

Triumph TRumpeter

OFFICIAL NEWSLETTER OF

THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA

PROMOTING TRIUMPHS AROUND THE WORLD WITH OUR SISTER CLUB, THE ISLE OF WIGHT TRIUMPH CLUB, U.K.

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FEBRUARY 2004

Vol. 25, #2

MEETING: FEBRUARY 10 - 7:00 PM
ZORBA'S RESTAURANT
1044 E. CAMELBACK
COME EARLY - BUY FOOD!
SUPPORT OUR BENEFACTORS!

CLUB OFFICERS

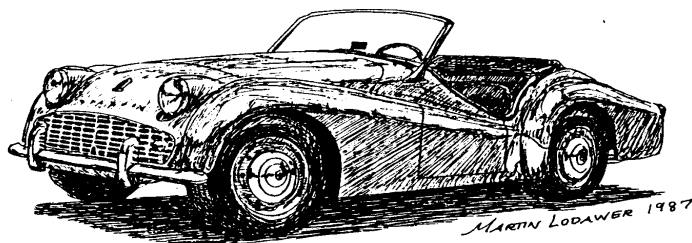
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Meetings are held on the Second Tuesday of each month. (Including January)

Dues are \$18.00 per year

For membership information, contact Ron Gurnee at 480-816-0836

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COMING EVENTS

<<DATE TO BE SELECTED>>

TRIP TO THE
RENAISSANCE FESTIVAL
DATE WILL BE SELECTED AT THE
MEETING

OTHER EVENTS

SUNDAY, FEBRUARY 15
ALL BRITISH BREAKFAST RUN
32nd & SHEA BLVD
7:30 AM for 8:00 AM DEPARTURE

FEBRUARY MEETING

At the January Election Brunch/Meeting, we agreed to try a different restaurant for three months, and that restaurant would be the Spaghetti Factory on Central and McDowell. Unfortunately, that restaurant is not available on February 10th. So, after investigating many restaurants, Rich Aubert polled the Executive Committee and they agreed that we should go to ZORBA'S Restaurant at 1044 E. Camelback Road in Phoenix. It's 9 blocks west of our old meeting place. The phone number of Zorba's is 602-287-0078. We're meeting in their separate back room that seats about 35.

Just a note to let you know it's located right next door and just east of the Kirkwood Shutters Showroom, on the north side of Camelback. There should be plenty of parking in the front and on the east side, and in the side lot of the business just to the east next door. There's also parking in the back.

MINUTES OF THE JANUARY MEETING

Outgoing President John Horton opened the meeting with toasts to all our previous member who had passed away. He also made a toast to Tom & Gracie Pennell, who had founded of Desert Centre Triumph Register of America in 1980. Forty-three came out for the annual champagne brunch and election of new officers. It was held this year at Gary's Haven in Mesa. Members introduced themselves and told what Triumphs they own. The Secretary's Report was accepted as printed. The Treasurer reported a positive balance in the bank, and stated he would accept membership dues at the end of the meeting.

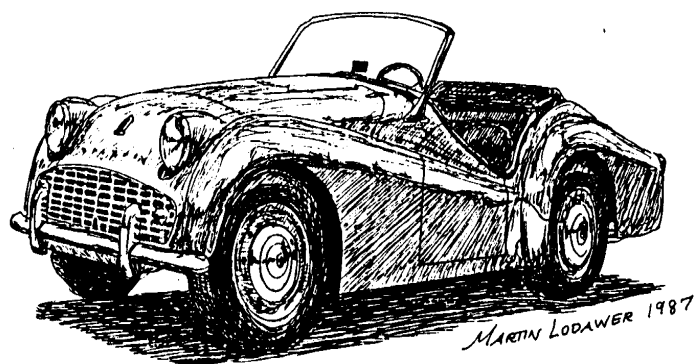
Vice President Rich Aubert reported that upcoming events include Wickenburg Goldrush Days on February 14th, Wheels of Britain, and the Highland Games. Membership Chairperson Ron Gurnee presented the first annual Participation Award to John and Beth Horton.

