



# Triumph Trumpeter



OFFICIAL NEWSLETTER OF

THE DESERT CENTRE - TRIUMPH REGISTER OF AMERICA

Volume II - 3rd Edition

March 1982

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DC TRA - CALENDAR

TUES - MAR 9 - 7:30 P M

BUSINESS MEETING

SUN - MAR 14 - 1:30 P M

RALLYE TO PICNIC

SPECIAL EVENTS

SAT - MAR 20 to SUN - MAR 21

A. A. H. C.

SWAP MEET / EXHIBITION

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LOTS OF FUN AT THE MARCH RALLYE

If you are looking for a great way to spend a Sunday afternoon then why don't you come out and enter the rallye on March 14th. The starting point is the Southeast corner of the Thomas Mall Parking Lot which is located at 44th Street and Thomas Road. We will gather together at 1:30 P.M. and the first car will leave at 2 P.M.. This is not a speed race nor is it a timed rallye. It is a simple case of following directions around the town and ending up at a park for some more fun and a picnic. Of course you have to supply your own picnic. There will be a \$3.00 per car entry fee. It would be nice if you drove your TR but any other type of car will be accepted. If you do not wish to enter the rallye, then you may go directly to the park and have a picnic with the club. The location of the park will only be released at the starting point. I am sure you will find this rallye to be unusual with a few unannounced surprises. You will need the following items for the rallye and picnic: pencil (pen will do) - picnic lunch - cold drinks - ground cover (blanket) - and a fun loving spirit.

Come on out and bring the family and have a great time.

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FEBRUARY BUSINESS MEETING REPORT

1. TREASURERS REPORT: Bev Johnson, Club Treasurer, said she forgot to balance the checkbook before coming to the meeting, but she was able to report that we had a little money. Paul Wolf had donated \$30 to the club for our assist in selling his hardtop. Thanks Paul.
2. It was voted to pay the \$20 membership dues to join the Arizona Automobile Hobbyists Council. We will try to include their activities in our newsletter.
3. A video tape was donated by Phil Hunt so that the club may have a copy of the tape taken at London Bridge and future events may be recorded.
4. The club has one new member in the last month: Larry Kutz. Welcome to the club Larry.
5. The March Rallye date was changed to the 14th because of conflicting activities on the original date.
6. Committees were formed to get the ball rolling for the TRA WEST MEETING in Las Vegas. The dates are October 16th and 17th.
  - A. Publicity Committee: Chairperson: Bev Johnson. This committee will be responsible for see that the word gets out to everyone west of the Mississippi River that owns a TR about the TRA West Meeting.
  - B. Sponsorship Committee: Chairperson: Gracie Pennell. This committee will be responsible for obtaining sponsors to help with the financial costs and or prizes.
  - C. Accomandations & Agenda: Chairperson: Phil Hunt. This committee will be responsible for finding suitable place to stay in Las Vegas plus setting a schedule of activities.

This is your chance to become a big part of the club. Each of these committees need people to help obtain their goals. If you would like to help, please contact the chairperson. You can do your part in your own spare time. This will be the biggest event DCTRA has ever set up. This would also be a good time to start making your plans to attend this big Las Vegas trip. The plans are to leave during the day of Friday October 15th because it will take about six hours to drive there. If your car is going to need some repairs, you have ample time to make the necessary repairs. So make you plans now to attend and spend a little of your spare time helping one of the committees put together a great activity.

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QUESTION OF THE MONTH: Bev Johnson would like to know where are the grease fittings and what are they? Send your answers to Bev Johnson.

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HAVE YOU PAID YOUR DUES ?

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### MILLER ELOY GRAND PRIX

The ASRA ( Arizona Sports Racing Association ) Grand Prix will be held Sunday March 21st. This year the race has a sponsor ( The Miller Brewing Company ) so the official name this year is the Miller Eloy Grand Prix. Due to complaints from the local citizens there will no practice laps for the race cars on Sunday morning. Car clubs will be allowed to tour and or drive the race course on Sunday morning but not at a high speed. Car clubs will then be allowed to set up an information area for their club. The latest news that we have is that Tom Pennell and Bob Schaller still have plans to enter their Spitfire in the race.

