



Triumph TRumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTER—TRIUMPH REGISTER of AMERICA
PROMOTING TRIUMPHS AROUND THE WORLD
WITH OUR SISTER CLUB,
THE ISLE OF WIGHT TRIUMPH CLUB, U.K.

September 2008

VOL. 29 Issue 5

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NEXT CLUB MEETING:

Sep 9, 2008

7:00 PM

JB's

32nd Street & Indian School

Come Early

Socialize and Network
with other members



THE PREZ SEZ

September is here and cooler weather is upon us, I hope. We have some events this month, I.E. a trip to Natural Bridge, breakfast run, meeting, and some charity events. Also the Vintage Voyage, and Triumphest are on the horizon.

We have invited the breakfast run people to accompany us for the Natural Bridge overnighiter. Details have bee on the web. This should be a really easy trip and a chance to camp with our cars. Stu is in charge of planning. The campground is just north of the city.

I have put off changing the clutch in the "6" due to humidity. I plan to start this shortly. In another vein, the replacement of the ignition to the popular EDIS has increased the performance considerably. This is concurred to by Craig, and Armand. I am able to do the machine work for the parts.

Is anyone interested in another demonstration day for welding, cutting, small project work and some bangers, and beverages in my shop. A Saturday in October would work for me? Let me know and I will set it up. We might do a tech secession on something, heads, valves, engine assembly or what ever.

I am working on another speaker for future meetings, Any ideas on who? The AAHC will be back in operation soon. I will have some info.

We will be having nominations for officers coming up. So think who you will want to lead us in 2009. We have been successful over the years in managing the club and finances. This should be a consideration in your decision for new officers. We do have a CD that will pay for our next Triumphest. We will find out the date in October. It is too soon to create a committee.

Continued on page 4



2008 Officers

President

John Horton
843-1399

johnehorton@yahoo.com

Vice President & Events

Kathy Nuss
480-983-3945

jknuss@juno.com

Secretary

Deta Hampsch
623-434-1999

dehamps6@aol.com

Treasurer

John Reynolds
480-968-6078

johntempe8@worldnet.att.net

2008 Appointees

AAHC Rep

John Horton
602-843-1399

johnehorton@yahoo.com

Distribution

Gene Glenn
602-264-2534

geneglenn@phoenixazcommercialproperty.com

Historians

Armand LaCasse
602-904-1037

big.blue.truck@live.com

Membership

Marty Clark
480-962-7848

martyclark@gmail.com

Newsletter

Dave Riddle
480-610-8234

dave@microworks.net

Tech Advisors

Armand LaCasse
602-904-1037

big.blue.truck@live.com

602- Roy Stoney
602-231-0706

royston469@msn.com

Webmaster

Dave Riddle
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dave@microworks.net

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Minutes of the August Meeting

John Horton opened the meeting at JB's at 7:10PM with 25 present.

The minutes were accepted as printed.

John Reynolds, the Treasurer. says we still have lots of money , even with paying dues to the Hobbist Council.

The newsletter was published early thanks to Dave getting all the info.

Kathy Nuss told about upcoming events. Look for details in a separate article.

John Horton said we would have an abbreviated meeting in order to give more time to our speaker Mr. Golfen who is a reporter for "The AZ Republic".

He has articles on Pages 1&2 in the Auto section of the Sunday paper. One of his articles on page 2 is titled "Cool Cars". He would like more people to send in pictures of themselves with their cars. Instructions are in the article as to how to do this.



Mr. Golfen spoke of his experiences as a "test driver" to review all sorts of cars from the various American cars to the very high end European cars such as the Lamborgini.

Meeting adj 8:20PM Deta

Continued from Page 1

A mention was made of creating a calendar, is anyone interested in submitting pictures of our LBC's. I think that would be a great idea! Anyone remember who said that?

Keep em running John H.



