



TRiumph TRumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTER—TRIUMPH REGISTER of AMERICA
PROMOTING TRIUMPHS AROUND THE WORLD
WITH OUR SISTER CLUB,
THE ISLE OF WIGHT TRIUMPH CLUB, U.K.

THE PREZ SEZ

Now that November is upon us you have no excuse for not driving your Triumphs regularly. Fall in Arizona is the start of our driving season, so if the hot weather of summer kept you (or your Triumph) from participating in club driving events, that reason is no longer valid! Honestly, I for one can't imagine needing a reason to go out in my Triumph. For season starters, we just had the trip to Triumphest '06 in Buelton, CA (near Santa Barbara).

Those of us who were able to make the trek over there had a great time. There were over 150 Triumphs, including a couple of Vitesses, a Harold "estate" and three old 2000 Roadsters! Very cool. We had a pretty good representation of the DCTRA in attendance with several Spitfires, TR6's and my TR3. We may not have made up a majority of the cars while there, but I feel we acquitted ourselves very well in our performance.

I believe all of our cars received a Gold or Silver in the Funcours event, and that's in spite of their unusually strict approach; i.e. more *concours* than *funcours*. They deducted points for the lack of things like bumpers (those wusses) and wanted hoods (tops) erected...hard to do without the windshield! Well, enough about

my own personal peeves.

When it came to *real* performance, the DCTRA members kicked arse beyond our attendance numbers. In the autocross, the overall winner (fastest time of the day) was our own Ken Schmidt in the "Smedley Green" Spitfire with a time of 45.3 seconds. Fastest overall in the Women's category was Kathy Nuss in their White/Red-striped early Spitfire. As you might have guessed, the very tight course benefited the smaller Spits over the TRs, but they really are the better handling cars. I have to say that I botched the first two of my three official runs, achieving only a 52.4 second official run... but my next run got down into the 48's, and my last try achieved a 46.6! Had that been official, it would have been the fastest of the non-Spitfires of the day. Of course, additional runs by others might have garnered improvements as well, but I prefer to think not, as I was really hustling that TR3 around. It was an all first-gear course for the TRs, assuming you preferred pushing nearly 6,000 rpm to trying to find first gear again without virtually stopping! Regardless, **kudos to Ken and Kathy** for their award-winning performances.

CLUB MEETING
Nov. 14, 7:00 PM

Location:

EL ZARIBAH SHRINE
552 NORTH 40TH ST.
PHOENIX, AZ

COME EARLY, HAVE
DINNER & SUPPORT OUR
BENEFACTORS

In This Issue

Prez Sez	1-2
- Officers	2
- Appointees	
- Meeting Minutes	3
- New Members	
Membership App.	4
-Visitors	5
-Planning Committee	
-Classic-fied	
Calendar of Events	6
Tech. Session	7
Tale of Two Tires	8-9
Triumphest 2006 Pictures	10-13
Trevors Adventure	14
Spitfire & More	15
- Gordon's Car	16-18
- Contributors	
- Extracting Nuts...	
The Roadster	19
PhoenixFlowerShops	20

November 2006

Volume 27, Issue 9

The Prez Sez (Cont.)

Whether you went for the show, the competition, or the tours—the countryside offered some wonderful roads and near perfect weather, not to mention a couple hundred crazed Triumph enthusiasts!

I will leave further mention of Triumphest to others, as I'm sure there is at least one other contribution by attending members in this issue. I can only stress that if you don't come out for these events, it's your loss.

Earlier this month (Nov. 4th) several members traveled down South for an All European Car Show at Tucson Estates. It was the first year for this event and attendance was not what they had hoped, but there was 50 to 60 cars there. By far they were mostly British! Several big Healeys and Jags, a couple of Sunbeam Tigers a big early Land Rover, even **one** MG! We did have four Triumphs there and **all** from our club! Kiwi, John and Matt Reynolds, Gene Glenn, plus Debbie and I all braved the pre-dawn chill to get down there before 8:00am. That's two TR6s, a TR4A and a

TR3. It was a fun and relaxed event by an enthusiastic group. We look forward to a bigger and better event next year!

