

TRIUMPH TRUMPETER

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



Triumph Register of America

◀ Back



Silverback, a Vitesse racing saloon at Donnington

September 2015

Vol 36, Issue 9

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NEXT CLUB MEETING

Tuesday, September 8, 2015
BUSINESS MEETING
Starts @ 7:00 p.m.

DENNEY'S RESTAURANT

650 N Scottsdale Road; Tempe, AZ 85281

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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: John Davies' Vitesse saloon "Silverback"

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Prez Sez – September 2015

Stu Lasswell, President

As I sit here writing this little diatribe, it's pouring rain outside. Funny, it seems that this last month each time I thought about driving the TR 3 it's been either too hot or too likely to catch me out with a monsoon storm (or both)! Maybe I'm just getting soft (or old) but I've come to enjoy some of the comforts I eschewed, or at least willingly declined to enjoy. Things like not being roasted alive out on the freeway going home from work, or not getting thoroughly soaked just because I don't want to put the top up (or most likely didn't have it with me). Mind you I still love my Triumph, and revel in its simplicity and most basic amenities... but even I am finding that I have my limits as to what I am willing to endure.

On the other hand, I might be feeling differently if the Triumph were a more willing partner and not behaving in such an annoying, uncooperative (you know, old Triumph) sort of way. I guess I'm just frustrated by my inability to identify the source of a persistent problem... an occasional misfire most often under acceleration. It first appeared months ago while autocrossing out west at Arizona Motorsports Park, where they have a strict noise volume policy (95 decibels, I believe). The Triumph isn't too loud... except when the ignition cuts out, then comes back to ignite that fuel with a loud backfire, right by the official sound meter! I was black-flagged for the rest of the event. We figured out that the leads into the (GM) alternator were faulty, and replaced them. Fine, until the next autocross where it persisted in acting up. Later it appeared that the alternator itself was acting up (falling apart, actually) and so it too was replaced. I thought that should solve the problem, yet I would still get the occasional, momentary loss, and it was clearly electrical as the electric tachometer would suddenly zero out and bounce back whenever the "stutter" occurred.

OK, fine, I guess maybe the problem could be with the ignition itself, since the tach runs off the coil. Heck, the distributor itself is going on sixty years old, maybe that's the problem. So, I thought, let's just replace it all... new Pertronics distributor with the gee-whiz Ignitor III module, new cap, new high-tech plug wires, new high-output coil, new plugs. And WOW, runs like a scalded cat, wants to burn rubber off the line, accelerates great... at least until that stumble/tachometer-dip rears its ugly head! Now I'm left to consider the possibility that it's not really a major problem but maybe something very simple. I think my next day off will find me with my head up under the dash, flashlight in hand, checking all the electrical connections for a loose wire or a possible intermittent short.

Pray for me, that I might retain my sanity... I know such things can cause even the strongest of men to fail! Hopefully I'll be seeing you all, with my TR3, at the next meeting!

Stu Lasswell

DCTRA Spark Plug Award

By John Nuss

This is a monthly reminder of Spark Plug points earned. It appears that attending the meeting WITH your Triumph helps earn points. Furthermore, planning and writing about the event gets points, too. At this point there are many people with quite a few points. So drive the Triumph, take pictures and write a paragraph or two.

EDITOR'S DESK

George M Montgomery, Editor

This month we have a real treat in the form of an article, written some time ago, for the British club Triumph Sports Six Club (TSSC) and their monthly publication, *The Courier*. Our club member, Michael Bulfer, put me in contact with his friend, John Davies, who wrote the story about a trip to La Mans, France to participate in the Vintage International Festival. One member of the party was to race at the event. John and his mates were to support him and get a chance to drive a parade lap or two on the infamous La Mans track. I did minimal editing so as to keep the quaint English vernacular. I don't know about you, but I love to hear our fellow British brethren speak their native language. If you have trouble understanding parts or words in the story ask some of our members, such as George Durkin or John Horton.

