

TRIUMPH TRUMPETER

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



Triumph Register of America



PROMOTING TRIUMPHS AROUND THE WORLD

WITH OUR SISTER CLUB
THE ISLE OF WIGHT TRIUMPH CLUB, U.K.



JANUARY 2014

Vol 35, Issue 1

<http://www.dctra.org>

NEXT CLUB MEETING
SUNDAY, January 19, 2014
CHAMPAGNE BRUNCH & ELECTION MEETING
starts @ 11:30 a.m.

MONTI'S RESTAURANT
100 S. Mill Avenue, Tempe, AZ 85281

2013 CLUB OFFICERS

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ADVERTISING

ONE YEAR placement in the newsletter **AND** a link on the www.dctra.org website:

AD SIZE – COST

FULL PAGE....\$100	½ PAGE:.....\$60
¼ PAGE..... \$ 35	BUSINESS CARD:....\$25

On the Cover: Photo – George Montgomery – 1974 TR6 - Breakfast Run (August 2011)

Prez Sez – January 2014

John Nuss

The Christmas presents have been distributed - Santa is relaxing at his secret tropical site. A new year is waiting for us explore. Happy and Prosperous New Year to all!

Looking back, the club has accomplished producing/providing a new member pack, license plate frames and pins - things that may enhance club membership. Good for us!

Looking ahead, the club may wish to provided/initiate some activities particular to Triumphs and our club - a rally, day or weekend drives, an autocross date, or vintage race attendance. Maybe it is time to consider adding to the regalia available to members.

Years ago, Kathy and I were members of the Northern Ohio Valley Region of SCCA. The group was a region that sponsored an autocross series so at the end of the year there was a trophy for the most points earned. But the club also presented "Spark Plug Awards" to members that participated in club activities. Points were awarded for organizing an event, working the event, and participating in the event. Arizona Mini Owners awards "Mini Marques" to members adding additional points for driving a Mini in an event and even recognizes members for driving the Mini in other auto activities. A Mini club member could earn Marques for showing the car at the Wheels of Britain or driving the B.E.A.T. I'm not sure what the name of our award might be or if members are interested in doing such a thing. I don't believe anyone is strongly motivated to participate because of the award, but it seems it would be good to recognize participation.

Remember January 19, 2014 is our annual champagne luncheon meeting. It is at Monti's in Tempe. The plan is to gather at 11:30 and start dinner at noon. Diners will have a choice of three entrees. The good part is, you do not have to pre-order. The restaurant is providing a special area in the parking lot for Triumphs. At this time, there are many people who have said they will attend. There is room for many more.

Once again, best wished for a Happy and Prosperous New Year!

EDITOR'S DESK

GEORGE MONTGOMERY

Here it is New Years Eve and I am about to write my first column as the editor of the TRiumph TRumpeter. Thank you for your vote of confidence. I have always admired this function but wasn't sure that I would have the time nor have the skill. Bev Peterson has shown me how simple it is. She showed me how to cut and paste contributed material into a copy of the previous newsletter. She gave me accumulated material and helped me to get this newsletter started. I am finishing it today. It should be posted tomorrow, January 1st. I have set myself a goal to have it published on the 1st day of each month. It is imperative that contributors (you know who you are) get their material to me by the 25th of each month.

As a club, we should thank Pete and Bev Peterson for stepping up and publishing the newsletter for the last 4 months. If you didn't know it already, we have an invaluable pair of members with Pete and Bev. Their dedication and contribution to this club has been invaluable. They are taking over my previous job of Membership Chairman. Be sure that you send them your renewal information next month. I don't know whether they will want you to send everything (money, member info update, etc) directly to them or to John Reynolds, DECTA Treasurer. They'll work that out between them and will confirm the new, or old, procedure. Bev did say that many members now want to pay their renewal online.

Remember that our membership renewal is due this month of January. You may mail a check to John or to Pete & Bev; or you may bring your check to the Election Brunch, on January 19th, or you may be able to pay on the DCTRA website.

If you can't make it to the Election Brunch, here's wishing you a Happy New Year and that all of your goals for the year 2014 will be met!
George M.