Remember, check the calendar for this month's upcoming events. I promise (threaten?) you--the more events you attend, the more you will want to go to. Go to the shows. Go to the Cruise Nights. Just go to the market in your Triumph. Drive it to work once in a while. Now is the time of year to enjoy "motoring". Get out and DRIVE!

~Stu Lasswell



Club Officers

President	Stu Lasswell	480-786-0116	debnstu2@yahoo.com
V.P. & Events	Dave Riddle	480-610-8234	dave@microworks.net
Secretary	Deta Hampsch	623-434-1999	dehamps6@aol.com
Treasurer	John Reynolds	480-968-6078	johntempe8@worldnet.att.net

Club Appointees

Webmaster	Dave Riddle	480-610-8234	dave@microworks.net
Newsletter	Deb & Bob Tobiasson	480-361-1345	debgrace@cox.net
Distribution	Gene Glenn	602-264-2534	geneglenn@phoenixazcommercialproperty.com
Tech Advisors	Armand LaCasse & Roy Stoney	602-904-1037 602-231-0706	alacasse@valleycathedral.org royston469@msn.com
Historians	Mike & Joyce Bayne	602-938-1282	jimbpps@cox.net
Membership	Marty Clark	480-962-7848	martyclark@gmail.com
AAHC Rep	John Horton	602-843-1399	johnehorton@yahoo.com
Triumphest 2007 Chairman	Wayne 'Kiwi' Treloar	480-986-1268	treloar99@cox.net

October Meeting Minutes

Meetings are held on the
second Tuesday of each month

The October DCTRA meeting opened at 7:10 p.m. with President Stu Lasswell presiding. Minutes were approved as printed.

Our special guests next month come from the Isle of Wright, our Sister Club in England. We encourage Club Members and guests to drive their TR's to the next meeting, which will be held El Zaribah Shrine (Shriners in Phoenix) – 552 North 40th Street, Phoenix .

Our guests and new members this evening were Jim Andres and his wife Martha, (Jim and Martha own a 1966 TR4A) and Mike Verive who owns a 1974 TR6. We welcome back Augie Lopez who renewed his membership (he is one of our long-time members). Augie said he hopes to have his rolling chase on the road soon (he was working on this for the 1984 Triumphest!! Member, Dave Riddle, introduced his daughter Nikki who just turned 16. She will be driving her BMW on the BEAT this year.

The Treasurer said we are doing fine financially. Our membership chairman, Marty Clark, told us we now have about 100 members. For those of you who would like to use the DCTRA business cards, these will be available next month. Also, we will look into getting more of the window decals from Shirley in time for those attending Triumphest 2006.

Kiwi provided an update of our Triumphest 2007 plans. The next meeting will be held Sunday, Oct 29th at 4:30 at F-1.

One of the up-coming activities is the British Breakfast Run scheduled for October 22nd, followed by Triumphest 2006 next weekend. Our Club will be hosting the British Breakfast Run for the month of November. During this event there will be 'Food & Supplies drive' which will provide goods to a children's hospital. Plan to bring items to this breakfast run. Committee Chairpersons will ensure the donations are delivered.

Stu will make arrangements with Pam to bring her car to his house after Triumphest 2006 and work on getting it back together again. Another note of interest; Bev & Pete shared their version of the joint venture of buying a car with Armond.

Dea expressed '*Many Thanks*' to all who helped with the work in getting her car back on the road. She will be taking it on the Vintage Voyage to see how it runs.

Thank you to our Editors, Deb and Bob, for the new look for our newsletter. This new style is a 'work-in-progress' so please feel free to call or send your suggestions and comments to Deb so improvements can be made.

Next month we begin nominations for officers for the upcoming year. Elections will be held at the Champaign Brunch in January 2007.

The Club meeting adjourned a 8:00 p.m.

