

TRIUMPH TRUMPETER

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



Triumph Register of America

◀ Back

PROMOTING TRIUMPHS AROUND THE WORLD

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



It's a Spitfire night!!!

September 2014

Vol 35, Issue 9

<http://www.dctra.org>

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NEXT CLUB MEETING

Tuesday, September 9, 2014

BUSINESS MEETING

Starts @ 7:00 p.m.

DENNY'S RESTAURANT

650 N. Scottsdale Road, Tempe, AZ 85281

2014 CLUB OFFICERS

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ADVERTISING

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

AD SIZE – COST

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

On the Cover: Dave Mure and his 1966 Spitfire.

Prez Sez – September 2014

John Nuss

Hello everyone,

September means maybe cooler weather-- or at least the suggestion that it will be less hot. It is time to get the Triumphs running- early mornings are nice. Coming up: Triumphest, British Vintage Voyage plus the cruise-ins are starting.

Just as I thought the “silly season” was done- turns out that the intramural season. Now we have the interscholastic season. Still it is a chance for the the revolution and a more or less peaceful transition of power. So, let's continue to let the Denny's meeting place be a respite from that stuff as we share the experience strength and hope of Triumph ownership.

On to Santa Maria. I haven't heard yet of plans to caravan, convoy to the site. I know traveling with one of our members it is a journey based not only on proper roads but also the best places to eat.

It is not too early to start thinking of our own Triumphest.
Drive those Triumphs!

EDITOR'S DESK

George Montgomery, Editor

I have been working on my TR and doing other business projects this past month. I forgot the newsletter and failed to prod everyone else to get me their articles. Thus, it's late this month and it's my fault this time.

I'm running out of articles and filler for the newsletter. Next month we'll have wonderful stories about Triumphest, photos of all of our member's trophies, and some harrowing tales of careening around mountain passes...no wait. That happens when we're touring East or North to more mountainous regions. Oh well, maybe we'll get someone's saga of getting stuck in the sand somewhere.

The cover photo this month is from the FaceBook page of Dave and Denine. With rain that we've had lately we've had some cool evenings. Denine thought they'd have a "Spitfire night". Denine, where did you go for dinner that night?

With Triumphest 2014 only 3 weeks away, I added a DCTRA Tune & Tech check list (pgs 15-16). It would be wise for us to inspect our cars to insure that they are road worthy by then. We need to start planning our routes, departure dates and overnight stopovers enroute. For me, the best part of Triumphest is the caravanning with various other Triumphs enroute and stopovers. It is fun to make these trips when you can spend extra days doing some sightseeing along the way. It is a great bonding adventure if you can afford the time. I made some lifelong friendships with Club members on some of these forays.

Our business meeting is next week. I will have a guest, Mike Billotte with me from Oklahoma City. He is a friend I met in the Central Oklahoma Vintage Triumph Register some 30 years ago. His wife, Bonnie, introduced my wife, Charisse, and I 20 years ago. Just so you'll know, that they are very special friends. Give them a warm welcome. We'll see you next week on the 9th.

Calendar of Events

Matt Reynolds

DCTRA & British Auto Events 2014

Sept 6th - Humane Society Benefit Car Show-Mesa Marketplace

Sept 9th - DCTRA Business Meeting

Sept 18th - DCTRA Ice Cream Drive

Sept 25-28th - Triumphest 2014 – Santa Maria, CA

Oct 18-19th - British Vintage Voyage

On-going events:

Saturday Night cruise @ Kmart, Power Rd & Hampton.



Minutes

DCTRA Triumph Club Meeting
August 12, 2014

The DCTRA meeting on August 12, 2014 was called to order by President John Nuss at 7:01 PM. Members present were Jim Bauder, Ron Gurnee, Chuck Kerzan, John & Kathy Nuss, Frank & Ann Montone, George and Chris Durkin, Ken Schmidt, Stu Lasswell, Marie Thompson, Bo Shaw, Michael Divine, Jeff Fairman, Ed May, Mat and John Reynolds, George Montgomery, Gene Glenn, Dave Fore, Mike Blachut, Dennis Barnes, and Roy Stoney.

Guests & Introductions:

Visitors present were Julie Holden and former member Bob Morey and his wife, Marie. The only TR driven was by Stu Lasswell. When he left for work in the morning it was fine, but it was pouring when he drove to the meeting. His TR3 only had the Brooklands wind screen to boot.

