

# TRiumpH TRumpeter

OFFICIAL NEWSLETTER OF  
THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA

"ALL THE NEWS THAT FITS - WE PRINT"

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## SEPTEMBER 2003

Vol. 24, #9

MEETING: SEPTEMBER 9 @ 7:00 PM  
IMPERIAL GARDEN CHINESE RESTAURANT  
16TH STREET & CAMELBACK  
COME EARLY! BUY FOOD!  
SUPPORT OUR BENFACTORS

### CLUB OFFICERS

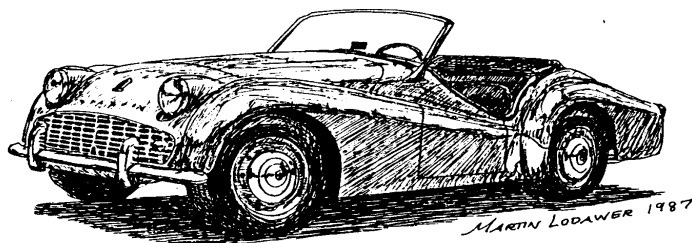
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AAHC Rep:	Roy Stoney	602-414-9953

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

SEPTEMBER 20  
DCTRA PRGRESSIVE DINNER  
DETAILS INSIDE

OTHER EVENTS  
OCTOBER 16 - 19  
TRIUMPHEST 2003  
"TRIUMPHS ON A MISSION"  
RIVERSIDE, CA  
SEE INSIDE FOR FLYER  
AND REGISTRATION INFORMATION'

### THE GASOLINE CRUNCH

The decision was made that in view of the present gas situation it was best to cancel the breakfast run on during August. It was also prudent to cancel the planned trip to the Hall of Flame Museum in Tempe. This trip was put on a "rain" check until later this year. Sorry.

Considering the distances that some people drive just to get to 32nd St. & Shea and then home again it seemed best to conserve their gas! They may have needed it to get to work the next week!

Although the list contains some 190 names and e-mail addresses I know that not everybody could be reached so PLEASE if you know someone who doesn't have email capabilities PASS THIS MESSAGE ON.

## MINUTES OF THE AUGUST MEETING

The meeting was opened at 7:05 p.m. with twenty-six (26) in attendance, including Joe Glover, a new member from Cottonwood.

The secretary's report was accepted as corrected. The progressive dinner is in September, not December, as printed.

By way of introduction, President John Horton explained how he had come to entrust his TR6 to Hector Estay and the Earl Scheib Auto & Body shop on north Cave Creek road. Hector, then talked about the company's efforts to improve their image and quality of work during the eight years since he started with them in North Hollywood. All of the stores are company-owned, and manufacturing their own polyurethane paint is one way they keep costs down. They are able to match almost any color sample, even from a magazine, for a small additional cost. Although the normal procedure is to mask all parts not to be painted, Hector told us that his store can paint with all chrome, etc. removed. They do minor body work before painting. Their best paint job costs \$369, takes three and a half hours, start to finish, and comes with a six-year warranty against peeling and blistering. Hector, generously, gave all of John's friends a coupon to have their cars painted for \$249.95.

There was no treasurer's report, as the treasurer was not present.

In response to Clay Rineholt's request for someone to describe their car for the next member's Triumph article for the newsletter, Deta Hampsh volunteered.

John Horton announced that he and Beth will be in Dover (White Cliffs) for our next meeting. Rich Aubert will preside.

Rich talked about the Progressive Dinner scheduled for Saturday, September 20th. Rich has e-mailed a sign-up sheet for the dinner. Homes are needed as well as dishes to be shared. The use of a theme was discussed, and it was pointed out that the club usually pays for the meat, and everyone will kick in an appropriate amount to repay the cooks for their ingredients. The discussion can be completed on September 12th.

The August club event, a visit to the Hall of Flame, is set for Saturday afternoon, the 23rd, then the Breakfast Run sponsored by the Wheels of Britain is scheduled for August 24th. Rich announced that a sponsor is needed for the Breakfast Runs in September, October and November, but no one volunteered. It was also suggested that as many as would be able would enjoy attending the August 16th session at Fiddler's Dream Coffee House to hear Marlene and Virgil Cole. Rich will e-mail more information regarding future events, and we will get more details at the next meeting on the Children's Charity Car Show on September 20th at Karchner Caverns.

