

# **TRIUMPH TRUMPETER**

**OFFICIAL NEWSLETTER OF  
THE DESERT CENTRE – TRIUMPH REGISTER OF AMERICA  
Founded: 1980**



*Triumph Register of America*

◀ Back



1934 Triumph Monte Carlo name badge

**December 2015**

**Vol 36, Issue 12**

<http://www.dctra.org>

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**NEXT CLUB MEETING**

Tuesday, December 8, 2015

**BUSINESS MEETING**

Starts @ 7:00 p.m.

**DENNEY'S RESTAURANT**

650 N Scottsdale Road; Tempe, AZ 85281

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**ADVERTISING**

**ONE YEAR** placement in the newsletter **AND** a link on the [www.dctra.org](http://www.dctra.org) **website:**

**AD SIZE – COST**

**FULL PAGE....\$100**

**½ PAGE:.....\$60**

**¼ PAGE.....\$ 35**

**BUSINESS CARD:....\$25**

**On the Cover:** From Triumphest 2015 the grill of a '34 Triumph Monte Carlo,  
Photo by Pete Bowen

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## Prez Sez – December 2015

Stu Lasswell, President

### THE ART OF RACING IN THE RAIN

I'm sure many of you remember the title above. It was a very popular book a couple of years ago. I read it, only to find it really wasn't very informative regarding Art, Racing, or Rain. It was really a story about a guy and his dog, from the dog's perspective. A decent read, however.

Recently I had the "opportunity" to experience actual racing in the rain, and I can tell you it's more fun to read about than to actually participate in! If you recall the weather a couple of Sundays ago, well, that was the day of the November autocross. All the weather reports I saw indicated that there was a slight chance of rain in the early morning, and again later that evening. Sounded like no problem, so I went ahead and brought out the TR-3... sans top and windshield, naturally. Moist, cool air produces more horsepower, right?

Dawn came and looked promising, so off I went to Wild Horse Pass Motorsports Park where we would be using the Bondurant training skidpad... bigger than the usual (west) skidpad, but kinda slick since they resealed the asphalt surface earlier this summer. First run group went out, and I heard a few complaints about how it was still pretty slick, and we were hoping that with the first group out there laying down rubber and blowing the dust off "the line" we might have better conditions later in the day. Times were in the low to mid thirty seconds, and the course seemed to be a pretty fast, open design.



Second run group went out with the skies beginning to look a bit darker, and we could see that it was definitely raining to the south and west... and heading our way. Their first two runs were in the dry, but by the time they started the third runs a slight drizzle had started. Times on course immediately got worse, with everybody slowing down, with lots of wheel spin (and more than a few cars spinning out as well). There was a brief delay in the hopes that it would clear, but it just came down harder when they took their fourth (and final) runs.





I was in the third run group, and I got more than a little ribbing as I sat there, open top, in the rain, holding my "Union Jack" umbrella. There was the question of how I'd be able to shift with one hand on the umbrella, and whether I could use it as an air brake. And still the rain came down. Finally, time for our first run. Off the line the Triumph just spun the tires... like for ten or fifteen feet! Sharp corners had to be taken at very low speeds or find yourself facing somewhere other than down course! The slaloms were nerve-wracking, and any lift or push of the throttle resulted in the back end breaking loose! Braking in a corner resulted in front wheel lock-up and a slide. I even managed a spin, full 180 degrees, just before the finish!

I know I'm getting more power than ever from the old TR-3, but I've never really thought there was ever an excess. That day, on that surface, there was. Any time I wanted (and many times I didn't!) I could spin the tires in second gear, on a straight or in the corners. Any attempt at modulating the throttle threatened to break the tires loose. By the third run I was going straight to third gear and lugging the engine just to dampen throttle response and keep the tires from spinning. The less said about my times, the better! The only cars doing well (relatively) were the all-wheel drive Subarus and Mitubishi Evos. Turns out first run group was the one to be in, with times eight to ten seconds faster than anyone could muster on the wet track. It seems that sealing the asphalt makes it slick, but also prevents the rain from soaking in at all! Maybe my well-worn autocross tires (made for summer/dry traction) aren't the best choice for cool, wet surfaces. Time to talk Debbie into letting me buy some new ones!

The next autocross is December 6, on the same lot. Hopefully it will be dry! I was going to bring out the MINI this time, but Jeff Fairman just told me he's bring his TR-6. I guess it'll be the Triumph again this month, so if you want to join us and make it bigger Triumph turnout, give me a call and I'll get you set up! Motor On!

Stu Lasswell

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## EDITOR'S DESK

George M Montgomery, Editor

Putting together this issue of the TRiumph TRumpeter was as much fun as last month's. I really appreciate the material folks have sent me. It is your newsletter, about you, and things that you are interested in. I'm trying a new feature this month. Clebe Best has offered to submit a recipe each month that might be of interest to our members. Not that we want to make this a Southern Living type of magazine, but I am interested in what he comes up with, at least for a while.

.....  
We have a number of our members who enjoy autocrossing and utilizing their cars for an activity for which they were first designed. Stu is going to keep me posted on the schedule of the SSCA activity and other autocrosses in the area. Maybe I can get him, Jeff Fairman or John, to write a report each month on that month's race.

We will have another meeting next week and will need to officially nominate a slate of officers for next year. Can you believe that 2016 is almost here? If you would like to serve in one of the capacities of: President, Vice President, Secretary or Treasurer please let another know so that they may nominate you. Or, if you know of some member who you think would serve well in one of those offices, nominate them at the meeting next week. If you cannot make the meeting, send me an email stating that you have talked with them and would like for me to nominate them. We have some nominations already, but need to fill out the full slate.

Ron Gurnee has provided a menu from the Claim Jumper, site of our election brunch again. I think he needs a round of applause for his efforts in seeking out this location and negotiating all arrangements. I think he's done an outstanding job. I, for one, enjoyed the meal, venue and the whole event.