Previous nominations were reviewed, and there were no new nominations. President Horton requested and received a vote of acclamation for the new slate of officers: John Nuss as President, Rich Aubert as Vice President, Jim Bartels as Treasurer, and Deta Hampsch as Secretary. John Horton presented the President's gavel, which was made by former member Eric Corney, to John Nuss, who conducted the remainder of the meeting.

In New Business, Rich Aubert spoke to the question of changing the location of the monthly meetings. Some suggested venues included Spaghetti Factory, Olive Garden, Imperial Garden, Macayo's, and Gary's Haven. Following some discussion, Jim Bauder moved to meet at Imperial Garden in February, and in four new locations the following months before choosing a continuing location, and added that all members must be notified by website, e-mail, and/or newsletter of each month's meeting place. He accepted a friendly amendment from John Horton stating that the officers will choose four meeting places to try for three month each, starting at Spaghetti Factory on Central and McDowell in February. The motion passed.

John Nuss called for a brief Executive Meeting after adjournment.

Thanks were given to Gary's Haven for having us, and the meeting was adjourned.



THE PREZ SEZ

The first message as THE PRESIDENT:

First, thanks to the officers that have led this club so very well: Roger, John, Tom, Ron, Rich, Jim, Mike, Deta, Beth, George, Bob, et al. We are so very fortunate to have people excited about Triumphs and willing to contribute time, opinions, expertise, and enthusiasm. These are some fairly large shoes to fill.

This time of year things heat up figuratively with the shows and drives for our cars. There is a Planes, Trains and Automobiles Show the first part of February in Mesa and the Highland Games show at the end on the month at Mesa Community College. The British Motor Enthusiasts are preparing for the Wheels of Britain Show at Heritage Square in Phoenix on March 7. Mike and Janice Goodwin are working on the B.E.A.T. for April 17 and 18. Don't forget the monthly British Breakfast Drives on Sunday mornings. This is not a complete list but it does present plenty of opportunity to drive the Triumphs. Remember the cars were built to be driven! So, check the fluids, air up the tires and join us on the road.

The officers met in January to get some ideas for club activities during the next year. Let us know if there are activities that we must do, or haven't done for a while. It might be helpful to know if there are any that we better not do again!

Our next meeting will be at Zorba's at 1044 East Camelback on Tuesday February 10. Rich will preside while I take a mid-term exam.

DEAL ON WHEELS

You guys know those alloy wheels on Bill Close's TR-3? (The white one, formerly Larry Stewarts) Well, those eight spoke minilite-style wheels are actually the same mold pattern as the original American Wheels mag used by the Triumph TR-3 and TR-4 factory efforts at Sebring in the '60s. I have a set for my TR-3, but I need one more wheel, and Bill is going to order another set for himself. It seems that these wheels have become the darlings of the Cal Look VW set, and the VW bolt pattern is the norm. To get a set in our 4-bolt pattern, we either have to order several sets or wait until they have enough other orders to justify their tooling up for that bolt pattern. These wheels are the same size as Moss, TRF, and everybody else carries (15"X5.5") but we get them for nearly \$100 LESS per wheel. Our price, for a set of four, is about \$300. Out the door, with tax and 16 chromed lug nuts, I paid \$327. Bill is going to make an order this week, and if any club members want to get in on this deal on very nice alloy wheels you need to contact Bill Close at "b_close@hotmail.com" soon. If you were thinking of getting some new wheels for your TR2,3,4, or 6 (or even MGB, Healey, whatever) this is a deal you shouldn't pass up!

STU

AUTOMOTIVE EVENTS ALL OVER THE WEST

FRIDAYEVENINGS:

Alma School & Warner, Chandler

Warner & McQueen, Gilbert, 4 - 9 p.m.

Hills, 43rd St. & Union Hills, Phoenix

Rally's 602-948-0719, 35th Avenue & Northern, Phoenix

SATURDAYEVENINGS:

Saturday, December 6th will be the first one in the month which is when we try and get as many British cars as possible to the cruise-in at Power & Hampton in East Mesa. We can hold spaces till 6 pm so please let me know if you are coming and we will try and hold spaces so you can all park together, regardless of marque or year. shirley@nis4u.com or 480-985-2531 Power and Hampton, Mesa, (British cars the first Saturday of the month) 4 - 8 p.m.

