

Triumph TRumpeter

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

JUNE 2004

VOL. 25 Issue 6

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COMING EVENTS

CLUB MEETING:
JUNE 8 - 7:00 PM
F1 RACE FACTORY
317 S. 48TH STREET
COME EARLY -
HAVE DINNER -
STAY FOR RACING -
SUPPORT OUR
BENEFACTORS!

DCTRA Picnic
June 6, 2004

Breakfast Run
June 27, 2004



Morning Glory Run

Sunday, May 16th was a bright and beautiful morning for our monthly breakfast run, planned by DCTRA. Thirty-seven people met in the parking lot on the northeast corner of 32nd Street and Shea. Some had the forethought to show up at 7:00. Others forgot the change in seasonal timing and pulled in about 7:30, just as we were preparing to hop back into our cars and hit the road. Either way, driving Triumphs, MG's, Jaguars, Lotuses, Minis, and even "family cars," we had a fun run with lots of turns, wandering back and forth between Phoenix and Tempe. We passed through one of the beautiful old country club neighborhoods in the Camelback area of Phoenix, cruised the Galvin Parkway through Papago Park, then crossed the "old" Mill Avenue bridge, continuing through the beautifully restored downtown Tempe, passed the unusual two-story Queen Anne Victorian Peterson House, and finally, ended up at The Farm at South Mountain, where we had breakfast at the Morning Glory Restaurant.



Despite being seated at the outside edge of the regular patio area, rather than on the lawn under the tall tress, as expected, and a bit of extra sun, not withstanding, everyone had a relaxing and enjoyable time visiting about our "Little British Cars" while we waited for breakfast to come to us. The menu included fresh bakery goods, some of which were passed around early for those whose appetites couldn't wait for the hearty omelettes, breakfast burros, and farm breakfast plates. The coffee, fresh squeezed orange juice and fruit smoothies also tickled our tongues until the main course arrived. We had our usual prize drawing, and announcements of coming events. Congratulations and thanks to John and Beth Horton for planning such a fun Breakfast Run!



CLUB OFFICERS

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EDITOR'S E-MAIL: pueblodesign@mchsi.com
DCTRA WEB SITE: <http://www.dctra.org>

Meetings are held on the Second Tuesday of each month. (Including January)

Dues are \$18.00 per year

For membership information, contact Ron Gurnee at 480-816-0836

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CONTRIBUTORS

We would like to encourage every member to help with newsletter submissions, we welcome all TR stories, articles, and photos. A Best Regards and thank you to the following Contributors and Advertisers

who supported our June newsletter:

Staton Abbey, Rich Aubert, Jim Bartels, Jim Bauder, Delta Motorsports, F1 Race Factory, Inc., Deta Hampsch, Beth Horton, Import Car Parts, Stu Lasswell, MicroWorks Computer Networking and Maintenance, Moss Motors, Ltd., Thomas Nicoud, John Nuss, Tom Pennell, The Phoenix Flower Shop, Roy Stoney, Dave Riddle, Pamela Rineholt, The Roadster Factory, Ken Schmidt, John Truttman, Arthur Wallis, and everyone else we missed.

THE PREZ SEZ

I was just thinking about the difference in "Southwest" and "Back East." Here some of us will have to stop driving the cars because it is just too hot. The folks in Michigan, Ohio, and New England are preparing to shine the cars and get them ready for the driving season. I think the advantage we have is that we can crawl around on the garage floor without freezing of backs and holding wrenches and bolts is a lot easier without gloves. Having lived there for a good part of my life, I don't think I want to go back. Come next September when our Eastern brother and sister enthusiasts have to wonder if there is one more weekend, we'll be looking forward to months of driving in comfort.



Speaking of driving, about the time you read this the British Car week will be about over. I hope you all took time to drive the Triumph to work, the Saturday night cruise-ins, church, your favorite movie theater and... Well you get the idea.

Thanks to John Horton and the all folks who communicated with their elected officials regarding the automotive bills recently proposed by our legislators. Remember it is not over. The legislators get to meet again next year and the year after and so on.

Thanks also to the effort by the people who have worked on this newsletter. I'll take this time to encourage all the writer wanna-bees, gonna-bees, and who mees? out there. Pam and Clay included a list describing helpful hints to use when writing your story. Yes, surprise your senior English teacher and become a published author. With the help of previous editors and writers and the current folks, the newsletter is looking terrific.

By the way... While there is still time before the really hot weather... Drive the Triumphs!

John C. Nuss

MINUTES OF THE MAY MEETING

President John Nuss opened the meeting at 7:00 p.m. Guests present were Tom Butler of Glendale, who has a Chevy powered '67 TR4A, Haley and Daniel Hatcher, the Hortons' grandchildren, who have a TR7, and Dave Riddle's son, Tyler. The minutes were approved as printed. The treasurer reported that we are solvent and that the annual report was filed with the Corporation Commission on time. The membership chairman reported that new members are still coming in, and we should have a new membership list by the next meeting.