I've had trouble getting this edition of TRiumph TRumpeter out this past weekend. Whenever I'd sit down in the evening to work on it we'd have another of our seasonal monsoon storms with obligatory thunder and lightning. It was a year ago next Tuesday, the 8th, that lightning struck the tree outside our house and shorted out all appliances with a circuit board and a 3-prong plug. Even though I now have huge power surge protectors I am still gun shy and shut everything off when we get a thunder storm. So, the computers were powered down. I guess I will have to have the computer on when another lightning strike hits and live through it to get over this phobia. Yeah, when is that going to coincide?

Thanks to all of you who helped me with material for this newsletter. Without your help it wouldn't be near as interesting. Thanks a lot. See you at the meeting next week. If you can't make it, too busy, too far away,....let's set down, with something cool sometime and discuss your priorities.

George

Calendar of Events

Matt Reynolds, V. Pres & Events Chairman

DCTRA & British Auto Events 2015

Sept. 5th is the annual Charity car show at Mesa Marketplace. Mini Club

Sept 8th - DCTRA Meeting

September 26th & 27th-British Vintage Voyage.

October 8-11-Triumphfest

On-going events:

Saturday Night cruise @ Kmart, Power Rd & Hampton.

Scottsdale Pavilions Saturday evening car show

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NEXT CLUB MEETING

(Second Tuesday of each month)

Tuesday, September 8, 2015

Business Meeting

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

Starts at 7:00 PM

Come at 6:00 PM to eat and socialize

September 2015 Membership Report:

The membership report for 09-08-2015 currently stands at 160 members from 104 memberships. We have added no new members as of this email. The member count is down one from last month as I was informed by Pete Bowen that his wife Dolly was no longer with us and I still had her on our roles. I have not had an opportunity to write an article yet but am still planning on doing so in the future. Last month's 50/50 drawing raised \$68.00 and was won by a new member prospect named Marvin Miller who claimed his share of \$34.00. The name tag drawing was won by Stu Lasswell. The prize was a TR3 money clip donated by Jim Bauder. Remember to always wear your name tag because you never know when another drawing might occur.

NEW MEMBERS:

For membership information, contact: Dave Freet at 480-706-4943 (home) or 602-881-1860 (cell) or email: fxstsaz99@cox.net

David Freet
DCTRA Membership Chairperson
599 South Terrace Road
Chandler, AZ 85226

Application form on page 18

Our Webmaster.



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Minutes

Desert Centre Triumph Register of America August 2015 DCTRA MEETING

The meeting was called to order at 7:00 by President Stu Lasswell.

In attendance were: Mike Blachut, Pete Bowen, Bill and Alberta Close, Mike Delimpio, Paul Dorman (drove his Triumph), Jeff, Fairman, Dave Freet (drove his Triumph), Gene Glenn, Ron Gurnee, John and Cheri Heisser, John Horton, Ed and Peggy Jacobs, Armand LaCasse, Stu Lasswell (drove his Triumph) George Montgomery, Dave and Denine Mure (drove the Triumph), John and Kathy Nuss, Pete and Bev Peterson, and Roy Stoney.

Marvin Miller was a visitor and is looking for a Triumph.

The minutes as they appeared in the newsletter were approved.

The Treasurer, Kathy Nuss, reported no money came in and the corporation money was paid.

Dave Freet, membership reported there are 161 people in the club and 104 membership entities.

George Montgomery asked for more articles for the newsletter- in particular member profiles as to how they got involved with Triumphs and the car that they have now.

The AAHC remains dark during the summer- no report.

Activities listed were an SCCA autocross on August 14
Ice Cream Drive on August 22.
Triumphfest October 8 – 11.

John Nuss reminded members about the September 5 car show at the Signal Butte Swap Meet to benefit the Humane Society, and the British Vintage Voyage the last weekend in September.

There was no old business or new business.