Minutes



DCTRA Meeting Minutes – DECEMBER 10, 2013

President John Nuss opened the meeting at 7:00 p.m. on Tuesday, December 10, 2013 at **DENNY'S RESTAURANT** at 670 N. Scottsdale Road in Tempe.

36 people signed the roster:

Ned Bailey - drove a TR
Dennis Barnes
Jim Bauder
Pete Bowen
Ian Cordwell - visitor
Bill Davenport - drove a TR
George & Chris Durkin
Al Elisco
Dave Fore - drove a TR
Ron Gurnee
Deta Hampsch & Lee Loftin
Jody Kerr - drove a TR
Stu & Debbie Lasswell

Robert Mazer
Joe Minnick
George Montgomery
Dave & Denine Muré - drove a TR
Gary Nelson
John & Kathy Nuss
Pete & Bev Peterson
Matt & John Reynolds
Pam Rineholt
Bo Shaw
Dennis & Nona Simons
Dave Smith
Neil Stacey

David Stephens

Marie Thompson

5 - TRIUMPHS WERE DRIVEN TO THE MEETING!

VISITORS: *Ian Cordwell*, guest of **Pete & Bev Peterson**, owns a 1975 Spitfire (bought for him by his son) and lives in Cave Creek. This is the second meeting he has attended.

MINUTES: Minutes of the November 12, 2013 meeting were approved as written.

TREASURER: *John Reynolds* reported on the club's financial status.

MEMBERSHIP: **George Montgomery** reported on membership and passed around the most current membership list for corrections/additions.

NEWSLETTER: *Pete Peterson* reminded everyone that **George Montgomery** will be taking over as newsletter editor. *Bev Peterson* said she would give George all the material for articles, ads, etc. that people had sent to her.

EVENTS: *Matt Reynolds* reported on upcoming events:

12/14: DCTRA Christmas Party @ Petersons - Carefree

12/21: Christmas Lights Tour – hosted by the Mini-Owners Club – Mesa

1/19/14: DCTRA Champagne Brunch & Election Meeting – Monti's – Tempe 11:30 – 2:30

AAHC: *Joe Minnick* had nothing to report.

TECHNICAL: Nothing was reported.

OWNERSHIP UPDATES: No changes reported.

OLD BUSINESS: *Ron Gurnee* reported on license plate frames. He ordered 100 frames, which were received just prior to the meeting. He had them with him, and it was agreed to sell them for \$15 each, giving a small profit to the club.

Marie Thompson moved that new membership packets should go to every member that joined in 2013. *Kathy Nuss* seconded and the motion passed.

Nominations for officers are:

President: *John Nuss*

VP/Events: *Matt Reynolds*

Secretary: *Jody Kerr*

Treasurer: *John Reynolds*

There were no new nominations.

John Nuss reminded everyone that we need to RSVP to him a minimum of 72 hours before the Champagne Brunch & Election Meeting at Monti's on Sunday, January 19, so they will have an accurate head count. Monti's will have a specified Triumph parking area, so we'll need to know the number of cars attending as well as the number of people. It is not

necessary to choose a menu item in advance. We will have a choice of four entrees - filet mignon, chicken breast, salmon, and a vegetarian selection. Of course salad, bread, dessert, coffee and tea are included - all for only \$21.00 which includes gratuity. The club will provide for the Champagne toast.

NEW BUSINESS: There was no new business.

With no other business, the meeting adjourned at 7:24 p.m.

Submitted by: ***Pete Peterson, Secretary***

Calendar of Events

Matt Reynolds

- Jan 5th - Mini Club-Landmark Rally-Contact Shirley
- Jan 19th - **DCTRA** Champagne Brunch & Election meeting - Monti's 11:30 to 2:30.
- Jan 12th - Arizona Concours D'Elegance-Biltmore
- Jan 12th-19th-AZ Classic Car Auctions-Scottsdale

- Feb 16th - Pancakes in the Park Breakfast Run

- Mar 23rd - 2014 British Wheels at the Highland Games British Car Show



Secrets to a long happy Marriage

An old woman was sipping on a glass of wine, while sitting on the patio with her husband. She says, "I love you so much. I don't know how I could ever live without you."... Her husband asks, "Is that you talking or the wine?"... She replies, "It's me...talking to the wine."

