

Triumph TRumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA

"ALL THE NEWS THAT FITS - WE PRINT"

PRESIDENT: ROGER GUZOWSKI - 997-2583
NEWSLETTER: DIANE CARNEY 942-1113
FAX: 375-3559

DECEMBER 1998

Vol. 19, #12

MEETING: DECEMBER 8, 1998 @ 7:00 PM
EL ZARIBAH SHRINE TEMPLE
552 N. 40th STREET

CLUB OFFICERS

V.P. & Events:	Mike Thomas	569-3444
Secretary:	Beth Horton	843-1399
Treasurer:	Ron Strong	906-0103
Newsletter:	Diane Carney	942-1113
Tech Advisor:	Armand LaCasse	- 870-8585
Historians:	Mike and Joyce Bayne	938-1282
Membership:	Tom Pennell	951-8472
AAHC Rep:	Roy Stoney	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 602-951-8472

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PROJECT CAR STATUS

**BODY IS IN THE PAINT SHOP
CHASSIS IS AT ROY STONEY'S
SHOP. YOU CAN GO THERE AND
WORK ON IT ANY WEEKDAY!**

COMING EVENTS

Saturday, DECEMBER 12
DCTRA CHRISTMAS PARTY
and GOOFY GIFT EXCHANGE
Nancy Herman's house
Details Below

OTHER EVENTS

December 19
ASRA RACE & PLAY DAY
Phoenix International Raceway
Timing & Scoring Help Welcome!
Call Tom at 951-8472 to volunteer

WHAT'S GONNA HAPPEN THIS MONTH

This month's event will be our Christmas Party. The date is December 12th at 7:00 PM. Nancy Herman has graciously allowed us to hold the party at her home. She will be cooking a turkey and lasagna. We will all need to bring a side dish to share. Call Nancy at 767-7184 and tell her what you would like to bring. The club will provide soft drinks. If you would like adult beverages, you need to BYOB. Also, each person who wishes to participate in the gift exchange should bring a wrapped gift worth (not to exceed) ten dollars. For those of you who have not seen how our gift exchange is conducted, you are in for some great fun!

Directions to Nancy's house (in the Stone Gate Community) are as follows: Go east on Shea Blvd. to 110th St. Turn right (south) on 110th until you come to Mountain View Rd. Go left on Mountain View until you arrive at a guarded gate. Tell the guard that you are coming to the DCTRA party at Nancy Herman's. Once inside the gate, take the first left (Bell Court) and then left again. The address is 9397 N. 114th Way, which is a cul-de-sac.

Hope to see you all there!

Mike Thomas, Events Chairman

THE HORTON REPORT

SPARKING PLUGS 101

LESSON ONE

Consider the lowly sparking plugs. They are the heart of your ignition system, and I wager you only think of them as last resort. I am guilty of the same. Over time I collected information on these little beauties from books, pamphlets and folklore. Here 'tis for your consideration:

A black carbon coat on the plug indicates a rich condition, a tan almost non-existent coat shows proper fuel mixture. A plug gunked up with oil shows bad rings. We all know this, however.

The "reach" of a plug is important. It must just protrude into the cylinder. One too long can hit the piston and be very hard to extract. A short plug will not fire the mixture properly. Want better ignition? Orient the opening of the ground toward the intake valve using copper spacers. By marking the opening side with a black marker, you can do this easily.

Using an electronic ignition system? They offer plug gaps of .050 or more. Use this with compression ratios of 9 to 1 or less. High compression ratios and the resulting pressure cause more resistance to sparks. Narrow the gap to .035. Think you have too much gap? Pull off a wire and look at the insulator; if it has tracks like pencil marks, narrow the gap slightly. Aluminum heads and steel plug bodies do not mix. Bimetal electrolysis will seize the plug in the threads. Use a good anti-seize compound and avoid losing the threads. Are the plug wires dirty and oily? Clean them with 409 or GumOut on a rag, then with Armor-all. Dirty wires don't look good and deteriorate quickly, which causes misfires.

Do you plug wires have 30,000 miles on them? Replace them if you see arcs on a pitch-black night or find a blue corona around them. Hook an Ohmmeter across the ends: if it's open, or if the resistance changes when you run your hand down them, they need to be changed. If there is no resistance, the ends might not be making contact with the center conductor.

Reading plugs is an art. Install a new set of plugs and take a run to warm up the engine. Pull them and look with a magnifier. Other than the obvious coatings, small specks around the electrode show a detonation condi-

CONTINUED NEXT COLUMN

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SPARK PLUGS - CONTINUED

tion. If the tip is burned away or the ground is also burned away, check fuel mixture and timing. You probably have detonation. Look at the porcelain inside the plug. The ring deposited there shows the heat transfer point. If the ring is at the tip of the porcelain, you are running too rich. If the ring is closer to the bottom, the mixture is lean. When installing new wires, they tend to stick on the plugs. A spray of WD-40 will help get them in position easily.

