

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE – TRIUMPH REGISTER OF
AMERICA

Founded: 1980



Triumph Register of America

◀ Back



1964 Mk 1 Spitfire

August 2020
Vol 40, Issue 8
<http://www.dctra.org>

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NEXT CLUB MEETING

August 11, 2020

→ **Meeting To Be Zoomed** ←

~~Meet us for dinner / social @ 6: p.m.~~

Denney's Restaurant

3315 Scottsdale Road; Tempe, AZ

2020 CLUB OFFICERS

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johnheisser@cox.net

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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

¼ PAGE.....\$ 35

½ PAGE.....\$60

BUSINESS CARD....\$25

Cover: Anthony Dent's 1964 Mk1 Spitfire; Godalming, England. Photo by owner

Prez Sez – August 2020

John Heisser, President

I'm not sure how the rest of you feel but I'm ready for summer to be over! It's bad enough that we can't gather as a club, see friends, go out to eat or go on vacation! But this heat does get to me about this time every year. When I get to feeling like this I remind myself of all the great things in my life, I have a wonderful son and equally wonderful daughter-in-law, a precious grandson, my family, longtime friends and the friends I've made being part of this club and the LBC community. After going through my attitude correction process I remember like the summer heat, this difficult time we are in will pass. I am reminded of a quote by Dr. Robert Schuller "Tough times never last, but tough people do."

One way to get through these tough times is to plan something for the future. One of my favorite activities is the breakfast runs. When I first joined the club and became a member of the LBC community breakfast runs occurred almost every month. Someone from one of the clubs would volunteer, put a driving route together, and make arrangements with a restaurant at the end for all of us to gather. It was always enjoyable spend some time getting to know club members better and meeting members from other clubs and look over their cars. Sadly over the last few years there have been fewer and fewer breakfast runs. Why? I think that the planning these runs, like many other events, fell to just a few members in each club maybe they got burned out or started to feel underappreciated. They did all the planning and the rest of us have all the fun, I will admit I am in the "us" category. Considering the old axiom "Two heads are better than one" if someone is willing to partner with me we could put together a breakfast run for when things open up again. Anyone interested can give me a call or send an email, if several people respond we can plan a few runs and have them ready to go. I do have to mention two members of our club who have planned several outings the past couple of years, John Horton has put together, breakfast runs, several day trips and dinner outings. Craig Kenyon has planned both day drives and a few overnight trips. I have been on several of these runs / drives and I do appreciate their efforts.

As most of you may know Triumphest 2020 was postponed until 2022, The Triumph Sports Car Club of San Diego made the difficult but correct decision given the current situation. Their postponement for 2 years was partially based on DCTRA being well into the planning for Triumphest 2021. If you were registered for 2020 you probably have received your refund, I know I have, but remember that you still have to cancel your hotel reservation.

I'm sure most of you have a tool or piece of equipment that you have had many years that is like an old friend that sometimes is neglected, but always there when you need it. I have several things I could mention but #1 for my car repair activities is my red and rust colored floor jack. I purchased this jack about 40 years ago from a company that I worked for when they decided to upgrade to a larger capacity floor jack.



Prez Sez – August 2020 (cont.)

This floor jack definitely falls into the category “they don’t make ‘em like they use too”. It has never leaked so I have never had to add oil, has never drifted down under a load. It’s all steel and weights about fifty + pounds, although it seems to have gotten heavier as I have gotten older. It does complain occasionally, the steel wheels start to squeak, that’s when I give it a good pressure washing and lubricated the wheels, pump handle, etc.

Hope all of you are safe, keep working on your cars and help plan some activities. Remember we will have a lot of diving to catch up on. Have a good month!

Thx, John

EDITOR’S DESK

George M Montgomery, Editor

A couple of months ago while surfing the Internet I spotted a beautiful Spitfire. I searched and found the owner, Anthony Dint in England, and asked for permission to use on our newsletter cover. Let me know whether you think the photo is worthwhile.