Bo Shaw's Restoration Journal

This is the fifth of a series of 16 articles written by DCTRA member Bo Shaw about his experiences restoring his 1958 TR3A. Each month we will publish another article (or two if they are short) so you can see what it's like to spend a year or more recording your progress on a major project's ups and down's and the final TRIUMPHant result.

TR3A Activity - September 2011

The past month was one of working on the Triumph details. All of the hydraulic lines for the brake and clutch, with the exception of one brake line, were fitted and installed. (See picture.)



I ordered new clutch and brake lines from Classic Tube in New York. These folks are very helpful and have a computer inventory of various hydraulic lines. If they do not have the lines on file, will make new ones if you send them the old line to copy. They do a good job of matching, but most lines require some tweaking for the final fit. I am not good at bending lines (that is why I order them from Classic) and so it still takes me on the order of a day or so to fit each line. (Install line, see where addition modification is needed, remove line, add bend modification, refit line, see that have tweaked line in wrong direction, curse own stupidity, remove line, undo previous work and retry bend, back to first step.) Once the new lines were installed, they made the bracket for the clutch/brake master cylinders and the

hydraulic fluid reservoir look tacky, so I removed and refinished them. I also modified the bracket for the brake MC to accept the TR4A brake light switch. (See white switch mounted at front of bracket in photo.)

I also worked on installing the TR4A intake manifold and HS6 carburetors. I thought that this would be relatively straight forward (silly me), but, of course, it was not. The accelerator linkage required modification, which I expected. But the TR4 heat shield that I decided to install required significant trimming since the TR3A engine bay is not a roomy as that of the TR4. I will also have to reroute one of the heater hoses as the float bowl for the rear HS6 interferes with the current location. Luckily, for once, I cut the heater hose on the passenger side of the firewall long enough to allow for this. The choke cable will also have to be lengthened and the float bowl angles modified so they are vertical. My HS6's originally came from a Volvo somewhere in New Zealand and so sit at an angle off vertical in the Triumph installation. (No, not upside down!)



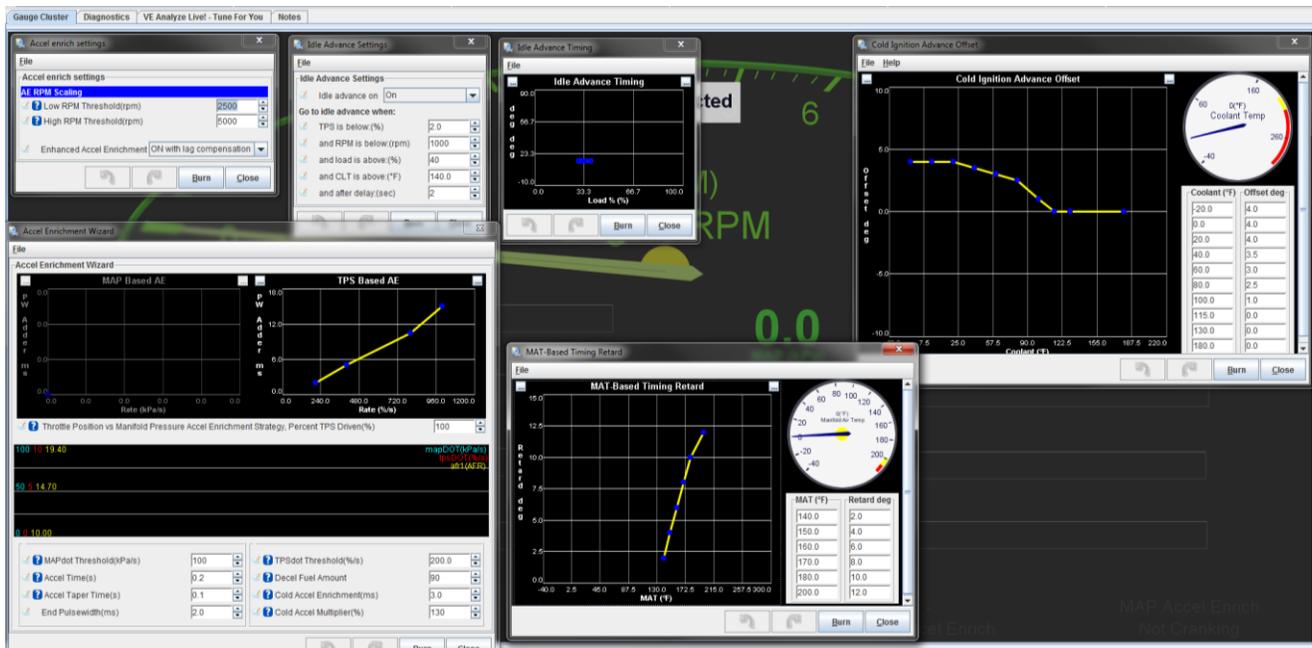
Next month will be more of the same. I hope to have my new front brake discs by then. Maybe even start up the engine!