The technical/ open part of the meeting:
Armand reminded everyone to do a maintenance check of their air compressor, especially the electrical connections.

Gene Glenn needs a bulkhead for the gas tank for his TR4A.

John Horton is looking for steel wheels for his TR7.

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Paul Dorman reported on the work done to his TR7- gas tank replacement and front suspension bushings. And stated Rimmer Brothers provides parts at good prices even with shipping form the UK.

The guest Marvin Miller won the 50/50 prize.

The meeting adjourned at 7:30pm.

John C. Nuss, Acting Secretary
(John stood in for Betsy who could not attend)

This year The San Diego British Car Day is being held on Sunday after Triumphest. They are offering a \$20 registration for all Triumphest attendees. See comments below.

SANDIEGO 
BRITISH CAR DAY

All British Cars & Motorcycles Welcome!
Sunday, October 11, 2015
 9am to 3pm (Show Cars @ 7:30am)
 Embarcadero Marina Park North
 Downtown San Diego 92101

Online Registration: \$25
Day of Event Registration: \$35
British Motorcycles: \$10
Spectators: Free!

The banner includes four small photographs: a row of colorful vintage cars, a modern building with a flag, a green vintage sports car, and a black vintage car.

We (TSCCSD) have negotiated a reduced rate of \$20 for British Car Day. The organizers of BCD have had a difficult time with their website functions so have not been able to put in a discount code. However, if you send a check for \$20 to us we will be able to get you registered. It would also be helpful if you can send a filled-out BCD registration form so that we can get your correct details to the organizers. Please let me know if you have any additional questions or concerns.

Cheers,
Mary Turner, Co-Coordinator
Triumph Sports Car Club of San Diego

The Classic Le Mans, 2006.

Story and photos by John Davies

(Editor: This is on ½ of a story sent to us by John Davis about a group trip to La Mans, France for the Vintage International Festival, to support a fellow club member compete in the race there and for a chance to drive on the race track. The story is in two parts. This month covers the trip there and the experience of driving on the track. Next month will cover the race.)

As a Le Mans virgin, I didn't know what to expect, but like any first night, there was good, bad and "the earth moved for me". The trip had been organised on behalf of Triumph Sports Six Club (TSSC), and a friend, Jonathan, who has been to Le Mans before, guided me and Vin the third member of our convoy. I started the previous day with a drive down to Birmingham to pick up Jonathan and then on to Vin's in North London, where we would spend the night. Early rise, to catch the 10 o'clock ferry from Dover, then onto the French Motorway for a blast down south. French Motorways are nothing like ours - for a start there is very little traffic and then they have 'aires'. Instead of 'Service Areas' full of the smell of frying oil, litter and badly repaired tarmac, they have just have diagonal parking, small picnic areas with little hedges for privacy, tables and benches, and a loo. In the UK, these would all be filthy and littered, the benches torn up and the hedges torn down, while graffiti would cover anything else standing. There was an official graffiti on the door of the loo at our first aire - unbelievably, an outline of John Steed was etched on the gents and Mrs. Peel on the ladies - the Avengers.

The complex motorway system around Rouen is fearsome, so a little north of there, we came away from the autoroute and struck off into deepest France. Oh, My! What a beautiful country it is. I used to know the North and South Downs well, also beautiful, but this is has a je-ne-sait-quoi about it. Somehow better.

We drove through this heaven on earth for hours and eventually we came to our target for tonight, the River Seine, and found a campsite, a small Chateau, with a mainly residential caravan park.

Yes, pas de problem, we could camp there that night. Go down the track and turn right. We did and found ourselves on the bank of the Seine, on - the only word is 'verdant' – grass, unlike the usual worn blades of a campsite. We set up tents within sound and sight of the river and would have fallen asleep listening to it murmur, if a thunderstorm had not struck - not us but nearby, after torrential rain fell fortunately after we were all tucked up. Next morning was even more rural, quiet, birds singing, until we were woken properly by the honk of a barge - the Seine is a working river and they pass all day in daylight.



