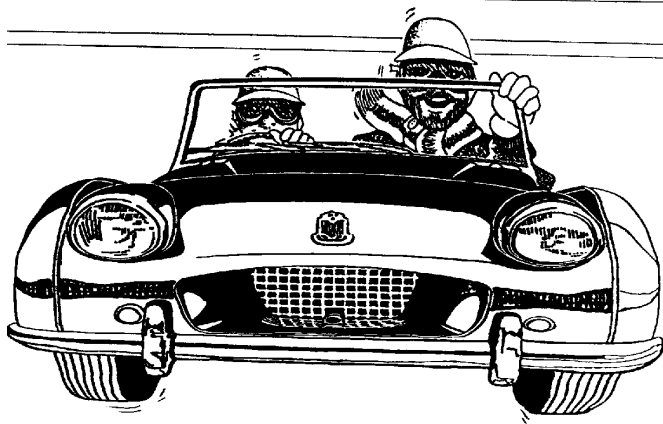
For ??? - Spitfire foundling in a field - 8614 N. 67th Ave. Basket case for \$400. Body looks OK and it's pre-emissions! Doc Smith did some investigation. (623) 847-3018 (3/03)

For Sale - '67 GT6, runs and looks great. Mags, new tires, \$5950 minus 10% for DCTRA members. Call (480) 231-3874 or e-mail shelly2003_1@yahoo.com (3/03)

For Sale - '76 TR7 Red w/black int. Low miles, factory air. Nice condition Call Gary Beckham (623) 412-3979 or e-mail bbeckham@msn.com (3/03)

Wanted - Hardtop for '74 TR6. Call Tony Chapman at (602) 956-5101 or e-mail acchapman@cox.net (3/03)

NOTE: Good TR info site: www.rucompatible.com/triumph (tip from Dave Riddle) (3/03)



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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.

April 26 & 27: BEAT '03 Do your registration early, forms at the meeting or WWW.BEATAZ.COM. Important: get your room reserved at the Little America at Flagstaff, and mention the name BEAT or British Euro Auto Tour to get our rate of \$75 single or double, 10 more each additional person. (Sure, in my Spitfire). Their number is 1-800-352-4386.

March 9 - WHEELS OF BRITAIN 2003, Heritage Square (6th & Monroe, downtown.) A great walk around event, cars and motorcycles. They want show cars and daily drivers for display. \$15 and \$10 early registration for first and second cars displayed, \$20 and \$10 show day. Info: Marie (602) 971-7807 or Shirley (480) 985-2531

TECHNICAL TALK

Installing Pertronix Ignition:

I've found a source of the Pertronix modules at a reasonable price. This last weekend I installed mine on the TR6. It is really a simple job and easy to do. The mechanical part took about 20 minutes. It just dropped in as the instructions said. I found only one thing that might be of concern. On the 4 and 6 cylinder engines it is necessary to limit the current to the coil; via use of a resistor if measurements show high current. The instructions show using a coil with a resistor or an internal resistor coil. The amperage should be less than 8 amps draw.

To get this, measure the voltage at the coil with the ignition on. Then turn off the switch and disconnect the wires and measure the resistance across the plus and negative terminals. (The primary.) Divide the voltage by the resistance. The result is the amperage. In my case the voltage was 12 volts and the resistance was 1.7 ohms. 12 divided by 1.7 equaled 7.06 amps. Under the 8 amp limit. You can add a 1.5 ohm resistor from the parts store if necessary. The change in starting and acceleration was surprising. By the way, don't forget to put the rotor back on the distributor shaft, cars dont start well without it.

Cheerio, John Horton

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	POLO					
	POLO					
	POLO					

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YOUR NAME CAN BE EMBROIDERED ON THE SHIRT IF YOU WISH (NO EXTRA CHARGE).

TR3 TR4 TR4A TR250

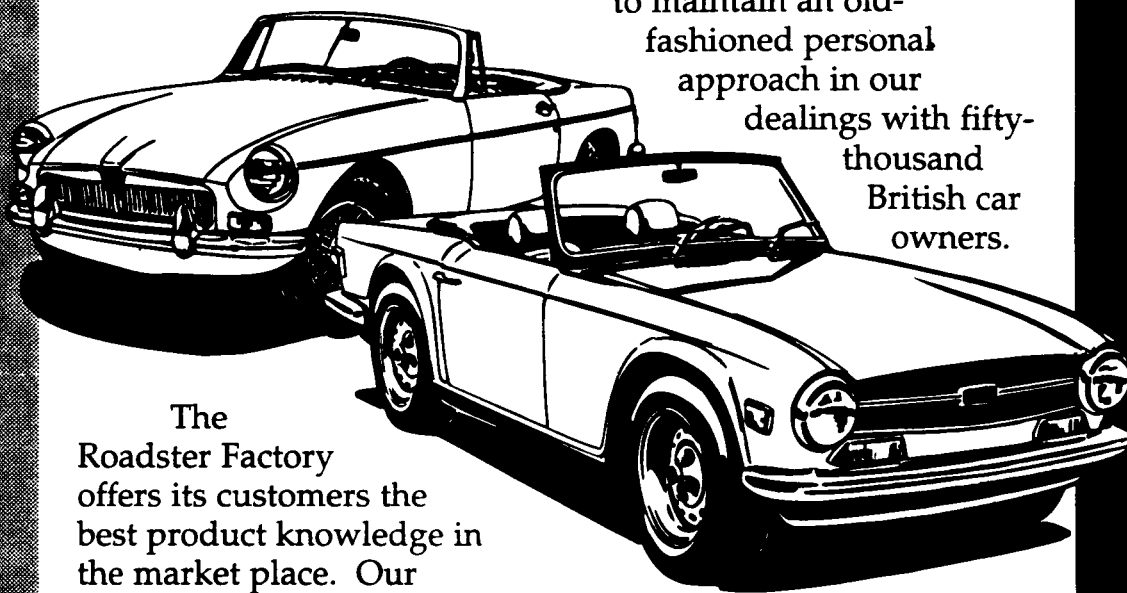
TR6 TR7 TR8

SPITFIRE I-IV 1500 GT6

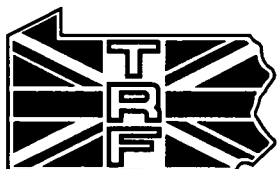
The Roadster Factory

The Roadster Factory is the small but powerful British parts company in Western Pennsylvania. Small in size but powerful in customer service. Small in size but big on product knowledge. Small in size but the biggest manufacturer of replacement parts for Triumph models. Small in size but big on enthusiasm for British roadsters, our little company is able

to maintain an old-fashioned personal approach in our dealings with fifty-thousand British car owners.



The Roadster Factory offers its customers the best product knowledge in the market place. Our salespeople answer questions about parts, and they can do part number research. Our technical research representative knows most models well to the nut-and-bolt level, and he is an experienced mechanic and body man. Our Customer Service is helpful. Our shipping is fast, safe, and virtually error free. We ship most orders today, and we offer very inexpensive two-day and three-day delivery. Our business goal is simply to offer the best possible service to British car enthusiasts



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