John Heisser’s Prez Sez column has a helpful reminder to cancel your room reservations in San Diego this September. The Triumphest registrar automatically refunded our registration fee. I immediately contacted Ron Gurnee to remind him to cancel the room. He said the registrar notified the hotel. The automatically canceled everyone’s Triumphest 2020 room reservations. I don’t know about you and your experience with the SD Triumph club, but I found them to be very well organized and thoroughly planned. It’s a shame that this coronavirus pandemic has ruined so many events this year and especially Triumphest 2020, but I, for one, will be sure to register for the 2022 version. Can’t wait. I guess I can but don’t want to. Flagstaff 2021, Looking forward to it.

Julian Anderson sent me a story about replacing a screw thing. He questioned whether it was automotive related or not. It’s an entertaining story either way automotive technical or personal profile. Since I did not have a suitable technical article this month, I thought – BINGO! Thanks Julian. A good story.

I want thank John Nuss for his story about the Flight 93 Memorial in Pennsylvania. It is helpful that we have members who can travel to interesting places and send back fascinating stories and photos. Is there anyone else traveling somewhere?

You’ll find a lot of ads this month at the back of this newsletter issue. A couple of them are getting long in the tooth, but there are a lot of new ones from last month and this month. There’s a lot of good buys there. I think that’s an indication of people quarantined at their home now have the time to work on their cherished chariot. Or maybe they’re out in the garage/ shop cleaning up and disposing of surplus tools, parts etc. Please pursue that section of the N/L and help these folks clean their work area, so they’ll have room for another cherished chariot.

We’ll be Zooming again for the August business meeting. John Nuss is planning to be back this month. We should have a successful event this time. If John, can’t make it back or be able to get an adequate Internet connection, I do have a Zoom account and a high speed connection. We’ll get this one working. Hope to see you there on Tuesday August 11th at 7pm.

George



Minutes

Desert Centre Triumph Register of America

July 14, 2020 DCTRA Meeting Minutes

The July Meeting of The DCTRA scheduled for this evening via Zoom had to be canceled due to technical difficulties. John Nuss was hosting from Ohio and could not establish a connection.

It was agreed to cancel and attempt next month, August 11. John & Kathy will be back home then.

Respectfully Submitted,
Mary A. White, Secretary

August 2020 Membership Report:

There are no new members to report at this time and not much of anything else. It's hot.

Club memberships remain unchanged at 98 with 141 members.

Please note the address change for any US Mail correspondence with me. I have relocated to Sun City West. My new address should appear on the Membership Application at the bottom of this newsletter and on the website. My email and telephone contact info remains unchanged.

Marv Miller
Membership
miller2993@cox.net
(602) 380-5564

Application form on page 19

Calendar of Events

DCTRA & British Auto Events 2020:

Aug 11th-DCTRA Business Meeting May **Meeting to be Zoomed**

Aug 31-Sept 4 – VTR 2020 Galena, ILL. **Canceled**

Sep 10-12, 2020 -- Triumphfest San Diego, CA **Canceled**

Regular Occurrence Events **ALL EVENTS ARE CANCELED**

Hunts Donuts – 3rd Thursday University and the Loop 101

Cruz'n at Phil's - (every Sunday) Phil's Filling Station Fountain Hills, AZ

Cars N Coffee – 1st Saturday of the month, Mayo Blvd & Scottsdale Rd

Cars N Coffee – 2nd Saturday of the month, Alpio's at Troon

Cars N Coffee – 3rd Saturday of the month, Penske Auto Museum

Pavilions McDonald's - every Saturday night. 101 & Indian Bend.

**Many meetings, shows, and other events
have been canceled because of this Corona
virus pandemic unless changed by further
notice. Watch our DCTRA Bulletin Board.**

Our web master

HTTP://WWW.MICROWORKS.NET

DAVID W. RIDDLE
Parts at cost & 20% discount on labor to
DCTRA Members

PO Box 30724
MESA, AZ 85275-0724

TEL: 480-610-8234
DAVE@MICROWORKS.NET

Technical Note

By Julian Anderson

This could be an automotive story, but it isn't. So, why has it been submitted for the DCTRA magazine? Allow me to explain.

