



TRiumph TRumpeter

OFFICIAL NEWSLETTER OF

THE DESERT CENTRE - TRIUMPH REGISTER OF AMERICA



MEETING DATE MEETING DATE *

APRIL 12

KACHINA INN 8:00 PM

1102 N. Central

SEE YOU THERE! SEE YOU THERE!

APRIL 1983

* EVENT EVENT EVENT EVENT EVENT

FOR APRIL FOR APRIL FOR APRIL

"The Double Corkscrew Rallye"

April 24, 1983, 1:00 PM

FROM THE PRESIDENT:

The Merry Month of March is behind us, and one of the best DCTRA events yet is also history. The tour to the aboretum was a vast success, with five TR-3's, a TR-250, a Mustang, and TWO - count 'em, TWO Buicks, and some other Detroit Iron in attendance, carrying 20 members to the picnic and tour. The highlight of the drive to Superior was some 'mysterious' signs which appeared along the road. Someone (we wonder who????) placed a series of signs in the old Burma Shave fashion which proclaimed "LORDY LORDY LORDY PHIL IS 40!" for all the travelers going thataway. Needless to say, our esteemed ½ of a newsletter editor was duly impressed. The signs were collected by the caravan's caboose and presented to Phil Hunt as a memento during the ensuing picnic. Sue Hunt said that you had to be at least 40 to remember Burma Shave signs.

April holds 2 events for DCTRA. The Club has been invited to display some TR's on the race course at Eloy on Sunday morning April 10, along with many other marque clubs from the Valley. It is the organizer's hope that there will be enough cars to fill up the course. If you plan to be a part of the display, try to arrive in Eloy at about 8 A. M. Sunday. The local Lions Club (or Jaycees) will be serving a smorgasboard breakfast for a reasonable price. Your Prez will be there, as you know, racing the Yellow Spitfire. There will be action all weekend, so come on down if you can spare the time.

The second event for the month will be John Gallen's rallye which was postponed in March. Look for details elsewhere in this issue.

Welcome to new members Ed Deering, Steve and Sandy Kientz, and Ron and Holly Barela. Ed has a whole bunch of TR's, and you may remember Steve & Sandy from the Picacho Peak outing last year. They drive the Gold TR-3B and run the Golden Nugget Cafe in Tucson. I believe that their TR (TCF 2571 L) is the newest TR-3B around. (Take note, Vic Nigro!). Ron and Holly have wisely purchased the small-mouth '57 TR3 which used to be the property of your President.

Our April meeting will be held at the Kachina Inn, 1102 N. Central, at 8:00 P.M. on the second Tuesday of the month (April 12). Hope to see all of you there!

LET'S KEEP 'EM ROLLING!

TOM

*
EVENTS by John Gallen *****Sunday, April 24, 1983*****
* "The Double Corkscrew Rallye"

ATTENTION all TR people who love to drive! The Spring Rallye is coming your way on Sunday, April 24th. The starting point is North Mountain Park which is located on north 7th Street.

Be there at 1:00 PM for the driver's meeting with the first car leaving at 1:30 PM. This rallye has been dubbed "The Double Corkscrew Rallye". The rules are very simple, just follow the directions which will lead you to another park where you can have a picnic and some fun!

There will be a \$2.00 per car entry fee to cover the cost of the prizes.

It is a lot of fun in a TR but if yours isn't running, then your other car will do! So, bring the family or at least a navigator, a picnic lunch, and a willingness to have some fun!

)))))))))OOPS! OOPS!((((((((((((((((((((((((

This will be the next-to-last newsletter for the following people whose dues are due NOW. (Apologies to Gil Simmons and Larry Graham for including their names last month. C'mon folks, we need you!