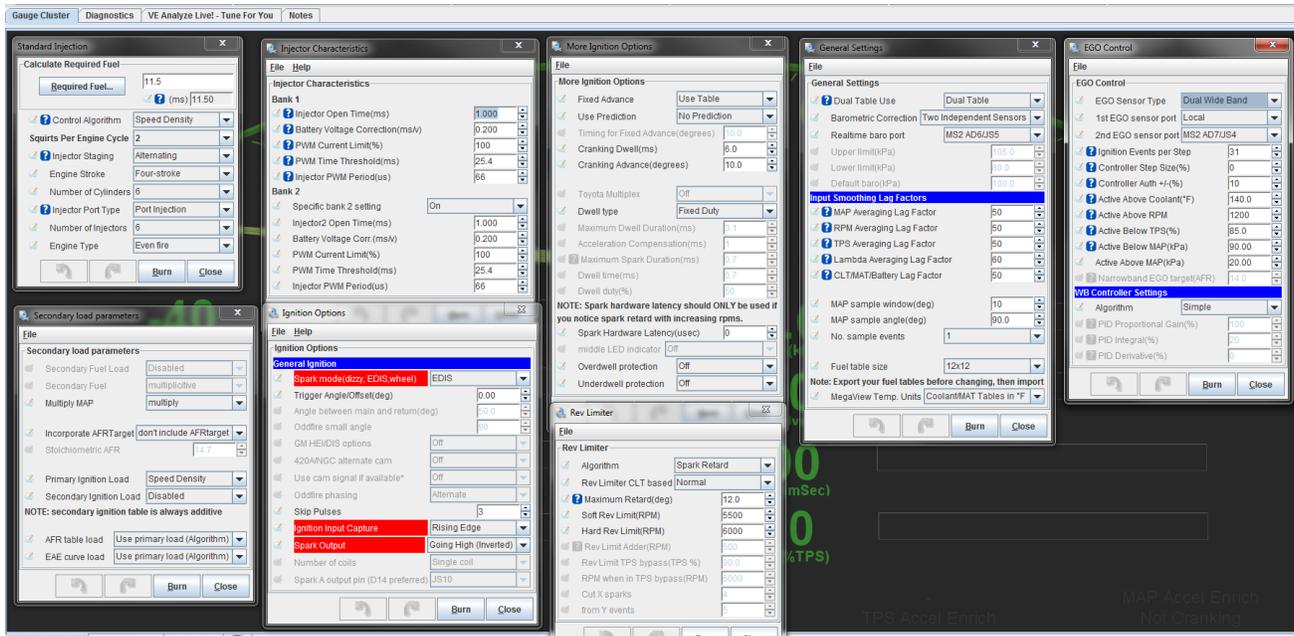
Fuel Injecting a TR6

by Craig Kenyon

Part IV: Fuel Injecting a TR6

To wrap up this series, we need to control both ignition timing and fueling. In my previous article about the EDIS ignition system, the MegaJolt controller controlled ignition timing based on three inputs. A crank position sensor system that provided crank position and RPM to the Ford EDIS controller. The EDIS controller outputted a RPM signal to the MegaJolt which looked up an ignition advance value based on RPM and intake manifold pressure (load). The MegaJolt outputted this advance value to the EDIS and the EDIS made the spark plugs fire at the appropriate time. The look up table was a 10 x 10 matrix of advance values. The axes and the advance values are user settable. This MegaJolt function has been taken over by my fuel injection computer with the only difference is the look up table is 12 x 12. The fuel injection computer allows for further control of the ignition for specific operating conditions. The first is a cold temperature advance scheme which allows timing changes based on coolant temperature in a 2 x 12 user settable look up table. Most engines run better with some advance when cold. The second is a Manifold Air Temperature retard table. Again, a user settable 2 x 6 table that allows for retarding the timing when the inlet air reaches high temperatures. High inlet air temperatures make an engine prone to knock which can be prevented by retarding the timing. Additionally, with the addition of a knock sensor and processor, the fuel injection computer can pull off timing when it gets a knock input from the knock sensor processor. Uncontrolled knock can quickly destroy an engine so is to be avoided if possible. The last thing is a RPM limiter, the fuel injection computer has 2 schemes for RPM limiting, a soft limit that pulls timing off based on RPM, and a hard limit which can kill the fuel and ignition at a set RPM. All of these control options are user settable and programmable.