Many years ago, when I was especially impecunious, I had a series of 1950 era English sedans; a Morris Oxford Series MO, followed by a pair of Wolseley 4/44s.



Morris Oxford MO (stock image)



Wolseley 4/44 (stock image)

The images of these mechanical marvels are from the internet but were selected because the colors are close to the respective colors of those I owned.

In any event, at least one of these had a maddening bolt of the type that is about to become the subject of this story.

Fast forward to 2020 and the COVID-19 pandemic. One of the many downsides of living in a COVID-19 world is that our gym has been closed for months. To partially overcome that Kerry, my wife, purchased a "Fluid Bike Trainer Stand", essentially a stationary exercise bike stand, from Amazon. Surprisingly, it was second hand and somewhat preassembled.

My task was simply to set it up in the spare bedroom. Easy, right? Except that it lacked an instruction manual, but YouTube provided some information.

All went well with the assembly until I had to connect the screw unit that pushes the 'fluid unit' against the bike's rear wheel. The threaded end of the screw unit goes through a sleeve and into a threaded plate but, no matter how much I futzed with it, I still couldn't get the screw unit into the threaded plate. Until, some 15 minutes into this waste-of-time, I discovered that it screwed in reverse to normal. Brilliant! Having figured that out, all that was then required was to finish screwing it in (in reverse) and at that point I discovered that the screw unit was missing a lock nut.

Technical Note (cont.)



The 'dreaded' screw unit

My trusty plastic Crown bolt gauge lead me to believe that this was either an M8 (metric) bolt or a 5/16" (US measurement) bolt. To figure out which one it really was, I took a trip to Home Depot.

Phase 1: At Home Depot, I intended to use the bolt size and thread pitch display to determine exactly what this screw unit was. The screw unit would not screw into ANYTHING!!! So, I checked it against a similar sized bolt (out of one of the bins) and realize that the Fluid Bike Trainer Stand screw unit is what we Antipodeans refer to as "reverse threaded", AKA left-hand thread. Not something that Home Depot carries.

Phase 2: Based on Kerry's excellent suggestion we head to our preferred bike shop. "Yep", said the helpful gentleman at the bike shop, "I know exactly what that is". All, very well and good, except that he did not have a correct sized nut. However, he did recommend Ace Hardware.

Phase 3: Ace Hardware, had a good selection of left-hand threaded metric nuts, just none that would fit what I have by now come to refer to as the 'dreaded' screw unit.

Phase 4: Back at home, I went online to order the nut, but I was not yet sure what size it really is. I eventually convinced myself that it may be US measurement.

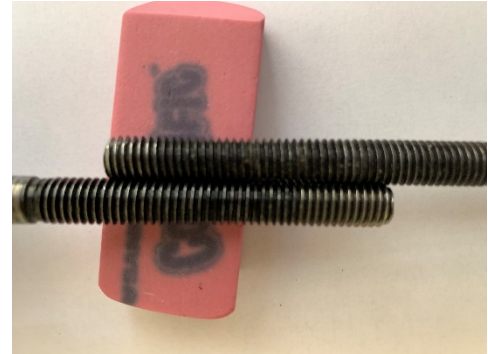
Phase 5: Back to Ace Hardware which, apparently, also has a good selection of left-hand threaded US measurement nuts, but again, none that would fit the 'dreaded' screw unit.

Phase 6: Back at home, I pulled out my measuring calipers and decided that the screw unit was more than likely M8 1.25 mm (but maybe 5/16" 20 if there is such a thing????). At this point the garage gods smiled at me and, while rummaging through one of my closets, I discovered a similar threaded rod orphaned in a box. Unbelievably, it was the same diameter and the same thread pitch (but right-handed) as the 'dreaded' rod.

Technical Note (cont.)



The 'orphaned' rod



Comparing the threads

Phase 7: Back to Ace hardware with my two threaded rods. Sure enough, the orphan rod screwed right into the M8 1.25 mm on the bolt size and thread pitch display. Happy days!!!!