Minutes:

John Reynolds moved and Ron Gurnee seconded that the minutes be approved as printed in the newsletter.

TREASURER:

John Reynolds reported that we had no bills for the month and all of the PayPal funds have been received, so we still have plenty of money.

MEMBERSHIP:

Our Membership Chairman, Pete Peterson, was absent due to minor surgery, so there was no membership report.

NEWSLETTER:

George Montgomery reported that the mystery car in the newsletter was a TRX Bullet. Marlene Cole came closest to guessing what it was. George also brought some magazines and a Spitfire Comprehensive Manual for anyone who wanted them.

AAHC (ARIZONA AUTOMOBILE HOBBYIST COUNCIL):

No Hobbyist Council report was given since Joe Minnick is in the hospital.

EVENTS:

Matt Reynolds reported an upcoming ice cream drive, time and place to be announced.

TECHNICAL:

No technical report was given since Armand LaCasse was not present. However, Mike Blachut reported that he has wired his TR3 and is now working on his engine. He also said that he needs a flywheel and Bo Shaw said that he has one. Mike intends to drive his TR3 to Triumphest in Santa Maria. Ron Gurnee reported that while looking for a new master cylinder for his TR7, Victoria British had one for \$89 but Rimmer Brothers had one for \$50. Even with shipping from England, Rimmer Brothers was a better deal.

Stu Lasswell reported that there is an SCCA Autocross on Saturday, August 23rd at 5:00 PM. Last month there were 4 Triumphs attending driven by Garreth Parry-Jones, Jeff Fairman, John Nuss and Stu Lasswell? The next autocross will be in September

OLD BUSINESS:

There was no old business.

NEW BUSINESS:

Under new business, George Montgomery reported that Ed Hutchinson is selling his '71 British racing green TR6 with wire wheels for \$4,000. It is partially apart but stored inside. Anyone interested can call him at 623-581-5528.

John Nuss reminded us that we need to be thinking about Triumphest 2017 and asked people to consider working on that project. Also, we were reminded that the entry fee for Triumphest 2014 goes up soon.

John and Matt Reynolds reported that they attended a car show by the Greater Ozarks British Car Club in Carthage, MO. The people were friendly and outgoing. Many great cars were there.

ADJOURN:

Ron Gurnee moved that we adjourn.

Respectfully submitted,

Kathy Nuss, Acting Secretary

NEXT CLUB MEETING

Tuesday, September 9, 2014

BUSINESS MEETING

starts @ 7:00 p.m.

Come at 6:00 to eat and socialize.

September 2014 Membership Report:

NEW MEMBERS: Nothing new reported this month.

RENEWED:

Dues are \$18.00 per year with a discount for multiple years subscriptions.
For membership information, contact: **PETE or BEV PETERSON**
at **480-488-4872** or email: **packratpete@gmail.com or bev@carefree.org**

Pete or Bev Peterson
DCTRA Membership
PO Box 3126
Carefree, AZ 85377

Application form on page 20:

The Problem with Speaking English:

1. Japanese eat very little fat and suffer fewer heart attacks than us.
2. Mexicans eat a lot of fat and suffer fewer heart attacks than us.
3. Chinese drink very little red wine and suffer fewer heart attacks than us.
4. Italians drink excessive amounts of red wine and suffer fewer heart attacks than us.
5. Germans drink beer and eat lots of sausages and fats and suffer fewer heart attacks than us.

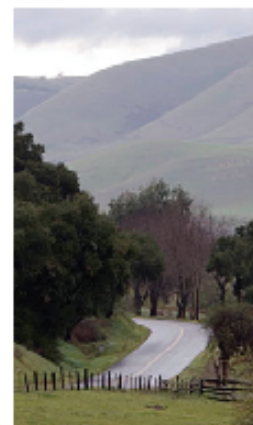
CONCLUSION: Eat and drink what you like. Speaking English is apparently what kills you.

SAVE THE DATE!

Thursday, Sept. 25, 2014 thru Sunday, Sept. 28, 2014

Triumphest 2014 will be held in Santa Maria, CA at the
Radisson Hotel, 3455 Airpark Dr., Santa Maria, CA 93455 – (805) 928-8000

TRIUMPHEST 2014



Santa Maria, CA

Celebrating **40** Years of the **TR7**

The Radisson Hotel is located minutes from the coast, and next to the public airport. Take a tour of world-class wineries or get a taste of the area's famous Santa Maria-style BBQ. There will be lots of room to enjoy the games, contests, rallies, competitions and all of the things that make Triumphest great.