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But we had to hurry away - Le Patron had warned us that le Tour, the Tour de France cycle race, was due through their village that day, and all the roads would be closed from 0945. Tempted to stay and watch this legendary epic, we decided not to when we learned that they would stay closed until the afternoon.



South of the Seine, the land changes. From valleys and ridges it becomes a high plateau, and instead of cattle farms, cereal fields that stretch to the horizon.

Jonathan led us into the town of Le Mans that is equipping itself for the 21st century with a tramway system. All the streets appear to have been bombed recently. It's a scruffy town anyway, and Jonathan led us through street after street, until suddenly we turned into a great boulevard. The wide tarmac stretched away before us, with wider grass verges, poplars lining each side - and Armco. We were on the Mulsanne straight.

The Le Mans course is mostly public road, so along with Mme and Msr. LeBlance we drove along the three mile straight to Mulsanne Corner, along the next straight, the fastest in competition as it is slightly down hill, to Indianapolis, the banked corner and to Arnage Corner, acute and right angled, with absolutely no run off and fearsome tyre barriers on the outside. From there another straight leads to the Porsche Curves and a sharp left turn takes you off the circuit as it curves right towards the stands and the start/finish straight, which is NOT public.

For me the climax was to drive the Le Mans course proper. This event was organised like a track day and happened on the Friday morning. We were guided by manic scooter riders from our camp site at Tertres Rouges through the tunnel under the track into the Le Mans Village and out onto the Bugatti Circuit, the self-contained private race circuit within the north end of Le Mans itself. That was the assembly area, where we were formed into three rather random lines of cars on the approach to the start/finish straight. After a long wait and at no particular signal, we began to move off, and progressed up the straight where it was like the M25 at first. Unbelievably, when we got to the first of the esses at the end of the straight that lead under the Dunlop Bridge, there was someone in the gravel trap. Must have been just overcome by emotion - I know how they feel.



John Davies racing saloon Vitesse "Silver Back" on the track

John Davies and friend Vin

Sad to say, the first lap wasn't much better, and I beginning to feel that I had wasted my entry money, but the pace car clearly had instructions to slow us down and leave time for the crews to clear the foolish soul who had ruined their day in the kitty litter. But, as we came round again, they had gone, the speed picked up and the road ahead began to clear. Many wanted just to savour the moment of being on the Le Mans track, but others wanted to feel, just a little, the thrill of driving it. My ambition to max it on the Mulsanne was lunatic, as despite the thinned traffic it just wasn't safe, but I was able to thread through the slow cars, find a clear patch for Mulsanne and an even better one for Indianapolis. That the Cobra replicas didn't like being passed was made clear by some very rude signs they made and by one, who brake tested me, but by the time we were at the Porsche curves I was at the front, up with the pace car. Another Triumph, a purple GT6 was right behind him, and I mean right behind, any closer and it would be an offence against public decency, so I had to hang back until we hit the start/finish again. Then the pace car started signaling right, and I knew that our days of glory were over, we were to come off the circuit after just two laps, back onto the Bugatti and into the real world again.

That WAS a lifetime experience. There were at least 200 cars on the track, just for that track session, and there were several others. The Classic Le Mans is becoming ever more popular, and I do not expect another opportunity like that. Next year there will be more who want to share it, and soon this part of the event will be a slow procession, with no possibility at all to put your foot down.

(To be continued next month the actual race)

To write with a broken pencil is . . . well pointless.

