



# 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*

**MAY 2004**  
**VOL. 25 Issue 5**

B.E.A.T.	1
PREZ SEZ	2
MINUTES/LETTER TO EDITOR	3
ARBORETUM/SWAP MEET	4
CLUB MEMBERS AND THEIR CARS	5
TECH TALK	6
THE ISLE OF WIGHT	8
TRIUMPH CLUB	8
CALENDAR/ADS/HUMOR	10

## COMING EVENTS

**CLUB MEETING:**  
**MAY 11 - 7:00 PM**  
**F1 RACE FACTORY**  
**317 S. 48TH STREET**  
**COME EARLY -**  
**HAVE DINNER -**  
**STAY FOR RACING -**  
**SUPPORT OUR**  
**BENEFACTORS!**

**Breakfast Run**  
**May 16, 2004**

**British Car Week**  
**May 22-30, 2004**



## B.E.A.T. (British Euro Auto Tour)

By John Nuss

The eighth running of the B.E.A.T. was great fun even if we had to leave our car in Cottonwood. I did get to ride in the Lotus Esprit, a MINI, a Volvo, and, of course, Smedley and Trevor. How



many different cars have you ridden in the British Euro Auto tour? Shouldn't a person get special recognition for riding in a total of twelve cars over seven years of participation? Now, our Triumph, Trevor, does have a unique way of traveling. Whenever we are on the road without any support vehicles the car runs quite well. We've been to four Triumphests, five British Vintage Voyages, and many Sunday breakfast drives without serious incidents. My guess is the car aspires to make the support driver feel needed.

We drove to the Crescent Hotel early Saturday morning to join the rest of the drivers. As usual it was a wide selection of cars - more Alfas and Ferraris than we've seen previously, and some of the same Triumphs, MGs, Jaguars, we've come to know and love. The weather was warm and sunny though windy. It is something to see more than one hundred cars cruising down the freeway. It is also something to hear. Trouble is, our stopping on the road waiting to turn onto to the Carefree Highway was something to experience too. We complain about the government trying to run the car industry but maybe it wasn't such a bad thing. All those hydrocarbons floating around and my eyes began to water...

The coffee and doughnuts in Wickenburg were delicious and greatly appreciated. The chamber of commerce people are so friendly. The Wickenburg - Prescott section went by in a blur - I was in the Lotus Esprit, Kathy drove the Triumph without incident. We, the three Spitfire owners and a MINI owner, took advantage of the "BEAT Bucks" and special menu lunch at the

*(B.E.A.T., continued on page 4.)*



### CLUB OFFICERS

**PRESIDENT: John Nuss 480-983-3945**  
**V.P. & Events: Rich Aubert 480-225-4906**  
**Secretary: Deta Hampsch 623-434-1999**  
**Treasurer: Jim Bartels 480-963-1842**  
**Newsletter: Clay Rineholt 480-983-5605**  
**Tech Advisor: Armand laCasse**  
**602-870-8585**  
**Historians: Mike and Joyce Bayne**  
**602-938-1282**  
**Membership: Ron Gurnee 480-816-0836**  
**AAHC Rep: John Horton 602-843-1399**

**EDITOR'S E-MAIL: [pueblodesign@mchsi.com](mailto:pueblodesign@mchsi.com)**  
**DCTRA WEB SITE: <http://www.dctra.org>**

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

Permission to reproduce anything in this newsletter is granted provided proper credit is given.

### CONTRIBUTORS

We would like to encourage every member to help with newsletter submissions, we welcome all TR stories, articles, and photos. A Best Regards and thank you to the following Contributors and Advertisers who supported our May newsletter:

Staton Abbey, Rich Aubert, Jim Bartels, Jim Bauder, Tom Pennell, Delta Motorsports, F1 Race Factory, Inc., Deta Hampsch, Import Car Parts, Stu Lasswell, Dave Mure', MicroWorks Computer Networking and Maintenance, Moss Motors, Ltd., John Nuss, The Phoenix Flower Shop, Roy Stoney, Dave Riddle, Pamela Rineholt, The Roadster Factory, Ken Schmidt, John Truttman, Arthur Wallis, and everyone else we missed.

### THE PREZ SEZ

What a weekend! We brought some more Spitfires home. They are an early Mk. I and early Mk. II. They are so complete mechanically, the Mk I should be restored. Sadly, the time spent in the back yard has taken the best of the Mk. II. I don't know if I'm bragging or complaining!