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Driving Tips

Set Your Personal Cruise Control

Speed sensing is a very important skill to develop when pushing the outer edges of the performance envelope. As track drivers get faster and faster, one of the last bad habits they need to break is over-slowng their corner entires. By learning what various speeds feel like - on a gut, "I can feel it in by bones" level - you'll have better success at nailing entry speeds.

The drills: Bring your car to the speed limit and hold it there without looking at your speedometer. Next experiment with making 5 mph adjustments in your driving speeds - drive 65 mph, and then experiment with speeding up and slowing down until you can nail 70 mph and 60 mph at will. Finally, experiment with smaller increments and learn to feel a 1 mph difference in speed, These drills are best done without the visual aid of others cars around you.

The Merge Lane is the Pit Exit

Come on, admit it: Merging with traffic - be it on a hot track, or



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the highway - always increases your heart rate a few beats. So use your freeway merging as an opportunity to work on developing your closure rates and spatial awareness. Don;t be afraid to achieve full throttle during a merge. As long as you're fully in control and driving within your own limits, full throttle is no different from partial throttle

JIM MEDLAND, President
ROSS VAUGHAN, Parts Mgr.



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(IF THERE WAS ONE) - C'MON DOWN!**

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Post Your TR Story

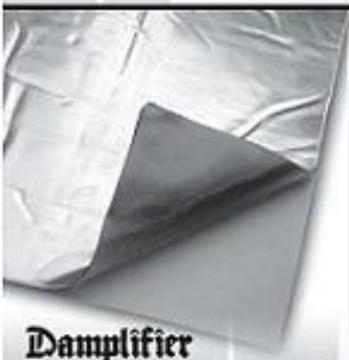
All members that Register with the website (<http://www.dctra.org>) can post a profile and history of themselves and their car(s) along with a photo. Visit the site and on the membership page you can find a detailed step-by-step process (including pictures!) of how to do it.

Update Your Triumph Membership

Marty has posted the updated membership list on our DCTRA.org website (see files section). It's updated through the January Brunch meeting. He is still accepting digital pictures of your car (s) to include on this list. Club members voted to remove unpaid listings, so these will no longer receive club emails. If you would like your membership to be renewed, bring your payment to an event, meetingmail a check (made out to DCTRA) to our Treasurer, **John Reynolds**, 806 E. Campus, Tempe, AZ 85282.

Sound Deadening and Thermal Insulation

• Eliminate Road Noise • Reduce Engine rumble • Kill Exhaust Drone • Insulate from Extreme Temperatures



Dampifier

Dampifier is a self adhesive thermal-acoustic vibration mat that gets applied to the cars metal panels to dampen unwanted road noise, engine rumble and exhaust drone. Dampifier has no odor, protects against rust and has the highest thermal rating in the industry. Over 500 degrees! **40 sq feet \$96**

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SECONDSKIN SOUND DAMPENING



Motor Mat

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Classified

Happenings with the Isle of Wight

TRIUMPH/TOYOTA TRANSMISSION ADAPTORS

Put a Toyota 5 Speed into your TR-3 or TR-4, Transmission adaptor uses stock Triumph hydraulic clutch set up. Adaptor Kit, with instruction, pictures \$400.00, Bill Close, Mesa, Az, (602-524-5351)

Lease Return Notebook Computers

Dave Riddle has some more notebook computers that are available off lease return. Typical notebook is either a Dell or an HP Business class and the typical cost is between \$350 and \$400 and include carrying cases. Contact him at 480-610-8234 or dave@microworks.net



Jaguar Show, Havenstreet - Sunday 7th September

Entry £3 includes a raffle ticket and plaque. Any profits being shared between charity / club. Entertainment also being organised. From 10am - 4pm.

Charity Classic Car Show 13/14 September - all places have now been confirmed

Mile of Triumphs 19/20 September

See you soon

Angela & Graham
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Calendar of Events

Saturday, September 13: Charity Car Show at Mesa Marketplace, sponsored by Arizona Mini Owners. Proceeds to AZ Humane Society.