John explained that many people will be present at Triumphfest in Riverside, California to see the cars, who have not entered a Triumph and will not attend the banquet. Sometime in October, after John returns from England, there will be a full diagnostic session covering emergency road repairs.

## MINUTES - CONTINUED

The membership chairperson reported that our membership is growing, then announced he is moving and has an open steel-frame trailer with a 12-volt electric winch, which is suitable for a TR3 for sale for \$500.

John reminded us that we are a member chapter of the Vintage Triumph Register (VTR.org), which has their own magazine, and encouraged members to subscribe. He also mentioned that they are looking for a place in the western region to hold a show.

There are many weekend car meets, including the one on Saturday nights at the Brass Armadillo at 28th Avenue and Cactus.

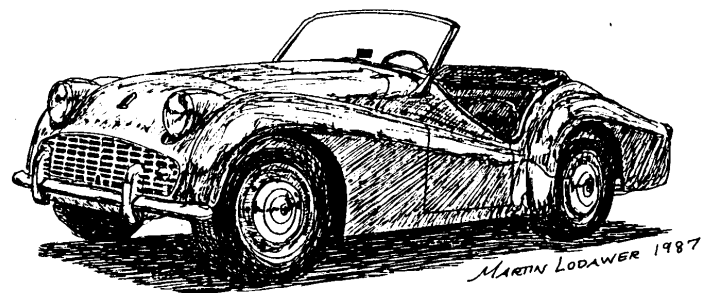
Following John's explanation of why the last computer had not worked, Rich Aubert volunteered to donate a computer for the use of the club secretary, and Guy Lachlan will contribute a printer.

The meeting was adjourned at 8 p.m. following the raffle, at which time, everyone went out to take a look at John's new bright yellow paint job, and to enjoy the near view of Mars before the beginning of the midnight meteor shower.

The next meeting will be held on September 12th at 7 p.m. at the Imperial Garden Restaurant, 16th Street and Camelback, under the leadership of Vice-President Rich Aubert.

Respectfully submitted,

Deta Hampsh, Secretary



## DIAPER DRIVE

DCTRA members John and Kathy Nuss were involved recently in collecting over 2200 diapers for Child Crisis Center - East Valley. The Arizona Mini Owners, of which John is Vice-President, and the Arizona Veteran Rodders tried to fill Kathy's 1966 Austin London taxi with diapers for the crisis center on August 2nd at the K-Mart on Hampton and Power Road in Mesa. A number of people made contributions, and, although the taxi was not quite full, the representatives of the crisis center were extremely pleased with the large donation.

Minis are among the many British cars that frequent the Cruise and Car Show at the K-Mart parking lot on Hampton, just east of Power Road in east Mesa at 6-9 p.m. on the first Saturday night of each month.

# 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.

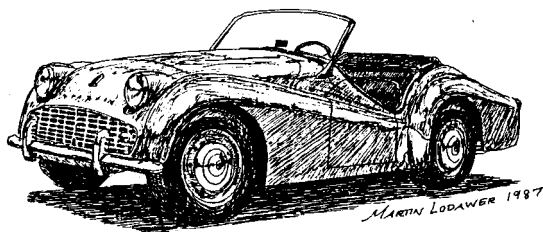
FOR SALE = '79 TR7 - rebuilt engine, hi compression, Isky cam, light flywheel. AC/AM/FM/CD. Two tops, ground effects. \$6950. Call Paul Patrick at 480-830-8770 (06/03)

FOR SALE = TR8. No further information was received. e-mail Ken Young at: ken@youngmailbox.com (06/03)

FOR SALE = TR4 Parts: 2 Dayton Wheels with tires, a fiberglass top, a trunk lid, a luggage rack with ski conversion, a hi torque starter, generator and sundries in a box. Call Bill Bowdish (602) 363-7763. (07/03)

WANTED = A few good tools to finish that tool kit. Need: One Plug spanner (black box tube, 6" long), One in. AF box (tube) spanner, One Tommy Bar (8 in. long for removing hub caps) and a helicopter feeler gauge. e-mail Clay at pueblodesign@mchsi.com (07/03)

FOR SALE = '76 TR6 - Rust-free New Mexico car, Jasmine Yellow, runs great, Asking \$7500. Also 3 page listing of TR6 and Spitfire parts. Car and parts are from estate of TR6 enthusiast. e-mail walt@hot-tr6.com for details. (08/03).