Phase 8: Still at Ace Hardware and I nonchalantly moseyed over to the metric left-handed nuts box (refer Phase 3) and tried to screw an M8 1.25" nut onto the 'dreaded' screw unit. It simply will not go on. ARRRRGGGGHHHHHHHHH! It should not have surprised me really as I had tried these same nuts during Phase 3.

Phase 9: For no good reason, I tried the M8 1.25 mm nut on the orphaned rod and it went on just fine. Conclusion, the nuts in the 'left-handed' nut box are right-handed.

Phase 10: I took the 'left handed' metric nut box to the counter, showed the nice Ace Hardware man what the issue was and he replied, in a very cheery way, that someone must have refilled the 'left-handed' M8 1.25 mm compartment with right-handed nuts. But better than that, he tipped out all the nuts and found, at the bottom of the box, two left-hand thread M8 1.25 mm nuts.

Happy days!!!!

Kerry is now able to use her bicycle indoors for exercise and I have solved the great mystery of the left-hand treading on the 'dreaded' screw unit.

But what, I hear you ask, has this got to do with cars? Only that back when I was a mere sallow youth, at least one of my British cars confounded me with left-handed bolts. I am told that this was not uncommon. This UK website has some simple information about this interesting topic <https://www.accu.co.uk/en/p/119-why-are-screws-right-handed>

Technical Note (cont.)



A right-handed thread runs clockwise, and a left-handed thread runs anti-clockwise. Turning a threaded rod upside-down does not reverse the direction of its threads.

Finally, it was an interesting adventure and I learned a few things out of it.

Meeting at Denney's
Meeting Canceled

NEXT CLUB MEETING
August 11, 2020
Business Meeting Starts @ 7:00 p.m.
A Zooming address will be sent out.

Flight 93 Memorial

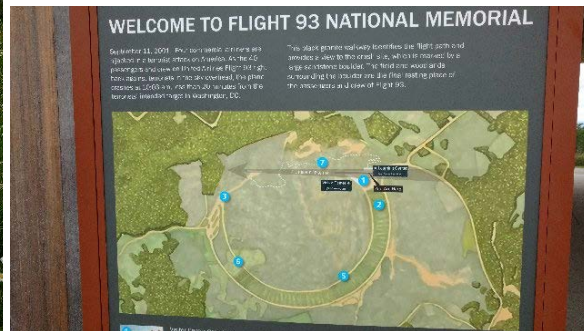
Story and Photos by John Nuss

It was one of the things we were going to do “someday.” It happened this June: we went to the Shanksville, Pennsylvania, memorial to the men and women on Flight 93, September 11, 2001. It is one of the few sites, in my estimation, that rivals the peace and quietude of the Vietnam memorial in Washington, D.C. There are displays mapping the flight, segments of television and radio broadcasts made during the hours of the attack, and the resulting investigations.

The memorial park covers several acres; several buildings and a walk-way that traces the flight path of the aircraft. Nor far from the crash site is a tower ninety-three feet tall called “The Tower of Voices.” It contains a carillon that has forty tubular bells that will chime as the wind blows through the site.

The memorial, to me, is a testament to resignation and courage. My thought is the resignation that they would not survive and rather than passively fly to the Capitol they chose to end the attack and with that their own lives.

I do have mixed feelings about having a gift shop on the premises. On the one hand it is a memorial, yet it needs to be maintained, and through T shirts, water bottles, refrigerator magnets and books, it means that more people will remember the sacrifice of the passengers of Flight 93.



CLASSIFIED ADS:

FOR SALE:

Retired auto body man looking to find a buyer for a decent 73 tr6.anybody can contact me for more info Number 3 car, runs super high performance additions added, lots of extra parts including new top, pressure plate and clutch, door panels, service manuals, roll bar, leather

seat covers and pads, and more. Call or text for more info. Pics are available. Asking \$8,700 obo cash

Mike Lesniak
1701 S Yellow Brick Rd
Chino Valley AZ 86323
928-710-4259



2/20

For sale: Clutch Master Cylinder – new
For '63-'80 Spitfire \$30

David Faulkner - 480-656-4366
rottendave@cox.net

12-19

CLASSIFIED ADS: (cont)

FOR SALE:

TR6 Roll Cage. \$475.00. I cleaned it up. Sanded it down to remove paint. And applied 2 coats of grey primer. I was going to spray paint it black, but it's ready for someone to choose their color.