Sunday, September 14. Breakfast Run. Meet at 32nd St/Shea Blvd in Phoenix at 7:00 am. Arvin, Cathie & the Anderson's are the organizers.

Saturday, October 4. Queen Creek Fire Dept. Car Show. More details as soon as I get them from the organizer.

Thursday - Sunday, October 2 – 5: Triumphfest in Tahoe, CA.

Sunday, October 19. Breakfast Run. Going to winter hours, meet at 7:30 am at the usual place. Thanks to LOOP for doing this one.

Saturday & Sunday, October 25 & 26: British Vintage Voyage sponsored by AMO.

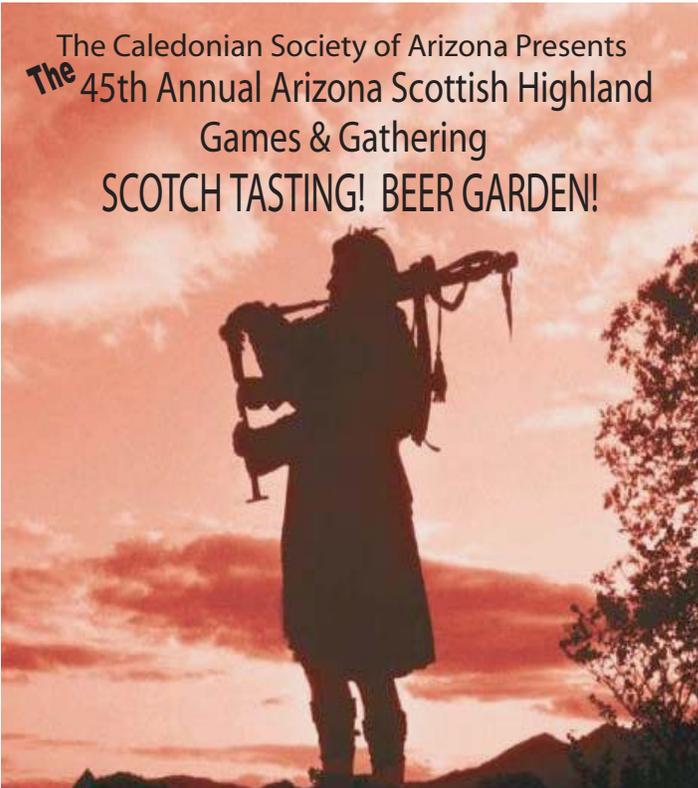
Tuesday, November 11. Mesa Veterans Day Parade. E-mail me if your club would like contact details.

Saturday, November 22: Drive to Arcosanti with a possible run up to the Santa Domingo Winery on I-17.

Thursday, November 27. Fountain Hills Thanksgiving Day Parade. Contact FH Chamber of Commerce for details.

December: Christmas party, date and place to be determined.

Saturday, December 20. Christmas Lights Tour instead of a breakfast run.



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The Tenth Anniversary
BRITISH VINTAGE VOYAGE
October 25th & 26th 2008

**PLEASE READ CAREFULLY AS THINGS
 CHANGE EVERY YEAR**

The British Vintage Voyage is a weekend trip for ALL British Car Owners, AND a limited number of other makes. All proceeds, including \$10.00 of the entry fee, will be donated to the AZ Humane Society this year.

A route book, a goodie bag, lunch on Saturday and a souvenir of the event are included in your entry fee. In addition to the usual engraved glasses each car will receive special recognition, even if this is the first time it has participated. Every year we try and plan a different itinerary and this year we head down south to re-visit our favorite Village of Elgin Winery with an over-night stay in Benson and on Sunday morning before our wrap-up lunch in Tucson you could visit the Old Tucson Studios or the Arizona Sonora Desert museum. Check their websites and order your own tickets. www.oldtucson.com or www.desertmuseum.org On Saturday morning we will stop in Tucson to join up with those living there, no need to come to the Phoenix area for the start.