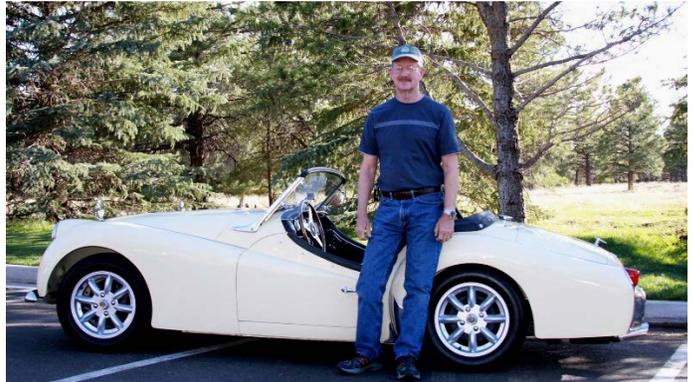
Meet Our Members

Meet Our Member – Bo Shaw

Early Motoring Memories

One of my earliest and fondest memories of my father is of sitting in his lap “driving” his MG TD on the country roads near our western Maryland home. After the TD, Dad bought a new MGA, but finally circumstances and a growing family put an end to the English roadsters, but not to my memories of them.

Many years later I had owned a succession of German and Japanese sports cars and even a 1968 Camaro when a friend stopped by with a new BMW Z3. The old roadster memories were awakened and I became determined to find an MGA like my father’s. I was not looking for a project vehicle but something to drive and enjoy.



The TR3

I soon found out that a nice MGA was outside my budget, but during my inquiries I had noticed that nice, roadable Triumph TR3s were considerably less expensive to purchase than an MGA in the same condition, and so my searches were redirected to finding a Triumph TR3.

Living in the small town of Ridgecrest, which is located in the high desert about 150 miles north of Los Angeles, I did not expect to find a TR3 locally and so spent many months perusing the LA classifieds and attending the Pomona swap meets. There was nothing to be had until June 2001 when a friend told me of a 1958 Triumph TR3A for sale less than a mile from my home. I did not lose any time contacting the owner and making an appointment to examine the candidate. When I arrived there, the car was under a tarp in the owner’s back yard, having been supplanted in the garage by a “new” Jaguar XJS. The Triumph was painted a hideous shade of yellow-green, later determined to be the same shade used for fire trucks, had body rust issues, and was over-priced, but it was love at first sight. I purchased it on the spot and drove it home.

In the fall of 2008 the years and miles were catching up with my faithful TR3A. Already well on the way to needing work when I acquired it, it was time to change out the tired engine. The final straw occurred when the speedometer needle literally fell off while driving home from Triumphest that year.

The engine came out to be replaced by a spare that I had rebuilt with the great help of friends West Katzenstein and Roy Nichols. The rebuilt engine’s displacement was boosted to 2,187cc (133.5 ci) by replacing the original 83mm piston liners with an 87mm set. Triumph TR engines are a “wet liner” design that allows the cylinder liners to be easily changed. The stock camshaft was supplanted with a slightly “hotter” one sourced from APT, and a better breathing TR4A head and twin SU HS6 carburetors were also added. The local machine shop, Cram-McCall, align-bored the block and balanced the rotating assembly. These enhancements, along with a Moss exhaust header, have increased the engine’s output by an estimated 10 to 15 horsepower from the original unit’s 100. The TR series engines were often mocked as “tractor engines” as the same basic engine was used when

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Standard-Triumph supplied them for use in the popular Massey-Ferguson tractors of the late 1940s, early 1950s. However, the TR engine is very robust and generates very respectable horsepower and torque for its displacement, though the 5,000 rpm redline should be strictly observed as these engines have only three main bearings. It can also be noted that this was an overhead valve engine produced at a time when many American car manufacturers were still producing larger displacement flat heads with similar or less power

Peeling the Onion

As is often the case, what was intended to be a simple engine change kept expanding to eventually encompass a complete frame-off restoration of the TR3A. Work in one area would reveal needed work in another, and eventually everything was refurbished, refreshed or rebuilt. I had difficulty in finding a body shop that was willing to take anything other than insurance work, but a local shop, Abbatoye's, came to the rescue and performed an excellent job of repairing the body rust, replacing the floor pans and repainting the body in Pale Yellow.