I hope to see you next week, Tuesday December 8<sup>th</sup>, at the meeting, each of you with a list in hand of several prospective nominees.

George

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## Calendar of Events

### Matt Reynolds, V. Pres & Events Chairman

I am having to step out of the VP role in the club because of my new job. Because of my job schedule I can't attend most meetings and I have less time to organize events. Hopefully someone can step up and be VP either now or at least at the start of next year.

Thanks,  
Matt

Editor's note: Matt has served as our Vice President and Events Chairman for the last six years and has performed an excellent job. We'll miss his input. Thank you, Matt and congratulations on the new job.

### DCTRA & British Auto Events 2015

December 6<sup>th</sup> – SCCA Autocross at Bondurant / Wild Horse Pass (aka Firebird)

December 8<sup>th</sup> – DCTRA December Business Meeting

December 19<sup>th</sup> – British Light Tour – hosted by the Mini Club

February 13<sup>th</sup> – Concours in the Hills – Fountain Hills & Barrett-Jackson

### On-going events:

Saturday Night cruise @ Kmart, Power Rd & Hampton.

Scottsdale Pavilions Saturday evening car show

Impala Bob's Falcon Warbirds Breakfast Cruise – every third Saturday

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## **NEXT CLUB MEETING**

(Second Tuesday of each month)

Tuesday, December 8, 2015

Business Meeting

Denny's Restaurant; 650 N Scottsdale Rd; Tempe, AZ 85281

Starts at 7:00 PM

Come at 6:00 PM to eat and socialize

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## **December 2015 Membership Report:**

We currently have 165 members from 107 memberships. We added two new members this month. Please welcome Charles & Sharon McIlvain from Prescott to our family. In attendance were 31 persons and 2 visitors with 50% of the members wearing their name tags. The 50/50 drawing contained \$66.00 and was won by George Durkin who took home \$33.00. Congratulations George. I also held a small auction after the meeting with items that were generously donated by some of the members. Thanks to all you bought something. We raised \$49.00 for the club kitty.

For membership information, contact: Dave Freet at 480-706-4943 (home) or 602-881-1860 (cell) or email: [fxstsaz99@cox.net](mailto:fxstsaz99@cox.net)

David Freet  
DCTRA Membership Chairperson  
599 South Terrace Road  
Chandler, AZ 85226

**Application form on page 24**

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## **DCTRA Spark Plug Award**

By John Nuss

This is a monthly reminder of Spark Plug points earned. It appears that attending the meeting WITH your Triumph helps earn points. Furthermore, planning and writing about the event gets points, too. At this point there are many people with quite a few points. So drive the Triumph, take pictures and write a paragraph or two.

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## Minutes

### **Desert Centre Triumph Register of America November 2015 DCTRA Meeting Minutes**

The November 10, 2015 meeting of the Desert Center Triumph Register of America was called to order by President Stu Laswell at 7:02 pm. Present were: Dennis Barnes, Jim Bauder, Clebe Best, Mike Blachut TR3, Mike D'Olimpio, George and Chris Durkin TR6, Jeff Fairman TR6, Dave Freet, Ron Gurnee, Deta Hampsh, Ed and Peggy Jacobs, Craig Kenyon, Armand, LaCasse GT6, Stu Laswell TR3, Mark Leinweber TR6, August Lopez Bob Mazer TR250, Marvin Miller, Dave and Denine Mure Spitfire, John and Kathy Nuss, Pete and Bev Peterson, Ron Price, John Reynolds, Dave Riddle, Pam Rineholt, and Bo Shaw. Guests were Marilyn Larsen and Preston Callahan.

The Minutes of the October meeting, as provided in the Newsletter, and Treasurer's report were approved.

Newsletter editor, George Montgomery, thanked members for many articles from Triumphest.

Activities included many car shows around the Valley.

Two activities for November 15: a breakfast drive and an SCCA autocross.

The Christmas Lights Rally is scheduled for Saturday December 19, 2015.

The guest Preston Callahan presented information about a car show in downtown Mesa on Saturday and Sunday. There will be food trucks, and the free car show 12:00 noon to 9:00 and 7:00 on Main Street between country Club and MacDonald.

A tech session at Armand LaCasse's house on Saturday November 21 2:30 to 5:00 will present Craig Kenyon's work on the EDIS system.

Technical: Armand's coming event- see above.

Ron Gurnee reported that he replaced the TR7 clutch master cylinder with one from Rimmer Brothers. The company will price match and the shipping cost is good and shipping time is reasonable.

Old business:

Nominations continue:

President- open,

Vice President- John Nuss

Secretary- Pam Rineholt

Treasurer- Kathy Nuss

The January meeting January 10, 2015 at Claim Jumpers- \$25 per person. Ron Gurnee said there is vegan choice but it is not listed on the menu.

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Triumphest committee reported Triumphest is wanting to hold the festival of Triumph at Little America, in Flagstaff on the third weekend of September. It appears at this time the parking lot near the motel will be used for the autocross.

Web site issues have been mostly resolved. It was greed to contact the membership chairman for member contacts not the web site. Further there will be limited information available: first and last name, city/ town, ZIP code, e mail address and models of Triumphs owned.

New Business:

The Petersons, Bev and Pete agreed to have the Christmas Party at their house on Saturday December 12.

Jim Bauder was pleases to report that the new owner the TR250 likes the car. Jim has TR3 and TR250 parts for sale and the taking.

Ron Price asked the members present for carburetor parts for a TR7 175 Zenith Stromberg.

Bev Peterson brought up the question of the contribution to a charity for the Christmas season. Jeff Fairman, Ron Gurnee and George Montgomery agreed once again provide a list of appropriate local charities.

Meeting adjourned at 8:07.

George Durkin won the 50/50 drawing.