Reservations on line:

www.Radisson.com.

(Use code TSHOW for room discount.)

Or, call to make your reservations:

805-928-8000

(Mention Triumphest for room discount)

All of the details are at: www.Triumphest2014.com

If you have questions, contact our Triumphest Chairpersons:

Paulette Caudill – 310-322-2546 – paulette.caudill@att.net

Jerie Keller – 714-826-7724 – slipryelm@sbcglobal.net

Latest update from Bo Shaw:

This is the September and next to the last segment of a series of 16 articles written by DCTRA member Bo Shaw in 2012 about his experiences restoring his 1958 TR3A. Each month we have been publishing an article so you can see what it's like to spend a year or more recording your progress on a major project's ups and downs and the final Triumphant result. The last article will be published in the October 2014 issue.

Update from Bo Shaw: TR3A Activity – September 2012

The undercarriage inspection after the Lake Isabella trip last month looked good. There were a few drops of oil on the bottom of the transmission, but they do not appear to have come from the front seal. The drain plug for the rear axle differential was also leaking a few drops, even after it was tightened down another half turn, but this has since been remedied with an inch of plumber's tape. (The drain plug on the engine oil pan has not leaked since I used plumber's tape on it after the last oil change.) I will check the fluid level in the transmission and top it off, if necessary, prior to leaving for Triumphest.

Since the side curtains now looked ratty compared to the rest of the car, I decided to send them (on August 4th) to TRF for a rebuild after talking to Albert Runyan. They were prepared for them and had them back to me two weeks ago, well prior to leaving for Triumphest (Flagstaff). They look great! (TRF advertises a turn-around time of about six weeks for rebuilding side curtains. In this case, they did it in four, including a week for shipping each way.)



Photo 1: Rebuilt Side Curtains from TRF

I obtained a new Optima battery for the TR from a company in Nebraska since the one in the TR now is over 11 years old. The old battery will be used in the Spitfire since it is a perfect fit and still functional.

Also ordered was a new fuel tank board cover and screws for the trunk from Victoria British, i.e., the fiberboard divider than goes between the trunk and the fuel tank. They had to put it on back order and said it may take six weeks, so it may, or may not, get here in time for Flagstaff. I also ordered a new electric fan mounting kit from VB as a spare.

The date code for the Kuhmo Solus tires on the TR revealed that they were about 7 ½ years old. Most tire articles (probably written by moon-lighting tire company employees) recommend replacing tires after seven years, even if they have not seen much mileage or sun. Since it is about 435 miles of high speed driving one way to Flagstaff in what will be undoubtedly hot conditions, I decided to replace the Kuhmos with Vredestein 175/70R15 H tires from Coker. These tires are one size smaller than the 185/65R15 Kuhmos, but have essentially the same overall diameter (about 0.2" taller) and so will not throw off the speedometer calibration by too great an amount.

West, Roy and I started the fitting of the new tonneau cover this past month, and it is still a work in progress. The major issue is fitting it around the roll bar (anticipating where to have Reber put the holes). Measurements were taken and holes cut in the old tonneau to see how far off we were, and it was soon evident that the procedure needed to be repeated. I do not anticipate getting this completed prior to Triumphfest, but it is a tertiary goal.

OIL IS KILLING OUR CARS!!!!

Editor's Note: I believe this article was published in our newsletter previously but it is worthwhile to be revisited. We have a number of new members in our midst have not heard of the modern oils in our older engines and a number of older members that can't remember. My "spell check" found some errors but I could not verify that they were wrong. Good reading.

By: Keith Ansell, Foreign Parts Positively, Inc.

About a year ago I read about the reduction of zinc dialkyl dithiophosphate (ZDDP) in the oils supplied with API approval that could affect sliding and high pressure (EP) friction in our cars. The reduction of these chemicals in supplied oils was based on the fact that phosphates reduce the effectiveness and eventually damage catalytic converters and introduce minute amounts of pollutants into our atmosphere.