Next time you change wires consider spiral wound ones. They don't interfere with radios and they actually improve performance. Got a possible dead plug or cylinder? Do not pull the wire and look for the spark. Newer or older electronic ignition systems will self-destruct from not having a load to put the energy into.

SPARKING PLUGS 101

LESSON TWO

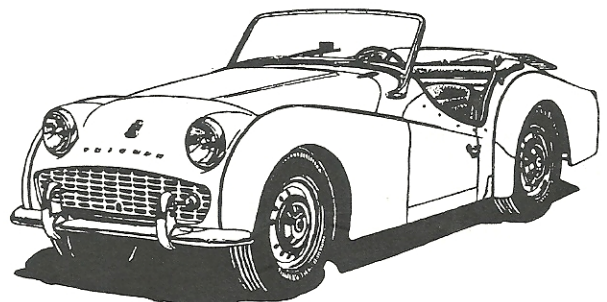
One very dark night open the bonnet and look at the sparks. Stray sparks jumping around plugs where they should not be can be tamed with some dielectric grease from MSD. Separate the wire leads using plastic spacers. This eliminates cross fire. Are you running lean or rich? Pull off the manifold vacuum line. If the engine speeds up, it's running rich, if it stumbles or dies; it's too lean.

Having trouble getting the proper plug wires the correct length for your car? Too long or too short? Try a bulk kit with spiral wound cores. You can trim them to the exact length you need.

Heat range is important. This is the ability to transfer heat from the electrode into the head. A "hot" plug can cause pre-ignition, and can burn off the electrode. A "cold" plug will foul and misfire.

Don't use wires with brass connectors and distributor caps with aluminum inserts. Moisture will cause corrosion and misfires. If you use low octane petrol, check to see if your plugs are in the correct range. A hot plug can cause pre-ignition or detonation. Today's fuel being lower octane and no lead burns much hotter and faster than older fuels. This may sound silly, however octane ratings are confusing. The lower the octane rating, the hotter the fuel burns. The higher the rating, the slower and cooler the burn rate. Higher performance engines need slower burning fuel to develop more horsepower, a hot fuel will detonate and damage an engine.

Cheerio, John Horton



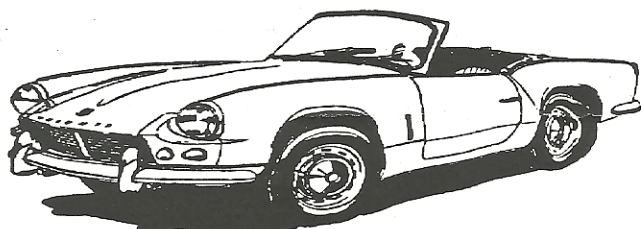
DIANE'S TIDBITS

Gee! I nearly forgot to do the Newsletter this month, it came so suddenly. We had a deliciously fun Thanksgiving feast with the Hortons and then Eric's Uncle and Aunt from Orlando, FL surprised us with a very enjoyable two day visit over the weekend on their way to Laughlin for a little R&R. Then, back to work, etc., etc. You know the routine.

This is an especially busy time of year for everyone, but I hope all of you are planning to attend the Club's Christmas Party at Nancy Herman's on the 12th. There are details elsewhere in this issue. I also want to remind you to be thinking about the coming election of officers for the 1999 year. I think this year's group has done an outstanding job of it, don't you?

I also want to thank all of you who have contributed articles for the Newsletter, you know who you are. I could not have done it without your help and encouragement. And, my thanks to Tom Pennell, publisher, for his tutoring and patience throughout this whole year while I attempted to learn about being a newsletter editor.

See you at the meeting. Ta, Ta,
Diane



COMING EVENTS

BACK BY REQUEST: The other British car Clubs have asked the Arizona Mini Owners to repeat a Christmas Lights Tour in December in place of the usual Sunday morning breakfast run. Meet at Power & Main St., Mesa at 5:30 PM on Sunday, December 20th, 1998 if you wish to join them.

BARRETT-JACKSON DESERT CLASSIC ROAD RALLY presented by Gauthier, beginning on January 16, 1999. The annual rally for 55+ selected classic and vintage vehicles and their crews will include five days of exciting driving along interesting back roads that snake along mountain ridges and through scenic low deserts, and provide unparalleled views of some of the most breathtaking natural scenery in the world and will culminate with the Barrett-Jackson Classic Car Auction. The adventure will begin in the historic Scottsdale Fine Arts District.