Respectfully submitted,  
John C. Nuss, Acting Secretary

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## **Triumph Election Brunch 2016**

The banquet will be held at the Claim Jumper again this year. It is located at 1530 W. Baseline road just east of the 10 freeway and South of Arizona mills Mall. The price this year is \$25.00 which includes the tax. The club will pick up the tip this year again. The doors open at 11:00 with a cash bar and salad will be served around 11:30. Vegan selections will be available at the same price but you have to request them. In response to comments about seating last year the long tables will only hold 16 or 17 per side this year with the booths holding the rest of us. Their menu is on the next page.

Please call me at 480-816-0836 or email me at [rongurnee72@centurylink.net](mailto:rongurnee72@centurylink.net) as soon as possible so I have an idea of how many to expect. If you have any questions please call me.

Thanks,  
Ron Gurnee



# CLAIM JUMPER®

## GOLD MINERS MENU

\$22.99 Per Person for Groups of 12 or More (pre-arranged)  
Includes a Beverage, Salad and Entrée with Fresh Tomato Herb Bread

### SALADS

**Green Salad** Blend of romaine and iceberg, with carrots, tomatoes, mushrooms, Cheddar cheese and croutons

**Caesar Salad** Crisp romaine tossed with aged Parmesan, croutons and creamy Caesar dressing

### ENTRÉES

#### Chopped Cobb Salad\*

Char-grilled chicken or beef tenderloin, bleu cheese crumbles, avocado, bacon, diced egg and tomatoes, with homemade bleu cheese dressing

#### Jambalaya Pasta

Our version of this Louisiana favorite, a sautéed trinity of peppers and red onions tossed with andouille sausage, roasted chicken and shrimp, over pasta tossed in a Creole gravy

#### BBQ Baby Back Pork Ribs

Our original tender ribs basted with our smoky mesquite BBQ sauce then flame-broiled. Served with mashed potatoes and roasted vegetables

#### Drunk Chicken

Tender grilled chicken breasts atop two potatoes topped with our vodka tomato cream sauce with bacon, Parmesan and fresh parsley

#### Shrimp Fresca Pasta

Parmesan-crusted shrimp with tomatoes and spinach, served over pasta in a light lemon butter sauce

#### Simply Grilled Mahi\*

Marinated in papaya juice and cilantro, lightly seared, then topped with avocado pico de gallo. Served with rice pilaf and roasted vegetables

#### Chopped Steak\*

11 oz Certified Angus Beef® ground steak topped with: grilled onions, Cheddar cheese and diced tomatoes or grilled onions, sautéed mushrooms and herb and peppercorn demi-glace. Served with mashed potatoes

#### Top Sirloin\*

9 oz Certified Angus Beef® top sirloin. Served with a side of herb peppercorn demi-glace and mashed potatoes

#### Tilapia Bianca\*

Pan-seared tilapia topped with artichoke hearts and sautéed shrimp in a sherry cream sauce

#### Coconut Shrimp

Coconut-crusted shrimp served with sweet and spicy sauce, Sriracha honey and salt and pepper shoestring fries

#### Roasted Tri-Tip\*

Certified Angus Beef® slow-roasted and sliced over herb peppercorn demi-glace. Served only Medium Rare to Medium with mashed potatoes and roasted vegetables

### BEVERAGES

#### Bottomless Beverages

Coke, Diet Coke, Sprite, Dr Pepper, Hi-C Orange, Barq's Root Beer, Iced Tea, Tropical Iced Tea, Coffee

If you have any food allergies or special dietary restrictions, please notify your server and we will try our best to accommodate you. \*Our Meat and Seafood can be cooked to order. Consuming raw or undercooked meat, poultry or seafood may increase your risk of food borne illness, especially if you have certain medical conditions. A Suggested Gratuity of 18% is customary. The amount of gratuity is always discretionary. For convenience, we will show this amount on guest checks for larger parties.

CORE 28/2006/6/14  
GOLDMNS

# DCTRA Christmas Party



## DCTRA - CHRISTMAS PARTY!

**WHERE:** Pete & Bev Peterson's house  
Carefree, Arizona

**WHEN:** SATURDAY  
DECEMBER 12, 2015  
5:00 p.m.

**WE** will provide the entrée (ham & turkey) and non-alcoholic drinks.  
**YOU** can bring a potluck dish (if you want to) and **BYOB**.

We will also hold the traditional *White Elephant* gift exchange.  
Each participant should bring one wrapped gift - approximate value - \$15

**PLEASE RSVP BY 12/10/15**

(please tell us what you will bring for the potluck)

**PHONE:** 480-488-4872 (leave a message)

**BEV's CEL:** 480-828-6008

**EMAIL:** [packratpete@gmail.com](mailto:packratpete@gmail.com)

**OR**

[bev@carefree.org](mailto:bev@carefree.org)

**Directions & a map will be emailed to those who request it.**



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## DCTRA will host the 2017 Triumphest



Triumph-Fest 2017 committee, L-R: Mike Blachut, Kathy & John Nuss, Bo Shaw.

The TRF-17, (Triumph-Fest 2017), Committee met Tuesday October 27<sup>th</sup> at Denny's Restaurant to begin planning our coming Triumph-Fest, which is less than 2 years away, some things have to be established far in advance.

### Established:

1. Location: Flagstaff.
2. Hotel: Little America, Bo Shaw.
3. Date: To be determined, we are trying for Thur-Oct-5, Fri-Oct-6, Sat-Oct-7, Sun-Oct-8, 2017.

### Working on:

1. Logo & Theme.
2. Budget & Deadlines.
3. Sub-Committees.
4. Speaker; i.e. Kas Kastner, Michael Cook, Chris Hansel, etc.

Sub-Committees: Autocross, Reception & Banquet, Funcours & Judges, Funkhana, Hospitality, Raffle, Registration, Program & Printing, Regalia, Vendors, Scenic Drives, Walking Rally, Driving Rally, Awards, Dinners, Photo-Craft-Model-Exhibits, Tech-Session, President's meeting, Website, photographs & videos.

The TRF-17 Committee is open to suggestions on any topic, all ideas are welcome. The next TRF-17 Committee meeting will be at 5pm at Denny's Restaurant 2 hours before the regular monthly meeting, see you there.