A couple of months ago I had a member of the Columbia Gorge MG Club bring a totally failed camshaft and lifters back to me that had only 900 miles on them!! I immediately contacted the camshaft re-grinder (Delta Cam) and asked how this could happen. They were well aware of this problem as they were starting to have many failures of this type. In the past, the lack of a molybdenum disulfide camshaft assembly lubricant, at assembly, was about the only thing that could create this type of problem. My customer has assembled many engines and had lubricated the camshaft properly. Then the bad news came out: It's today's "modern" API (American Petroleum Industry) approved oils that are killing our engines: Meaning all flat tappet (cam follower) equipped engines, as used in all BMC products, all British Leyland products, most pushrod engines prior to 1980, early Volvos, American high-performance engines and many others.

Next call: To a major camshaft supplier, both stock and performance (Crane). They now have an additive for whatever oil you are using during break-in so that the camshaft and lifters won't fail in an unreasonably short period of time. They also suggest using a diesel rated oil on flat tappet engines.

Next call: To a racing oil manufacturer that we use for the race cars (Red Line Oil). Their response: "We are well aware of the problem and we still use the correct amounts of those additives in our products". They continued to tell me they are not producing API approved oils so they don't have to test and comply. Their oils were NOT the "new, improved and approved" ones that destroy flat tappet engines! "We just build the best lubricants possible". Sounds stupid, doesn't it, New-Approved but inferior products, but it seems to be true for our cars.

To top this off: Our representative from a major supplier of performance and street engine parts (EPWI) stopped by to "warn us" of the problem of the NEW oils on flat tappet engines. This was a call that the representative was making only because of this problem to warn their engine builders! "The reduction of the zinc, manganese and phosphates are causing very early destruction of cams and followers". They are recommending that, for now at least, there must be a proper oil additive put in the first oil used on new engines, beyond the liberal use of molydisulfide assembly lube. They have been told that the first oil needs the additive but remain skeptical that the first oil is all that is necessary. Their suggestion: Use diesel rated oils such as Delo or Rotella that are usually available at auto stores and gas stations.

This problem is BIG! American Engine Rebuilder's Association (AERA) Bulletin #TB2333 directly addresses this problem. I had a short discussion with their engineer and he agreed with all that I had been finding.

Next phone call was to a retired engineer from Clevite, a major bearing and component manufacturer. First surprise was that he restored older British Motor bikes. The second surprise was that he was "VERY" aware of this problem because many of the old bikes had rectangular tappets that couldn't rotate and are having a very large problem with the new oils. He has written an article for the British Bike community that verify all the "bad news" we have been finding.

Comp Cams put out “#225 Tech Bulletin: “Flat Tappet Camshafts”. They have both an assembly lube and an oil additive. The telling sentence in the bulletin was “While this additive was originally developed specifically for break-in protection, subsequent testing has proven the durability benefits of its long term use. This special blend of additives promotes proper break-in and protects against premature cam and lifter failure by replacing some of the beneficial ingredients that the oil companies have been required to remove from the “off-the-shelf oil”.

Next question: Now what do we do?

From the camshaft re-grinders (DeltaCam) “Use oils rated for diesel use”, Delo (Standard Oil product) was named. About the same price as other quality petroleum based oils. They have the ZDDP we need in weights we are familiar with.

From one camshaft manufacturer (Crane): “use our additive” for the first 500 miles.

From General Motors (Chevrolet): add EOS, their oil fortifier, to your oil, it’s only an 8-ounce can (This problem seems to be something GM has known about for some time!). The additive says for break-in only, some dealers add it to every oil change.

From Redline Oil: Use our street formulated synthetics. They have what we need! Early in 2007 they will be supplying a “break-in oil” specifically for our cars.

From Castrol: We are beginning to see a pattern emerging on older cars. It may be advantageous to use a non-approved lubricant, such as oils that are Diesel rated, 4 Cycle Motorcycle oils and other specified diesel oils. They will be supplying “new oils” specifically for our cars in early 2007.

For you science buffs: ZDDP is a single polar molecule that is attracted to Iron based metals. The one polar end tends to “Stand” the molecule up on the metal surface that it is bonded to by heat and friction. This forms a sacrificial layer to protect the base metals of the cam and tappet from contacting each other. Only at very high pressures on a flat tappet cam is this necessary because the oil is squeezed/wiped from the surface. This high pressure is also present on the gudgeon pin (wrist pin) in diesel engines, therefore the need for ZDDP in all diesel engines.