Sometimes I think the hobby has become a disease. I bought the first Spitfire as a "Friday night cruise to the Sonic" car. Then at Triumphfest Pete Peterson told me about his 1966 Spitfire with a hard top. Well, the price was right and it came to live in our back yard. The total is now four Spitfires and two GT 6s. Not to mention the London taxi and a DKW. It sort of grows doesn't it?

We do have the opportunity to participate in the British Car Week at the end of May. We have been invited to a picnic in Prescott to kick off the British Car Week along with the Arizona Mini Owners. Here is a great way to let people know about the hobby. On the B.E.A.T., I was surprised at the number of people who recognized the car and told me a story about their Spitfire. One person was amazed to find the cars were still around.

Drive the Triumphs! Let them be seen!

John Nuss



This photo and the one on page one, courtesy of Dave Mure'

## MINUTES OF THE APRIL MEETING

John Nuss opened the meeting at 7:15. Approximately 32 people attended the April meeting at F-1 Race Factory. We have one new member, Lee Watts with a Spitfire.

The minutes were approved as printed. The Treasurer was absent, so no report. It was suggested we print extra newsletters for potential businesses to encourage them to take out advertising with us. John Horton, our rep to AAHC announced bill HB-2136 passed with no opposition. Rep. Nelson had lied to everyone saying that all car clubs were in agreement with the bill. This bill violates the Constitution with Amendments # 1 & 4. It was agreed that this should be taken to court & contested.

Under New Business, Beth Horton suggested putting a link to Stitches Unlimited on the club website, and Rich Aubert said that would be no problem. Mike is looking for a TR4, 250 or TR6. There will be no breakfast run in April because of the B.E.A.T. DCTRA will host the breakfast run in May, the 3rd Sunday, May 16<sup>th</sup>. John & Beth Horton volunteered to plan the event. We were reminded that British Car Week is May 22-30.

It is reported that there is a picture of Kathy Nuss in the February-March issue of Triumph World, and John wants to see it. The meeting adjourned at 7:45.

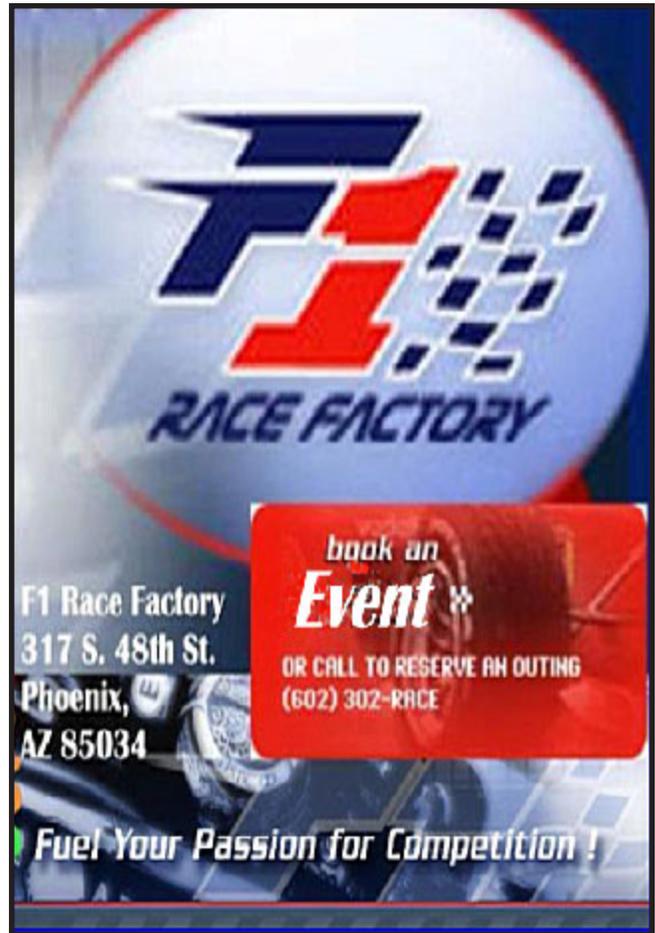
Deta

---

## LETTER TO THE EDITOR

Our meeting April 21st was a large success, we had close to 70 people show up who want to help defeat HB2136. What we need now is for everyone to rally together to help stop this bill when it goes before the full floor next week. I want to thank all of you who have been sending your emails and making those phone calls but I need to ask for your help again.

We have planned two rallies at the Capitol.



We hope to get everyone there, low-riders, cruisers, hot rodders, imports; in other words every car enthusiast that we know to show up for both or one of these rallies.

- 1) When and where: The Capitol on Sunday, April 25th at noon in the east parking lot (bring your car or just bring yourself)
- 2) When and where: The Capitol on Monday, April 26th at noon again in the east parking lot

For more information feel free to call me at 623-247-7829

Thanks  
Billie Jo  
Arizona Outlaw Street Cars  
AzMotorNews.com

Ed Note: The bill cleared the House and Senate and is awaiting a final hearing by the House.