Please contact me either on email at:
john.carroll@wbhsi.net
or text at [480 622 8502](tel:4806228502)
John Carroll. 03.2019

FOR SALE: *Surplus Triumph Stuff*

TR Generator - rebuilt by Lucas (New in Box) — \$250
(Moss #540-200 @\$410)



**Original Triumph AM Radio
(working!) — \$200**



Pendleton Picnic Rug — \$100

Contact Dave Twyver
dave@twyver.com
480-625-0043

6-20

CLASSIFIED ADS: (cont)

FOR SALE:

Since I no longer have the TR3A (still have the Spitfire), I am divesting myself of some of the left-over TR3 parts and tools. At this time:

1.) Reground, nitrided, Fast Road Cam from APT Fast: **\$100**

This is the original camshaft from the 2.0L engine in my TR3. I had it reground by APT Fast but decided to go with a new cam instead. It has been in the box ever since. I cannot remember the exact specifications, and the work receipt went with the TR to England (I think), but a speed shop should be able to give you the grind specifications. Reground camshafts from APT Fast now run about \$300.



2.) Used camshaft, not reground: **\$10, OBO**
Another Triumph 2.0 Liter cam that was excess to my needs.



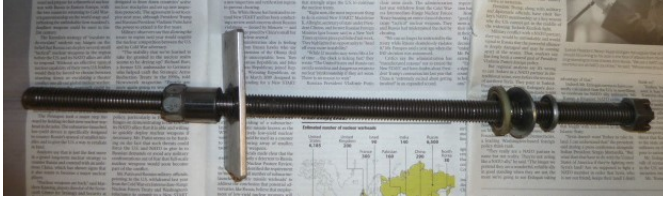
3.) Timing chain cover for TR3 engine and Spitfire 4 Water Pump Housing & Bracket: **Free** to a good home



CLASSIFIED ADS: (cont)

4.) TR3 Front Spring compressor: \$35

Originally sourced from TRF, they are presently selling these for \$70.



If interested, I can be reached at the cell phone number provided below or by reply to this email. I also have some odds and ends, e.g., distributor pedestals, original hub caps, hand crank guide, etc., that I would be willing to part with. I live in Mesa.

Cheers,
Bo Shaw
760-977-6612

8-20

FOR SALE:

1975 Triumph TR-6 (Java) Commission No. CF398454, Complete frame off restoration
~74,000 miles, but only 1000 since restored, Original Java green with black interior
Many upgrades, too many to list here. Webbers and Overdrive. Leather seats
Car is in the Dallas/Fort Worth area Asking: ~~\$29,500.00~~ Reduced to \$25,000

Contact me for other questions:

Jack Morris
(C) 817.401.2549
jack@ppitx.com

8-2019

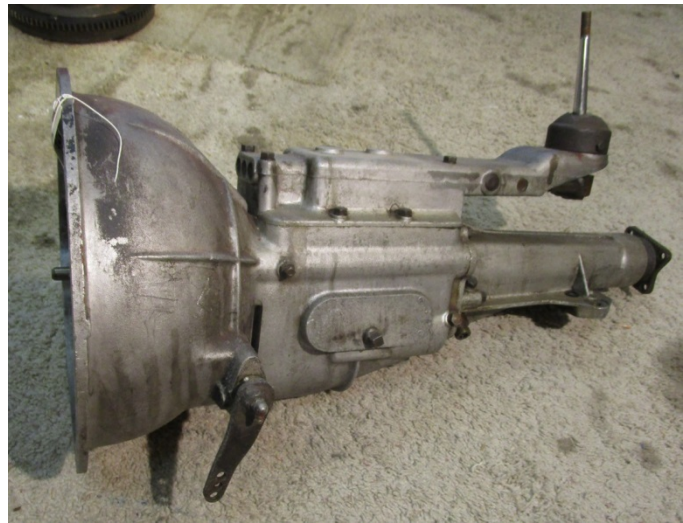
CLASSIFIED ADS: (cont)

FOR SALE:

Engine has 83,000 miles and was running when removed.