Second part of the equation is Molybdenum disulfide (Moly). The moly bonds to the zinc adding an additional, very slippery, sacrificial layer to the metal. I found out that too much of the moly will create problems; lack of this material reduces the effectiveness of the ZDDP. The percentage, by weight is from .01 to .02%, not much, but necessary according to the chemists.

Now there is no denying that there is a problem, lack of ZDDP (Zinc Dialkyl DithioPhosphate) in modern oils kills at least our cams and tappets. There seems to be no known alternative.

Our cars are a small percentage of the total market and BIG Corporate, the American Petroleum Institute and possibly government have made decisions that are detrimental to our cars. This problem isn't going away. The trend today is to lighter weight oils to decrease drag, which increases mileage. Most of these seem to be the "Energy Conservation" oils that we cannot use.

Redline oil and others are suggesting a 3,000-mile break-in for new engines! Proper seating of rings with today's lubricants is taking that long to properly seal. Shifting to synthetics before that time will just burn a lot of oil and not run as well as hoped.

The "Energy Conservation" trend was first led by automakers to increase mileage numbers and secondly because the ZDDP and other chemicals degrade the catalytic converter after extended miles, increasing pollution. Most of us don't have catalytic converters and the mileage gains are not that significant.

Many oil companies may have products that will continue to function well in our cars. Castrol, Redline, Valvoline, Mobil, Shell, Amsoil and others have now commented on my original article and are making suggestions. Some companies are offering short lists of "acceptable" oils, others just one. One company has responded without any substantive information in a two-page "bulletin". By their account all their oils are superior and applicable. This is typical of many companies.

Some oil manufacturers are pointing to metallurgy, blaming poorly built cams and followers. This may have some validity but the bottom line is that there has been a big increase in failures with products that have been on the market for many years but are now having greatly increased failures. To me the bottom line is, if the lubricants are working there is no contact between surfaces, it shouldn't matter what the materials used in the products are, within reason.

On "modern" production cars, stay with the manufacturers' suggestions. For any car produced before about 1990 the owner needs to be aware that the factory suggested lubricant may have changed and may not be applicable. Flat tappet, stock, performance or modified may be affected. MGBs from 1975 to 1980 must choose to sacrifice the cam or the catalytic converter as an example of how difficult the decisions are becoming!

Yes, there is more! Castrol does understand our dilemma and is actively looking into what it can do to support our cars. We can soon expect to see products from them with specific application to classic cars. Red Line will be offering a "break-in" oil soon after the first of the year. Shell's Rotella will be good until about June or July of 2007 with possibly nothing after that date. Delo (Chevron) will also be questionable after the new "CJ-4" standards come in the middle of 2007.

Now the important information: Oils that may be correct for our cars today:

(As reported by manufacturers by 2-18-07, NOTE: many have changed their recommendations over the last three months!

Castrol: Syntec "Classic" 20W-50 (Available after April, 2007), TWS Motorsport 10W-60*, BMW Long Life 5W-30*

*= full synthetic, available only at BMW dealerships

Red Line: 10W-30, 10W-40 (Synthetic oils)

Valvoline: VR-1 20W-50 (Conventional oil)

Amsoil: 20W-50(TRO), 10W-40(AMO), 15W-40(AME) & 20W-50(ARO)

Mobil: Mobil 1 5W-30 and 20W-50 (Synthetic)

Chevron: Delo 400

Shell: Rotella

What we are doing at Foreign Parts Positively has been difficult to determine but with few options left, the following is what we are forced to do. Some of our choices have been based on the manufacturer's willingness to help and specific reports. This list will change in the next months with Castrol and Red Line adding products just for our cars.

Break in, Delo 400 30W (A break-in oil will be available from Redline soon!), Castrol HD-30 if produced before July 2006, we have some old stock.

Conventional oil: Valvoline VR-1 20W-50, Castrol GTX-20w-50 IF produced before July 2006, we have old stock.

Synthetic: Red Line 10W-30 in newer engines, 10W-40 on older engines.

Break-in is now 3,000 miles before changing to running oil.

Oil change interval: 1 year or 18,000 miles with Red Line synthetic

1 year or 2,500 miles with conventional oil (Valvoline VR-1 20W-50).