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### PANCAKES IN APRIL

On Sunday April 25th, the AAHC will hold it's annual Pancake Breakfast. This will be held at the Washington Adult Center which is located close to 23rd Avenue and Glendale. It is being planned that DCTRA attend this function as club event. Besides the free pancake breakfast there will be a car show and we are planning to have as many TR's be there as possible. Make your plans now to join us.

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### NEWSLETTER DEADLINE

The deadline for getting your articles in for the April Triumph Trumpeter newsletter is Sunday April 4th.

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### TR TECHNICAL TOPICS

#### STARTERS ( the long and short of it )

There were two types of starter motors used on the TR-2 and TR-3 series and here we'll have a look at the differences between them, and also some related parts that were changed along with.

The first type of starter was used on the TR-2, the TR-3, and TR-3A up to commission number TS 50000. It is often called the "long type" because it extends  $2\frac{1}{2}$  inches further forward when mounted on the engine. It has a 9-tooth pinion which moves rearward to engage the flywheel ring gear and turn the engine over. The drive from the motor portion to the pinion is transmitted by a special sleeve made up of two concentric steel tubes; a rubber-coated inner fitting tightly inside the outer. Unfortunately, this assembly has a cute trick of wearing out rather frequently resulting in the pinion not moving back to engage the engine, even though the motor is spinning. You'll know it right away if this happens to you.. you push the starter button and the thing just sits there going "whizzzzz" without turning the engine at all. That means it's time to replace the sleeve assembly with a new one. (Lucas Part no. 291585 )

Probably fed up with customer complaints about slipping starters, Triumph came up with a new one in 1959 and introduced it on the TR-3A at commission number TS 50001. This has become known as the "short type" because of its shorter casing. The troublesome sleeve assembly was gone, and in its place was an external pinion drive featuring a big spring and shaft sticking out of the back. A slightly larger pinion with 10 teeth was mounted on this shaft, and now when the starter was activated, the spring pushed the pinion forward to engage the engine. This was a much more reliable system, and had the added benefit of being much quieter in operation than the early one. This starter was used in the rest of the TR-3A/3B series and in the TR-4 and 4A as well.

When the new starter was introduced at TS 50001, several other components were changed as a result. They are:

**FLYWHEEL AND RING GEAR.** Cars with the early starter had a ring gear that was pressed on to the flywheel (after being heated). When the starter was changed, a new and heavier flywheel was used, and this one had a ring gear that was held on with six bolts. This is the easiest way to tell them apart.

**TRANSMISSION BELLHOUSING.** Looking at the trans casing from inside the car, there is a small bulge on the right side, behind where the starter bolts onto the engine, to accommodate the rear portion of the starter where the pinion is. The later starter with its long spring unit at the back went in too far to clear, so the bulge on the bellhousing was made larger and more square to give the needed clearance. The gearbox itself was not changed.

**TRANSMISSION TUNNEL.** This now had to be reshaped slightly to fit over the larger bulge in the bellhousing. The bolt holes still aligned the same way though. The nice thing about the later tunnel is that it fits over a TR-4 gearbox without any modifications if you're looking to install one. The early tunnel has to be pounded on a bit to go over a TR-2 trans., which has a large starter bulge like that in the post TS 50000 TR-3A's and B's.

That's the way it was from Triumph. Over the years, many hybrids have been created. The early long starters were (and still are) more difficult to come by than the late ones, which are better anyway, and many pre-TS50000 cars have been converted over. This is easy to do if your early car has been fitted with a late trans—you need only swap the starter and flywheel for the late ones. If the original trans is still there, you're pretty much out of luck unless you want to bore a hole in the bellhousing to let the spring through... not recommended. Sometimes things get real interesting. Upon disassembling the drive train in my 1957 TR-3 for rebuilding, we found that it had the late flywheel, but was still fitted with the correct starter. While it may be possible for that combination to work, I'll bet it must have sounded just swell when it was operating. Needless to say, a proper early flywheel was installed during the rebuild.

So there you have it. It's just a good idea to check and see exactly what is in your car before you buy any replacement parts.

written by  
Martin Lodawer

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