THE HIGHLAND GAMES at MCC on February 27th & 28th. Come for one or both days if you can. Fun for the whole family.

ALL BRITISH CAR DAY will be held Sunday, March 14th at Heritage Square in Phoenix. Lets have a good turnout, come rain or shine!

MINUTES OF THE NOVEMBER MEETING

Thirty persons were present for our November meeting, called to order at 7 PM. Visitors were Dennis Havershaw, Clay and Pam Reingold, and Gene Glenn. Mike Mullen re-appeared. Minutes were accepted as printed, then Ron gave the Treasurer's report.

Events: Mike told about the upcoming trip to Pioneer, Arizona. The Mini Club is sponsoring an evening run in December - details forthcoming. In January, the Lotus club will sponsor the all-European breakfast run. Tom brought up the ASRA test and tune on Nov. 21, with a drivers' school in the morning.

Call Nancy Herman at 717-7184 to arrange which dish to bring for the Christmas party, Dec. 12. Directions to her home will be printed in the newsletter. If you're shopping, gifts for the exchange are to be no more than \$10.

Ron said he had been approached by El Zaribah concerning their Childrens Circus. He asked if the club was willing to help sponsor their charities, in \$7 increments, which is the cost of a ticket. A motion was made by Julius, seconded by John H., that we donate \$280 as our Christmas project. Motion passed. In that spirit, we had a quick Christmas basket demo by Gracie.

A Newsletter report was given by Diane, followed by the Project Car update. The chassis can be worked on daytime hours (8 to 5) on weekdays at Roy Stoney's Garage, 3988 East Air Lane, behind the Greyhound Park off 40th St. Just walk in and help clean it up. Bring your own supplies. Someone suggested that a chalkboard would help coordinate the project. The body painting, red, will begin shortly. Tom said that the target date is the 2000 Triumphet. We will still need some small trim and other interior tidbits. Dave Riddle offered to donate seats.

The Champagne Brunch is coming up in January, and a spot must be chosen. Members are to look into it and report back next month.

Nominations for 1999 officers are open and will continue next month and at the brunch. Preliminary nominations are: President, John Reynolds and Eric Carney. Vice President, John Horton and Duane Schoen.

Tech Session: Chris W. had switch problems, which inspired Tom to quote an added chorus to the Lucas song he had penned. Dave Riddle had questions on TR3 suspension for racing. Bev Peterson needs a source of a replacement brake fluid reservoir for a TR6, as the old one has crumbled. From Brian Floyd came a question on collector car insurance companies. It was advised that when comparing, be sure to check the limitations each company specifies.

Cars for sale followed, quite a few. Lastly, there was an auction of parts donated to the Project Car Fund.

Meeting adjourned at 8:10 PM.

Beth Horton, Secretary

CLASSIC-FIED ADS

FOR SALE = Convertible Triumph Spitfire - Royal blue with hard top. Runs and looks excellent. Needs nothing. Must sell. \$2500.00 OBO. Call 849-4409. (10/98)

FOR SALE = New TR8/TR7 parts: Front Badge - \$40; Horn/light switch - \$80; Water pump TR8 - \$140; Clutch Master Cyl - \$125; Tail light lens - \$250/pr (extra RH - \$125); 140MPH speedo - \$?; Window regulators - \$40/pr; (2) License plate lamps - \$?; Temp. Gage - \$?;

Plastic inst. cover - \$?; Dash light escutcheon - \$?.

Used stuff: 5-spd trans, rebuilt - \$500, Spare 5-spd trans (condition unknown) - \$?; Rear end complete (no struts) - \$125; Bonnet (late TR7 or TR8) - \$100; LH door - \$50; RH door - \$75; Make offer on all the following: A/C unit complete (York comp.); Ignition switch with NSS pigtail; Center console; 3-switch panel (one black, one gray); Misc dash switches; front and rear side markers; (2) manuals; TR7 factory parts manual w/updates; Wheel/tire, low mileage.

TR3 stuff: Black canvas top (New In Box), no fasteners - \$120

This is a package deal, I HOPE, so let's talk a fair deal. If you want only a piece or two, it is current list or whatever the traffic will bear. THIS IS NOT A GIVE-AWAY! Call Jim Hughes at (602) 924-3565. The answering machine is always on. (11/98)

WANTED = TR6 Rims. Call Tom Jury at 877-2829. (11/98)



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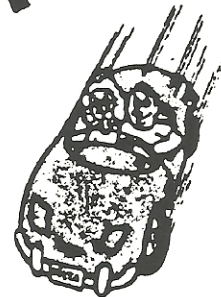
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