~ DETA HAMPSCH

Membership

Contact Marty Clark at 480-962-7848

for membership information.

Dues are \$18.00 per year

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WELCOME NEW MEMBERS!

Jim & Martha Andres - TR4 ~ Paul Brabant - Mark III
Mike Verive - 1974 TR6 ~ Mike Verive - 1974 TR6
Joe & Linda Winters - 1976 TR6

Jim & Kay Medland - Jensen Int. Convertible 2311-1314
& Jensen-Healey 1111-17492

Welcome back to:

Pete & Bev Peterson - 1954 TR2 TS1925LO
& 1961 TR3A TS65333L



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DCTRA 2006 Membership Application & Renewal Form

MEMBER INFO:

Name: _____ Spouse: _____

Address: _____

City: _____ State: _____ Zip: _____



Home Phone: _____ Other (Work/Cell) Phone: _____

E-Mail (needed for newsletter): _____

AUTO INFO:

Make: _____ Model: _____ Commission# _____

Make: _____ Model: _____ Commission# _____

Make: _____ Model: _____ Commission# _____

Length of Membership Requested (New memberships are prorated at \$1.50 per Month)

ONE year \$18.00 TWO year \$34.00 THREE year \$50.00

I Would Like to Receive the Newsletter Via: E-Mail US Mail

Comments/Suggestions:

*Return completed form to John Reynolds
Treasurer, 806 E. Campus, Tempe, AZ 85282*

Visitors from Isle of Wight

Friends of John and Beth Horton — Graham and Angela from the Isle of Wight — will be here from November 10—25th. They will be attending the **November 14th DCTRA Club** meeting and plan to attend the **November 19th Breakfast Run**. **(NOTE: We are hosting the Breakfast Run in November!)** Make your plans to drive your Triumph to the November meeting and Breakfast Run. Graham and Angela will be driving John's TR6 to both. Your car picture will be taken at this meeting so it can be included in the Membership database that Marty Clark is working on.

Triumphest 2007 Planning Committee

If you'd like to get involved with the planning of **Triumphest 2007**, please let our Chairman, Kiwi Treloar know. His phone number is 480-986-1268 and email is treloar99@cox.net. Give him a call or email Kiwi. Committee meetings have been held at **F1 Factory Racing**.

CHAIRMAN — Wayne 'Kiwi' Treloar
Hotel — John Truttman, Kiwi Treloar
Shirts/Design — Dave Riddle, John and Kathy Nuss
Flyer for 2006 Triumphest — Dave Riddle
Lists of Vendors/Sponsors/advertisers
— John Truttman and Fran Wickenhauser
Registration Package — John and Kathy Nuss
Raffles/Door Prizes — John Horton
Judges/List of names — Marty Clark
Trophies — Mike Bain, John Horton
Program — Dave Riddle
Driving Rally, Poker Run — Gene Glenn
Auto Cross — John Horton, John Reynolds
Banquet — Kiwi, John Truttman
Hospitality Party — Kiwi, John Truttman
Walking Rally — Gene Glenn
Signs — Dave Riddle



CLASSIC-FIED

Trumpeter Classic-fied ads are free to members and will run for three issues, unless extended by the advertiser. (That's why you see a date at the end of each ad). If you sell your item, let us know and we will remove the ad from the next issue. Otherwise, it will automatically disappear after the third consecutive printing.


For Sale: A garage kept 1972 Triumph Spitfire IV that is an every day runner. We're asking \$4,000 for it and pictures are available via the web on either **Google, Craigslist or Tucson Backpage**. They can email me (desertmap@comcast.net) or phone (818-0099 or 870-1553) to discuss details. (11/06)

For Parts: If anyone is interested in a 1976 Midget, I have a friend who has one and just needs to get it out of his garage. He has been driving it for a number of years but presently has it up on blocks and has just finished some engine work. Contact JoeWinters@cox.net (11/06)

For Sale: 1980 Spitfire, 38k original miles, one owner. Has been sitting a few years-will need some work to get it running. Body in very good shape. Needs interior work and new top. It was given to me from my mother (the original owner) and I don't have the time or money to fix it up the way it should be. I'm not sure what it's worth so will take offers but won't give it away. The money will be given back to my mom because she gave me the car to begin with. Frank Jones 602-315-9061 (11/06)

CALENDAR OF EVENTS

November 18th
Tech. Session at the Lasswell's
Meet at 10:00 a.m.—3712 E. Fruitvale Ave., Gilbert,
85297 (see next page) .