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## SCCA Autocross for December

This month (December) the SCCA autocross is once again at the Bondurant facility in Chandler (i.e. Wild Horse Pass aka Firebird) on Sunday 12/6. As usual, if you need or want any additional info please contact me. Event info at [azsolo.com](http://azsolo.com), registration at [mindthecones.com](http://mindthecones.com). Hopefully the weather will be more cooperative than last month, when it rained most of the day (not ideal TR-3 weather).

Stu Lasswell

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## Russo and Steele Auto Auction

### To the DCTRA Members:

I wanted to reach out to you and your car club to see if anyone would be interested in volunteering with us for the 2016 Scottsdale Auction. I did have a couple people from your club last year with us. Please let me know if anyone would be interested. I work with several groups in Arizona, Nevada and in California. Here is an email I normally send out to my car clubs if anyone is interested.

I know it's really early to start sending these emails but, I wanted to let you know the dates for the upcoming Scottsdale Auction for 2016. Please mark your calendars and save the dates.

Check in dates will be January 23-27th

- 8:00 AM to 5:30 PM

Auction Dates will be January 28th- 31st

- Morning shift is 8:00 AM to 5:30pm
- Drivers shift is 10:00 AM to Midnight or Closing

Check out Dates will be February 1st-4th

- 8:00 AM to 5:30 PM

Please spread the word with everyone. We have some really cool cars being consigned. We always welcome new Car Clubs and Individuals. We can have you drive as long as your 25 and older, have a valid Licenses, and able to drive a stick. If you're under 25 we have several opportunities for you to be part of our team as well. Every position we have includes the cars. We look forward to seeing you all their

Check out our all new website as well [WWW.Russoandsteele.com](http://WWW.Russoandsteele.com)

P.S. I need to update everyone's phone numbers and emails please

Matthew Looney  
Vehicle Operations Director  
[Matt.Looney@russoandsteele.com](mailto:Matt.Looney@russoandsteele.com)  
Office 602-252-2697 Ext 319

### Editor's note:

I have volunteered to help them for the last 5 years and find it a great deal of fun. There are some gorgeous cars there. These cars are not the million dollar cars that only the owner or his caretaker drive, as there are at some of the other auctions. These are cars that are easier to get close to. We get to park them, drive from the "paddock" area over to the staging area and sometimes across the auction block. There have been several DCTRA members who have worked with me in the past. For our efforts the R/S organization donates between \$500-600 to our club treasury.

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## **Cooking with Clebe**

by Clebe Best

If I'm not in the garage working on cars, I'm in the kitchen. And sometimes I combine both by eating in the garage. My Mom was a great cook and when she passed away I got all her recipes and recipes from her friends; all on 3 x5 cards. How old is that? I will posting some of these for the newsletter. If you like the idea, please let me know. If you don't, let me know too.

After a long day of working, swearing and busted knuckles there's nothing better than sitting back with a drink and admiring your work or composing an ad to pawn off your LBC on some other clueless bastard. Caution: do not start drinking until after all the tools have been cleaned and put away. I have done this and the results have not been pretty. "Yes LBC's are supposed to idle at 4000 RPM" or "I don't remember that puddle of fluid under the car when I started".

This one is named Mom's Bloody Mary. I have changed it to English Orange Juice. You can always make less, but why?

### **ENGLISH ORANGE JUICE**

- 32 ounces tomato juice
- 24 ounces vodka
- 2 ounces fresh lime juice
- 2 ounces fresh lemon juice
- 4 teaspoons of Tabasco sauce
- 2 1/2 tablespoons prepared horseradish
- 1 tablespoon Worcestershire sauce
- 2 teaspoons celery salt
- 1 teaspoon black pepper
- 1 teaspoon hot paprika
- 1/2 teaspoon salt
- 1 lime cut into wedges for garnish
- celery stalks for garnish
- green olives for garnish (I like blue cheese stuffed olives instead)
- ice

Combine all ingredients except vodka, ice and garnish items in a container, shake vigorously and store in your refrigerator for 2-3 days before serving. When you're ready to serve, add vodka. shake and transfer to your serving pitcher. Pour over ice and add the garnish of your choice. You can also moisten the rim of your glass with a lime and dip in celery salt (I don't as it takes too long and cuts into your drinking time).

**Enjoy!**

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## Ignition Seminar

Photos & article by Armand LaCasse & Michael Blachut

Thank You Craig Kenyon for presenting an advanced course in ignition timing from a modern engine control perspective! Twelve DCTRA members spent Saturday afternoon November 21, 2015 to learn more about what engine ignition timing controls and what affects it.



Professor Kenyon w/ EDIS setup

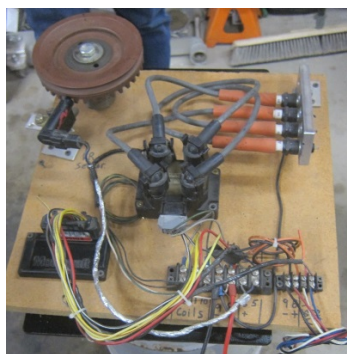


Classroom set up by Pete in Armand's workshop

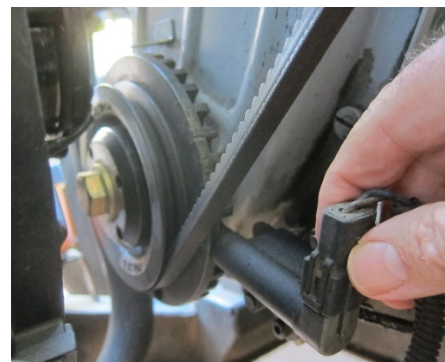
Also thanks to John Reynolds for bringing his EDIS Mega Jolt equipped car and laptop computer to display his modern engine timing control system. Also thanks to Pete Peterson for helping turn the garage into a classroom before Professor Kenyon arrived.