Spitfire 1500

While still in California and just before completing the restoration of the TR3A, I was approached by the owner of a 1976 Triumph Spitfire 1500. He had originally bought it as a project but then decided that he did not have the time to work on it. The Spitfire's body was in excellent shape with zero rust, having been driven only in Southern California and then retired to a high desert garage for 20+ years. (The engine is another matter.) The temptation was too great and I bought it from him for a reasonable price (this time) as my next project.



The move to Arizona has impeded work on it, but it is now receiving the attention that it needs. I do not intend to do a full restoration of this car, but to bring it back to a full, reliable running status. Where have I heard that before?



TRIUMPH 2015 DEL MAR, CA

www.Triumphest2015.com

Join us October 8th - 11th, 2015 in beautiful Del Mar, California for the annual gathering of owners and enthusiasts of classic Triumph sports cars from across the Western United States. Located minutes from the ocean, fine dining, microbreweries, shopping, and just 20 miles north of San Diego, Del Mar offers an ideal jumping off point for all of your "top down" driving adventures.

[Sponsored by the Triumph Sports Car Club of San Diego](#)



OCTOBER 8th
through
OCTOBER 11th,
2015

Registration and Hotel
Information
www.Triumphest2015.com

Events:
Autocross
Funcours
Driving Tours
Awards Banquet
Funkhana
Darts Tournament
Hospitality Party

Location

HILTON DEL MAR

15575 Jimmy Durante Blvd., Del
Mar CA 92014
858-792-5200
Group Code: TSC
Discounted Room Rate:
\$139/night
Parking: \$5/day



Come ride along the Sea and Surf

Triumphest 2015 Registration Form

Please read and fill out this registration form and mail it with your check payable to TSCCSD to: TSCCSD, P.O. Box 178088, San Diego, CA 92117. If you have questions, visit our web site: www.triumphest2015.com. There you will find the Hilton Hotel registration links, schedule of events and this registration form in a PDF format, and view our the regalia offerings.

REGISTRATION

Full Name (First, Mi, Last)

Name as you want it to appear on your badge please print

Email address (all correspondence will be sent to this address)

Co-Entrant Name As it will appear on badge, Please Print

Street address

City, State, Zip, Country (if not USA)

Telephone Number (including area code)

Club Affiliations (if any)

VEHICLE INFORMATION

Car 1 Year / Model

Car 2 Year / model

Car 1 Exterior / Interior Color

Car 2 Exterior / Interior Color

Car 1 Commission Number

Car 2 Commission Number

EVENT FEES

REGISTRATION FEE (Until 8/15) @ \$95.00
REGISTRATION FEE (After 8/15) @ \$110.00
ADDITIONAL CAR @ \$25.00

AWARD BANQUET MEALS

STEAK @ \$49
STUFFED CHICKEN BREAST @ \$49
GRILLED SALMON @ \$49
VEGETARIAN @ \$49

CANCELLATION POLICY

Due to the nature of this event, certain commitments need to be made to secure venues and materials for the event. For this reason, the following cancellation policy will be used:

- There is no penalty for cancellations received on or before Aug 15, 2015. Triumphest will refund the full amount paid.
- A cancellation fee of \$50 will be applied to refunds for cancellations received between August 16, 2015 and September 28, 2015.
- A cancellation fee of \$75 refund will be issued for cancellations received between September 29th and October 7th, 2015.
- There will be no refund beginning October 8th, 2015

REGALIA POLICY

Pre-order deadline for Regalia items is August 30. All pre-order will be available for pick up at the event. Limited items may be available for purchase at the event. Orders taken at the event will be shipped to you after the event and include a set additional expense for mailing. There will be no cancellation on the order of regalia (Shirts, Hats, Badges, etc). These items may be shipped to your mailing address after the event at your expense. Best to have someone attending pick up your regalia items for you.

EVENTS

Following is a description of each of the events scheduled. Please indicate which event you expect to participate in by checking the box.