November 19th
British Car Club Breakfast Run & Food Drive
 DCTRA Hosts this one. Meet at 7:30 am,
 leave 8:00 a.m.
 Location: NW corner of 32nd St /Shea Blvd in Phoenix

November 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18 <input checked="" type="checkbox"/>
19 <input checked="" type="checkbox"/>	20	21	22	23	24	25
26	27	28	29	30		

TECH. SESSION — SATURDAY, NOV. 18

UPCOMING TECHNICAL SESSION

DATE: 11/18/06

TIME: 10:00 A.M.

**LOCATION: Stu & Debbie Lasswell's Place
3712 E. Fruitvale Ave., Gilbert, 85297**

The game is afoot! I've coerced Bill Close into lending the use of his truck and trailer in getting Pam Rineholt's TR6 up from storage in Queen Creek to my humble abode in Gilbert this Saturday. I have the following Saturday (Nov. 18) off, so that's the day we shall have our "Tech Session" on re-assembling the dashboard and associated electricals in a TR6. I think it will go pretty quickly with the experienced hands that I expect to show up, so I think we can try and tune it (if needed) for Pam with an eye toward having it pass an emissions test as well.

I am thinking 10:00 a.m. and I would be happy to provide some hot dogs, sodas, and perhaps a Guinness or two for the participants (upon completion of their appointed tasks).

Oh, yeah! I live at 3712 E. Fruitvale Ave. in Gilbert (85297), in case someone wants to MapQuest a route. That's near Higley & Queen Creek. WARNING!!! Don't overshoot, as you risk falling off the edge of the Earth!

Here's our phone number if you cannot find us: 480-786-0116

A Tale of Two Tires

With the fall weather and events moving in, it was time to prepare the car. The easy stuff was to remove all the rear suspension and differential, then reseal the differential, add new u-joints, new bearings and all new bushings. Adding a camber compensator also required some modification to the exhaust system. This was okay with me since I need new mufflers anyway.

The car was finished a month ahead of the first event, which gave us plenty of time for shake-down runs. The first run revealed a vibration at 70-75 mph. This is where we get to the tire part. I removed all four tires and took them in for professional inspection and balancing. The tires were ten-plus years old and the tire shop could not believe there were no separations, no weather cracks and lots of tread left, so--they were rebalanced. Once installed and test driven the ride was smooth as glass (ok, fine sandpaper). This project was finished two weeks before the British Vintage Voyage.

The night before this trip, we were packed, had oil in the engine, water in the radiator and, yes, air in the tires. The morning was beautifully drippy so we ran with the top down in the pouring rain and did not get wet. The clouds moved out and the day turned gorgeous. We enjoyed driving the curvy roads from Wickenburg to Prescott to Camp Verde.

After a lunch stop in Prescott we traveled a few miles out of town before a flat occurred on the right rear tire. The spare was old, but I had checked the pressure earlier, so we emptied the boot and popped it on.

From this stopping point to the Granite Creek Winery it was noticed (by Marie Thompson in her MGA-Thank You!) that the left rear was low on air. We limped to a gas station and for 75 cents we refilled the rears (fronts were okay). Then we luckily found a tire store (picture attached). It was the only store open in Chino Valley that had two tires that fit (not quite the right size), but they held air. We traveled on to Camp Verde Saturday night, to Wild Animal Park on Sunday and finally back to Phoenix via Payson without incident.