John Reynolds demos his EDIS system



Typical EDIS setup



EDIS timing wheel & sensor

There were 12 DCTRA members that attended the very well done Ignition Seminar: Jim Bauder, Mike Blachut, Mike Dolimpio, Ed Jacobs, Patrick McDermott, Dave Mure', John Nuss, Pete Peterson, John Reynolds, Ken Schmidt, John Truttman, the host Armand LaCasse and the presenter, Craig Kenyon.

The ignition seminar, Timing Is Everything, was very well done and covered a lot in the 2 to 3 hours, most attendees brought their Triumphs. The seminar explained ignition from the basics on up to how computer aided ignition get the maximum performance in today's modern car. It turns out that Ignition is everything. It is strongly recommend more members to encourage Craig to do another seminar and every member should at least understand how important Ignition is.

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## Timing Is Everything

Summing up Craig's presentation, we started with oxygen, gasoline and heat energy are needed to make combustion fire. Then we looked at organic chemistry that yields the ideal mixture of 14.7 pounds of air to each pound of gasoline. Next we explored engine knock causes.

**Rule #1** – Avoid knock at all cost

Torque production and maximum brake torque were next including horsepower and octane rating discussions.

**Rule #2** – As RPM increases, optimum advance increases; but avoid knock

The engine is a big air pump. Combustion time remains the same. As engine RPM increases, the (combustion start) timing needs to increase so that the expanding combustion process happens at the optimum time in the engine rotating cycle. As the RPM increases up to a point we reach Volumetric Efficiency (VE) of the engine. Beyond the VE max point, the engine begins to choke itself because it cannot take in any more air volume for the increased RPM.

**Rule #3** – Approaching VE max, reduce timing advance; going above VE max, increase advance even more – BUT **Rule #1** still applies!!!

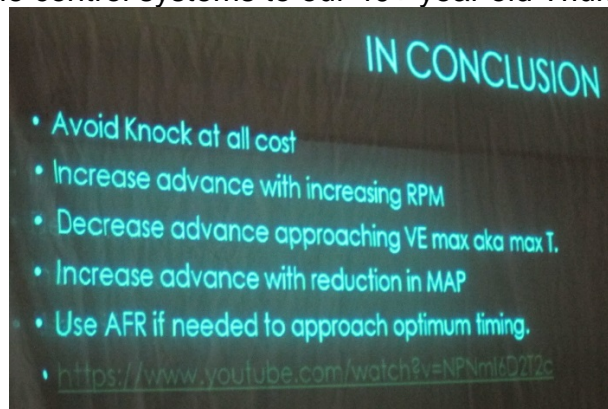
We cannot really measure VE max. However we can use a load dynamometer, optimize the torque over a full range of RPMs, ensure we have an optimum air fuel ratio, and calculate VE max from the amount of fuel it took.

Manifold Ambient Pressure (MAP) is a measure of intake manifold vacuum/pressure often expressed in Kpa. Zero Kpa = 29.91 inches of vacuum; 101.3 Kpa = ambient air pressure at sea level - in essence no vacuum; above 101.3 is pressure (such as generated by a supercharger).

**Rule #4** – Less MAP means more advance

Distributors with mechanical and vacuum advance mechanisms were designed to provide compromise timing across a wide range of varying conditions including engine RPM and intake manifold MAP. Changing carburetors, intake manifolds, exhaust manifolds; worn parts, etc. affect the original engine design parameters. So we get the idea of increasing engine timing until knock is experienced at wide open throttle and then backing off a few degrees. It may not even come close to optimum over the full range of RPM but it is the best we can do.

Or we can add modern engine control systems to our 40+ year old Triumphs...



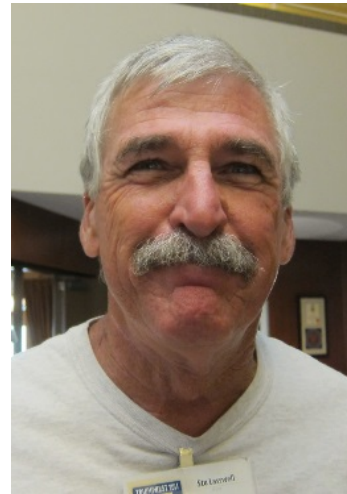
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## Meet Our Members

### Meet Our Member – Stu Laswell

#### How I Became Involved With Triumphs



I really don't know how I came to care about cars, as my father never treated them as anything more than a tool or appliance. Yet, I could identify most any make or model on the road by age 10 or so. By high school I still had an abiding interest, but never really in the mechanical sense, but rather still just aesthetic. My first real opportunity to "play" with cars was when I had the regular use of my Dad's '71 VW beetle. I added an extractor exhaust, low restriction air filter, some wide mag wheels and tires, and air shocks to make them fit. It was great 'til my Dad sold the car! Actually, the first car I "owned" was the Ford Courier that Debbie had when we were married! After that I went through a couple of old VW "square backs" but always wanted a sports car. When the time came to get another (2nd) car, I saw the opportunity to pursue my goal, but on a very limited budget. Road & Track had just done an article on their 10 Best Sports Cars for Under \$5000, and the list included the BMW 2002, the Alpha Romeo Veloce Coupe, Datsun's 240Z, and the MG B/GT. Now I had sampled a 240Z before, but was not impressed. It seemed too refined to be a sports car. I really liked the Alpha's looks, and the "Giant Killer" reputation of the BMW, but I really had a budget more in the sub- \$2000 range, and they were both beyond that.