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## AUTOMOTIVE EVENTS ALL OVER THE WEST

\*\*\*Friday Nights at 5:30pm - McQueen & Warner (McQueen is Mesa Drive north of Baseline) on the northeast corner in the parking lot of a vacant ABCO grocery store.

\*\*\*Friday Nights 4 to 9 PM at the Five and Diner in the Arizona Mills shopping center, Baseline & Priest.

\*\*\*Saturday Nights at 5:30pm - Cruise-In at US60 & Power Rd. in Mesa (Its really on Hampton, just east of Wendys) On the first Saturday of each month, we try to reserve spots for British cars)

\*\*\*Sunday Nights at 5:00pm at Famous Sam's in Apache Junction.

August 17 - Pebble Beach Concours d'elegance - the gendaddy of 'em all! Call 831-622-1700 for information

September 13-14 - Palo Alto British Car Meet - billed as the oldest and biggest British automotive "Lawn Event". Call 310-392-6605 or e-mail rfeibusch1@searchlink.net.

September 19-21 - 7th Annual Northland Hospice Historic Vintage Car Rallye. Open to 1975 and older vehicles, begins in Scottsdale and ends in Flagstaff. Registration \$415 after 8/1/03 includes hotel, t-shirt, 2 lunches, 2 brunches, silent auction, door prizes, trophies. Call 928-779-1227 for info.

October 16-19 - Triumphest 2003, Riverside, CA. Hosted by the Southern California Triumph Owner's Association. Get your 8-page flyer an entry form at: [www.dctra.org/news/fest03.pdf](http://www.dctra.org/news/fest03.pdf).

## Progressive Dinner Saturday, September 20th

PROGRESSIVE DINNER COURSES	Person who will volunteer a house	Person wishing to provide a dish	Person wishing to provide a dish
Drinks and Appetizers			
Soup and Salad			
Main Course: Main dish			
Vegetables			
Starch		Ron & Elaine Gurnee	
Dinner Wine / Beverages			
Dessert / Beverages			

This is how the Progressive Dinner will work: We'll start off at the first house for drinks and appetizers, then move to the next houses for each of the courses, finally ending up at the last house for dessert, and beverages such as coffee and after-dinner liquors. At the first house I'll collect the receipts for what people spent, and during the various courses of the dinner I'll calculate what each person should pay. Over dessert I will collect from each participating member and reimburse everyone for what they spent. So please bring cash!

To summarize, we will need four houses at which to have the four courses. Please note that people can work together, in that if you don't feel like volunteering your house, you can volunteer to make a dish and coordinate with the house hosts. As soon as I receive volunteers for either houses or dishes, I will publish the list so everyone knows who to coordinate with. I will also provide a count of how many people are planning on attending, so volunteers know how many people for whom to plan dishes and seating.

Just think, a moonlight drive, top down, great food, great company, a great activity!

## CLUB MEMBERS AND THEIR LITTLE BRITISH CARS

The TR7, billed as The Shape of Things to Come by British Leyland, Triumph's parent company at the time, was the most widely produced TR, with over one hundred thousand manufactured. The entire concept of the car caught people by surprise. The big issue for sports car enthusiasts was figuring out how the car had evolved from the earlier TR range, and the obvious and perplexing conclusion was that it hadn't. The TR7 was clearly unlike any TR before, but it was also unlike virtually everything else on the road as well. The TR7 was a radical change from the prior TR6, which had evolved gradually from the first TR2. The TR7 is a more plentiful car than the earlier TRs, although enjoying less widespread popularity, making it an excellent car for a Triumph enthusiast who wants to be able to drive his or her Triumph regularly!