With a pending 1200 mile trip to Triumphfest in Buellton, CA, we decided to order four new tires *in the correct size* Monday morning. Since we were leaving Wednesday night for California we were now in a time crunch. Four tires were located and air freighted in. **Note to fellow Triumph owners – try to avoid air freighting tires if you can. It's pretty expensive!** The tires were mounted and balanced, installed on the car and we were packed and ready to travel on Tuesday evening.

The Triumphfest trip was without incident!! This was another excellent event with friends, memories and pictures.

Every fairy tale needs a Moral. Here we go: If you have old tires be careful. The source of the flat tire was a very slow loss of air through the point where the new wheel weights had been installed. The old tire rubber had hardened and did not seal around the edges of the weight clip at the bead. One front tire did not have any weights and was holding the proper pressure. The other front had a small weight and was five pounds low. The rear tires had multiple weights and those were the tires that went flat. Even though there were no visible flaws in the old tires and plenty of tread remained, they were old. If you are just driving sedately, you may be able to squeeze some extra miles out of your old tires. Spirited driving though, requires fresher rubber for safety.

~ Ken Schmidt



JUST FOR FUN

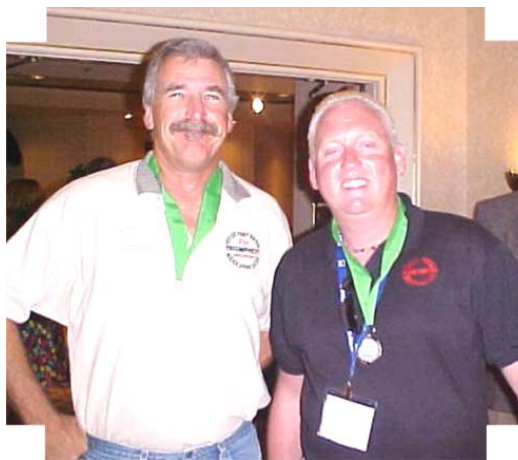
- Boat Photo by Ken Schmidt



TRIUMPHEST 2006 - Pictures of some of the Attendees



Marie Thompson



Stu Lasswell & Michael Long



Marie & Kathy

TRIUMPHEST 2006 - Pictures of some of the Attendees



Ken Schmidt, Deborah Cooke & Marie Thompson



Ken Schmidt—Fastest time in Autocross



Ken Schmidt, Deborah Cooke, Kathy Nuss & Marie Thompson



Debbie and Stu Lasswell



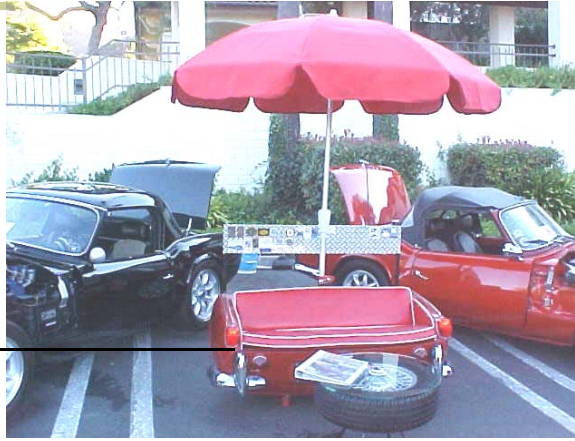
Jim Bauder and his brother with John & Lila Truttman

Couch made from back of Spitfire. This belongs to Joe Curry of Tucson, as well as the other two cars.

When you sit on the left side of the couch, the left blinker lights up — ditto for the right side.

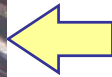
Fancy white-walled tires. "New-age" style.

Cars and Colors that caught Kathy's eye.



Pictures taken at Triumphfest 2006

~ Contributed by Kathy Nuss



Deborah Cook's car



Clay Rineholt had a car like this one!



Trevor's Great Adventure

For the fourth year in a row, "Tilly" was not ready for Triumphest. So on Wednesday, October 18th, Marie Thompson and I drove Trevor to California. We caravanned with Dave and Denine Mure, driving behind their motor home pulling their Spitfire. We camped on the beach just south of Santa Barbara where we enjoyed watching the dolphins playing in the surf.