## Boyce Thompson Arboretum Herb Festival Outing

By Art Wallis

The April DCTRA outing was a trip to the Boyce Thompson Arboretum near Superior for the Spring Herb Festival on Saturday, April 10th. John and Kathy Nuss drove their Spitfire, while Rich and Diane Aubert and Art Wallis relied on alternative transportation. The Corvair Club of Tucson was also present with a number of their rear-engine drive Chevys on display in a parking area near the picnic grounds.



The DCTRA contingent enjoyed a picnic lunch after walking through the greenhouses and the Smith Interpretive Center. We toured through

the cactus gardens along the Silver King Wash, continuing past Ayer Lake, we then walked towards the Sonoran Desert uplands, climbing up toward Picketpost House, the former residence of Boyce Thompson. Winding down the corkscrew trail, we arrived in the cool greenery of the Queen Creek Natural Area, where we saw the three-room hole-in-the-wall Clevenger House. We walked on through the Herb Garden, where the festival was being held, music was being played, various herbal products were for sale, and demonstrations were being given.

*(B.E.A.T., continued from page 1.)*

microbrewery across the street from the courthouse. Then it was back on the road. Kathy and I took off in Chris and Georgette's MINI and they drove the nearly flawlessly operating Trevor. Actually this was the most unsatisfactory part of the drive. I got in back of an Alfa driver who was obviously enjoying the scenery.

At the Cottonwood show and social we waited for our car only to hear some report of it on the trailer... Say it isn't so! But, it was. Fortunately we found Jerry, who was willing to let us park the car under cover until we could rescue it. Now was my chance to drive the MINI under

## All British Car Swap Meet

The MG club sponsoring the All British Swap Meet on Saturday, April 24<sup>th</sup> held a raffle, and people attended from as far away as Prescott and Winslow. It was a beautiful day, and those present had a great time discussing their Little British Cars, not to mention the free coffee and donuts provided by Jim Medland and Delta Motorsports. There was a very nice 1960 MGA along with a number of parts up for sale.

Visitors also had the opportunity to tour the Delta Motorsports facility, where they enjoyed perusing the lending library of automobile and aviation



Who wins the Raffle? magazines, such as Motor Trend, Grass Roots Motor Sports, Jaguar and Jenson Journals, Vintage Racecar, Thoroughbred and Classic Cars, and others. Haynes manuals are also available for purchase.

better circumstances. Well just my luck I got in back of a Bronco driver admiring the scenery.

Sunday was a special day too. We met with friends of Murph and celebrated her life with scattering ashes in Oak Creek Canyon.

Thankfully, Betsy Kavash brought her Volvo wagon so we all could get home. Smedley did have a gas tank issue, which was solved by adding an auxiliary gas tank. But, that's another story. Just ask Deborah Cooke about the late night dash from Flagstaff.

Epilogue: No word on the engine yet. We just got home (Monday evening, April 19th) and got the car off the trailer a few hours ago.

**Dan Frank**      **480-358-1744**

**Automobile and Aircraft Artist**  
**Collector or Sportscar In**  
**Watercolor / Mixed Media**

**Your Favorite**  
**Vehicle with**  
**Family or Friends**



Eastside Art Studios, 9919 Apache Trail, Mesa, AZ 85207

*Hang Art On Your Wall That Really Matters To You!*

## CLUB MEMBERS AND THEIR CARS

### My Sports Car Habit!

Chapter 2 by Jim Bauder



There is more to the entire 1977 saga! A month or so after I bought the TR6, a friend called and asked if I was still looking for a TR3. I said that I had bought a TR6. He then said that was too bad because I really had to see this TR3 that a friend owned. He described it as being in good running shape, complete, and cheap!

I went to look at it and it was as my friend said. For some reason the current and second owner, had painted the car an unsightly orange, similar to that '55, '56 Chevy orange! It was a nice TR3 though, very well worn, but all there and everything worked, even the gauges and all of the electricals! In the trunk there were almost all of the original tools, just rolling around, including the grease gun! In the glove box was the original Owners Manual in the original envelope from the dealer! There were no "previous owner" botched wiring changes, no holes cut into the dash or glove box, etc. It was just the driver I was looking for earlier! I just had to buy it! The owner wanted \$1500 and we settled for \$1375! I was the owner of two running TRs!