Registration is \$55.00 per vehicle, which includes driver & navigator, additional adult passengers are \$20.00 each, \$10.00 for under 12's

Closing date for registration is October 1st, or as soon as the maximum number of 50 teams has been reached. Sorry, no "day of" registrations can be accepted.

Arrangements have been made for accommodations at the Best Western Quail Inn in Benson (520-586-3646) and be sure and mention the Arizona Mini Owners Group to get the special rate of \$89.00 + tax per room.

Our block of rooms will only be held till Oct.1st, so make your reservations early.

A post card, or e-mail message, will be sent with the start location.

.....cut here and mail.....

The British Vintage Voyage 2008 registration
 (PLEASE PRINT)

Name of Owner/driver.....Navigator.....

Street address.....Passengers if any.....

City.....State.....Zip.....Home phone.....

Car Marque.....Year.....

License Plate #.....Club Affiliation.....

E-mail address.....

I agree to hold the organizers, the Arizona Mini Owners Inc., harmless and not liable while traveling to, during & from this event. My car is legally taxed, licensed and insured and I agree to obey all Arizona driving laws.

Signature..... Date.....

See page two.

Cruise Night Locations

Albertsons Shopping Center - Warner and Lindsey Friday Nights

Scottsdale Pavillions near McDonalds
Saturday evenings from 4:30

Mesa - 2nd Friday of each month in Downtown Mesa

Mesa - Power & Hampton on Saturday Evenings

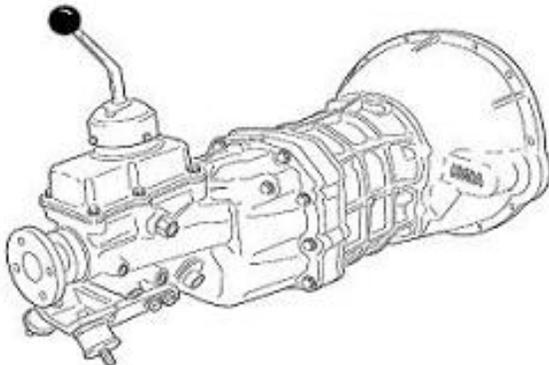


Last Sunday of every month
Cruise-in at Red Mountain.
summer hours - May-September 3:30-6:30
winter hours - October-April
202 and Recker rd N/E corner
Weather permitting
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More on TS1

in England, in the summer, the TR Register's International Weekend is a must see. A sea of TR's, a mind boggling cornucopia of "big" Triumph sports cars. You may even be interviewed in front of the crowd, as anyone from Arizona is a real novelty!



Both of these cars were hand assembled at the Banner Lane factory outside Coventry as "off tools" cars. TS2 was shown at the Dublin motor show in 1953 and subsequently registered in Ireland. It was used extensively as a dealer demonstrator, a rallying machine, and modified for autocross. Keith Read donated the car

Last newsletter featured our very own Robert Smith, and his beautiful TS1. This is the left hand drive prototype that established the long line of TR sports cars. It was photographed next to another lovely "TR2" of the same color...773EWO. Some sharp eyed members and, of course our recent Prez Stu, would note that it is a right hand drive ...TS1. 773EWO is actually TS2, the other prototype. Very few of us will ever visit Rob, and fewer still will make it to England, to see either of these iconic prototypes. However, on a lovely summer Sunday, I found myself waving hither and yon to all passer bys from the left seat of ...TS2. I was paraded around the "quiet" campground, the "noisy" campground, and the "very noisy" campground at the very green and verdant Tri County Fairgrounds in Malvern. Just down the road from the Morgan works. My chauffer, Ian Evans led a procession of 20 or so TR's as one of the highlights for the International Meet of the TR Register. The smashing success of these two prototypes established the long line of TR sports cars and motivated Standard Motor to bring us Spit's and Stag's too! If you ever plan a holiday



TS2 marshaled for the big parade

in the middle of a stalled restoration to the TR Register. It was lovingly restored to the condition it was in when it left Banner Lane – no concours car here. The TR Register intends the car to be used as an emissary and expects it to be driven. In fact, it was taking part in the historic relay for



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**Arizona
Humane
Society**



10:00am till 2:00pm

All types of cars, trucks, motorcycles etc. are welcome.