On Thursday morning we went to Sterns Wharf to shop and eat. Our only mechanical failure of the trip happened driving off the wharf in a 10 MPH zone. Trevor's throttle cable broke! We limped around a corner, which happened to be only 2 blocks from a bicycle shop. Dave got a cable and we replaced it before his Bloody Mary even got too watered down.

A short trip into Buellton and where got settled in. Early Friday morning, after driving to the Lompoc Airport to register for the autocross, we went on a tour of Moss Motors warehouse. This is an impressive two-story building with many car parts and a huge shipping/receiving department. Moss Motors has 95% of all items you will order in stock, which I thought was a pretty fair fill rate.

Marie and I then returned to the airport to run the autocross. We didn't do badly, earning 1st and 2nd place in our class. Our friend and fellow DCTRA member, Ken Schmidt, received the award for the fastest time of the day. Not a bad showing for our club!!

After we got back to the hotel, Marie and I gave Trevor a thorough washing and put him to bed. We got cleaned up just in time for the hospitality party, which was very enjoyable. It was great to visit with old friends and make new acquaintances.

Early Saturday morning, we went down to the parking lot to put the finishing touches on Trevor. It was enough to earn him his usual "Silver" rating in the Fun-cours event. We then grabbed a bite to eat and went to a movie. The thought of another driving event in addition to driving all day Sunday was too much for us. The drive home was uneventful except for the backlog of traffic on I-10 west of Phoenix. We were welcomed home by John and Betsy who met us for supper in Scottsdale.

This Triumphest was one of the better ones that we've attended, second only to 2002 in Laughlin. The things that impressed me were the hospitality party, the fact that they had something to occupy the children at the banquet, the way the rally was run and the usual great display of Triumph items by the Roadster Factory.

~ John Nuss

Triumphest 2006—Spitfire and more

I had hopes of having my TR250 ready for Triumphest this year, but alas it was not to be. However, perhaps we could get my brother Randy's Spitfire ready! Last year at the end of December, Randy had towed his Spitfire down to my house in Scottsdale. We commenced doing a frame off restoration of the body and the interior. The running gear and engine had all been rebuilt a year or two earlier, but the body and interior were in rough shape. In May Randy towed the car back to Vancouver, WA with beautiful new paint, new floor pans and a straight body. We had the body back on the frame, but nothing else was assembled...yet!

He had plans to complete the car over the next couple of months and have it ready for summer events. That was before their 2nd daughter decided to get married during the summer. Planning that took a lot of time out of his restoration schedule! In September I was in Vancouver for our Mother's 90th birthday. While I was there I checked the Spitfire out and saw how much was left to do.

I needed to go to my office in Santa Clara, CA on business in early October and decided as I was about halfway to Vancouver, I should go ahead and drive up there and see if we couldn't get the car finished. We did get it finished! We left Vancouver at 11:00AM on Tuesday heading south, with my Toyota following along. We weren't but a few miles down the road until we had a problem, no power! We fiddled with a couple of things and Randy discovered that the front carburetor linkage was loose and the throttle wasn't opening at all! He tightened that and off we went. That was the extent of the problems on their trip down and back!!

At Triumphest, Randy and Susie took a second in the rally, and both took a second in the autocross, the Spitfire took a Gold Plus in the Funcours, and best of all, it took the Best Spitfire award!! A well deserved honor for so much work over the last 9 ½ months!!

On a more personal note I was able to drive Gordon Gibbon's beautiful '58 TR3 in the Autocross, Gordon came in 1st in class and I came in 2nd!! This is the car featured on the cover of Moss Motor's British Motoring magazine's fall issue and in a recent Triumph magazine article. I really enjoyed driving his car very much. Thanks Gordon!

I **will** be at Laughlin in 2007 with the TR 250.

