

Triumph TRumpeter



OFFICIAL NEWSLETTER OF THE DESERT CENTRE - TRIUMPH REGISTER OF AMERICA

MEETING DATE MEETING DATE *
MARCH 8
KACHINA INN 8:00 PM
1102 N. CENTRAL
SEE YOU THERE SEE YOU THERE

FEBRUARY 1983

* EVENT EVENT EVENT EVENT EVENT
FOR MARCH FOR MARCH MARCH
Boyce Thompson Arboretum
March 13, 1983

FROM THE PRESIDENT:

Well, looky here! Another month has come and gone and a DCTRA progress report is due to you. You may have noticed that your mailing label was printed by a computer. This will save time in mailing and considerably lighten the task of our newsletter editors. Unfortunately, there is not room in the computer program for associate member's first names, so please excuse the omission. We haven't forgotten the associate members, and they are as valuable as ever. Sometimes progress has its price.

Speaking of progress, the Phil and Sue Hunt TR-3B is virtually complete and will make its grand entrance at the tour to the Superior arboretum on the 13th of March. Look elsewhere in this newsletter for details of the event and DON'T MISS IT!!! This should be the prettiest drive we take all year. The rains have turned the desert into the biggest flower garden you'll ever see.

Last month, three TR-3's, a TR 250 (and Larsen's ubiquitous Buick) made a pleasant drive to Pioneer's Living History Museum near Black Canyon City for a picnic and a tour of the museum. The weatherman cooperated, sort of (it didn't rain, but it was kinda chilly). All in all, it was a fun afternoon to meet friends and relax. Those of us who were there missed those of you who weren't.

So far, none of the people listed last month in this column have sent their annual dues (still only \$10.00) to Bev Peterson. C'mon, folks, we need you. We'll repeat the list in case you've forgotten:

Rich and Barb Pace	12-31-82
Joe and Wendy Chavez	9-30-82
Ken and Cindy Stoorza	10-30-82
Larry Graham	10-30-82
Bob and Peggie Horn	12-31-82
Gil Simmons	01-31-83
Edgar and Bettye Brannon	1-31-83
Jon Leet	01-31-83
Joe and Carol Reagle	01-31-83
Dale and Janet Behie	01-31-83
Larry Kutz	01-31-83

This newsletter and two more will be all that you'll receive unless you re-up. You really don't want to miss out on all the TR-BS, do you?

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

LET'S KEEP 'EM ROLLING!
TOM

MARCH 13, TOUR - BOYCE THOMPSON ARBORETUM

CHARGE - \$100 PER ADULT - FREE FOR CHILDREN TO 17 YRS.

A remarkable concentration and variety of plant, animal and bird life make your visit a fascinating experience and besides three marked nature trails ready for exploration, there is the additional inducement of a shady picnic ground just made to order for hot dogs & sundaes.

The Arboretum displays 6,000 species of trees and other plants from throughout the world with special emphasis on those from arid regions. This area has become a haven for countless birds and for animals ranging in size from three-inch long Desert Shrews to the Mule Deer. More than 150 kinds of birds and 40 species of mammals have been identified here as well as many insects, reptiles and amphibians.