Thank you to Castrol, Redline, Christiansen Oil, Valvoline, Mobil, Shell, Standard Oil and Amsoil for input. We're sure this subject will continue: Please forward any new information on this subject you may encounter.

We have received some very interesting material from "Mr Moly" that may be putting molybdenum disulfide (MoS) into this discussion. It seems that ZDDP plus MoS is the best from the oil companies' opinion but MoS by itself may be beneficial. Some racers swear by it. The literature seems to support "Mr. Moly's" position.

Keith M. Ansell

Foreign Parts Positively, Inc.

www.ForeignPartsPositively.com

Kma4285@msn.com

360-882-3596



DCTRA Tune and Tech
British Sports car Service

Name _____
Car/model _____
Year _____

Checklist

<u>Engine Bay</u>	(off lift)	<input checked="" type="checkbox"/>	Comments
Valve noise, misfiring, exhaust leak, fuel smell		<input type="checkbox"/>	_____
Brake master cylinder/pipes/PDWA if applicable		<input type="checkbox"/>	_____
Clutch master cylinder/hose		<input type="checkbox"/>	_____
Radiator/radiator hoses/heater hoses		<input type="checkbox"/>	_____
Steering bushings/play/mounts		<input type="checkbox"/>	_____
Fuel pump/hoses/pipes/filter		<input type="checkbox"/>	_____
Spark plugs/wires		<input type="checkbox"/>	_____
Distributor cap/rotor/points		<input type="checkbox"/>	_____
Vacuum advance/retard mechanism/tubing		<input type="checkbox"/>	_____
Emission hoses		<input type="checkbox"/>	_____
Carburetor oil		<input type="checkbox"/>	_____
Throttle linkage		<input type="checkbox"/>	_____
Choke cable		<input type="checkbox"/>	_____
Fan belt		<input type="checkbox"/>	_____
Air filters		<input type="checkbox"/>	_____
Battery fluid/terminals		<input type="checkbox"/>	_____
Hood release cable		<input type="checkbox"/>	_____
Dwell angle/timing		<input type="checkbox"/>	_____
Idle speed		<input type="checkbox"/>	_____

Underneath

(on lift)



Comments

Tires



Suspension bushes/ball joints



Steering rack/mounts/gaiters



Frame and suspension cracks



Springs/shocks



Drive shaft



Universal joints



Transmission oil seals



Differential oil seals



Brake lines



Rotors/pads



Clutch slave cylinder



Exhaust pipes/muffler



Engine/transmission/differential mounts



Lower radiator hose



Handbrake adjust



Drum brake adjustment



Half shafts/gaiters if applicable



Rear hubs tight

**Exterior**

(off lift)



Comments

Lights



Wiper blades



Horn/gauges



Turn signals



Brake lights



Notes:

CLASSIFIED ADS:

FOR SALE:

TR7 Complete Official Manual
TR2 & 3 Manual
Service Instruction Manual - TR2 & TR3
Complete Triumph Manual – 1953-61
Spitfire Workshop Manual
Shop Manual TR2-TR4A
Spitfire Maintenance Manual

CALL: Grace Pennell 928-537-3355

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



Asking \$2800.00. 80% complete. Great for someone that wants to finish starts runs. Will Need Trailer to Haul. needs electrical hooked up. Location 59th Ave Thomas Contact Chris Johnson or Barbara Johnson 623-293-0656. Clear Title will need to Notary for title Transfer. Cash Or Cashier's Check accepted.

FOR SALE: TR7 Spyder and parts and ~~Rever V8 motor & 5speed~~ (engine sold)

Attached are the craigslist adds I've posted

<http://phoenix.craigslist.org/evl/pts/4390117664.html>

<http://phoenix.craigslist.org/evl/cto/4390116372.html>

<http://phoenix.craigslist.org/evl/pts/4365736222.html>

you can call or text me, 480-694-5014

Don Akiyama [akiyamatr7@yahoo.com]

CLASSIFIED ADS-Cont:

FOR SALE: 1965 Triumph Herald

I was DCTRA newsletter editor from December 1992 until January 1998. Yeah, it was/is a great little car. I'm still not sure about selling it but I've got a TR3 that should be done later this year and I haven't driven the Herald since I put it in storage 10 years ago. It's powder blue, 1965, put aftermarket carb and headers on it to get a little more oomph out of it but I have all the old parts. Won the Judges Special Award at Triumphfest in 1994. But, like I said it's been in storage for 10 years. I was figuring on asking \$3000 for it