- Rich and Barb Pace
- Joe and Wendy Chavez
- Ken and Cindy Stoorza
- Bob and Peggie Horn
- Edgar and Bettye Brannon
- Jon Leet
- Joe and Carol Reagle
- Dale and Janet Behie
- Larry Kutz

PLEASE NOTE THE NEW ADDRESS OF OUR SECRETARY/TREASURER:

Bev Peterson (& Pete) 273-0285
4343 E. Hubbell
Phoenix, Arizona 85008

\$\$\$\$\$\$\$\$\$\$

FOR SALE \$\$\$\$\$\$ MISCELLANEOUS TRIUMPH PARTS AS LISTED...Call Virgil Cole

- \$\$\$\$\$\$\$\$\$\$ #513229 bearing 942-2559
- #125631 seal
- #515650 synchronizer
- #509649 synchronizer
- #519770 shifter kit
- #30897 switch

CALL 867-7576 IF YOU HAVE AN AD TO BE PRINTED...FROM KITTENS TO CAR WASHES,
WE WILL HELP YOU SELL IT...AND BEST OF ALL IT'S FREE!!!!

SECRETARY/TREASURER'S REPORT
by Bev Peterson

The Business meeting of March 8, 1983, came to order at 8:20 PM. Present were Tom and Marilyn Larsen, Digger Davitt, Ed Deering, Tom and Gracie Pennell, Marlene and Virgil Cole, Sue and Phil Hunt, and Bev and Pete Peterson.

The Treasurer's report showed a balance of \$619.70.

There was a round of applause for Phil and Sue Hunt's work on the newsletter and we welcomed new member Ed Deering. Tom Larson discussed the Arboretum trip. Other upcoming events discussed were the AAHC swap meet and show at Mesa Community College March 12-13th.

Tom Pennell urged DCTRA members to participate with AAHC on legislation by writing our representatives protesting the sales tax charge on private sales of automobiles. The AAHC has been active in the past concerning laws on all vehicles requiring seat belts (including antiques) and also laws concerning bumper height which would have affected TR's.

The Jaguar Club meeting and show at Biltmore Fashion Park was announced for March 19th. On March 27, 1983, was the Phoenix Rallye Organization rallye school.

April 9 and 10 is the Miller Eloy Grand Prix in which Tom Pennell and Bob Schaller will be participating. Saturday morning will be practice runs, with the governor's race in the afternoon. Sunday morning will be a car show, with races on Sunday afternoon. Participation in the car show by our club was discussed.

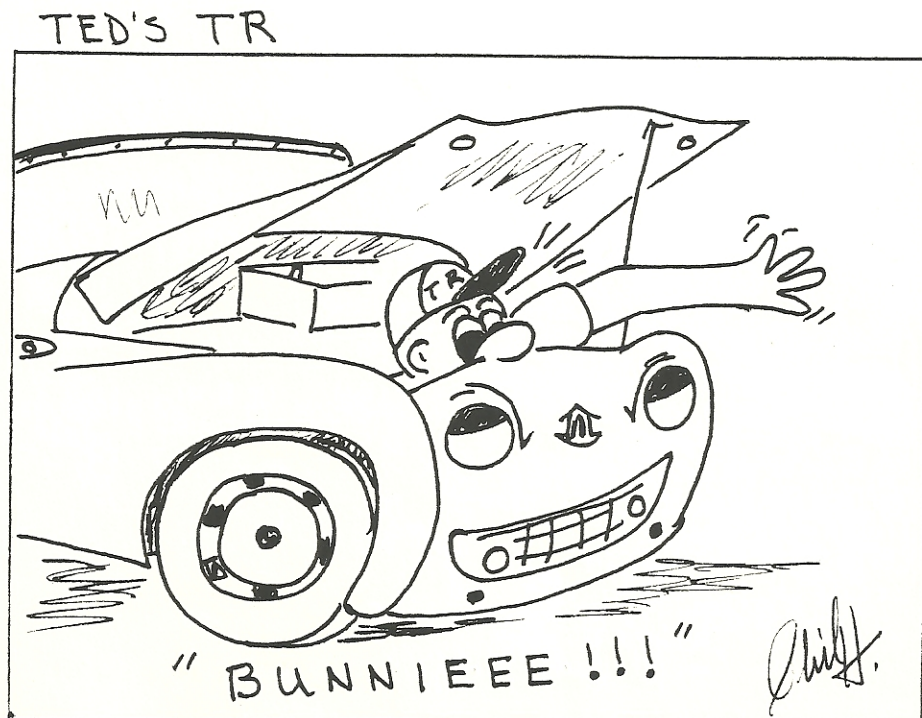
Our club's rallye by John Gallen was discussed.