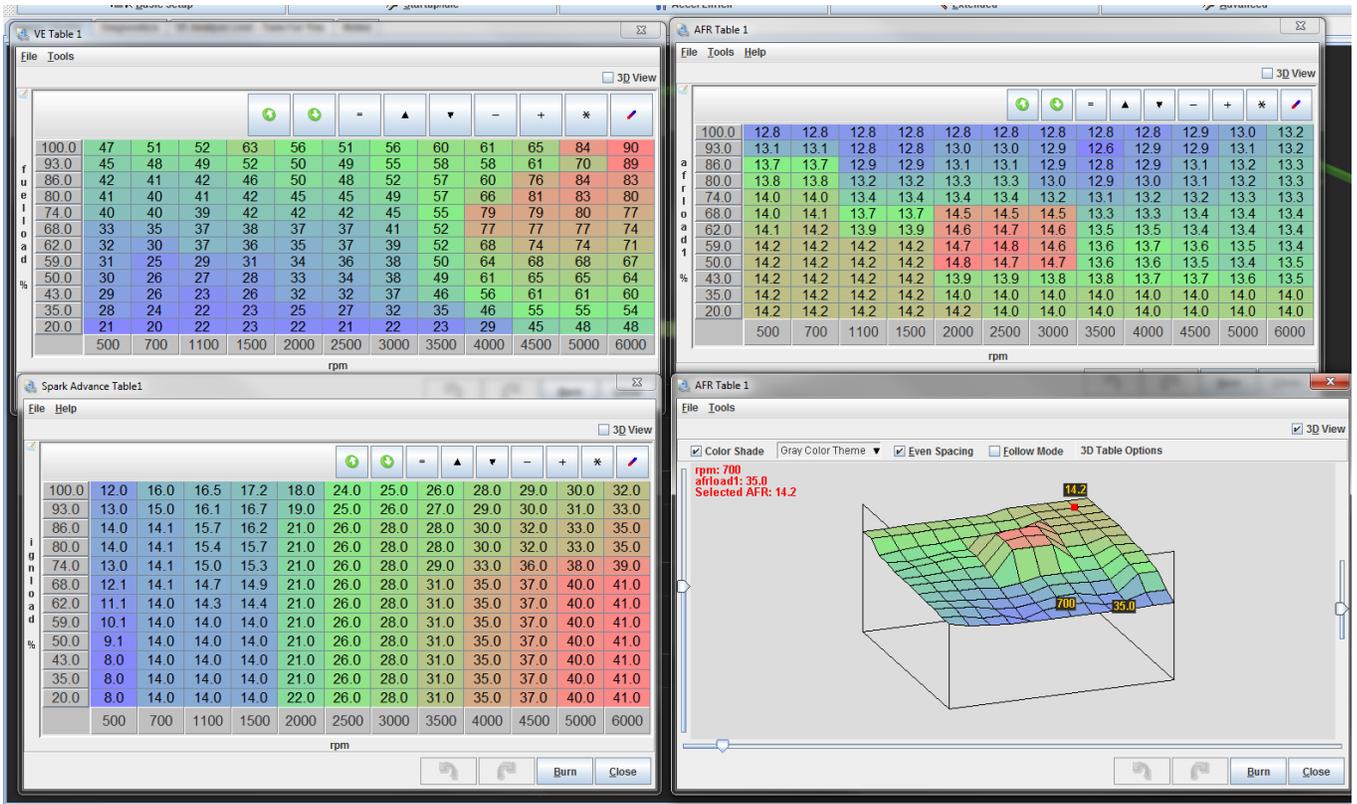




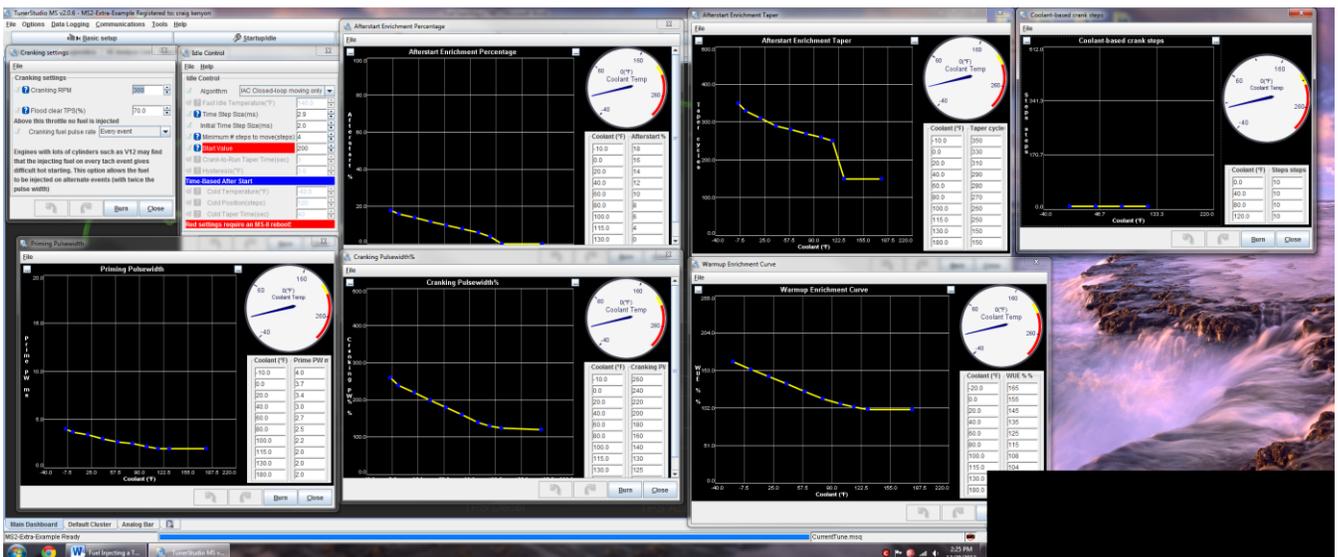
To do all this for the ignition side of the house and to control the fuel side; the controller needs a lot of information about the state of the engine. There are two temperature sensors, one for the coolant (CLT) and one for the intake manifold air (MAT). There is a throttle position sensor (TPS), an intake manifold pressure sensor, the two O2 sensors (air/fuel ratio), the RPM signal from the EDIS, and an ambient air pressure sensor for barometric corrections. If you had a sequential injection scheme, you would need crank position information. All of this creates a wasp nest of wires and requires good planning of what and where. My harness goes forward to the throttle body for IACV control/TPS signal and then goes forward to the CLT mounted in the thermostat body in place of the stock manifold coolant return. My intake manifold is a “dry” manifold and therefore doesn’t require any heating. As the harness comes to the back of the engine, it connects the front three injectors to one bank and the next three to the second bank. Then the MAT sensor wires join followed by main power and ground to go inside the cockpit to the fuel injection controller.



That is all the elements to fuel inject a TR6 except the programming. I am using a MegaSquirt II controller. The good thing with the MS II is it is very versatile. The bad thing is it is very versatile. If there had been another TR6 with similar engine build and injector sizing, it would have been much, much, easier. I basically started from scratch. If I could have used someone else's tune, I could have saved many hours of programming and it would have started right up. The controller basically starts its fuel computations based on a parameters of the engine; number of cylinders, displacement, injector size, number of injector banks, how it should calculate the amount of air (I used the combination of manifold pressure and RPM), and air fuel ratio. It then references a set of tables, a VE table and a AFR table (I use 2 of each, one set for the front set of cylinders and one set for the back). The VE table is a table that gives the actual volumetric efficiency of the engine at each RPM and manifold pressure point. It is a 12 x 12 table with user set-able axes. Based on these VE values the computer dials back the computed fuel amount. There is a software program "Tuner Studio" that helps automate the tuning of the VE table. The AFR table is used in the closed loop system as the AFR target to reach. With the AFR information from the O2 sensors, the computer and the tuning software make adjustments to reach these target values. That is for a fully warmed up engine.