It is now 28 years since the first Triumph TR7 rolled off the line and into dealer showrooms. From the beginning of TR7 development, British Leyland saw North America as a primary destination for its new sports car. Codenamed "Bullet" by the factory, the car was to be the first of a new line of Triumph cars with a selection of engines, including a long-wheelbase 4-seater hatchback called the Lynx. The principal designer of the TR7 was Harris Mann, a stylist working in the old Austin-Morris design studios. The earlier TR range was heavily influenced by the Michellotti studios in Italy (TR4) and the Karmann studios in Germany (TR6). But the TR7 was entirely an in-house project: a completely new car for a new era. Different it was -- low front, high tail, wide, looked like a wedge -- was this really the shape of things to come? Early cars came with 4-speed transmissions and 175/70-13 tires for all markets, but by 1977 Triumph offered a superior 5-speed transmission. A higher final drive ratio of 3.9:1 came with the 5-speed 'box, as did high performance 185/70HR-13 tires. The option was not reliably offered outside North America until production moved to Canley in 1978, for the 1979 model year. The big deal for 1979, though, was the introduction of the TR7 convertible, finally. These cars hit North American showrooms in late summer, 1979, but the rest of the world had to wait until 1980. The following is a funny story about Deta Hampsch's 1979 TR7 Roadster or "Wedge" as they have fondly become labeled around the world.

I have been a member of DCTRA since 1983. My Ex, Gary, and I got started on Triumphs when he wanted an old panel truck and I didn't. We compromised. He got a little red Mark 2 Spitfire and I got a Persian cat. We knew nothing about Triumphs! We were introduced to the club, which was a very small club at the time. Much was learned and we enjoyed the events and get-togethers with the members. In 1996 Gary and I went our separate ways. I told him he could have the TR4, which we had subsequently acquired, but I got the membership in the club (another compromise). I knew one day I would be able to replace the car, but I would never replace all the close friends I had in the club. At the time, I never dreamed it would take me four years to get another car.

In July 2000, Chris Wainwright had his car "off the road" for repairs, and he decided to donate his 1979 TR7 to the Club to be auctioned-off, with the proceeds going to the Club's project car. Leon Loftin, a friend I went hunting with, was at this meeting with me. Chris got up and told about the car. I'm sure he didn't want to brag and he was a little modest, and he made it sound like a "parts" car. I had seen his car about a year earlier and couldn't believe that it had fallen apart that quickly. Consequently the bidding started very low. I only had \$275.00 in my savings account, but figured I would jump in as far as I could.

The bids got up to \$300.00, so I dropped out. Lee (my hunting buddy) knew I really wanted a car so he whispered to me, "Can anyone bid or do you have to be a club member?" I told him that I thought no club membership was required. "Bid if you want". He immediately raised the bid to \$500.00. The room was so quiet you could hear a pin drop. No one could believe they heard correctly. John Horton had been bidding against me. He started to bid. Beth, his wife, kicked him in the shin and said, "If she wants the car, let her have it! You have enough cars!" Bidding closed at \$500.00, with Lee the new owner. He turned to me and said; "You know I bought this for you! It is your car". We ended up splitting the cost.

Now that we were the proud new owners, the next problem was getting the car from Chris' back yard to Lee's back yard, where he said he would help me to get it on the road again. You know, I could not beg, borrow, or steal a car trailer to move that car. After a lot of thought and aggravation, I then became creative. I was a member of AAA and I called them and told them that my car would not start (which was true) and that I needed to be towed to another location. I had finally got the car moved!

Lee had worked on American cars, but never a British car. We wore the manual out. (It was the original shop manual). We inspected the car and everything looked like it was there. This car had sat for at least two years, was cruddy dirty, and a thick layer of pine needles covering everything from head to toe, including greasy handprints! The drivers seat was totally "sat out". It was a broken frame with nothing in it but fabric. I put a block of wood in the center of the frame and another one behind the seat to hold it up. Lee put a small amount of gasoline in the tank and told me to "crank it up". I started the motor and it looked like we had a whole family of geysers shooting all over the place. I quickly turned off the engine. We went to the local auto parts store and got hoses for the water and gas lines. We ended up replacing the carburetor, the rotor, the spark plugs, and added new wires. I took it to a car wash to be detailed and it looked like a different car.

The very next meeting, I drove the car. I had to learn to drive a stick shift all over again! Everyone was amazed! Some of the guys kidded me by complaining that they thought the car was misrepresented and they were "cheated". The retort was that they had their chance to bid the same as everyone else and we all heard the same description of the car. I have since had the seat redone. John Horton helped me to de-goop the engine. We used 4 or 5 cans of cleaner to get all the grease off. He has also helped me to install an extra fan in front of the radiator and

## DETA'S TR7 - CONTINUED

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replaced the fan motor that was screaming like a bunch of banshees!