John Lindly [lindly1907@gmail.com]

FOR SALE: TRIUMPH TR6 J TYPE TRANSMISSION - \$2100 (north phoenix)

INCLUDES:

- J Type Overdrive Conversion Kit
- LUK Clutch and Pressure Plate
- Gunst Throw Out Bearing
- Aluminum Fly Wheel (needs machining)
- Column Switch and Escution
- Speedo Angle Drive
- Trans is rebuilt with 0 miles
- Syncros and Bearings and Gaskets
- Counter Shaft and First and Third Gears Case #CC1240 30

(TRANSMISSION ONLY, SELLS FROM QUANTUM MECHANICS FOR \$2375.00)

PLEASE CALL 602-569-4889 ASK FOR PATRICK

.....

DCTRA Club Meeting location:

Note that regular Meeting locations are on the second Tuesday of the Month:



Denny's Restaurant
650 N. Scottsdale Rd.
Tempe, AZ 85281



DCTRA MEMBERSHIP APPLICATION

PLEASE PRINT and return completed form with dues to:

DCTRA
Bev Peterson, Membership
PO Box 3126
Carefree, AZ 85377

or

DCTRA
John Reynolds, Treasurer
806 E. Campus
Tempe, AZ 85282

MEMBER INFO:

Name(s): _____
(as you would like it to appear in the roster)

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____
Home Cel

Email Address: _____

Triumph(s) Owned:

Year	Model	Commission #
------	-------	--------------

Year	Model	Commission #
------	-------	--------------

Year	Model	Commission #
------	-------	--------------

Other British car(s) owned:

Year	Make/Model
------	------------

NOTE: if this membership is for a couple – do both members plan to attend meetings/events and require a name tag?

☐

YES

☐

NO

If NO - name wanted on tag: _____

Dues: \$18/year (due January 1st)

NEW MEMBERS: dues are prorated for the first year at \$1.50 per month.

REDUCED FEES: \$34/2 years OR \$50/3 years

Websites

Desert Centre-Triumph Register of America
www.dctra.org

Triumph Sports Car Club of San Diego	http://clubs.hemmings.com/sandiegotriumph
Portland Triumph Owners Association	www.portlandtriumph.org
Tyee Triumph Club(Seattle)	www.tyee.triumph.org
British Columbia Triumph Registry	www.3.telus.net/bc_triumph_registry
All British Field Meet (Portland)	www.abfm-pdx.com
Vintage Triumph Register	www.vtr.org AND www.vtr2007.com
Triumph 2000/2500/2.5 Register	www.t2000register.org.uk
Rimmer Bros	www.rimmerbros.co.uk
Stag Owners Club	www.stag.org.uk
TR Sports 6 Club	www.tr-register.co.uk/news.htm
British Auto Works (OR)	www.britishautoworks.com
British Wire Wheel	www.britishwirewheel.com
Save Our Cars	www.saveourcars.org
British Car Forum	www.britishcarforum.com
Triumph Travelers Sports Car Club	www.triumphtravelers.org
Southern California Triumph Owners Assn	www.sctoa.org
British Motor Heritage Group	www.heritage-motor-centre.co.uk
6-Pack –USA Club for TR6/TR250 Owners	www.6-pack.org
Okanagan British Car Club (B.C.)	www.obcc.ca
Vintage Sports Car Club of Calgary (Alberta)	www.vsccl.ca
Moss Motors	www.mossmotors.com
Small auction and forum	www.britishcarauction.com
Classic Autosport Magazine	www.classicautosport.net
International Spitfire Database	www.members.cox.net/spitlist
British Motor Club of Utah	www.britishmotorclub.org
Columbia Gorge MGA Club (Classic Gorge Rally)	www.columbiagorgemgaclub.com
Victoria British	www.victoriabritish.com
Triumph Register of Southern California	www.socaltriumphs.org
Hill Country Triumph Club	www.hillcountrytriumphclub.org
Tucson British Car Register	www.tucsonbritish.com
Central Coast British Car Club	www.centralcoastbritishcarclub.com
Texas Triumph Register	www.texastriumphregister.org
Delta Motorsports	www.deltamotorsports.com
C.A.R.S of Phoenix	www.englishbawbsclassics.com



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