As you may remember, I eventually sold the TR6. The TR3 was put into temporary storage in a friend's carport for many months. After I got remarried, I moved it into our garage where it just sat for 8 or 9 years. Then for some reason I decided to get it running again, it was in '92 or '93. My brother Randy and I did some basic tune up, bled the hydraulics, put fresh gas in it and fired it up. I went to a Triumph Travelers Sports Car Club (TTSCC) meeting and joined the club. Over the next several months I drove it on a couple of club events and noticed it would overheat at the drop of a hat! I flushed the cooling system, put fresh coolant in it and it

was better but not much. Randy and I tried to go to the Autumn Classic British Sports Car Concours held that year on the other side of the Santa Cruz Mountains. We almost got to the start of the mountain grade but the TR was overheating already and it was only 7:00 AM! We returned home and drove his Blazer to the show.

Over the next several months we disassembled almost the whole car and were well on our way to a frame off restoration! Over the next almost 5 years we completed rebuilding or replacing almost every part on the car. The only work on the car that we didn't personally do was the engine machining, and the paint and bodywork! Everything else we did ourselves, with some help from a couple of club members from time to time. I showed the completed frame and engine as a rolling chassis on its trailer at the 1999 Palo Alto All British Car Show and was awarded the People's Choice Award, although there must have been some ballot stuffing by fellow TTSCC members! We had the car completed in time for the Palo Alto Concours d'Elegance held in June of 2000. The car took a 1<sup>st</sup> in Class! I was absolutely flabbergasted and ecstatic! We drove the car to Portland Oregon for the VTR National Convention that same year, again a 1<sup>st</sup> in Class. The car has continued to show well and I am continuously amazed and of course delighted!

The car continued to overheat at the drop of a hat! Over the next year or so, I installed a new 5 core radiator and a new high volume water pump from Ken Gillanders. All of that helped, however, the 12 inch pusher fan that I installed seems to have solved the problem, even here in Arizona!

I am now in the process of changing from wire wheels to the stock TR steel wheels for greater reliability. I will continue to drive and show this car as long as I own it. It is a joy to drive and has been relatively trouble free, while being driven on some very long runs in all kinds of weather.

I am thinking about the next chapter in My Sports Car Habit story. I am currently looking for a TR4A or perhaps a TR250 to restore! Who knows what the last chapter will be?

## TECH TALK

Several DCTRA e-mails were devoted to Weber carburetors this past month, consequently, this article is the first of three by Terri Wakeman, which will cover Weber DCOE carburetor theory of operation and tuning as it applies to the Triumph TR3 and TR4 engine.

Edoardo Weber developed his first carburetors in the 1920's. What made and still makes his carburetors so appealing is the adaptability of his designs. Carburetor functions that are cast into the bodies of other carburetors are separate tunable parts in Webers. You can change the size of the venturi itself. This means Webers can be tuned specifically to individual engines to work best with the cam, exhaust system and compression ratio of your particular engine. They can be tuned for excellent fuel mileage, maximum power or anyplace in-between. Most people who buy DCOEs intend to tune for maximum power and not maximum fuel economy. If you are tuning for maximum fuel economy stick with the low jet and venturi numbers.

The problem with extreme adaptability is that it is a two edged sword . One edge allows you to closely tune the carburetor to your engine, the other edge

leaves you wandering, lost in a vast myriad of tuning component possibilities, each affecting the function of the others. In the following articles we hope to provide a tuning map of sorts, specifically for the TR2 through TR4A engine. Beware of looking to other brand same displacement engines for clues about carb size and jetting. The TR engine is low revving and high torque. The engines that came from the factory with DCOEs tend to be low torque high revving engines. Their jetting and venturi size will be wrong for the TR engine.

The engine used in the TR2 through 4A and most Morgans of the same years is a low revving torquey engine. There are major crank shaft harmonics around 5200, 5800 and 6200 RPM. The one at 5200 RPM tends to break the crank at the base of the flywheel mounting flange if you spend much time there. The one at 6200 is at the middle of the crank and tends to beat up the middle main bearing. Triumph factory race cars were red lined at 5000 RPM (same as a stock engine) so they would not break the crank on a long race. The factory TR4 rally cars that had 42DCOE 8s were jetted for power below 5000 RPM. Apparently some factory rally TR4s were fitted with 45DCOE 9 carbs instead of the 42s.