- Hospitality party:** The official kick off to this year's event begins **Friday Night** with a **Sea and Surf Party** to reconnect with old friends and make new ones.
- Autocross:** Participants compete, one car at a time, through a miniature road course marked with pylons. Fastest time wins. Cars will be classed by model (performance potential). Cars must pass safety checks; seat belts required. Helmets will be provided for those who do not have their own.
- Awards Banquet:** Let us entertain you! For this year's banquet we are planning a fun-filled evening with good food from the Executive Chef at the Hilton Del Mar. So come, join the group for a Social Hour, enjoyable dinner and evening with fellow Triumph enthusiasts.
- Funcours:** The purpose of this event is to have FUN while showing off your Triumph. All cars will be judged against a 100-point standard. Extra points will be given for your display.
- Funkhana:** A fun opportunity to test your driving skill while your partner performs feats of dexterity.
- Fun Rally:** Enjoy a 1&1/2 to 2 hour ride around beautiful San Diego County.
- Model contest:** Awards will be given for the best model in each of four categories: Diorama, Kit-built, Scratch-built and Store-bought.
- Photo contest:** The photo contest will offer awards for the best photograph in each of four categories: Spontaneous Photo-Artistic, Spontaneous Photo-Humorous, Staged Photo-Artistic, and Staged Photo-Humorous.
- Walking Rally:** Learn interesting facts as you enjoy this festive jaunt around the hotel and grounds.
- Tech Sessions:** Come and get mechanical tips and pointers or just soak up Triumph lore from our guest speakers.
- Driving Tours:** Scenic driving tours at your convenience.
- British Car Day October 11th, Reduced fee of \$20.00 for Triumphest entrants.**

Tentative Schedule

Thursday, October 8th, 2015

12:00 pm – 7:00 pm Registration/Information
2:00 pm Self-Guided Driving Tour
2:00 pm Walking Rally Open
2:00 pm Car Wash Open
2:00 pm Uffda Contest Open
5:00 pm Arranged, Tours of local attractions

Friday, October 9th, 2015

8:00 am – 5:00 pm Registration/Information
8:00 am – 3:00 pm Autocross
10:00 am – 2:00 pm Funkhana
All Day Car Wash
All Day Scenic Driving Tour
All Day Walking Rallye
4:00 pm – 5:00 pm Tech Session
6:00 pm Hospitality Party – No Host Bar

Saturday, October 10th, 2015

8:00 am – 10:00 am Registration/Information
7:30 am – 8:00 am Funcours Judges Meeting
8:00 am – 12:00 pm Funcours
Due 11:00 am Walking Rally
Due 11:00 am Photo/Model Contest
Due 11:00 am Uffda Contest
12:00 pm Driving Rallye
4:30 pm – 5:30 pm President's Meeting
6:00 pm – 7:00 pm Cocktails
7:00 pm Awards Banquet
8:00 pm Awards Presentation

Sunday, October 11th, 2015

9:00 AM-3:00 PM San Diego British Car Day at North Embarcadero Marina Park

Terms and Conditions: Proof of car insurance is required to participate in moving events. Tech and safety inspections are required in order to participate in the Autocross. Any vehicle may be disqualified at the Technical Inspector's discretion for safety reasons. I am aware of the hazards inherent with motor vehicles and specifically release and do indemnify the organizers, supporting sponsors, Triumph Sports Car Club of San Diego (TSCCSD), from any and all liability from personal injury or property damage incurred by me or my guests while participating in this convention. I understand that TSCCSD reserves the right to revoke my registration and retain my registration fee should I engage in reckless, dangerous, and/or unsafe behavior. I have read, understand and agree to the cancellation policy and to the terms and conditions above

Signature

Date

Please print this page, fill out, sign and mail it with your check to: TSCCSD, P.O. Box 178088, San Diego, CA 92117

The Effect of Ethanol Based Fuel On Older Engines

by George Durkin

I became concerned with the effect of ethanol based fuels on my TR6 and Spitfire due to mainly the failure of the old mechanical fuel pumps. The pump and some carburetors have diaphragms that are severely impacted by the ethanol. The solution to the pump is easily remedied by the use of an electric pump compatible with the ethanol based fuels.