Not long after that I drove by a BRG MGB/GT with a "for sale" sign in the window and stopped to check it out. Clean, low, sporty, even wire wheels! I was hooked. Debbie was more practical, as well as a bit pregnant, but I won her over with my pointing out that it was a real sports car, but with a back seat for kids! It was ours for \$1500 (which I had to borrow)! Now this seemingly inauspicious purchase led to my joining the San Diego MG Club, which led to my exposure to British car shows, rallies, tours... a whole new world of car (usually British) related activities, and I was hooked! I was, however, enlisted with the Dark Side, and learned to be condescending toward those non-Abingdon produced, agriculturally originated misfits that we all knew Triumphs to be! Yep, I even had one of those "I'd rather push an MG than drive a Triumph" T-shirts! We knew they were faster, but less refined and poorly assembled. Still, I was always appreciative of all that the British Car community had to offer, and wanted to eventually have an older, traditional British roadster, with an eye out for an affordable MGA, or even maybe a TD. Fate, however, had other plans for me.

By this time (ten years or so) I had truly immersed myself in the British car hobby, having served the MG Club as vice president a couple of times, president for three non-consecutive terms, and even chaired San Diego's great British Car Day. I was using my MGB/GT as my daily driver as well as my hobby car, and even using it as my work vehicle two or three times a week... I was delivering the mail with it!

It was one day in the early spring of '94 that, while delivering mail in my MG, I spied the tail end of a yellow sports car peeking out from a pile of stuff in a garage. Upon further investigation, I



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could see that it was a Triumph TR3, but could discern little else. When I asked about it, the woman of the house said, "Would you pay a thousand dollars for it?" I think I responded too quickly, because she said that she had better check with her son, the owner, first. It seems that the car had been her son's primary car through high school and college, but had started making a nasty sound from the rear end, and he parked it in his parents' garage. He would start it up every couple of months, I guess, until it ran out of gas. He had drained the coolant, set the parking brake, and there it had sat for 12 years or so. Whenever he thought about selling it, he would come over to see it and decide that he couldn't let it go (Triumphs owners are like that)! I did get it, but for \$1500, and had to deal with the mother so her son wouldn't change his mind! They were just happy to get the garage space back.

Getting it home was not an easy task, as our efforts to push it out of the garage failed, and even when I tried pulling it with my Jeep, the back wheels just skidded across the cement floor. It seems that when the parking brakes are firmly set for over a decade, the brake shoes and the drums tend to fuse together. It took a large gear-puller to break them free. Once I had it home the problem that had sidelined the car in the first place turned out to be a broken pinion gear in the rear axle, and a replacement was rounded up in short order.

I did little more than replace the perished rubber hoses and rebuild the fuel pump, and the old beast started right up! Now I, the president of the San Diego MG Club, had a running Triumph! Actually, not for very long. Within a couple of days it was apparent that something was amiss. Oil scum in the radiator, and slime in the crank-case! I had coolant leaking directly into the crank-case, from around the cylinders, at the "figure of eight" seals. It would take a full engine rebuild to rectify. It seemed that the engine had gotten a rebuild shortly before it's hibernation, but the re-builder was unfamiliar with Triumph's wet-liner engine, and had "hot tanked" it with the cylinders in place, and the figure-8 seals looked like thin figure-3's! We got the engine back together with little more than a new full gasket set, but that and labor upped the ante by another \$1000 or so. Still, I had a complete, running classic TR3 with less than three grand invested.

When we moved to Arizona in January of '97 I had not put much more into it, and you club members that know me and the car know that little more was invested other than what was needed to keep it running. I would say "roadworthy" but I don't think that would be accurate, in spite of it making it to Laughlin in '97, to Nogales on a Vintage Voyage a couple years later, or a few BEAT tours... the ill-fated first of which is a tale best left for a future installment... so stay tuned!

Stu Laswell

Ed note: Stu wrote this profile several years ago. He has since improved the car and won the Men's Fastest Time of the Day at the 2015 Triumphest.



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## **CLASSIFIED ADS:**

### **Jim Bauder's TR4A, TR250, and TR6 Parts, New and Used**

Intake Manifold, grungy and stained but it is useable TR6  
250 black carpet  
250 Black top (also fits the TR4A) in very good condition  
250 door panels, kick panels and all of the interior panels  
Box of misc. TR hoses some used, most are new TR6  
Small cardboard box of misc. new and used parts TR4A - TR6  
Larger cardboard box of misc. new and used parts TR4A - TR6  
Rubber seat pan, new TR4A - TR6  
Vinyl shift boot TR4  
Ash Tray, restored TR4  
Turn indicator and side marker lenses TR4  
Two clutch operating forks, in very good condition, may even be new, TR4A - TR6  
One tail light lens for TR4 in very good condition  
Two, under dash vent hoses, new TR4A  
Hand full of front suspension shims, probably fits all TRs  
Center console support radio blanking plate TR4A - TR6  
Hand full of new small wire type hose clamps All TRs  
Small box with complete distributor (disassembled!) with many new and used parts includes new distributor cap and plug wire set TR6  
Four TR250/TR6 door mount rear view mirrors in good to excellent condition  
New steel steering column U-Joint TR4A - TR6 (?)  
New brake caliper rebuild kit TR4A - TR6 (?)  
New drive shaft U-Joint TR4A - TR6  
New gear box cover gasket. This is the rubber gasket the goes between the fiberglass or plastic gear box cover and the floor  
Set of the black plastic 'nacelles' that cover the steering column switches TR6  
New TR6 starter brush kit  
New Stant S-335, 180 degree thermostat, most TRs  
New points, condenser, and rotor for TR6  
Used heater control valve for TR6  
Two new aluminum/chrome (?) capping pieces for the top of the TR4 door posts  
ARE S/S Carburetor Heatshield for SUs TR6  
Solid Aluminum steering rack mounts TR6  
Tubular shock mount kit, complete TR6  
Heavy chrome license plate frame for your daily driver?  
License plate light, fits many TRs  
Restored steering column, new paint, new bushings, etc. TR6  
Column mounted turn indicator switch (needs reassembly, I'll help!) TR250  
Column mounted O/D switch TR250  
The Club steering wheel lock, with key  
Partial set of freeze plugs TR6  
Two rubber headlight trim gaskets, new fits many TRs  
Voltage 'reducer' 12 Vdc to lower voltage for LED lamps  
Set of disc brake pads, new TR6



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TR steering wheel TR4 (?)  
Three sun visors, one very used, one excellent, one fair, TR4-6 (?)  
Sheet metal parts for TR4 (?) trunk floor  
Box of misc. used and new parts body, trim, under hood, etc.  
Box of misc. plugs, grommets, and gaskets, some used, most new  
24' X 47" steel drip pan

All of these parts were originally on the TR250 or were bought or traded for the TR250. All most all of the body parts would or should, fit later TR4s and the TR4A. Almost all of the engine parts would or should fit the early TR6s. As you all probably know, through all of the models and years of TRs many changes were made over the years, and even through many model years. So my comments on what parts might fit what car are at best, educated guesses. Although many of the new parts have been cross checked for the correct car model, but not all...