The Pavilions - McDonalds 602-443-0800, Indian Bend Rd. between Pima Freeway and Pima Rd., Scottsdale. 4 - 10 p.m.

Chubby's, 7th St. and Union Hills, Phoenix 5:30 - 9 p.m.

Chuy's, Arizona Ave. & Warner

Dairy Queen, 623-977-3303, 108th Ave. & Grand, Sun City 4 - 8 p.m.

5 and Diner, 480-753-1114, 906 N. 56th St. (I-10 & Ray), Chandler 5 - 9 p.m.

Hooters, 602-375-0000. Bell Rd. west of I-17, Phoenix

Shoney's, 602-948-0719 623-561-1971, 59th St. & Bell, Phoenix

Sonic 623-936-6587, 33rd Ave. & Bethany Home 6 - 9 p.m.

Wendy's. Superstition Springs Mall, Apache Junction

HIGHLAND GAMES, February 28th & 29th. The Caledonian Society of Arizona is inviting you to display your car at the Highland Games in February. As in the past seven years the Games will be held at Mesa Community College the last weekend in February, the 28th & 29th in 2004. All British cars are invited and the first 25 cars to register will receive a FREE ticket to the event. This is not a judged event but all registered cars will receive a souvenir dash plaque. They would like to have as many cars as possible for both the Saturday and Sunday; there will be security to leave your car overnight. However, if you can only come on one or the other day they will be just as pleased to see you. Please be aware that Mesa Community College Safety regulations require that all vehicles be in place when the gates open to the public at 8:00am and must remain in place until the close at 4:00pm. Not only is this a really fun event but also it is an excellent way to make your Club's presence known to newcomers to the Valley. Please register ASAP so that the Games Committee can allocate sufficient space! They will also issue you a parking pass to allow you easy access to the assigned area. If you have any questions please contact Philip Blahak, Car Display Chairman, at 480-985-2531 or 480-924-2292.

2004 DCTRA OFFICERS

The new officers of DCTRA were elected by acclamation at the Champagne Brunch Meeting on Sunday, January 18, 2004. Actually, the only NEW officer will be John Nuss, replacing retiring President John Horton. Returning for another year of service are Vice President Rich Aubert, Treasurer Jim Bartels, and Secretary Deta Hampsch. Also returning for another year of service in appointed positions will be Membership Chairperson Ron Gurnee and Newsletter Editor Clay Rineholt.



Left to Right (our New President John Nuss, Treasure, Jim Bartels, Newsletter Editor, Clay Rineholt, Secretary, Deta Hampsch & Vice President Rich Aubert, Membership Chairman Ron Gurnee will also return.

FEBRUARY EVENTS

Saturday, Feb. 7th is the Planes, Trains & Automobiles show at Falcon Field in Mesa, organized by the Rotary Club in aid of the Arizona Food Banks. Registration opens at 9:00am, no need to pre-register. (\$20.00 donation.)

Feb. 7th is the first Saturday in the month, which is when we try and get as many British Cars as possible to the Cruise Night at the K Mart on Power & Hampton, in Mesa. Cars start showing up about 4:00pm. If you would like us to try and hold a space for you please let Shirley Blahak know. shirley@nis4u.com (Free.)

Sunday, Feb. 15th is the next Breakfast Run. Meet as usual at the NW corner of 32nd St. & Shea Blvd. in Phoenix at 7:30am ready to leave at 8:00 for an as yet undisclosed destination for breakfast. (Cost, just your breakfast tab.)

Saturday, Feb 28th & Sunday, Feb 29th is the Highland Games at Mesa Community College. If you sign up to display your car, either one or both days, you will receive free entry to all the activities. If you need a form please let Philip Blahak know, philipblahak@earthlink.net or he will have some at the above events. (Free!)

Jim Medland and Delta Motorsports are now hosting coffee & Donuts on Saturday mornings, beginning at 09:00 . This will also be an open forum for chatting and tech info. See you there.