There will be an AAHC pancake breakfast on April 17, 1983, at Washington Adult Center, located on Northern, east of the freeway.

NEW BUSINESS:

Tom Larson brought up the subject of a British Car Day where all the British Auto Clubs get together. Digger Davitt tentatively volunteered to coordinate it.

The meeting was adjourned at 9:00 PM.



XOXOXOXOXOXOXOXOXOXOXO
UNDER THE BONNET
by Sue Hunt
XOXOXOXOXOXOXOXOXOXOXO



This month I tracked down a person who is visible to us all in the club because she has been very active and faithful as our Secretary/Treasurer....
BEV PETERSON.

Bev was raised in Southeast Missouri, Cape Girardeau, to be exact. She has been in love with Triumphs a long time and is probably the first to admit that once you fall for a TR they seem to follow you home thereafter! She was a "part-owner" of a British racing green TR-3 in 1968 and while the price was right (\$300) she spent lots of weekends watching it being worked on. The thing she seemed to learn from that was that you need more than one TR if you want one to drive...so the next time around she was the proud owner of approximately 2½ cars...a 1961 blue/silver combination that actually ran; a red TR that sat in the garage and laughed; and finally one purchased parked in a ditch (and it's still there as far as Bev knows). She had all these TR's for two years and figures she probably drove them a total of 600 miles and the rest of the time they were down!

Bev moved to Arizona in January 1981 and bought her blue 1959 TR-3A in April of that year. One of the big attractions of Arizona was being able to comfortably drive a sports car year 'round. She hardly ever gets away from cars...even in her work. Bev is an Installment Loan secretary at the Bank of Scottsdale and does mainly car loans.

Bev has enjoyed being in the Triumph club and meeting lots of new people; in fact, she met one very special person last February when we were planning the Picacho Peak event. Pete Peterson was rebuilding his car then and Bev offered a ride to the event for one person. She jokingly says "His car never got fixed and he's ridden with me ever since!" They were married October 9, 1982, with TR's and drivers in attendance. Together Bev and Pete have quite a family of Triumph'sa '54 TR-2, a '59 TR3A, a '61 TR3A, a '64 TR-4, and a '73 TR-6. Their goal is to get them all running at the same time!

LOOK! Should anyone be interested in doing a "troubleshooter" column for the newsletter? Our readers could mail in questions about or problems encountered with TR's and your job would be to get the answer for them... our club has a wealth of information so it would just mean a phone call or two. A good way to get to know members better and help us all be better informed!
Call 867-7576, Phil or Sue Hunt, for more information. Get involved!

TRTRTRTRTRTRTRTRTRTRTRTR
TRIUMPH WORKSHOP
by Bob Schaller
TRTRTRTRTRTRTRTRTRTRTRTR

CARBURATION

The merits and demerits of SU carbs have been batted around for years. Generally your first urge is to throw these sons of jackasses out in the back alley and get something else. ---DON'T DO IT!!! A bit of understanding and some do's and don'ts can cause them to perform like the champions they really are. Only a couple of things ever really wear out and that is:

1. Throttle shafts and butterflies
2. Jets and needles

Wobbly throttle shafts must be replaced. Fortunately the bushings in the body seldom go bad except in a few radical cases. If the body bushings are bad though, you must find that friendly machinist to have the holes re-bored to an inside diameter of .313-.315". New shafts should measure .3120 - .3125. Since the chore of refitting the throttle levers requires a good drill press, get him to fit the shafts completely. Trying to drill these shafts with a hand drill usually ends in some sort of utter disaster.

Refit the throttle butterflies. Be certain that they are centered in the body BEFORE tightening the two little screws. These break easily so don't get ham-handed with them. If the space around the perimeter of the butterfly shows an all around halo of light, new butterflies are a must.

Jets & Needles - If the needle shows a satin finish on the tapered surface near the base or has any longitudinal scratches it is not serviceable, nor is the jet. It has been improperly centered and this is the primary cause of needle wear. The Beck Arnley stores supply a kit, SALL369, that contains the proper jet and needle along with all the rest of the junk you need to rebuild the carb.