There is a harmonic dampener kit currently available ([Raceterations](#) in the UK, British Frame & Engine in the US) that tames the 5200 RPM harmonic quite a bit and possibly the others as well. Nitriding the crank increases its hardness and is a must if you want to rev the engine. So are such things as balancing the engine, lightening the rocker assembly, going to an aluminium flywheel and going to stronger valve springs and retainers. Also be aware that current stock non asbestos clutch disk linings seem to come apart if you spend much time at or above 6000 RPM

When the TR4 engine was fitted with DCOEs from the factory during the sixties (Morgan Super Sport and Triumph factory rally cars) or by individuals for racing, the carb most often used was a 42DCOE 8. These carbs have been unavailable for a long time. So our choice boils down to the smaller 40DCOE or larger 45DCOE. Which you pick will depend upon how the engine is built, how you intend to drive the car and what you wish the red line to be.

The prefix number on the DCOE is the diameter of the throttle plate (the throttle bore) in mm; DC means "doppio corpo" (double throat); O means "orizzontale (horizontal); E means it is a die cast carburetor; and the number or number and letter

*(Tech, continued on page 7.)*

**JIM MEDLAND, President**  
**ROSS VAUGHAN, Parts Mgr.**



**DELTA**  
**MOTORSPORTS**  
**INC.**

9211 N. 9TH Ave., Phoenix, AZ 85021

**JOIN US FOR FREE COFFEE & DONUTS**  
**EVERY SATURDAY MORNING FROM 9AM**  
**ENJOY A RELAXING GET-TOGETHER**  
**WITH YOUR FRIENDS.**

**OUR ENTRANCE IS ON HATCHER**  
**WHERE 8th AVENUE WOULD BE**  
**( IF THERE WAS ONE ) - C'MON DOWN!**

*e-mail: [delta-ms@earthlink.net](mailto:delta-ms@earthlink.net)*



**Parts and Accessories**  
**for Fine**  
**British Automobiles**



Fax (602) 971- 8609 Phone (602) 265-8026



# Choose Moss Online

[www.mossmotors.com](http://www.mossmotors.com)



- Interactive Illustrations
  - Tech Tips
  - Original Specifications
  - Online British Motoring Magazine
- or Call now for your free Catalog



**800-667-7872**

Overseas 805-681-3400



*(Tech, continued from page 6.)*

suffix is the variation type. Except there seem to be several variations to most variation suffixes. You want to be very sure that the DCOEs you purchase are indeed matched pairs. You will never get two DCOEs to work properly together if they are different variations.

The Weber choke is a removable venturi. The larger the choke (venturi), the more air fuel mixture can flow through it and the less flexible the engine will be at lower RPMs. The smaller the choke the better the low & mid end is and the sooner it will start restricting flow at higher RPMs. The ideal choke size is the minimum size that provides good flow at your maximum usable RPM. Going larger than that costs you low end and mid RPM power without increasing high end power.

Here is an excerpt from an e-mail I received from Kas Kastner (12/9/03) on the subject of TR engine air flow through the intake.

“Just for the books, in the ancient past I remember the so called “optimum gas speed” for best flow was 325 fps. Anyone remember differently? Interesting enough this might explain a little why lots of

times increasing the size of the inlet valves does NOTHING for the power and may even be a deterrent.”

Just a reminder that bigger is not always better. Here is what I have picked up as choke rules of thumb for the Triumph four cylinder engine.

**36 mm choke** - race engine or highly modified street engine with 87 or 89mm pistons redline 6000 RPM or higher. High speed power is the most important but mid range power is also important. You want the engine to pull strongly through 6500 RPM. This would be a good size for most prepared race engines expected to be used on high speed circuits. 36 chokes may be overkill on a hot street engine. 38 chokes may be a possibility on all out track race engines that do not need mid range power.

**34mm choke** - modified street engine, autocross, 86, 87mm pistons, “fast street” cam (260-280 degrees) or longer duration. Wide power curve possible with correct cam. Very slightly better low end power than 36 chokes but starts running out of breath at around 6200 RPM or a little higher depending upon cam and flow characteristics from air horn to tail pipe. This would be a good size for

*(Tech, continued on page 9.)*



• Stag • TR 2 - 8 • FWD • Toledo • Dolomite • Sprint • 2000 - 2500 2.5 • Mayflower • Renown • Roadster •  
• Spitfire • Bond • Herald • Vespa • GT6 • Acclaim • Specials •

May

Hi everyone,

Well shortly we will be holding our 15th IOW Camping Weekend at Appuldurcombe (30th April - 3rd May) all being well I will be adding photos to our website shortly of the event. The weekend will have the usual events including convoys, treasure hunt, disco, quiz night and much more. Visit our website for details [www.triumph-iw.co.uk](http://www.triumph-iw.co.uk)

In the meantime as an update of what is happening locally for those of you without internet access...

16th May - Vectis Historic Vehicle Club are holding an afternoon tea run meeting at Coppins Bridge at 2pm for 2.30pm start. We hope to have a few Triumphs in attendance, please feel free to join in.