Jon Nyhus and British Motor Classics have always had the coffee pot on for anyone on Saturday....

FEBRUARY OUTING

Hi, all.

How about an outing to the Renaissance Festival this month?

What is a Renaissance Festival? - The Renaissance Festival is a medieval amusement park, a 12-stage theatre, a 30-acre circus, and arts and crafts faire, a Jousting Tournament and a feast, all rolled into one non-stop, day-long, family adventure!

What are the dates and hours of the Festival? - The Festival is open on weekends, Saturdays, Sundays and Presidents' Day Monday, from February 7th through March 28th. Festival hours are 10:00 AM until 6:00 PM.

What is the cost of admission? - Advance ticket can be purchased at Fry's Food & Drug Store and Fry's Marketplaces statewide. Advance ticket prices are: \$16.00 for adults and \$6.00 for children 5-12. TICKETS PURCHASED AT THE FESTIVAL TICKET BOOTH WILL BE \$2.00 HIGHER. Senior (60 and over) tickets can be purchased at the Festival Ticket Booth for \$15.00.

What does the admission price include? - Free parking, all entertainment shows, including the Tournament Jousting and Birds of Prey show. You may choose to purchase arts and crafts items, food or beverage, or enjoy some rides and games (costs vary).

What is the cost of parking? - Parking is free, courtesy of Fry's Food & Drug Stores and Fry's Marketplace.

Can we bring outside food and drink? - No outside food and drink is permitted through the Festival Main Gate.

Can we leave the Festival and go back in later the same day? - As you exit the front gate, you may have your hand stamped in order to re-enter the Festival that same day.

Is the Festival handicap accessible? - The Festival is held in a natural, outdoor setting. Wheelchairs and motorized wheelchairs are allowed. We have handicap accessible parking, handicap sized portable toilets and special seating at our Jousting Arena.

Does the Festival rent wheelchairs or strollers? - Stroller, wheelchairs and motorized scooters are available to rent, on a first-come, first-served basis, at the costume rental shop located just outside the Festival Main Gate.

Are pets allowed at the Festival? - Because of the great variety of performing animals in the Festival, no pets are allowed to be brought into the park by visitors.

What happens if it rains? - We are open rain or shine. It is extremely rare that we close on an event day. In the extreme event of a closing while you are attending, contact the Festival ticket office. Rainchecks will only be considered in the event of a CLOSING.

Is there an ATM? - Yes, we have three Bank One ATMs located on the Festival grounds.

Check out this web site for more information. Group tickets are \$15 each

for groups of 15 or more. website http://www.royal-faires.com/ARIZONA/arf_main.htm

JIM MEDLAND, President



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SKYLINE HIGH SCHOOL SHOW

President John Nuss and his Spitfire were unable to beat out the Minis at the Skyline High School JROTC and High Performance Club's 4th annual show on Saturday, January 24, 2004. Phillip Blahak's Goldie took first place in the European car/truck category. Also participating in the event were Shirley Blahak with her Mini Sharkey, Kathy Nuss and Hiram the Austin taxi, and Kathy Smith with her MG. The show, which was hosted by the Desert Kustoms Car Club and sponsored by Merrill Gardens at Apache Junction was well-attended despite the chill and damp weather. It was great to see the DCTRA banner displayed between John and Kathy's cars.

CLASSIC-FIED ADS

FOR YOUR INFORMATION

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.

FREE TO GOOD HOME = Triumph engine block, flywheel, cam shaft & head, The head & block have been stored outside for years. Call 623-535-9124 (02/04)

FOR SALE = TR-3 dark blue fiberglass hardtop (\$50) & TR-3A transmission (\$100). The transmission worked when stored inside in 1970. Call 623-535-9124 (02/04)

TS1 LIVES!

Until recently, DCTRA's long-time friend and member Bob Hohanshelt's TR2, serial number TS 22 L was believed to be the oldest running TR2 in America. In fact, we presented it as such during Triumphfest 2002 in Laughlin. But things never stay the same. Triumph Register of America's founder, Joe Richards, located TS 1 (the first production TR2) in Canada some years ago and proceeded to purchase it. It was so rusted that he had to build a wooden body buck to keep it from breaking in half on the trailer. After many years and undoubtedly many dollars, the restoration of TS 1 is complete. Here's a small photo - go to www.dctra.org/news/ts1.jpg for a full-color picture. Congratulations, Joe - it's beautiful!