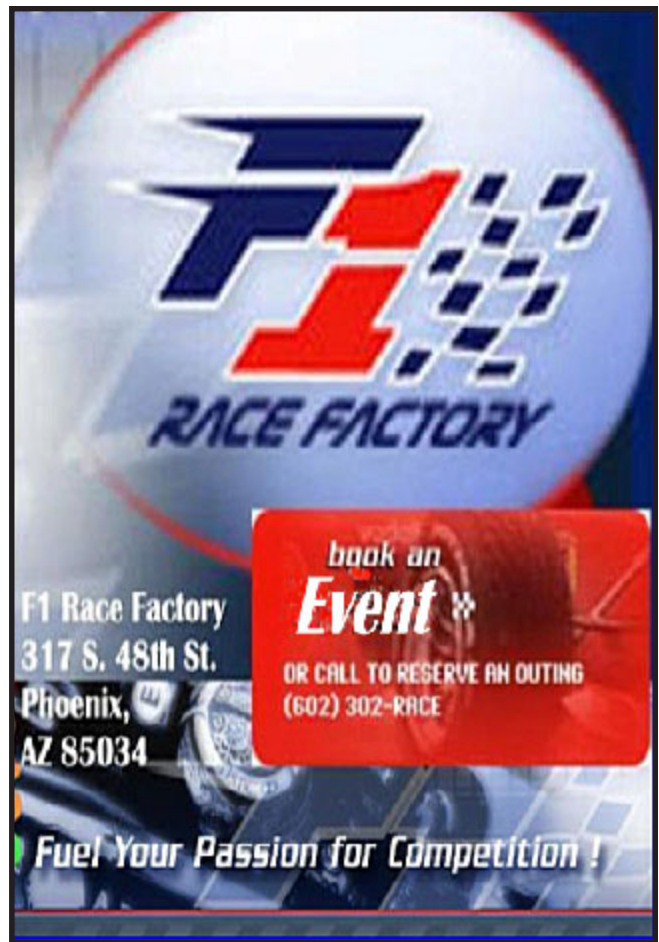
John Horton reported from the AAHC that HB2136 is dead, and talked about the possibilities of legislation dealing with emissions.

Rich Aubert reported that John and Beth Horton had set up the route for the May Break-fast Run. An overnight trip to Prescott was planned during British Car Week on May 22nd. There will be a cruise in the Gilbert Town Square on May 26th. A tea and biscuit social at Biltmore Fashion Park on Memorial Day will wrap up British Car Week. DCTRA will have a picnic and attend a free concert at McCormick Stillman Park on June 6th. DCTRA will attend a production of The Best Whorehouse in Texas at Desert Stages in Scottsdale on July 11th. Triumphest 2004 forms were handed around.

The answer to a tech question was "both." The question was whether hydrocarbons or carbon monoxide cause the most problems during emissions testing.

Under New Business, a poster was given to Tyler Riddle, and Jim Bauder offered the loan of his NOS spark plug list, or he will sell it for two dollars. Interest in a luau was solicited. Dave Riddle announced that he had access to a number of 20" computer monitors for \$50 each. John Truttman has TR6 parts, and Bill Close has TR3 parts. John Horton has a receiver hitch for an '86-'92 Nissan for \$40. Ron Gurnee talked about a machine shop at Williams Gateway that adapted a steering wheel hub for a Nardy for \$100. Meeting adjourned at 8:00 p.m.

Deta



LETTER TO THE EDITOR

Dear Editor,

I'm able to get Triumph World Magazine from the same magazine distributor that I get MiniWorld from. I'll let the DCTRA members have them for what it costs me which is \$6.50 an issue. Right now I have a standing order for 5 copies of each issue, which can be increased if necessary. If you could, please take a poll of the members to find out how many are REALLY interested so I could have a better idea of how many would be needed. It is bi-monthly so 6 issues per year would come to \$39.00, I would prefer people to pre-pay.

Phil

Ed. Note: If interested, please e-mail pueblodesign@mchsi.com or call 480-983-5605, and we will let Phil know.



Barbados Hood

I finished the restoration on my TR3A (TS72099L) about 15 years ago. Or so I thought. After putting on the 1st 1000 miles or so, I tackled the inherent overheating problem that plagues most TRs not living in the UK. Bob Schaller was alive then & offered many helpful suggestions which, when implemented, solved the heat problem. Then I lusted after an overdrive unit. That took about 5 years to come to fruition. I got lucky on that quest. A former TR2 owner had an inoperable one in his garage. It seems that back in the Fifties, the Triumph dealer didn't take trade-ins on OD units. They just sold you another one off the shelf!! Thank heaven he never threw it away. Herman vanDenAker rebuilt it for me, I installed it, works great, now what? Headlights aren't bright enough for me... Tripod lenses, 150watt halogens, but my dash switch **SMOKES** when I turn the lights on. One of the VTR folks wrote an article about putting a headlight relay in a TR. I found the article & did it. Problem solved. Now what? Horns aren't loud enough. You can't get the attention of an 18-wheeler on the freeway with the stock Lucas horns, but I didn't want to detract from the originality of them. I found 150dB horns that would fit under the Lucas domes, installed them (with some modification of the hardware) and they work great. The only problem, when I beep the horn(s) the trafficator **SMOKES**! I figured if there is a headlight relay out there, there must be a horn relay as well. Sure enough, Napa (where I got the headlight relay) had the basic horn relay (Echlin HR 101)! How basic is that? It came with instructions but I had to do some modifications in order for it to be hidden from view. Now what?