17th May - Triumph Club meeting starts around 8pm. As our usual venue (Woodman Arms, Wootton) has been undergoing renovation works since our last meeting due to water damage, so we may be at an alternative venue for this month which will be The Hare and Hounds, Arreton, so if the pub is still closed you know where we will be!

A little further ahead we have in June (4th-6th) The Old Gaffers Festival, Yarmouth and in July (24th-25th), the Agricultural Show. If you wish to attend either please let me know asap as we have to apply for passes soon.

The Jaguar Club on the 13th June are holding a classic car show at Osborne House which will cost £3 to take part if you are interested in joining them in your classic tel (01983) 755617 for a booking form and more information.

Soon we will be reintroducing our pizza and gambling nights as the evenings are getting lighter. If you have never been along before I can say on behalf of everyone who has joined

us in the past, the pizzas are excellent (see [www.fatpapas.co.uk](http://www.fatpapas.co.uk) for more info) and after we have eaten we drive down to Shanklin Seafront for some gambling, bowling, crazygolf or even a stroll along the seafront - whatever takes your fancy!

Hope to see you all soon!

Isle of Wight Triumph Club

---

## Isle of Wight Walking Festival 8th – 23rd May 2004

**Did you know that every May the Isle of Wight hosts the UK's largest walking festival?**

Not surprising when you learn that it has over 500 miles of well-maintained and signposted footpaths, around 30 miles of Heritage Coastline while more than half the Island is recognised as an Area of Outstanding Natural Beauty. Add to this, good quality accommodation and better than average weather, and it's easy to see why walking is so popular on this holiday isle.

The biggest walking festival in Britain, Isle of Wight Walking Festival, is back and set to take place from 8th – 23rd May 2004. With over 160 walks to its credit the sixth annual Walking Festival will have such diverse themes as Forts, Castles and beautiful Bays and A Red Squirrel Safari as well as ghost walks, lantern-lit evening strolls and for the first time ever, storytime walks. Most walks are free and all are led by volunteers who are happy to share their love of the Island with you. Whatever your age and ability, the 2004 Festival programme will offer a walk that you are sure to enjoy.

The full programme is now available at <http://www.islandbreaks.co.uk/> or for a printed copy email [walking@islandbreaks.com](mailto:walking@islandbreaks.com)



*(Tech, continued from page 7.)*

auto crossing and fast driving where there are tight curves and you have the need to accelerate quickly as well as run at high speeds.

**33 mm choke** - same as above but with rev limit of around 5000 RPM, better low end power. Probably better suited for a fast street car with 86-87mm pistons.

**32 mm choke** - basically stock or mildly warmed up engine, 83 or 86mm pistons, stock or mild "street" cam, 5000 RPM red line (stock engine rev limit). Highway cruiser with lots of low speed flexibility. Can be tuned for good fuel economy. Smaller chokes down to 30 can be considered for stock engines being tuned for maximum economy and regular town and highway driving.

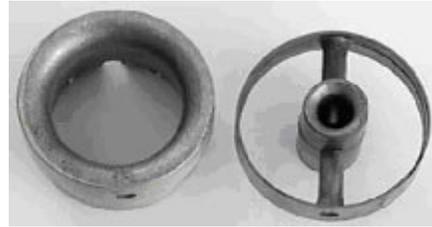
Here is where you choose your DCOE. The largest choke that will work properly in a 40DCOE is a 34 choke. The smallest choke that will work properly in a 45DCOE is a 34 choke. While larger chokes are available for 40DCOEs and smaller ones are available for 45DCOEs they will not work as well.

If you intend to keep the engine at or below 5000 RPM, the 40DCOE will provide you with your best all around power curve. This will handle fast street applications quite well and give you lots of low end flexibility. The 34s will give you fast street and you can choke down for additional low end grunt or better fuel economy. As a comparison, the 2L Alfa Romeo engine was equipped with 40DCOEs and 32mm chokes from the factory for both power and economy. So this combination should provide adequate power and economy for a 2L ex-tractor engine. If you have a stock crank and no harmonic dampener keep the engine red line at 5000 RPM and stay with 40DCOE Webers. 45DCOEs would be overkill and may not work quite as well in your application. If you want to rev higher, nitride the crank and get the harmonic dampener kit. You only need 45DCOEs if you are track racing. The 36 chokes can provide a little extra with the wild cam and 12:1 or higher compression. 45DCOEs with 34 chokes will work fine for high RPM fast street or autocross but so should 40DCOEs with 34 chokes. No wonder the factory chose the no longer available 42DCOEs.