ROY STONEY'S		Est. 1981
	<i>British Sportscar Service</i>	
Jaguar • Triumph • MG Range Rover • Austin Healey		
Phone: 602.231.0706		Fax: 602.238.0713
2316 East Polk St., Phoenix 85006		

The Wheels of Britain 2004

Fifth Anniversary

Presented by the British Motor Enthusiasts on Sunday, March 7th, 2004 at Heritage Square, 6th and Monroe Streets, Downtown Phoenix, AZ. The event is an Open Display for All British Built Vehicles from Show Class to Daily Drivers Come Rain or Shine! Gates open for pre-registered vehicles at 8:00 a.m. and closes at 9:30 a.m. Day-of-Show entries are acknowledged at 9:45 a.m. and must be in place by 10:00 a.m.

REGISTRATION - Priority is Given to PRE REGISTERED Vehicles-- Pre-Registration: \$20.00 for the first vehicle and \$15.00 for each subsequent entry. Pre-registration discounts apply to vehicles legally licensed to the same owner. Plan to enter more than three? Contact the Registrar at (480)983-3945 prior to completing and mailing your registration forms for a further multi-vehicle discount. Please complete one registration form for each vehicle entered. For a multi-discount, all registration forms must be submitted together with your entry fee to the Registrar.

Day-of-Show (DOS) Registration: \$25.00. Note: All Day-of-Show entries will be placed into a common, DOS Class, which will be a multi-Marque Class. Day-of-Show registrations are accepted on space availability only. The organizers reserve the right to refuse entry to non pre-registered vehicles. Please note that pre-registration of your vehicle will guarantee that your vehicle will be parked in the field class designated for your Marque.

AWARDS: - Presented at 2:00 P.M. **JUDGING** - is by popular vote of the entrants. All decisions are final.

Vehicle classes and trophies will be based upon the number of pre-registrations postmarked by February 17, 2004. **Masters' Class** - First Place winners of their designated Class from the Wheels of Britain 2002 and 2003 shows. **Best of Show** - Best of Show judges may request the owner to raise the vehicle bonnet.

Spirit of Britain - (Must be driven for the sole purpose of this event. Trailered vehicles will not be considered!)

Dash Plaques: - will be provided to all pre-registrations postmarked by February 17, 2004.

IMPORTANT INFO - Due to heavy pedestrian traffic, all vehicles need to be in place by 10:00 AM. Sharp! Heritage Square and the City of Phoenix request vehicles remain on display until 2:30 PM.

Trailer Parking; - Limited space is available on the city streets surrounding Heritage Square.

THE FINE PRINT: Pre-registrants will receive a postcard via return mail approximately one week prior to the event. This postcard acknowledges receipt of your registration and identifies your Class number. Please bring this postcard to the event. Postcards cannot be duplicated at the gate for pre-registrants! It will identify your vehicle "Class" and help the organizers expedite parking. Exchange your postcard for your registration packet and use your card as your ticket for a chance to win one of the many door prizes that will be drawn throughout the day. ALL registrants are eligible to win a door prize.

MEMBERS AND THEIR CARS

RON GURNEE AND HIS SPITFIRE

More than 314,000 Spitfires were built over a period of 18 years. In 1963, Standard-Triumph was determined to overtake their number one sales competitor in the U.S., Renault. The Herald had not been able to turn the trick, so they were counting on the new sports car with sleek styling by Giovanni Michelotti, whose name had been borrowed from the famous Vickers/Supermarine Spitfire aircraft. Actually, Vickers/Supermarine agreed to have Standard-Triumph use the Spitfire name in exchange for the right to use the Vanguard name for their next passenger aircraft. That name, of course, had been borrowed from the HMS Vanguard with the permission of the British government. The new car made quite a splash when first viewed at the Miami Auto Show.