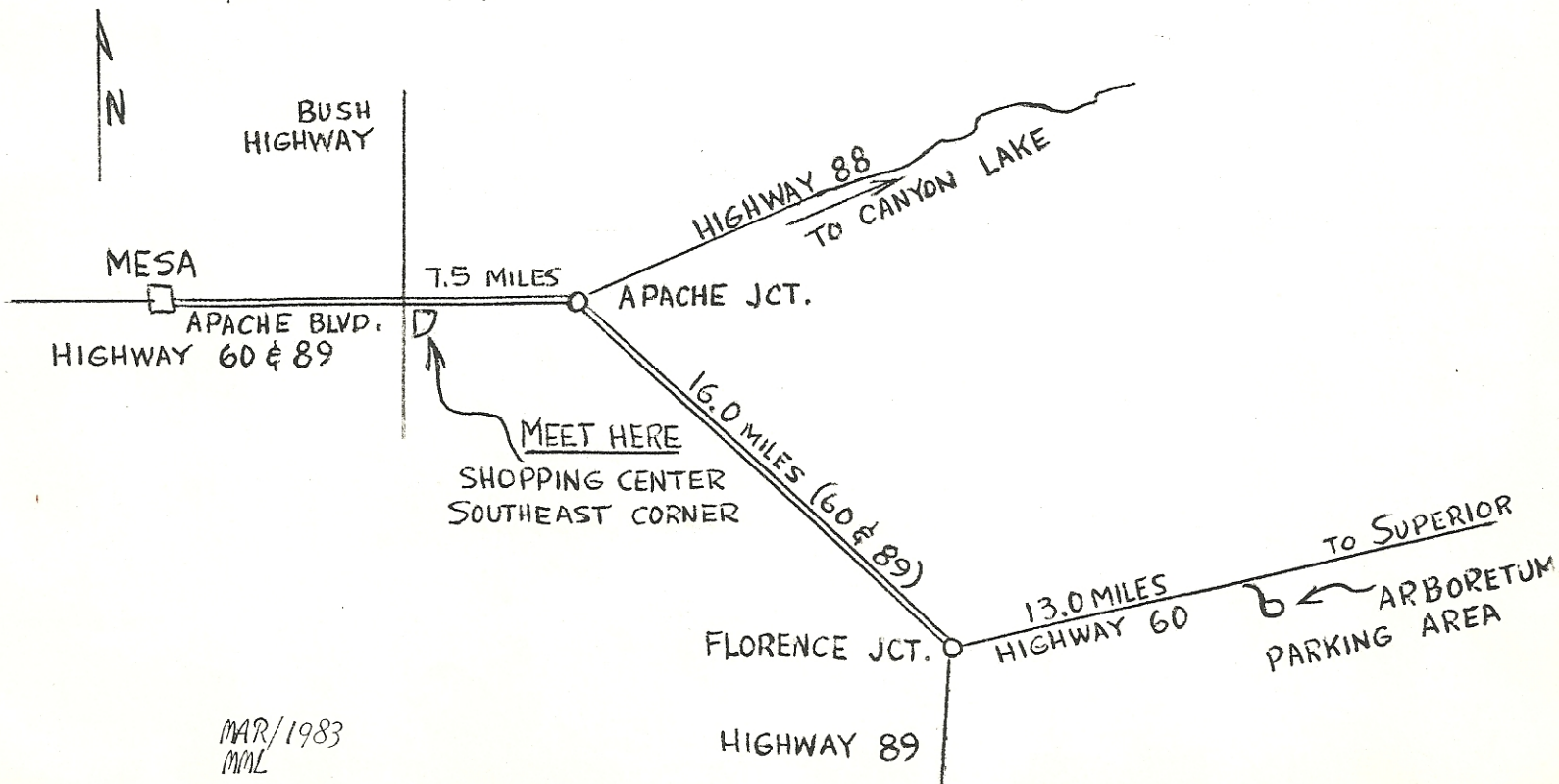
There are several shady groves including some splendid stands of Eucalyptus. This upper Sonoran Desert Zone includes many cacti and other typical Southwest Desert Natives, but there are also large numbers of plants introduced from other regions and countries. In fact, growth is so varied and so dense that some parts have the appearance of a lush tropical garden.

MEETING PLACE: THE SHOPPING CENTER ON THE SOUTHEAST CORNER OF APACHE BLVD & BUSH HIGHWAY, U.S. HIGHWAYS 60 & 89. FROM THIS POINT WE WILL TRAVEL EAST TO APACHE JCT. (7.5 miles) THEN TO FLORENCE JCT. (16.0 miles) THEN TURN LEFT ON HIGHWAY 60 TOWARD SUPERIOR TO THE ARBORETUM (13 miles) ON THE RIGHT OF THE HIGHWAY.

TIME: 11:00 AM - We will wait 15 Minutes and then leave. If you are running late, just follow the Route listed below!

SEE YOU UNDER THE BOOJUM TREE!!!

If there are any questions, please contact TOM LARSEN. - 275-1398



TRTRTRTRTRTRTRTRTRTRTRTRTRTRTRTRTR
TRIUMPH WORKSHOP
by Bob Schaller
TRTRTRTRTRTRTRTRTRTRTRTRTRTRTRTRTR

II

So then, lets get to basic tune up. Points covered in the shop manual will not necessarily be repeated, only additional fine points to help with a successful job will be touched on.

A. COMPRESSION TEST

An engine without reasonably EVEN compression CANNOT BE MADE TO RUN WELL, PERIOD! So always do this FIRST!!! Even if you did it last week, things can change so fast to affect the reading that when trying to sort out a problem, First Check the Compression. If the readings are below 120 psi on all or any one cylinder, you are facing major repairs. Sorry about that but I didn't wear out your little beastie. A good engine will crank up 135 to 150 psi readings with a maximum variation between highest and lowest of no more than 10 psi.

B. IGNITION SYSTEM

Do the ignition system before fooling with the carburetors, This is true of any engine and not just for TR's. Trying to adjust carbs with a malfunction in the fire department produces only utter frustration.