The car is now in my name, but as you can see it has taken three of us to put and keep this car on the road. I plan to re-carpet and repaint the car someday. Don't be surprised if you see a royal purple TR7 one of these days! I think that's a factory color.

Deta Hampsch

## AZ MOTORSPORTS PARK

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This is an update and a thank you I received to the letter in our August newsletter from John Matthews concerning the fate of the Arizona Motorsports Parkway (AMP) as a full service auto racing facility located adjacent to Luke Air Base.

The Az. Sports Racing Assoc. [mailto:support@azsportsracing.org] was present at the meeting of the Planning and Zoning Commission on July 31st and we must tell you that we believe your letters and support of AMP really made a difference in the outcome of that meeting. It's nice to know that participation in these matter can really influence the outcome! Thanks guys.

The track is NOT YET out of the woods. There is much more yet to happen in this matter. For those of you interested in further details, we will try to post a report and analysis on this matter on the website within the next week or so.

Dan and John from AMP have asked us to Thank you for your incredible support and hundreds of e-mails and calls that you sent to Supervisor Max Wilson on behalf of Arizona Motorsports Park.

Supervisor Wilson received over 700 e-mails encouraging him to not proceed with revoking AMP's special use permit! We really think he was quite surprised at the depth and type of support you all offered in support of the facility.

And, special thanks go to you all that took the time out of your schedules to come down personally to attend the July 31st hearing. The presence of supporters was very important...

At the meeting, the Maricopa County Planning and Zoning Commission basically voted to postpone action on AMP until noise studies can be properly conducted at upcoming events. This was a good, fair result for all sides. Due to a technicality, the Commission moved the actual date for making this decision to their upcoming August 14th meeting.

Once we have compiled the information, we will work with the County Supervisor Wilson, the Commission and neighbors to file new plans to guide operations and reduce the noise. Cooperation will yield a good solution.

The next county hearing on the Arizona Motorsports Park permit is Thursday, August 14th at 9:30 a.m. at the Board of Supervisors - Hearing Room (205 West Jefferson in downtown Phoenix). The intent and purpose is to con-

tinue the case until December. But we don't want to take anything for granted.

We once again ask you to be there to show your support and to speak out in favor of the Arizona Motorsports Park.

If you are able to attend, please phone John Naughton at

(602) 622-1972. At least this time, you'll have a few extra days to plan over the last-minute notice of the last meeting. Please attend if you can, there's something very powerful about an auditorium full of supporters. :)

Also, we would like to ask you to send a "Thank You" e-mail to Supervisor Wilson for his efforts to encourage a 'fair' solution for all involved. You can reach Supervisor Max Wilson at <mailto:mwwilson@mail.maricopa.gov>.

Please thank him for his good efforts and support for the Arizona Motorsports Park. One other way you can help right now is to pen a short letter to the local newspapers. You might just use some of the language you used when first writing Supervisor Wilson.

Please email short letters to:

The West Valley View [news@westvalleyview.com](mailto:news@westvalleyview.com), The Arizona Republic - NW Valley Section [nw.news@arizonarepublic.com](mailto:nw.news@arizonarepublic.com)

Thanks for your help and support!

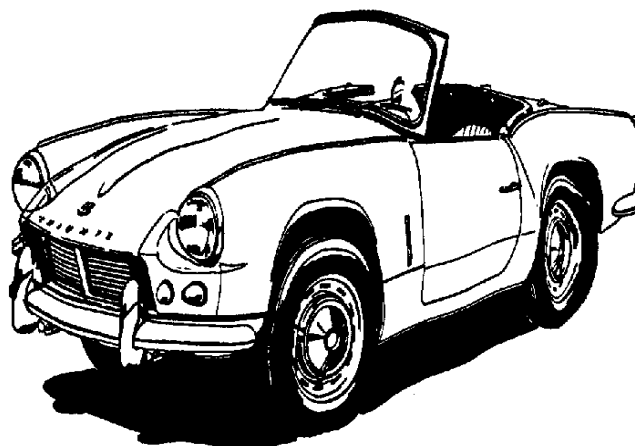
The ASRA Staff and Dan Maloney and John Naughton, Arizona Motorsports Park

## WEB SITE UPDATE

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The Club's Web Site is very out of date. So if everyone will email a picture or pictures and description to me and I will update the site. If you do not have email or a digital camera, come to the next couple breakfast runs and I'll take pictures. If you cannot make the run, contact Clay Rineholt and we will make arrangements to take a photo of your favorite Triumph.