~ Jim Bauder



Gordon Gibson's TR3

Contributors

We would like to encourage every member to help with newsletter submissions. We welcome all TR stories, articles and photos. Best Regards to the following Contributors and Advertisers who support our current newsletter:

Delta Motorsports, F1 Race Factory, Inc., Import Car Parts, MicroWorks Computer Networking and Maintenance, Moss Motors, Ltd., The Phoenix Flower Shop, The Roadster Factory, Stu Lasswell, Deta Hampsch, Marty Clark, Dave Riddle, John Horton, Jim Bauder, John & Kathy Nuss, Ken Schmidt and anyone else we missed.

Thank You!

EXTRACTING BROKEN BOLTS AND STUDS

OOPS!

You suddenly find yourself with a wrench in one hand with part of the bolt or stud you were trying to extract, and the rest of it still in the manifold/head/block/suspension bit? **Congratulations - you're about to have an adventure.**

I've been there. After you've worked on old cars for long enough, it's inevitable. The most recent occasion was on my TR4A, where someone had used a piece of threaded carbon steel rod to replace an exhaust manifold stud. You can get the remains of the stud out without removing the head.

You will need:

1. patience
2. dremel tool with small grinder bit (carbide is best)
3. patience
4. heat wrench (propane, MAPP or oxy-acetylene torch)
5. patience
6. reversible drill
7. patience
8. collection of ez-outs and left handed drill bits to match, plus drill stops
9. patience
10. a drilling template
11. patience
12. sharp punch and hammer
13. patience
14. penetrating oil (I think Kroil is best)
15. patience
16. a properly sized tap
17. patience
18. a little luck

A scribe and a small round file may help. You might want some extra patience, too. If you get frustrated in the middle, take a break and come back to it the next day.

The starting trick is to get a hole drilled into the center of the stud. This is the point of the drill template - I made mine by copying the holes in a manifold gasket. Make the hole you're going to drill just larger than your starting drill bit size - I usually start at 1/8 and work up, but it will depend on what left handed bits you can find. You can make the template out of plywood; aluminum plate is better. You want adequate thickness to make sure that the drill bit is at an exact right angle to the manifold face.

Drill. Use the drill stops! You don't want to drill deeper than the broken piece. Make a good center punch to try to keep the bit from wandering (especially if you don't have a drill template). Chances are that you won't get the hole dead center, because gaskets aren't made perfectly; do the best you can. Go up in size until you are in danger of cutting into the threads in the head; inspect often with a mirror and flashlight (tip: point the flashlight into the mirror).

Use the EZ out. There are two sorts - straight fluted and twist fluted. I prefer the straight ones, because all the force is used to turn the broken stud, rather than twisting the EZout in farther. But the twist ones are more amenable to weird hole sizes. Chances are that you won't get anywhere with the EZ out, but try it anyway. Don't break it off, whatever you do.

Heat the area with the heat wrench, spray on some Kroil or WD-40, and wait. Repeat several times. This might help—might not. Try the EZout again. Repeat until you're frustrated and ready to go to the next step, or, if you're terribly lucky, the blasted thing comes out. (It may take several days of this cycle to succeed. If you're not in a hurry, this is the safest way. The hotter the torch the better - try to get the part red hot.)

There is a new generation of tools that combine left handed drill bit and ezout and even claim to center themselves. They're very expensive, so I haven't tried them yet. They might make this job a little easier.

I will usually try a small impact wrench at this point: find an 8-point socket that fits over the square end of the ezout and blast away. This sometimes works. Don't be surprised if it doesn't. And, again, try not to break the ezout.

If you're now to the point where the next larger drill bit will start removing threads, you have to proceed carefully. Using mirror, flashlight and dremel tool, grind outward from the hole you've drilled. Eventually, you will start to see the ridges of the thread cut into the head poke through the stud material. You can get away with removing a small amount of the crest of the thread - this will make the stud fit a bit poorer, but probably won't matter much. At this point, you can try using the hammer and punch to rotate the fractional piece of the stud in the threads.

You can also take the file to the hole and enlarge it, and then try the two above methods.