Polish the surface of the jet on a cloth buffing wheel with jewelers rouge to a near mirror finish. Then your new seals have a fighting chance for a long, leak free life.

Install the needle into the piston with the shoulder flush with the face of the piston. Soak all the cork gaskets and seals in clear water for at least ten minutes before installing them.

Pistons and Domes -

DON'T MIX PARTS --They are a close machined fit done on highly specialized machines and are matched sets. Wash in laquer thinner using the proper respect for the dynamite-like characteristics of this foul smelling liquid. Best do it out in the yard and not next to your gas hot water heater in the carport or garage. Leave orbiting the earth to the space shuttle. Blow dry only, Never, but Never scrub or sand the inside surface of the dome or the outer edge of the piston that rides adjacent to the dome. Such is a quick way of producing total irreplaceable junk. Don't drop them either - they dent verily, yes, even easy and it requires one of those small miracles heretofore mentioned to fix them. A few notable times it has been done, BUT! --

The mounting flange surface of the dome often has nicks and burrs that should be removed. They cause the dome to sit improperly on the body just a few thousands of an inch cocked and distort the dome. This leads to otherwise unexplainable sticking of the piston. Get out your flat glass plate and a sheet of 400 grit Wet-or-Dry paper and a bowl of water. Smooth the face of the dome by gently rubbing on the paper on the glass surface. Go both with circular motion and alternate back and forth. Just a few strokes will produce a uniform gray satin surface. A jewelers file will take off any burrs on the mounting face on the body likewise,

TR WORKSHOP CONTINUED...

Never work the piston up and down in the dome when there is dirt and you get resistance or a scratchy sound. You can ruin the fit very quickly!

Centering the Needles -

With the carb body in a vise and the jet locking nut loose about $\frac{1}{2}$ turn gently set the piston on the body. If it doesn't readily allow the needle to enter the jet all the way, DON'T FORCE IT, but wiggle the locking nut or gently tap on the carb body until the needle falls by its own weight. Set the dome and spring into position and with your finger lift the piston then let it fall free and at the same time, using a 13/16 wrench on the nut, rotate the nut through a $\frac{1}{4}$ turn and repeat this routine until the piston falls to the bridge with a positive "click" sound. Fasten the dome to the body with the 3 screws and then recheck that the needle is still clearing the jet completely. If it is sticky, leave the screws in place but repeat the nut wiggling and piston falling routine until you get the "click" again. Only then is the needle and jet properly aligned. All this time the jet adjusting nut should have been in the uppermost part of its thread (leanest position) also the jet lever should be checked that it is in the most forward position so the jet will have been in its highest setting. The commonest error in jet centering is doing the whole bit with the jet slightly down from the lean position and so you are not on the fattest part of the needle and your setting is inaccurate.

Now you can make the initial mixture setting by turning the jet adjusting nut down 8 to 10 flats. (A "flat" is one-sixth of a turn). This will give a proper mixture for initial starting and isn't very far from the final mixture setting you will have if all is in proper order. When radical carb settings are necessary, you will generally find that it is not the carbs that are the cause of the trouble.

After the carbs are back on the manifold, thoroughly warm the engine to full operating temperature before attempting any further adjustment. There are a couple of important things to do before trying to set anything:

1. Loosen one of the little $\frac{1}{4}$ headed bolts on the throttle shaft connectors just enough that the throttles will work independently.
2. The connecting rod between the two choke adjustment levers must be disconnected also.

All through the adjusting process, keep checking that the choke levers are always in the most forward position. The spring is supposed to keep them there but some of the springs are too anemic to do the job. Follow instructions in the manual for setting the mixtures then as a final check on your success, get on your prayer bones so you can see into the carburetor bores after re-tightening the throttle shaft connectors and watch the piston rise and fuel spray pattern, as you rev the engine to about 2000 rpm. They should rise simultaneously and to the identical heights and the spray patterns should look like twins. If these conditions are not met, release the throttle shaft connectors and start over.

Do's and Don'ts:

1. Hold the throttle shaft levers against their stops when tightening that little bolt.
2. Put 20 weight oil in the piston dampers
3. Don't overtighten the damper. You are sure to strip out the threads if you give a 13/16 wrench a full twist.