Rich Aubert



## TECH THOUGHTS

At the end of August you probably had an opportunity to read the following e-mail which was sent to all DCTRA members and you could empathize with Clebe. For me, it brought to mind the subject of our last two tech articles, overheating. The e-mail read,

I recently purchased a 66 TR4A. It runs hot. Real hot. I have the shroud on it. I'm going to go through the cooling system. Any tips? Also who has radiators (if I need one) and parts. Have used Moss Motors, but would like someone local. The fan looks to be original. It's a 4 blade. Can you put on a different fan with more blades?

I realize these are a lot of questions, but assume you have all gone through this at one time or another.

Thanks for your help,

Clebe Best

It is fair to say that practically anything can be the cause of overheating. On that list you might include: ignition timing, exhaust valve clearance, vacuum hoses to distributor or air cleaner, air leaking in past the "O" ring on the base of the carburetors, a cracked block, and sticking brakes. Overheating may be caused by a bad radiator cap, sludge in the cooling system, dragging brakes, loose fan belt, defective thermostat (or no thermostat), or no water in the system. New water pumps can at times leak when first installed, the leak being discovered prior to the start-up. This can be a frustrating experience, particularly if you proceed to remove the new pump in order to send it back to your supplier for exchange!

The usual cause of a leaking pump is due to the carbon race water pump seal not fully seating against the back face of the impeller. Since the hard carbon sits against the cast iron or brass impeller with only light spring pressure, it shouldn't be difficult to believe this to be the source of the leak. The best way to insure that the carbon race is properly seated, is to actually spin the pump prior to installation. It can be done very effectively by holding the impeller against the wire brush side of a bench grinder. Spinning up the dry pump for 15-30 seconds insures a good lapped seat. Alternatively, new pumps can be installed, but be sure to start the engine without coolant and run it dry for 30 seconds or so. The coolant acts as a lubricant and actually inhibits this important seal break-in procedure.

Check these potential problem areas first if you have an overheating problem. Re-torque the intake manifold and cylinder heads every 3000 miles, 6000 miles maximum. Pressure flush the cooling system once a year, replacing the antifreeze coolant with new, and rod out the radiator every two years. Use only original style molded reinforced hoses. Properly bleed the air out of the system.

If you have checked all the possibilities and your car is in good mechanical shape, then there are a few final suggestions: If you live in an excessively hot area like we do and wish to have every measure of protection available, you might want to consider installing a heavy duty radiator. These units are 4-row, staggered core affairs, and reputed to be of very high quality. An alternative might be one of the new aluminum radiators which have proven very

popular over the past few years. They look fantastic and they really do work, with twice the efficiency, half the weight, and highest quality fabrication. The least expensive fix is to have the radiator re-cored to a 3 or 5 row core or modified cross flow;

The second option is the installation of an oil cooler and finally, improve the cooling of your Triumph with an effective electric fan.

Almost one third of the heat generated by the engine must be removed by the vehicle's two cooling systems. That's correct, your engine has two cooling systems. (1) The top of the engine: the area around each cylinder in the engine block, the combustion chamber areas in the cylinder heads and the intake manifold, dispel heat through the engine's radiator coolant system. (2) The rest of the engine: the crankshaft, bearings, camshaft, lifters, connecting rods and pistons are only cooled by engine oil.

The ideal operating range for engine oil is 180F through 200F. While operating within this range, the oil works as a lubricant, coolant, and cleansing agent in the engine. Modern engines generally run with radiator coolant temperatures between 200F and 220F with oil temperature ranges between 20F and 75F HOTTER. In other words, when the engine is performing flawlessly, the engine oil is already overheating! Oil that exceeds 220F rapidly loses its ability to lubricate and cool causing accelerated fatigue and premature component failure.