The rule of thumb seems to be to fit the smallest choke that will give you full power at your maximum usable RPM. The smaller choke will provide better overall flexibility and power. Going to a larger choke will allow you maximum power at peak RPMs but will reduce low end power.

I made the mistake of buying the carbs first then deciding what choke to use. As it turns out the smallest choke that works properly with 45DCOEs also works well on my engine. A slightly smaller choke might work even better.

Make an honest evaluation of your engine and driving habits then choose the most likely correct choke size. THEN choose the DCOE carburetor size that fits the choke and purchase your carbs as a matched pair from a reliable source. Order matched carbs equipped with your best guess of venturis and jets from a dealer that will set them up to your specifications.



In the Venturi (choke) shown, the size number is stamped on the front where visible

looking down the barrel. This one is a 32mm choke for a 45 DCOE. Auxiliary venturi shown on right side. The size is stamped along the outer side and is not readable unless the auxiliary venturi has been removed. The little centre venturi is where fuel from the main jet is drawn into the air flow. Both venturis are held in place by 10 mm fixing bolts on the underside. The fixing bolts are drilled for tie wiring and can either be kept secure by tie wire or by a lock tab as shown. Because of the thinness of the venturis they hold in place, there is very little torque on these bolts. The lock tabs provided by the factory have been known to loosen and allow a bolt to back out and fall off. The result is a loose venturi and a throat that doesn't operate correctly in the high 2000 RPM and higher range. The best thing you can do for reliability once you have decided upon the correct choke and auxiliary venturi combination is to toss the lock tabs and wire the bolts together.

At the very top of the picture you can see part of the float bowl bottom access plate. This can be removed for thorough cleaning of the bowl under the jet stacks. This area is inaccessible from the top with the cover off. In our next issue, we will discuss auxiliary chokes and jets.



## Calendar of Events

**May 1st -- 2nd Annual "Spring into Summer" Rally**, sponsored by Arizona Mini Owners, open to all car clubs. Meet at British Motor Classics, Dunlap & I17, 2 pm, entry fee is roll of paper towels. philipblahak@earthlink.net or 480-985-2531

**May 11th — Club Meeting at F1 Race Factory**

**May 16th - Breakfast Run** Starting from 32nd St. / Shea Blvd. in Phoenix at 7:30am. By DCTRA.

**May 22nd -- British Car Week** AMO pot-luck picnic in Prescott, all British cars invited for the kick-off of British Car Week. Contact [shirley@nis4u.com](mailto:shirley@nis4u.com) for details.

**August 27th - 29th -- 3-Day Car Show**, Gunnison, Colorado. Fran Wickenhauser 800-203-8920

**September 30th - October 3rd -- Triumphest 2004**, Horizon Hotel, South Lake Tahoe, Nevada. [www.triumphtravelers.org](http://www.triumphtravelers.org)

---

### FRIDAY EVENINGS:

- Alma School & Warner, Chandler.
- Lindsay & Warner (on the east side of the Albertson's Parking lot), Gilbert, 5-? PM depending on the weather.
- Hills, 43rd Street & Union Hills, Phoenix

### SATURDAY EVENINGS:

- Wendy's, Superstition Springs Mall, Power & Hampton, East Mesa, 4-? PM depending on the weather. First Saturday of every month is for British cars. If you are coming let me know so we can hold spaces and all park together. [shirley@nis4u.com](mailto:shirley@nis4u.com) or 480-985-2531
- The Pavilions (McDonalds), Indian Bend Rd. between Pima Freeway and Pima Road, Scottsdale. 4-10 PM. 602-443-0800
- Chubby's, 7th Street & Union Hills, Phoenix. 5:30-9 PM.
- Chuy's, Arizona Avenue & Warner Dairy Queen, 108th Avenue & Grand, Sun City. 4-8 PM. 623-977-3303
- 5 and Diner, 906 N. 56th Street, I-10 & Ray, Chandler. 5-9 PM. 480-753-1114
- Hooter's, Bell Road west of I-17, Phoenix. 602-375-0000
- Shoney's, 59th Street & Bell, Phoenix. 602-948-0719, 623-561-1971
- Sonic, 33rd Avenue & Bethany Home Road. 6-9 PM. 623-936-6587