If I haven't stated 'new' in the description, you can assume the part is used. If the part is described as restored or rebuilt, it was ready to be installed on the TR250, but was replaced by a new part or better a part in some way or another. Also some of the parts were replaced with modern technology, vs. 'stock' TR parts. If it's in a box the whole box goes!

I am planning on having a Garage Parts Sale and Parts Gifting party sometime in early Dec. or mid Jan. with the hope of getting rid of all or at least most of these parts. I will give you all at least a week or so notice.

**Jim Bauder**  
**480-309-9525**  
**jimbpps@cox.net**

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#### **FOR SALE:**

1974 TR6 Runs, drives & stops.  
Currently registered.  
Needs TLC.  
\$5500.00

Pete Peterson 602-615-3640



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## CLASSIFIED ADS: continued

### FOR SALE:

1966 Dodge D100 PU Short bed, step side, slant six, 4 speed. Needs carburetor work, but does run and drive. Currently registered.  
\$2500.00

Pete Peterson 602-615-3640



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### FOR SALE:

Gene Walentiny of Glendale, AZ has 3 TR-7s for sale; 2 coupes and 1 roadster.  
623-931-9159 or 623-247-0355

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### FOR SALE:

I have a spitfire racing head - don't know how much has been skimmed off of it but it's ready to go completely rebuilt. Also a Weber 40 carb and a Vitesse gas tank. I want \$50 each on these.  
Thanks. John Lindly  
lindly1907@gmail.com

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### FOR FREE:

I have four 'excess-to-my-needs' original TR6 wheels available if someone can use them for spares and would like to pick them up from my home. (I wouldn't recommend these wheels for daily use as they are not all perfectly straight).

Julian Anderson  
1975 TR6

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## CLASSIFIED ADS: continued

### FOR SALE:

TRIUMPH TR6 J TYPE TRANSMISSION - \$2100 (north phoenix) Includes:

J Type Overdrive Conversion Kit

LUK Clutch and Pressure Plate

Gunst Throw out Bearing

Aluminum Fly Wheel (needs machining)

Column Switch and Escution

Speedo Angle Drive

Trans is rebuilt with 0 miles

Syncros and Bearings and Gaskets

Counter Shaft and First and Third Gears Case #CC1240 30

(TRANSMISSION ONLY, SELLS FROM QUANTUM MECHANICS FOR \$2375.00)

PLEASE CALL 602-569-4889 ASK FOR PATRICK

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### FOR SALE:

Well, the time has come to part with our 1987 Jaguar XJ6. This is the last year of the Series III cars, with the "real" Jaguar 4.2 motor. You may remember seeing it, but not often as we don't drive it very often. I bought it for Debbie for Christmas back in Nov. of 2007 from local Jaguar Club member Geoff Clark. It had 111,000 miles on it. In the eight years since the purchase we have raised that mileage to 115,000... As I said, we don't drive it much.

We paid Geoff \$5,500 for the car in 2007, a price we felt was fair for such a clean, rust free car. When we bought it the transmission slipped a bit (a lot) in the first to second shift, which we hoped could be fixed with a flush or adjustment. No, we ended up having the Borg Warner transmission rebuilt for \$1400. Now it shifts and drives just fine. It's just that Debbie prefers her Ford truck, and I find it rather boring to drive compared to my Mini or Triumph!

I still think that it's a great looking car, but it's an extra car for us and it's not getting the use or attention it deserves. I recognize that they haven't appreciated to any great extent, but there aren't that many out there in better shape than this one. I expect to take a loss... I'm thinking \$5,000 is quite reasonable. If you or someone you know it interested, contact me for more info, pictures, or whatever.

Stu Lasswell  
(480)577-2685  
[debntu2@yahoo.com](mailto:debntu2@yahoo.com)

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## CLASSIFIED ADS: continued

### FOR SALE:

1965 TRIUMPH TR4. Red with white top & red interior. Body and paint in very good condition. Engine and mechanicals are solid and in very good condition. Original 2138 c.c. engine with two SU side-draft carbs & 4 speed trans. Engine recently serviced, tuned and new timing chain. New top and tires. Wire wheels recently refinished, wood dash recently refinished. Has chrome luggage rack. Runs and drives great. All original except for seats. Interior is a little faded and worn. I've owned car for 16 yrs. In AZ until 2012. Odometer shows 32,040, I believe it has turned over once. A great car to drive and enjoy or easy to turn into a show car or vintage racer. I have over \$20,000 invested not including my labor. I have a complete history since purchase available upon request. I have decided to sell and it is one of the best TR4s available anywhere near this price. Asking \$15,250.



Car is in San Diego, CA Michael Sparkman, owner 602-750-5207. (Former DCTRA member)

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### Our Webmaster.