The original version manufactured from 1962-1964, the "Spitfire 4," sported an 1147cc OHV 4. Next came the "Spitfire 4Mk2" from 1965-1966, followed from 1967-1970 by the "Spitfire Mk3," with a 1296cc engine & single Stromberg Carb starting in 1970, along with a new look from Michelotti. "Swing Spring" came with the "Spitfire MkIV" in 1971-72. The final version, "Spitfire 1500," included the beefed-up 1500cc engine and increased axle length for greater stability. As a result of stiffening U.S. emissions regulations among other problems, Spitfire production ended in August of 1980.

The bug to own a sports car can strike at any age, for me it hit when in college where the frat boys next door drove many models throughout my four years in school. Grad school, marriage, kids, service, new jobs, etc. put this idea on the back burner. However in 1995, while driving to the store, Elaine and I passed a primer covered "lawn ornament" for sale. It was small, ugly, and needed a lot of work-i.e., the transmission had just been rebuilt-but you could not get it to shift into 3rd gear. After much discussion my better half advised me that she would not get into that kiddy car in her lifetime but was sure "we" would find just the right car.

Fast forward the time to a rainy, cold Friday in June of 1996, and the phone rings in my shop--I recognized my wife's voice as she informed me she had just located a sports car that sounded great and I had better call on it!! The ad did read 1964 Triumph sports car with lots of extra parts, factory parts manual and spare parts catalogue. A friend went with me to see this treasure. What a sight to behold--there sat a well-oxidized blue Triumph Mk I Spitfire that started on the third try--and the entire neighborhood could hear it!! I looked at the car and all of the spares stacked in the garage and just did not know what to do---while the owner was going on and on about this and that. Very quietly I asked my friend what he thought about it--his reply was "Buy the Car"--he could tell from my expression that I was not sure about this adventure. His next statement was "BUY THE DAMN CAR, RON."

The transaction was completed and we began to load my ten-foot cargo bed up to the windows with extra spare parts, nuts, bags of goodies and some things I still could not identify. I drove the car home, parked in the driveway

and noticed my wife standing in the doorway. "I could hear you coming three blocks away--let me see what you brought home," is all she said. After checking the car out, she agreed it had potential and that she knew where I would be spending my future free time. And thus, a labor of love began.

I joined the Triumph Sports Car Club of San Diego and began sorting my treasures. Three and a half years later, the car had a temporary registration but rolled out of our driveway and we drove it to Triumphest 2000 in San Diego.

The fun part of the restoration was that I had never worked on a car before in my life, but with a lot of advice from true friends I was able to do most of the work myself. Many knuckles were busted, but everything fit back together.



ENGINE MAINTENANCE DETAILS

Valve tappet clearances, cold	Inlet, 0-010 in. (0.25 mm)
TR2 TR3, TR3A	Exhaust, 0-012 in. (0-305 mm)
All Other Models	Inlet and exhaust, 0.010 in. (0.254 mm)

Ignition distributor contact-breaker gap, 0-015 in. (0-38 mm)

Sparking plugs (Champion)

TR2, TR3, TR3A, TM, TR4A L87Y

TR5, TR6 N9Y

Spitfire Mk 1 and 2 L87Y

Spitfire Mk 3 and Mk 4 N9Y

GT6 N9Y

Sparking plug gap 0-025 in. (0.6 mm)

Firing order Your text here

Four-cylinder engines 1, 3, 4, 2

Six-cylinder engines 1, 5, 3, 6, 2, 4

Static ignition timing

TR2, TR3, TR3A, TR 4° b.t.d.c.

Spitfire Mk 1 11° b.t.d.c.

Spitfire Mk 2 13° b.t.d.c.

Spitfire Mk 3 and Mk 4 17° b.t.d.c.

GT6, Mk 1 13° b.t.d.c.

GT6, Mk 2 and 3 10° b.t.d.c.

Oil pressure at 2000 r.p.m.