1. Check the distributor advance mechanism

It is assumed throughout that you have, or have access to basic test equipment such as compression gage, timing light and dwell meter, etc. and know how to use them. Most of the procedures can be done with a basic, well equipped set of hand tools. Unfortunately some are uncommon, and you will need access to a skilled machinist friend who likes challenges and at times is capable of either "BLACK MAGIC" or an occasional small miracle.

Many distributors have shown up with stretched advance weight springs or the cam frozen to the drive shaft. Use a good penetrant (WD40 for one) and it will ordinarily be coaxed loose. It will be rusty, so polish the surfaces with 600 Wetordri paper with water and then lubricate with Lubriplate or a good moly grease, when putting it back together.

Unfortunately the springs are a hopeless situation at present. Lucas Part Nos 421277 and 54411614 have not been available for several years; however, there are hopes for a new supply in the near future. While the cam is off the shaft, check the upper bushing and if it is wobbly you must find that machinist friend to get it removed, replaced and reamed to fit the old shaft. A wobbly bushing puts an abrupt end to any chance of success.

2. Plug wires

Do not expect carbon core plug wires to live much over 24 months. The copper core wires last much longer but they do create radio interference which will make you very unhappy if you are addicted to such miserable devices.

3. Spark Plugs

Plugs function at PEAK efficiency for only about 8000 miles. This comes from a long time friend who has worked for a major plug manufacturer as a design engineer for over 30 years. NUFF SAID!

TRIUMPH WORKSHOP CONTINUED.....

4. Setting Timing

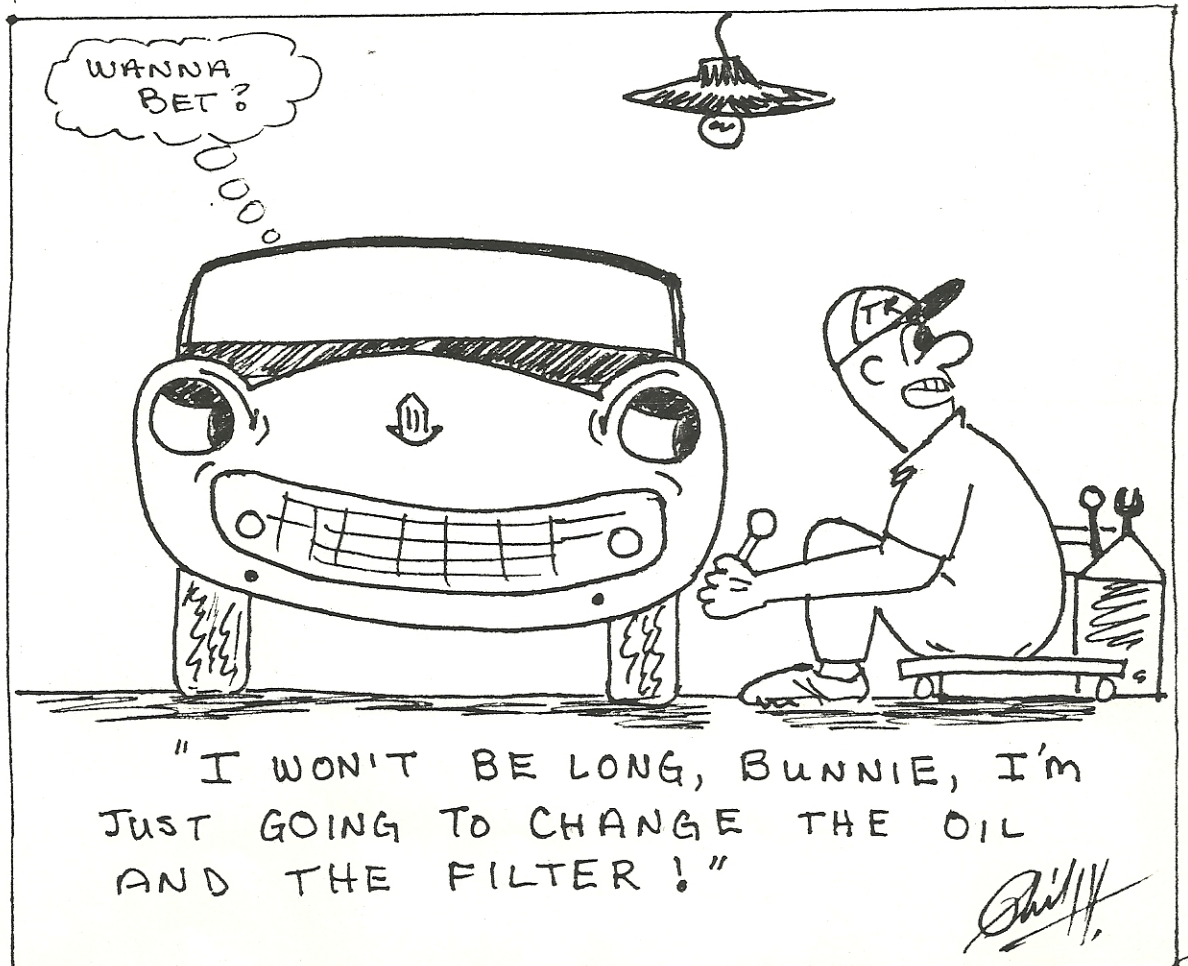
The shop manual static method is recommended but if you insist on making the initial setting with the engine running you must get the idle speed to under 900 rpm. Otherwise the advance mechanism, if it is working properly, will defeat you. Settings made at 1200 rpm have checked out to be as much as 15 degrees wrong.