Oil cooler coils are engineered for maximum cooling efficiency with no restriction in oil flow. Because different engines have varying oil flow requirements, engine oil cooler size should be determined by engine horsepower and oil flow rates. This results in cooler coil and engine flow rates that closely match. Engine oil coolers can reduce the oil temperature to between 180F to 200F and keep it there. The benefits are: longer engine life, reduced heat, increased oil system capacity, and lower under-hood temperatures.

The engine oil cooler kit should include hoses and adapter plates to allow installation of an engine oil cooler radiator. A note about oil cooler inline thermostats, a few of the kits include a thermostatic flow control unit to bypass the cooler until temperature is reached. Oil cooler radiators are not usual included in the kits and must be ordered separately. They are available in 4 sizes; 10 row for tight spaces, 13 row for most applications, 16 and 19 row for racing or other heavy duty applications.

Improve the cooling of your club car with this lightweight but effective fan. It can be used with or without your existing fan (except Vitesse). It is possible to reduce engine noise, produce quicker warm up, improve MPG and give extra performance using an electric cooling fan..

Electric fans may be set up to run in either "pusher" (in front of the radiator) or "puller" (behind the radiator) configuration. The 10" fan requires a clear mounting area of at least 10 5/8" x 11 1/8", while the 12" requires at least 11 1/2" x 12 1/2", 14" fans are also available. The suggested fan size is as follows: the 12" fan for Triumph TR2 through TR4A, the 14" fan for TR250/6, and the 10" fan for all other British sports cars. Both fans come complete with hardware and instructions. The preset temperature control

## TECH THOUGHTS - CONTINUED

sensor should be mounted in the upper part of the radiator and will turn the fan on at 185F and off at 170F." This should prove to have sufficient cooling power under most circumstances since the size of the fan is about the width of the radiator. You should also consider a manually actuated switch on the dashboard for activating an overriding high speed mode, or turning the fan off when parked in a traffic jam, if required.

Some model fans only come on with the ignition and are controlled with a relay. The power source is usually the horn wire (massive thick one) which is in a handy place, you need a fuse between this wire and the fan.

Perhaps it is just because it is a Triumph, maybe because we spend too much time in stop-and-go traffic, drive in a hot climate, or frequently we do not pay attention to our engine needs, but we all experience overheating at one time or another. Hopefully this article will draw your attention to one of many solutions to the same problem. Adequate maintenance is the key to successful cooling and of course a nose which is tuned to the smell of antifreeze,

By the way, 'Water Wetter' is a wetting agent which helps coolant "bond" to metal surfaces thus increasing heat transfer. Increases the efficiency of water! They say your car can run up to 15 cooler. Highly recommended for all climates.

## FRONT ALLOY HUBS

This just in: Southwick Machine are making a run of front alloy hubs for the TR6, including Timken bearings etc. If you need a set, better call Bob at 309-949-2868 because I think that all the hubs in their current run may be accounted for, but I am sure they will add more if asked. The current run is being made over the next 5 days, and once the dies are removed, they stay off until a minimum order number is reached; the wait between production runs is long.

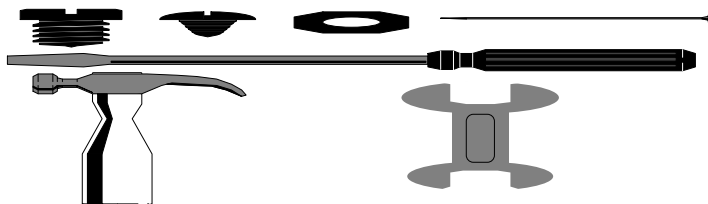
This is not an endorsement for Southwick Machine, as I have not had any experience with their products. I have ordered a pair of hubs, so I am about to find out first hand.

The hubs work on TR3 through TR6. Same hub. They are geniuses with machine tools and design problems. I show their contact info as:

SOUTHWICK MACHINE & DESIGN, 21300 BRIAR BLUFF RD, COLONA, IL (309)949-2868

A quick search found their web page, although it doesn't mention anything about the hubs. They do have an email address listed there: sales@southwickmachine.com.