TR2, TR3, TR3A, TR4, TR4A 65-75 lb/sq in. (4.5-5.3 kg/cm²)

TR5, TR6 45-65 lb/sq in. (3.2-4.5 kg/cm²)

Spitfire and GT6 40-60 lb/sq in. (2.8-4.2 kg/cm²)

TRIUMPH TUNE-UP SPECIFICATIONS - SEE ACCOMPANYING ARTICLE NEXT PAGE

TECH TALK

My wife and I were discussing the types of technical articles that she thought might be of interest to women who love to drive a Triumph. We came to the conclusion that as a practical owner, the typical Triumph driver will probably wish to carry out, as much as possible, the routine maintenance of his or her own car. We thought of several helpful guides and after looking at a rather long list of those publications printed over the years, came to prefer a small, pocket sized, car care and service manual published by Pitman House, London, 1971, *The Book of the Triumph Sports Cars* by Staton Abbey. This 89 page paperback emphasizes do-it-yourself servicing and maintenance in your home garage.

The first question that comes to ones mind in preparing to perform service on your car is, how ambitious should you be? The answer will depend, of course, on your experience and on the tools and equipment at your disposal. The adjustments and servicing described in your automobile service booklet and maintenance pamphlets, for example, should be within the scope of even a novice, and as you gain experience the more advanced work which is dealt with in other Factory maintenance manuals and Service Bulletins can be tackled with confidence.

The cost of tools and equipment which will be needed will be quickly recovered by the saving of garage labor charges. A basic tool kit for simple servicing was offered for your Triumph from the factory and varies or differs a bit with each model of Triumph. (See the Photo of the original TR3 Tool Kit.) This tool kit could be used in conjunction with the following essential tools for routine servicing which can be added to as more ambitious work (restoration, etc.) is undertaken.



An Original TR3 Kit with Vinyl Roll

The first on the list is a set of open-ended or ring spanners (wrenches). A/F sizes 1/4 to 9/16 inches.

A Set of socket spanners, with extension

A selection of screwdrivers. including flat and Phillips head screws

A large and small adjustable spanner or combination wrench

Side-cutting and pointed-nose pliers

A set of feeler gauges

Tire-pressure gauge

Tire tread depth gauge

Engineers hammer (ball peen)

Wire brush

Inspection lamp

The use of these tools combined with a planned home maintenance program, will help you complete the work yourself or inspect work done by a professional. You will have the satisfaction of knowing that the work has been done conscientiously, that no points have been overlooked and that any impending troubles have been caught at an early stage and put right before they can result in heavy repair bills.

Planned maintenance servicing for your Triumph should schedule specify routine servicing at 6,000, 12,000, 24,000 and 36,000 miles, In our next articles we will cover those schedules specifically.

Earlier Triumph handbooks called for some of the jobs to be done at 3,000 miles, and in still earlier editions lubrication was specified at 1,000-mile intervals. Modern lubricants, however, will normally allow the extended servicing periods which are now recommended, to be adopted for these earlier cars.

Worn steering swivels and ball joints will allow grease to escape more quickly, of course, and would therefore need more frequent lubrication; It will do no harm to check these vital points at 3,000- mile intervals if the car is no longer in its first youth, before deciding to extend the service periods to 6,000 miles. In many cases this mileage may represent a period of six months or more, and quite a lot can go wrong with an older car during that time.

One should obtain a Lubrication Charts for the specific model of Triumph which is of interest. The following are the first steps in planning a do-it-your-self planned maintenance program for your Triumph which will let you get to know your car.

Begin to service your Triumph every 250 miles (400 km) or weekly

Engine: Check oil level and top-up if necessary (check daily If engine is worn and also when refilling with fuel on a long run) .

Radiator: Check water level when cold and top-up if necessary. Wheels and Tires: Check tire pressures when cold. Watch for cuts and signs of uneven wear. Check tightness of wheel nuts.

Battery: Check level of liquid in cells. . ? .

Windscreen Washer Reservoir: Check level of fluid. .

Brake and Clutch Fluid Reservoirs: Check level of fluid (pre- cautionary check only-topping-up should be required only at long intervals, unless a leak has developed in system) .

You will need to browse through some facts and figures, and the following information will be needed during routineservicing.