Entry Fee \$5.00 per vehicle.

Five awards will be given & all entrants will receive a dash plaque.

The winners will be decided by who collects the most 'votes' (cash donations) in their 'ballot box' (collection jar). This is an election where it is encouraged to 'stuff the ballot boxes'. **It is acceptable, and encouraged, that you solicit 'votes' ahead of the show from friends, relations and neighbors etc.**

REMEMBER 100% of the proceeds will be given to charity.

Drive up registrations OK but please help us by registering early with the form below or calling 480-985-2531

-----cut here-----

ARIZONA MINI OWNERS CHARITY CAR SHOW

Owners name..... Make & Model of vehicle.....
Address.....Club Affiliation if any.....
City..... State.....Zip.....
Phone #..... e mail address.....

I agree to hold the Arizona Mini Owners & Mesa Marketplace harmless while traveling to, during and from the show.

Signature.....Date.....

Make checks payable to Arizona Mini Owners and mail to
7146 E.Arcadia Circle
Mesa, AZ 85208

Bill Close's Newest TR

Below is a note that Bill sent in along with some photos of his newest TR3. I think this is number 4 in his collection!

I am attaching some pictures of my latest project that you found behind a house in Scottsdale.



I would like to thank Jim Andres (now in San Francisco for 4 months) for helping me move the car around the dead cat and around the trees, to

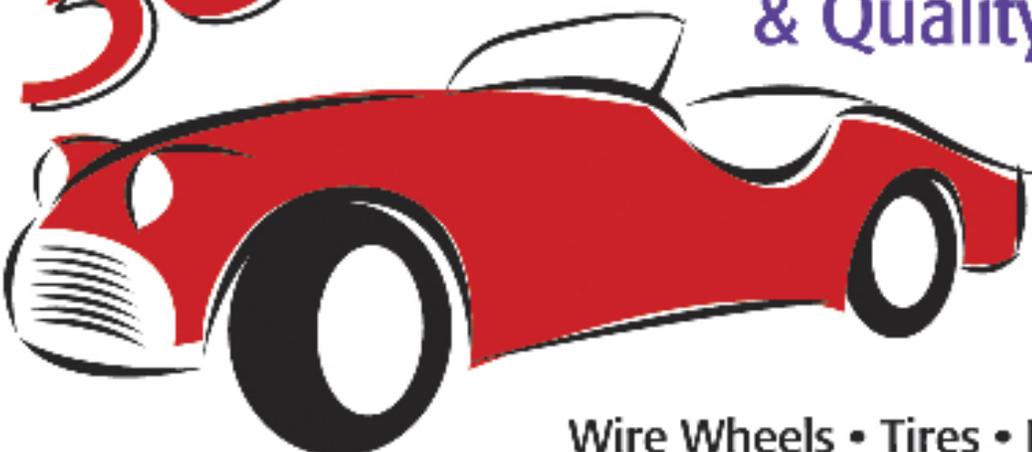
pushing it onto the trailer.

Thanks to Jim Hughes, Bill Pettengill and Stu Lasswell for helping me disassemble most of the car and I hope that they will come back to remove more old parts.