## CLASSIC-FIED ADS

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

FOR SALE = Green 1980 TR7, in good mechanical condition, needs a paint job, and I drove it as a daily driver until I got my TR6. Clutch, pressure plate and throwout bearing replaced [work was performed at British Sportscar Service (BSS)]. In past two years replaced or rebuilt brakes & rear wheel cylinders, rebuilt front struts, replaced the clutch master and slave cylinders. BSS rebuilt the 5-speed transmission. Passed emissions after being tuned up by BSS in December of '03. Tires were replaced in December of '02 along with battery and convertible top. Also including a 1980 TR7 chase without papers, ready for stripping. Asking \$2,500 for everything. For more information, or to make an offer, e-mail [richaubert@cox.net](mailto:richaubert@cox.net). (07/04)

FOR SALE = 1979 TR7 Nice clean car, 2 tops, ground effects, rebuilt engine, HCOMP, ISKEY cam, light flywheel, new AC, AM-FM CD, new tires, must sell for health reasons. We're giving it away: \$5,595 OBO. Paul 480-830-8770 (07/04)

WANTED = '66TR4A, but willing to consider any TR4, 4A, 250 or early TR6. Prefer driver, but will consider non-runners or projects in process. Jim Bauder 480-451-4877 (07/04)

---

## HIGHWAY HUMOR



"it's easy, lady...just follow the oil leaks!"

from March 67 Sports Car Graphic

TR250

TR4A

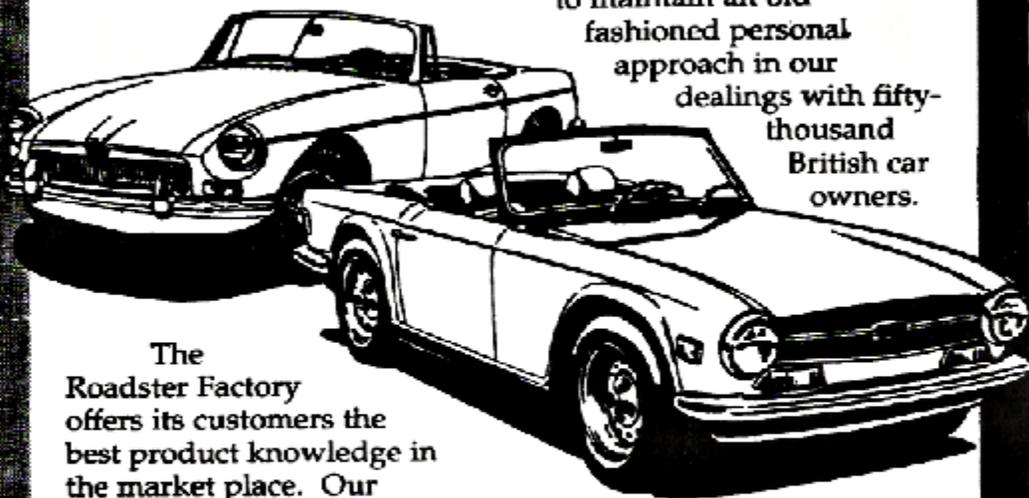
TR4

TR3

TR6 TR7 TR8

## The Roadster Factory

The Roadster Factory is the small but powerful British parts company in Western Pennsylvania. Small in size but powerful in customer service. Small in size but big on product knowledge. Small in size but the biggest manufacturer of replacement parts for Triumph models. Small in size but big on enthusiasm for British roadsters, our little company is able to maintain an old-fashioned personal approach in our dealings with fifty-thousand British car owners.



The Roadster Factory offers its customers the best product knowledge in the market place. Our salespeople answer questions about parts, and they can do part number research. Our technical research representative knows most models well to the nut-and-bolt level, and he is an experienced mechanic and body man. Our Customer Service is helpful. Our shipping is fast, safe, and virtually error free. We ship most orders today, and we offer very inexpensive two-day and three-day delivery. Our business goal is simply to offer the best possible service to British car enthusiasts



Level I Toll Free Ordering (800)678-8764  
 Level II Toll Free Ordering (800)234-1104  
 Technical Research (814) 446-4491  
 24-Hour FAX (814) 446-6729

SPITFIRE I-IV

1500 GT6

MGB MGB-G TR2

**Silk and Dried Arrangements . Fresh Flowers . Green and Blooming Plants  
Fruit and Gourmet Baskets . Holiday Decorating - ( Commercial Accounts)**



**Full Service Professional Florist  
Locally Owned and Operated Since 1960**

**ORDER BY PHONE  
24 HOURS. 7 DAYS A WEEK  
602-840-1200**



**11 Valleywide Locations . . .  
Phoenix • Scottsdale • Mesa • Glendale • Chandler • Sun City West • Tempe**

**WWW.PHOENIXFLOWERSHOPS.COM**



**DCIRA NEWSLETTER  
1555 SOUTH CACTUS ROAD  
APACHE JUNCTION,  
ARIZONA, U.S.A. 85219-7726**