HTTP://WWW.MICROWORKS.NET

**DAVID W. RIDDLE**

20% Labor Discount for DCTRA Members

PO Box 30724  
MESA, AZ 85275-0724

TEL: 480-610-9234  
DAVE@MICROWORKS.NET



## DCTRA Club Meeting location:

Note that regular Meeting locations are on the second Tuesday of the Month:



**Denny's Restaurant**  
**650 N. Scottsdale Rd.**  
**Tempe, AZ 85281**

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## **DCTRA MEMBERSHIP APPLICATION**

**PLEASE PRINT** and return completed form with correct amount of dues to:

DCTRA  
Dave Freet, Membership Chairperson  
599 South Terrace Road Chandler, AZ 85226  
Phone: 480-706-4943 MSG Email: fxstsz99@cox.net

**NEW MEMBER:**

☐

**RENEWING MEMBER:**

☐

### ***MEMBER INFO (please print):***

**Name(s):** \_\_\_\_\_  
(As you would like it to appear in the roster)

**Address:** \_\_\_\_\_

**City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip:** \_\_\_\_\_

**Phone:** \_\_\_\_\_  
Home Cell

**Email Address:** \_\_\_\_\_

### **Classic Vehicles Owned:**

Year	_____	Model	_____	Commission #	_____
Year	_____	Model	_____	Commission #	_____
Year	_____	Model	_____	Commission #	_____

**Each household membership includes one name badge additional name badges are available at the cost of \$6.00 each**

Name wanted on badge(s): \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### **PLEASE NOTE:**

If you are joining DCTRA for the first time (not renewing your existing membership), dues are \$18.00 if joining between January 1 and September 30 if after September 30 the cost is \$23.00 which takes you December 31 of following year (15 months), so that everyone's dues become payable on January 1<sup>st</sup> each year. If you want to take advantage of the multiple-year discount, add \$34 or \$50 to your first year's tiered fees.

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# Regalia

We have grill badges for \$25.00 each and lapel pins for \$5.00 each available for purchase.



Grille badge (3 inch diameter)



Lapel pin (3/4 inch diameter)

Membership fee	_____
Name tags @ \$6.00 each	_____
Grille badges @ \$25.00 each	_____
Lapel pins @ \$5.00 each	_____
Total enclosed	_____

Additional Space for more information:

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## Websites

Desert Centre-Triumph Register of America  
[www.dctra.org](http://www.dctra.org)

Triumph Sports Car Club of San Diego	<a href="http://clubs.hemmings.com/sandiegotriumph">http://clubs.hemmings.com/sandiegotriumph</a>
Portland Triumph Owners Association	<a href="http://www.portlandtriumph.org">www.portlandtriumph.org</a>
Tyee Triumph Club(Seattle)	<a href="http://www.tyee.triumph.org">www.tyee.triumph.org</a>
British Columbia Triumph Registry	<a href="http://www.3.telus.net/bc_triumph_registry">www.3.telus.net/bc_triumph_registry</a>
All British Field Meet (Portland)	<a href="http://www.abfm-pdx.com">www.abfm-pdx.com</a>
Vintage Triumph Register	<a href="http://www.vtr.org">www.vtr.org</a> AND <a href="http://www.vtr2007.com">www.vtr2007.com</a>
Triumph 2000/2500/2.5 Register	<a href="http://www.t2000register.org.uk">www.t2000register.org.uk</a>
Rimmer Bros	<a href="http://www.rimmerbros.co.uk">www.rimmerbros.co.uk</a>
Stag Owners Club	<a href="http://www.stag.org.uk">www.stag.org.uk</a>
TR Sports 6 Club	<a href="http://www.tr-register.co.uk/news.htm">www.tr-register.co.uk/news.htm</a>
British Auto Works (OR)	<a href="http://www.britishautoworks.com">www.britishautoworks.com</a>
British Wire Wheel	<a href="http://www.britishwirewheel.com">www.britishwirewheel.com</a>
Save Our Cars	<a href="http://www.saveourcars.org">www.saveourcars.org</a>
British Car Forum	<a href="http://www.britishcarforum.com">www.britishcarforum.com</a>
Triumph Travelers Sports Car Club	<a href="http://www.triumphtravelers.org">www.triumphtravelers.org</a>
Southern California Triumph Owners Assn	<a href="http://www.sctoa.org">www.sctoa.org</a>
British Motor Heritage Group	<a href="http://www.heritage-motor-centre.co.uk">www.heritage-motor-centre.co.uk</a>
6-Pack –USA Club for TR6/TR250 Owners	<a href="http://www.6-pack.org">www.6-pack.org</a>
Okanagan British Car Club (B.C.)	<a href="http://www.obcc.ca">www.obcc.ca</a>
Vintage Sports Car Club of Calgary (Alberta)	<a href="http://www.vsgcc.ca">www.vsgcc.ca</a>
Moss Motors	<a href="http://www.mossmotors.com">www.mossmotors.com</a>
Small auction and forum	<a href="http://www.britishcarauction.com">www.britishcarauction.com</a>
Classic Autosport Magazine	<a href="http://www.classicautosport.net">www.classicautosport.net</a>
International Spitfire Database	<a href="http://www.members.cox.net/spitlist">www.members.cox.net/spitlist</a>
British Motor Club of Utah	<a href="http://www.britishmotorclub.org">www.britishmotorclub.org</a>
Columbia Gorge MGA Club (Classic Gorge Rally)	<a href="http://www.columbiagorgemgaclub.com">www.columbiagorgemgaclub.com</a>
Victoria British	<a href="http://www.victoriabritish.com">www.victoriabritish.com</a>
Triumph Register of Southern California	<a href="http://www.socaltriumphs.org">www.socaltriumphs.org</a>
Hill Country Triumph Club	<a href="http://www.hillcountrytriumphclub.org">www.hillcountrytriumphclub.org</a>
Tucson British Car Register	<a href="http://www.tucsonbritish.com">www.tucsonbritish.com</a>
Central Coast British Car Club	<a href="http://www.centralcoastbritishcarclub.com">www.centralcoastbritishcarclub.com</a>
Texas Triumph Register	<a href="http://www.texastriumphregister.org">www.texastriumphregister.org</a>
Delta Motorsports	<a href="http://www.deltamotorsports.com">www.deltamotorsports.com</a>
C.A.R.S of Phoenix	<a href="http://www.englishbawbsclassics.com">www.englishbawbsclassics.com</a>