Thanks Guys, Bill

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

Member Info:

Name: _____

Address: _____

City: _____ State: _____ ZIP: _____

Phone: _____ Phone: _____

email: _____
(required for newsletter notification)

Auto Info:

Make: _____ Model: _____ Commission #: _____

Make: _____ Model: _____ Commission #: _____

Make: _____ Model: _____ Commission #: _____

Length of Membership

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Comments/Suggestions:

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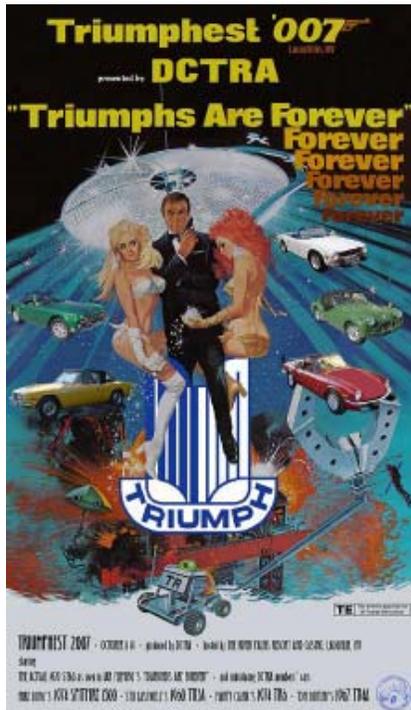


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We still have copies of the Triumphest 2007 Event Poster.

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Tire Pressures

Air Pressure: When and How to Set

Maintenance Tips to Increase Tire Performance, Life and Durability

Check and Adjust First Thing In The Morning.

Set according to the vehicle manufacturer's cold tire pressure(s) recommended on the vehicle's tire placard or in its owner's manual. This must be done before rising ambient temperatures, the sun's radiant heat or even driving short distances temporarily warms the tires.

Accommodating Variables

Indoor-to-outdoor Temperature Variation.

Significant differences between the conditions tire pressures are set (the warmth of an attached garage, heated garage or service shop) and in which the vehicle will be driven (winter's subfreezing temperatures) requires inflating tires 1 psi higher than recommended on the placard for every 10° F difference in temperature between interior and exterior temperatures.

Afternoon Ambient Temperature Increase.*

Set 2 psi above vehicle manufacturer's cold inflation recommendations when installing new tires or if the vehicle has been parked in the shade for a few hours.

Tire Heat Generated While Being Driven (or at speeds of less than 45 mph).* - Set 4 psi above vehicle manufacturer's cold inflation recommendations.

Heat Generated While Being Driven

Extensively (or at sustained speeds greater than 45 mph).* Set 6 psi above vehicle manufacturer's cold inflation recommendations.

Do Not Release Hot Tire Pressure if any of these variables could be the cause of measured tire pressure exceeding the maximum psi branded on the tire's sidewall by the 2, 4 or 6 psi indicated above for the various conditions. This temporary pressure increase is expected and designed into the tire's capabilities.

*NOTE: Tires on a parked vehicle exposed to direct sunlight will appear overinflated due to the heat absorbed from the radiant energy of the sun. Pressures cannot be accurately set on these tires until all have stabilized in the shade.

Air Pressure – Correct, Underinflated and Overinflated

Advantages of Correct Tire Inflation

Maintaining correct tire inflation pressure helps optimize tire performance and fuel economy. Correct tire inflation pressure allows drivers to experience tire comfort, durability and performance designed to match the needs of their vehicles. Tire deflection (the tread and sidewall flexing where the tread comes into contact with the road) will remain as originally designed and excessive sidewall flexing and tread squirm will be avoided. Heat buildup will be managed and rolling resistance will be appropriate. Proper tire inflation pressure also stabilizes the tire's structure, blending the tire's responsiveness, traction and handling.

Disadvantages of Underinflation

An underinflated tire can't maintain its shape and becomes flatter than intended while in contact with the road. If a vehicle's tires are underinflated by only 6 psi it could weaken the tire's internal structure and eventually lead to tire failure. Lower inflation pressures will allow more deflection as the tire rolls. This will build up more internal heat, increase rolling resistance (causing a reduction in fuel economy of up to 5%) and reduce the tire's tread life by as much as 25% while increasing the probability of irregular treadwear. Drivers would also find a noteworthy loss of steering precision and cornering stability. While 6 psi doesn't seem excessively low, it typically represents about 20% of a passenger car tire's recommended pressure.