Transmission runs good.

Email Mike Blachut: mblachut@yahoo.com and make offer



FOR SALE:



5 Wire Wheels, 48 painted spokes, includes: 4 knock-offs, 4 hubs and 1 lead hammer.

Removed from my 1961 TR3, very good condition, fits TR2, TR3 & TR4.

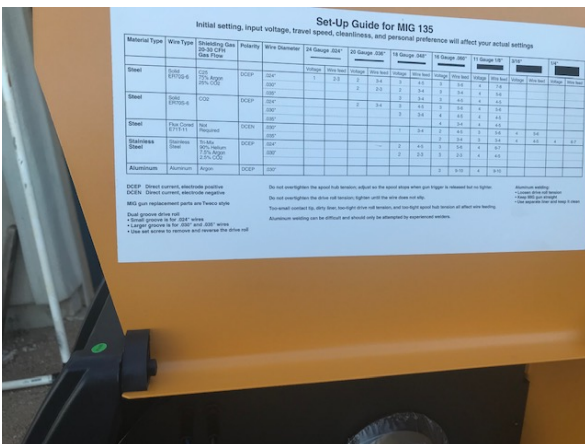
Email Mike Blachut: mblachut@yahoo.com ...make offer...(hammer not in photo)

8-20

CLASSIFIED ADS: (cont)

FOR SALE:

I want to give members in the club, first option on a BRAND NEW northern tool 135 Mig welder, before I put it on Craigs List. Lincoln SP125 Deluxe Mig welder, which has served me well, that I like very much. Therefore the opportunity to present this for sale. It is BRAND NEW and has never been used. Just the welder and attachments sells for about \$340. I will throw in a welding cart and a set of welding gloves. It has a set of regulators to attach a gas cylinder for Mig gas (Argon/CO2). The only issue is one of the protective clear lenses is missing on one of the pressure gauges for the Mig gas. A few pictures attached. I feel a fair price is \$250.