Zane Horton



## DCTRA 2003-2004 MEMBERSHIP RENEWAL FORM

-or-

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ZIP \_\_\_\_\_

HOME\_PHONE \_\_\_\_\_

WORK\_PHONE \_\_\_\_\_

FAX \_\_\_\_\_ INTERNET \_\_\_\_\_

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COMMISSION# \_\_\_\_\_

MAKE \_\_\_\_\_ MODEL \_\_\_\_\_  
COMMISSION# \_\_\_\_\_

MAKE \_\_\_\_\_ MODEL \_\_\_\_\_  
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# Triumphest '03

Southern California Triumph Owners Association (SCTOA) Invites You to the Best Triumphest Yet!

**The annual West Coast gathering of Triumphs and their owners will be held at the famous Mission Inn in Riverside, California from October 16 through 19, 2003.**

"Triumphs on a Mission" is this year's theme, and SCTOA promises many fun activities including: Friday night hospitality party, autocross, dyno test, funcoors, fun rallye, funkhana, guest speaker, model and photo contests, a walking rallye and an awards banquet.

The Mission Inn, a National Historic Landmark Hotel, will play host to Triumphest 2003 and will be celebrating its 100th Anniversary. Participants will enjoy exploring this very impressive, architecturally and historically significant hotel. Adjacent to the Mission Inn is a pedestrian mall that has a unique selection of shops and restaurants that are fun to visit. Special arrangements have been made for street closures next to the Mission Inn for secure, Triumph only, parking.

So mark your calendars today. You don't want to be missin' the Mission!

**For more information call:**

**Greg Taylor**  
562-430-2935  
[tricat3@att.net](mailto:tricat3@att.net)

**Or visit our website at:**  
[www.sctoa.org](http://www.sctoa.org)



**TO GET YOUR OWN COPY OF THE 8-PAGE TRIUMPHEST 2003 ANNOUNCEMENT AND ENTRY FORM, GO TO THE DCTRA WEB SITE AT: [www.dctra.org/news](http://www.dctra.org/news) AND DOWNLOAD THE FILE "FEST03.PDF"**



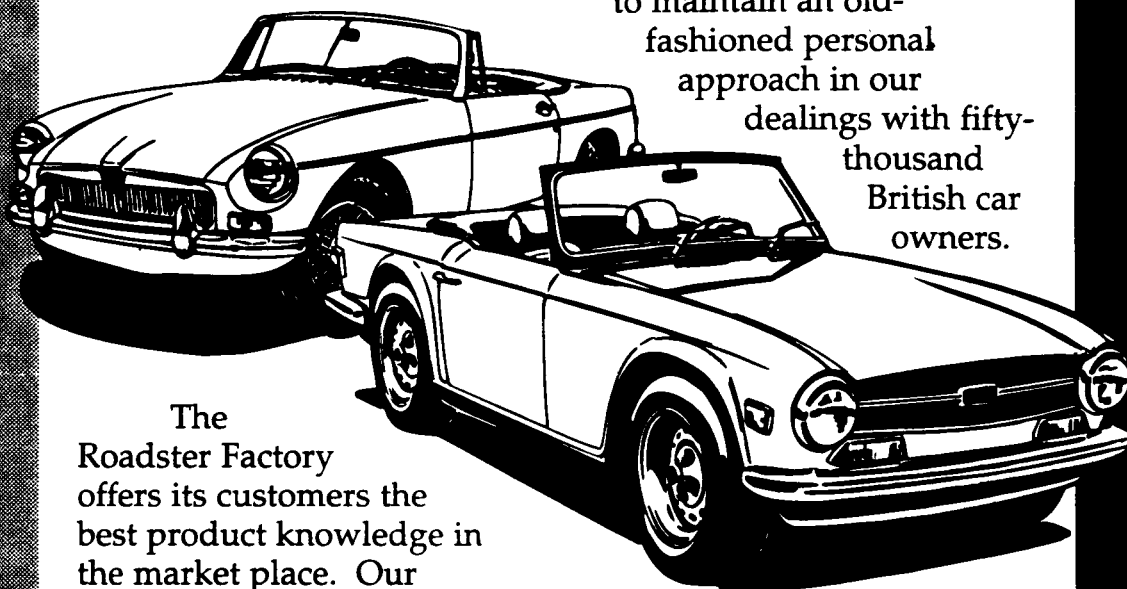
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TR6 TR7 TR8

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