Disadvantages of Overinflation

An overinflated tire is stiff and unyielding and the size of its footprint in contact with the road is reduced. If a vehicle's tires are overinflated by 6

psi, they could be damaged more easily when encountering potholes or debris in the road, as well as experience irregular tread wear. Higher inflated tires cannot isolate road irregularities as well causing the vehicle to ride harsher and transmit more noise into its interior. However, higher inflation pressures reduce rolling resistance slightly and typically provide a slight improvement in steering response and cornering stability. This is why participants who use street tires in autocrosses, track events and road races run higher than normal inflation pressures.

Can you easily identify which tire is 30% underinflated?

Here is what they would look like in the morning parked in your garage.



Tough to tell; isn't it?

Tire pressure must be checked with a quality air gauge as the inflation pressure cannot be accurately estimated through visual inspection.

The tire on the right is inflated to the recommended 29 PSI, cold!

Thanks to Jim Bauder for submitting this article

Continued from Page 13

the TR Register's International Weekend at Malvern, when it was cut off by flooding in England last year. TS2 started the relay at the Standard Triumph day at Brooklands in April 07, and covered over seven thousand miles in three months. Most of us will never approach that level of usage of our LBC's except Stu. Check

out the other exploits of TS2 at <http://www.tr-register.co.uk/> . If you are a "big" Triumph sports car enthusiast, consider joining the register, their publication "TR Action" is one of the finest periodicals out there.



Ian Evans, recently retired of the TR Register, my most gracious chauffeur



Data plate for TS2 - a 20 T.S. is the sports prototype for the 20 T.R. The updated and revised 1800 Roadster of 1948

Thanks to Craig Kenyon for submitting this article

Engine Timing

or how to get a newsletter article from an email chain...

First a little background: Craig Kenyon did the development work to install Megajolt ignition timing on his TR6. Others have followed Craig's lead including me with a GT6 and John in England who is part of the e mail chain below.

Now that Megajolt allows us to define the timing advance degrees at our choice of RPM and vacuum advance values, the question is "What values should we use?"

John,

As for the MJLTJr - what a huge improvement in performance and driveability.

How you do the VR sensor is an open question. I set my system up so that 1. you could use the stock fan 2. you could change fan belts without disturbing anything. The TR6 damper is one piece, unlike the TR 250. If you know someone with a machine shop, I would recommend cutting teeth into the damper using a milling machine and an index table. I did that for an E Type and my friend did it for his GT6. However, you need to have the damper rebuilt as the rubber breaks down with age and have it rebalanced when you are done with it.

Also, it is hard to find the coil pack ends for the spark plug wires. I would recommend purchasing a set for a Ford (all the 4.0L V-6's and some of the V-8's) then cutting them down with aftermarket plug ends.

Good luck. Review my article and if you have any other questions, bring em on.

Craig

Hi Craig,

I've just built the V4 Megajolt and started the installation..... do you have your map available to start me off on the right track?!

Regards

John

John,

I am on the road and as such don't have access to my garage desk top - the computer that has my map files. However, Armand built his system for his GT6 and has a killer map. And he really analyzed the advance table, very impressive.

Armand - would you be so kind as to email John your map? Thanks!

Best of luck!

Craig

John and Craig

I have attached an excel file with the original Triumph TR6 vacuum and mechanical advance data, and the formulas I built to compute the Mega jolt values. You can adjust the advance values by changing the identified cells.

Horton's TR6 sensor is positioned at 5 degrees after TDC which corresponds to zero degrees Mega jolt advance. Roy Stoney told me they would set the stock distributor at 4 degrees before TDC so these cars would "run well" when he managed the Triumph dealer garage many years ago. Therefore I added 9 (5+4) degrees to the stock advance curve data to get the Mega jolt map values for Horton's TR6.

I also set the TR6 Mega jolt map for no advance at 500 RPM for easy starting purposes.