The ethanol based fuels also create more evaporation in the fuel lines that may cause problems of fuel lock etc. In addition the old rubber flex lines have a problem with the ethanol. An easy solution is to replace them with the more modern materials used today.

Most of Arizona uses an E10 based Ethanol fuel, but California can have greater values up to E15 and E20. The 10, 15 and 20 are the percentages of ethanol in the fuel. On trips to California the car tends to run rough due to the increases of the Ethanol content. The Ethanol content tends to make the car run leaner. The temptation is to enrich the carbs. However advancing the ignition would have greater benefits for Power and Specific fuel consumption (SFC).

The main thing I noticed with my cars is that they ran awful at the manufacturer's ignition timing settings using Ethanol addition into the fuel. So I experimented with the ignition timing by advancing this and the cars were much happier.

So, being an engineer I looked into SAE papers on the subject and there were many tests done to confirm my suspicions. One of these was done on a carbureted Ford with a 1297cc 4 cylinder engine. The factory ignition timing was 4degrees BTDC. The tests indicated there was an increase of power up to 13% when the timing was advanced to 12degrees BTDC. There was also a reduction in SFC. Their tests were done with E0, E10, E20 and E50 fuels.

Hence I experimented with my cars. The result was the TR6 runs best at 8degrees BTDC compared with the factory setting of 4degrees ATDC and the Spitfire runs best at 18 degrees BTDC compared to 10 degrees BTDC factory setting. Both my cars have electronic ignition installed. In addition to this, both cars run cooler and start much better.

So the members may want to look at doing some experimenting on their own to improve their cars overall performance.



Tags from around the country

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CLASSIFIED ADS:

FOR SALE:

I have a spitfire racing head - don't know how much has been skimmed off of it but it's ready to go completely rebuilt. Also a Weber 40 carb and a Vitesse gas tank. I want \$50 each on these.

Thanks. 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

Editor's Note: We need more classified ads. Several of our advertisers have now sold the items in their listings.

Apparently word has spread, that if you have Triumph related items to sell, this is the place to list them. They get sold here.

Ads for club members are free; for others...let's talk. I need filler so buyers will come back each month.



Tag in our parking lot. Can you tell who's?

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 correct amount of dues to:

DCTRA
Dave Freet, Membership Chairperson
599 South Terrace Road Chandler, AZ 85226
Phone: 480-706-4943 MSG Email: fxstsaz99@cox.net

NEW MEMBER:

RENEWING MEMBER:

MEMBER INFO (please print):

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

Address: _____

City: _____ **State:** _____ **Zip:** _____

Phone: _____
Home Cell

Email Address: _____

Classic Vehicles Owned:

Year	Model	Commission #
_____	_____	_____
_____	_____	_____
_____	_____	_____

Each household membership includes one name badge additional name badges are available at the cost of \$6.00 each

Name wanted on badge(s): _____

PLEASE NOTE:

If you are joining DCTRA for the first time (not renewing your existing membership), dues are \$18.00 if joining between January 1 and September 30 if after September 30 the cost is \$23.00 which takes you December 31 of following year (15 months) , so that everyone's dues become payable on January 1st each year. If you want to take advantage of the multiple-year discount, add \$34 or \$50 to your first year's tiered fees.

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Regalia

We have grill badges for \$25.00 each and lapel pins for \$5.00 each available for purchase.



Grille badge (3 inch diameter)



Lapel pin (3/4 inch diameter)

Membership fee _____
Name tags @ \$6.00 each _____
Grille badges @ \$25.00 each _____
Lapel pins @ \$5.00 each _____
Total enclosed _____

Additional Space for more information:

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.vsgcc.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