Useful as these tables are, however, there is one point to bear in mind: car design is never static and modifications are often made during the production run of a particular model, which may affect some of the figures in the tables. If in doubt, you will usually find your Triumph club member ready to give friendly advice. (See Engine Maintenance Details on the previous page)

Choose Moss Online

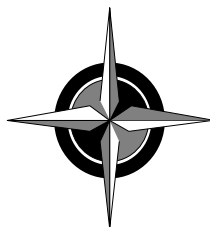
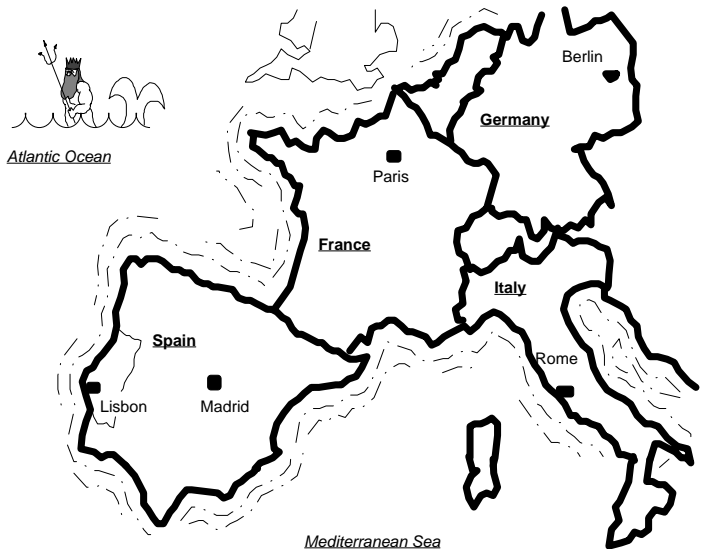
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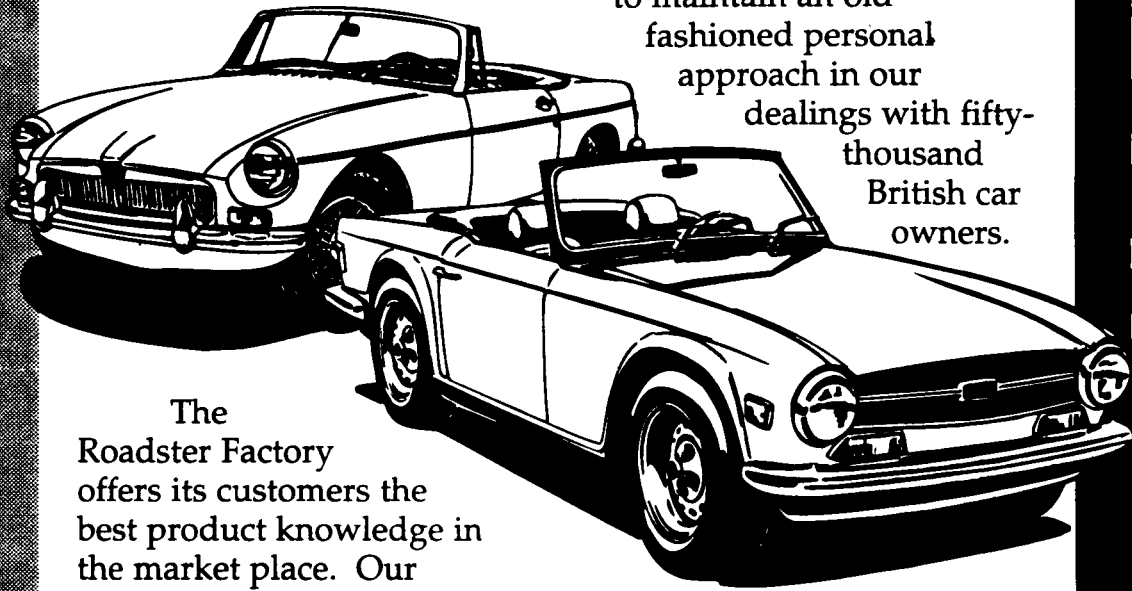
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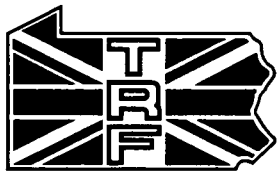
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