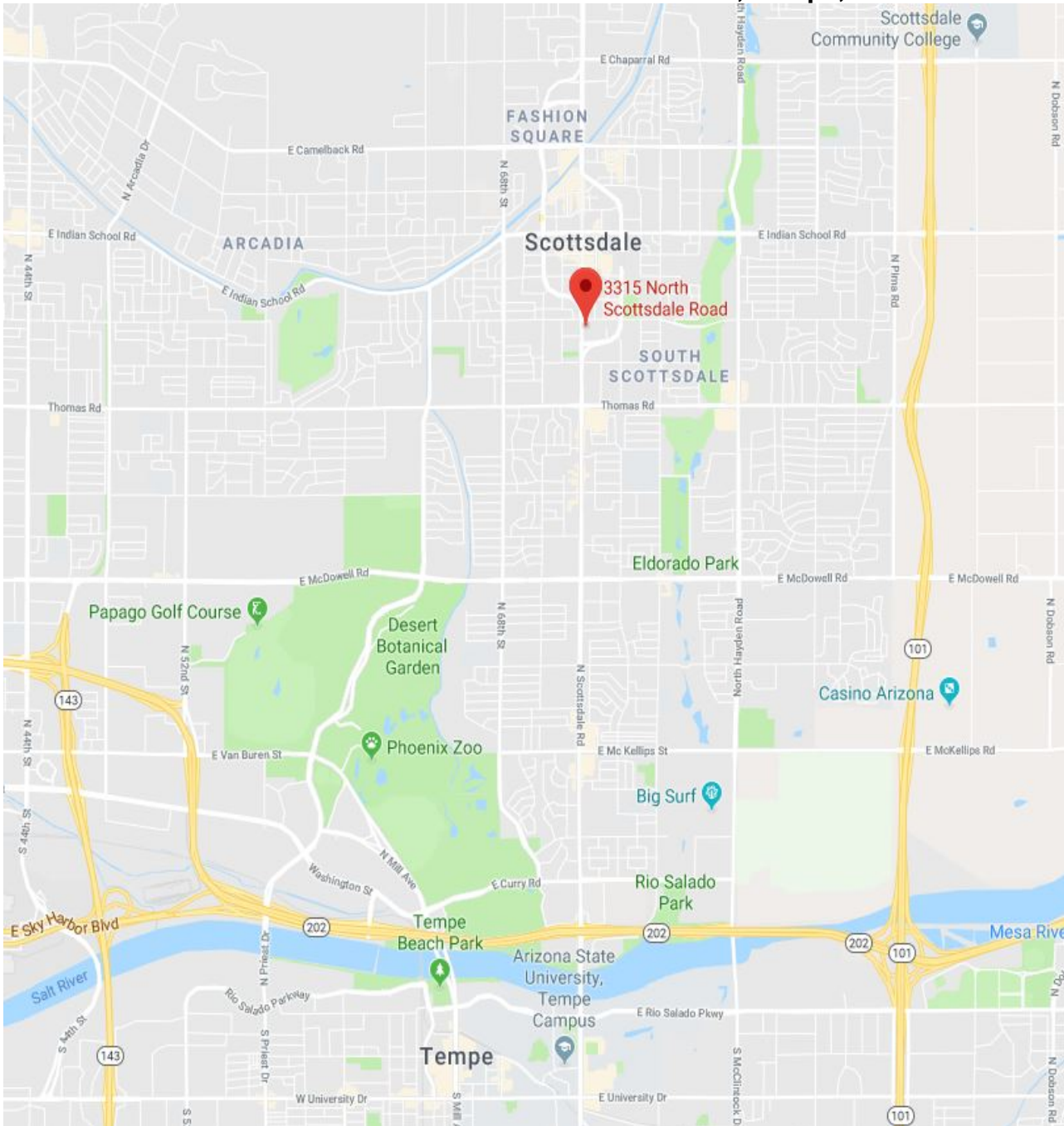
Bob and Mary Holt marynbobh@yahoo.com

7-20

DCTRA Club Meeting Location:

Note: Regular business meets are held on the second Tuesday of each month.

At: **Denney's Restaurant**
3315 Scottsdale Road; Tempe, AZ





DCTRA MEMBERSHIP APPLICATION

PLEASE PRINT and return completed form with the correct amount of dues to:

DCTRA

Marvin Miller, Membership Chairperson

18811 N. Ginger Dr. Sun City West, AZ 85375

Phone: 602-380-5564 Email: miller2993@cox.net

☐

NEW MEMBER:

☐

RENEWING MEMBER:

MEMBER INFO (please print):

Name(s): _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

Home

Cell

Email Address: _____

Classic Vehicles Owned:

Year	Model	Commission #
Year	Model	Commission #
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): _____

Do you want added to the Membership Contact list YES _____ NO _____

How are you paying your dues: CHECK _____ CASH _____ PAYPAL _____ (add \$2.00 process fee)

PLEASE NOTE:

If a new member is joining between January 1 and September 30- One-year dues are \$20.00, two-year dues are \$37.00 and three-year dues are \$55.00. If a new member is joining between October 1 and December 31- One-year dues are \$25.00, two-year dues are \$42.00, and three-year dues are \$60.00. This allows everyone's dues to become payable on January 1 of the appropriate year.

Regalia

We also have Grille badges (\$25.00 each), Lapel pins (\$5.00 each) and License plate frames (15.00 each) available for purchase.



Grille badge (3 inch diameter)



Lapel pin (3/4 inch diameter)



Licenses plate frame

Membership fee	_____
Name tags @ \$6.00 each	_____
Grille badges @ \$25.00 each	_____
Lapel pins @ \$5.00 each	_____
License plate frame @ \$15 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.texas triumphregister.org
Delta Motorsports	www.deltamotorsports.com
C.A.R.S of Phoenix	www.englishbawbsclassics.com