5. Valves

Remove the rocker arm assembly and look at the face of the rocker arm where it contacts the end of the valve. Indentations on that face will prevent you from getting correct valve clearance settings USING A FEELER GAUGE. Your only option then is to either reface the rockers or use a dial indicator to measure the valve clearance. Blow out the oil passages in the rocker arm shaft and also the mating hole at the base of number 4 pedestal. (That is the little hole). If the oil holes are not clear, soak the whole mess in carburetor cleaner to get the sludge out. This makes sure that you get proper top end oiling and is so often neglected. Check the valve springs. A broken spring will wreck the spring seat on the top of the head and the fix cost lotsabucks. Also wiggle the rockers on the shaft; looseness says "I need a new bushing" loud and clear.

Remove the push rods ever so very carefully. You must break the suction of the oil in the tappet before they can be pulled out. If you accidentally pull a tappet out of its little hole you can get it back only by REMOVING THE HEAD COMPLETELY! So watch it. Roll them on a flat surface (A good piece of $\frac{1}{4}$ inch plate glass makes a very fine surface plate). If they are bent you can detect it easily when they roll.

NEXT MONTH: CARBURATION



XOXOXOXOXOXOXOXOXOXOXOXOXOXOXOXOXO
UNDER THE BONNET
by Sue Hunt
XOXOXOXOXOXOXOXOXOXOXOXOXOXOXOXOXO



Since Phil and I were gone for nine days this month, (and it is a short month) I lacked time to interview the person of my choice...and SHE knows who she is...so I decided to write about the person I know best and promise to do my job properly next month.

Phil and I were married while he was in medical school and I worked as a secretary awhile and then as a high school English/Speech teacher. We drove a series of decrepit old cars, each one dying eventually of old age. Our first brand new car I'm pleased to say was a 1968 TR 250; we drove it to Washington, D. C. from Missouri; it survived D.C. traffic with only two mishaps; we got rear-ended twice and then once again in Connecticut. We then drove coast to coast in the TR, two adults, one 2 year old and one very wiggly dog. We then lived in Hawaii for three years and yielded to the temptations of a station wagon after the arrival of two more babies. When we left Hawaii we also left our TR...a decision regretted since.

We moved to Phoenix in 1973; while here I did a year of graduate work at ASU, taught at Cross in the Desert PreSchool and decided to buy a spinning wheel. We moved to Oregon in 1977 and while there I worked in Phil's office part of the time and developed a love for weaving during my free time. Just before we moved back to Phoenix I acquired a floor loom and was well on my way to being a full time weaver. While in Oregon I taught spinning classes and made frequent visits to my friends sheep ranch, learning about various types of wool and what works best for spinning. Needless to say, I had to change my interests a bit living in Phoenix, and I have taken several cotton spinning workshops and am working with cotton a lot now. I have done demonstrations for elementary schools, interior design classes art fairs, Scouts, and various church groups in addition to my studio work. I teach classes in spinning and weaving, usually waiting until I get a group together rather than on a formal basis. This allows more time for my own weaving and also time to type newsletters!

Our children are now 15, 12 and 12...and we still can't figure how to fit them all in a TR...but now that the TR3B is FINISHED we sure won't part with it!

SPECIAL ANNOUNCEMENT SPECIAL ANNOUNCEMENT SPECIAL ANNOUNCEMENT
#####

APRIL 9th and 10th....ELOY GRAND PRIX! YOUR PRES. WILL BE THERE RACING THE YELLOW SPITFIRE. You have ALL been invited to exhibit your TReasured TR's Sunday, April 10th. PLAN TO BE THERE if you can!!!

#####

ANOTHER SPECIAL ANNOUNCEMENT:

***** ***** *****
Sunday March 13 is Phil's birthday; he won't let me say which one but it is a biggie, mid-life and the beginning of over the hill. Plan to celebrate with us on the trip to the Boyce Thompson Arboretum!