I have also included my current GT6 map - PLEASE NOTE THAT 12 degrees MJ timing is actually 4 degrees BTDC because my GT6 sensor is mounted at 8 degrees ATDC.

Thanks

Armand

Hi Armand,

Thanks again for the map. One item I'm not quite clear on..... you mention....' because my GT6 sensor is mounted at 8 degrees ATDC'

How is this measured? I fitted my sensor at 6 teeth after the missing tooth as per Autolabs instructions, when the engine is at TDC and assumed that one tooth is 10 degrees. Not knowing exactly when the pulse is generated (middle of tooth?) is there some way that you or Horton have of measuring more precisely? Or am I missing something here (quite likely!)

Regards

John

Hi John,

As you describe your setup, you should be at TDC. And the best I can tell, MegaJolt does generate a pulse at the middle of the tooth.

My sensor is fitted when the engine is at 8 degrees after TDC. Horton's engine sensor is fitted when his engine is at 5 degrees after TDC. We mounted our sensors like this so that we could achieve after TDC timing because we may need to detune the engine to pass emissions testing. So when MegaJolt is at zero degrees of advance, my engine is actually at 8 deg ATDC and Horton's is at 5 deg ATDC.

Here is how you can determine your timing accuracy:

First, establish your timing mark accuracy. I epoxied a bolt into the cylinder end of an old gutted spark plug to create a hard stop for the number 1 piston. With the piston low in the cylinder bore, I screwed this stop into number one spark plug hole. I rotated

the engine by HAND in one direction to find the stop and marked the crankshaft dampener at the timing mark pointer. Then I rotated by hand in the opposite direction to find the stop and mark the dampener again. REMOVE the hard stop bolt now and install number 1 plug. Halfway between the two hard stop marks is definitely TDC. And if you are lucky, it really does fall on the factory timing marks at zero degrees. If it does not fall on zero, now you know how far off your factory timing marks are from reality.

Second, compare the real TDC to Megajolt. Use your computer to set Megajolt to zero degrees of advance. Connect a timing light to the number one spark plug wire. Start the engine and check to see where the timing is firing. Because you know how accurate your engine timing marks are, you now know if you need to adjust your MegaJolt timing map to compensate for any variation.

If you are using a regular distributor...

Use step one to determine the accuracy of your engine timing marks. Then disconnect and plug your vacuum advance hose at the distributor. Run your engine and note the timing advance as you raise your RPM to check your mechanical advance against the factory specs. Then connect a handheld vacuum pump to your distributor and check the timing advance at different vacuum levels per the factory advance specs.

And if you really want to get into the minute details, graph your factory service manual advance data so you can determine how your distributor mechanical and vacuum advance is functioning between the factory supplied data points. I know, this is TOO MUCH information!

Thanks to Armand LaCasse for submitting this article

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TRIUMPH 2008

You are invited to the Triumph Travelers Sports Car Club celebration of 50 years with a Birthday Party as a highlight of Triumphest 2008, October 2-5 at the Horizon Casino & Resort, South Lake Tahoe, Nevada

Triumphest will begin with a dinner cruise Thursday evening on the M.S. Dixie paddlewheel boat, cruising Lake Tahoe and Emerald Bay. Events such as the Autocross, FUNkhana, Tech Session and FUNcours will be held on site. The Friday Driving Tour will take in some of Lake Tahoe and the surrounding area's beautiful Autumn colors.

Friday night will be the Gala 50th Birthday Party with all the trimmings. Participants and families are encouraged to join us for Cake, Games and Music. And of course, your favorite vendors will be present to support Triumphest with Catalogs and Items for sale.

The event will conclude with a group photo Sunday morning.

Triumphest welcomes all Triumph owners and enthusiasts to participate in all the events at Triumphest no matter if your car is pristine or a daily driver.

The word is "FUN!"



Get complete details and info at www.triumphtravelers.org and/or Rich and Karyn Gibbon at: krgibbon@volcano.net



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