For cold starting there are several schemes that need to be programmed. First is when the computer first turns on, while the engine is being cranked by the starter, immediate light off, then warmup. Most of these are both adjustable for a straight value based on CLT and then a taper based on time. During this time the IACV also needs to be programmed to close down while warming up to control RPM. Then there are both temperature and load adjustments to the idle timing values to further dial in engine operation at idle. After all this, then you move on to acceleration/de-acceleration adjustments. Both of these are based on a combination of manifold pressure change and TPS change.



So, I now have the ability to precisely control timing and fuel for just about every conceivable operational condition. I can therefore improve drive-ability and tune for more torque/power without reaching destructive knock. I will busy tweaking my tune for years, much like others adjust their ignition timing and carburetors to stay in tune. My tune is never lost and will just get better and better.

Triumphest / VTR 2013 – Revisit & Congrats

Triumph Travelers Sports Car Club wishes to thank you for attending and/or attempting to join us at Triumphest VTR 2013.

We had 250 registered cars and over 450 people attending.

Folks came from as far away as England and New Zealand. The longest distance in a Triumph came from New Hampshire.

We had perfect weather with blue skies and warm temperatures.

It was great to see all the Triumphs lined up for the Concours d'Elegance and Funcours.

We have listed all the event results on our web site www.triumphtravelers.org.

Take the time to check out the pictures too.

We welcome any feedback and comments on how your visit went.

We will look forward to seeing you again next year in Santa Maria, Ca. and/or Surry County, The Carolinas.

I have a lost hat waiting for its owner. It is a brown felt hat with a feather band and three hat pins, one of a red TR4, an American flag and a Goldwing Roadsters GWRRA Association. Please let me know who to send it to.

One of our members lost a Black Canvas tool bag with tools and TR8 dash pads at the autocross. Please reply if you know where they are.

Thanks again,

Rich Gibbon & Cregg Cowan
209-296-8792

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FOR SALE: This info was sent to me by a woman who inherited a Mk III Spitfire. She wants to find a good home for it.



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Application form on next page:



DCTRA Membership Application

Please print and return completed form to:
John Reynolds, Treasurer
806 E. Campus
Tempe, AZ 85282

Member Info:

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Address: _____

City: _____ State: _____ ZIP: _____

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www.dctra.org

Triumph Sports Car Club of San Diego	http://clubs.hemmings.com/sandiegotriumph
Portland Triumph Owners Association	www.portlandtriumph.org
Tyee Triumph Club(Seattle)	www.tyee.triumph.org
British Columbia Triumph Registry	www.3.telus.net/bc_triumph_registry
All British Field Meet (Portland)	www.abfm-pdx.com
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Save Our Cars	www.saveourcars.org
British Car Forum	www.britishcarforum.com
Triumph Travelers Sports Car Club	www.triumphtravelers.org
Southern California Triumph Owners Assn	www.sctoa.org
British Motor Heritage Group	www.heritage-motor-centre.co.uk
6-Pack –USA Club for TR6/TR250 Owners	www.6-pack.org
Okanagan British Car Club (B.C.)	www.obcc.ca
Vintage Sports Car Club of Calgary (Alberta)	www.vsgcc.ca
Moss Motors	www.mossmotors.com
Small auction and forum	www.britishcarauction.com
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International Spitfire Database	www.members.cox.net/spitlist
British Motor Club of Utah	www.britishmotorclub.org
Columbia Gorge MGA Club (Classic Gorge Rally)	www.columbiagorgemgaclub.com
Victoria British	www.victoriabritish.com
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NEXT CLUB MEETING

SUNDAY, January 19, 2014

CHAMPAGNE BRUNCH & ELECTION MEETING

starts @ 11:30 a.m.

Montis La Casa Vieja

100 S Mill Ave, Tempe, AZ 85281