Finally, you can use the file (or a small grinding point on a Dremel) to remove the first couple of threads of the stud (using the scribe to pick the pieces out of the troughs of the manifold thread).

When you have achieved this state, you can start using the tap to remove the remaining metal. Best is a tap with a tapered start, so you can get some purchase in the hole you've drilled; once you've removed a bunch of the metal, you can switch to a plug-style or bottoming tap to clean out the deeper grooves. Chances are that the trapped material will break off in complete rings, which you want to remove - pull the tap and use a sharp object to try to clear these out before tapping more. You want to reverse the tap often in order to clear the shards. Use the tap to essentially tap a new hole - you want to go about 1/8 turn at a time, cleaning the tap every time. You'll probably lose the first couple of threads in the manifold, but that shouldn't matter much.

I spent three or four evenings in the process of removing a broken stud from Sarah's head. It was not pleasant, but it beat the hassle and expense of removing the head.

I have spent **weeks** getting a stuck tapered plug out of a cylinder head. Like it says in the list above, patience is important.

Oops again...

So you broke off the EZ out? Now you're in bad shape. Take the part in question to a machine that has a plasma cutter or an EDM (Electrical Discharge Machining) machine and get them to remove the remains. They'll cut that sucker out in nothing flat, very precisely. It probably won't even cost much, but you **will** have to remove the part in question.

If you're good with a welder and brave, you can try welding a piece of stock to the broken bit to give yourself some purchase to turn it all.

How to avoid this

When you get it all done: make sure you use anti-seize on the new studs before you install them, so you (or the person you sell the car to!) won't have to go through this the next time. On an exhaust parts, use brass or stainless steel nuts and lock washers, so they don't corrode in place (TRF sells the brass nuts, as do most auto parts stores; go to a marine supply for the stainless kit). ARP is starting to manufacture stainless studs for British applications, but I don't think they have any for Triumph yet.

~By Chris Kantarjiev of The Dimebank Garage

TR3 TR4 TR4A TR250

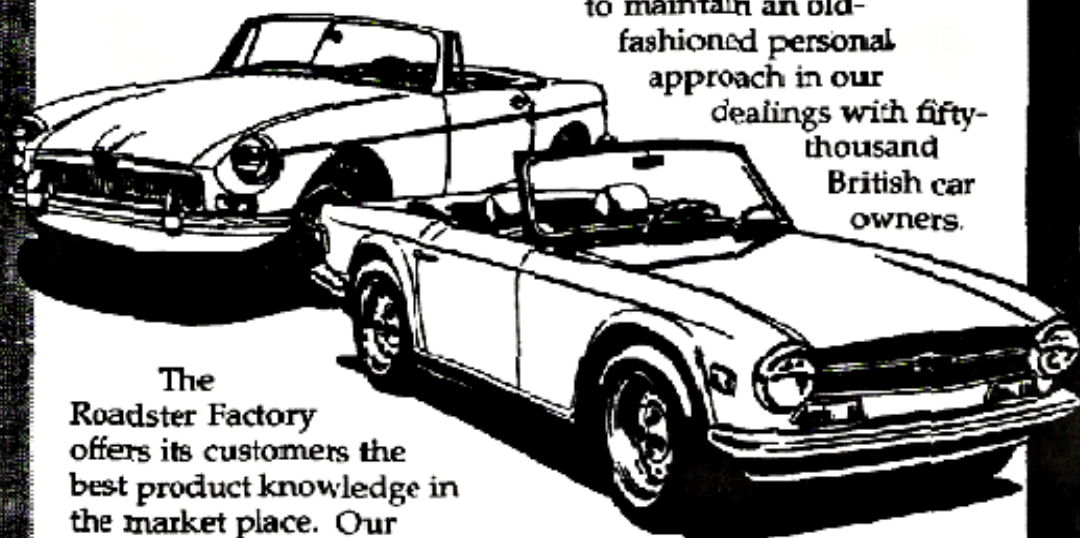
TR6 TR7 TR8

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