As long as "Miss Moneypenny" (my wife named her) has been on the road, the hood comes off in late April & goes back on after Thanksgiving. I use sunscreen in the summer but my dermatologist told me that if I don't stay out of the sun, my face is going to have to be removed! It's no fun driving with the top up on a beautiful day so my wife came up with the Barbados Hood. It's made out of shade cloth, cut, stitched and basted to conform to the top bows on our TR and solves the UV problem. It doesn't cut down the breeze very much so you have the top down feel. You can see through the mesh so the interior rear view mirror is functional, and it steadies the windscreen just as if you had the real top on. It utilizes the existing Tenax and Lift-the-Dots so no changes are made to the car for installation. And it rolls up to such a small ball that it can be stored in the door pocket! If you have been to any of the last four Triumphests, you've probably seen it installed.

Frank Conklin
Triumph Sports Car Club of San Diego
Host for the 2005 Triumphest!

TECH TALK

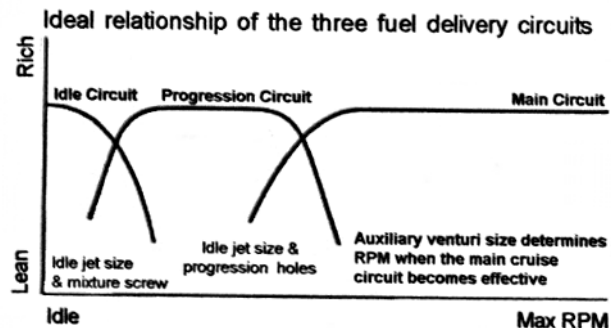
Auxiliary Carbs

Last month's article was the first of three by Teri Ann Wakeman covering Weber DCOE carburetor theory of operation and tuning. This second installment will explain how a choke should work.

The auxiliary chokes are small, suspended venturis that sit inside the throats of the DCOE and atomize fuel from the main cruise circuit into the air stream.

The number on the auxiliary choke refers to the diameter of the cross section area of the delivery port (venturi) and not the size of the fuel nozzle that delivers fuel into the port. The smaller the diameter, the higher the air velocity through this suspended venturi and the sooner the main or cruise circuit comes into play.

To understand the role of the auxiliary choke you need to understand how fuel is delivered to the engine at different RPMs. The DCOE has three different fuel delivery systems (not counting the cold start and accelerator pump circuits) that deliver fuel into the throats of the carburetor at different RPMs. Tuning a Weber is a matter of trying to obtain the relationship shown in the graph below.



Ideally you want the richness level of each circuit to be the same. The ideal intersection of the curves is where the fuel delivery of the circuit going out plus
(Tech, continued on page 6.)

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CLUB MEMBERS AND THEIR CARS



A FEW IDEAS FOR WRITING ABOUT YOUR TRIUMPH

The following list contains just a few ideas that you may want to include in your article about your Triumph. It is designed to assist the person who may have a case of writer's block, or who may be shy about writing. It is in no way intended to limit or define what should be included in any given article, nor how the article should be written. Some things you may want to consider including in your article are:

- Your name(s). (Definitely include this one!)
- Be sure to include a photo of your Triumph or arrange for the editor to take one. You should be in the photo as well. (Definitely include this one, also!)
- What model Triumph(s) do you own?
- Was this your first Triumph?
- In what condition is your Triumph?
- How did you acquire your Triumph?
- How did you become interested in little British cars/ Triumphs?
- Is this your only British car? What others do you have?
- What makes this car special, at least to you?
- In what events has your Triumph participated and/or received awards?
- Tell some interesting and/or funny anecdotes.
- Uff-dahs (bad luck tales) are always interesting for others to read.
- What plans do you have for your Triumph?
- Why do you like being a member of DCTRA?
- What is good about owning your Triumph?

- What technical information would you like to share about your Triumph?
- What else do you have to say about your Triumph?

If you enjoy writing, put the article together as you like. If you prefer not to write the article, just submit whatever information you care to share, and the editor will put the article together for you. Let the editor know ahead of time what month you will be submitting your article and the column will be reserved for you, or another month will be chosen if that one is already scheduled.

Please contact:

Clay Rineholt, Newsletter Editor

pueblodesign@mchsi.com

480-983-5605

1555 South Cactus Road

Apache Junction, AZ 85219-7726

The drawing at the beginning of this article is a Triumph prototype concept by famed sports car designer, Giovanni Michelotti.

Barbados Hood



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(Tech, continued from page 4.)

the fuel delivery of the circuit coming on added together equals the total amount of fuel delivered when either circuit is in the middle of its range.

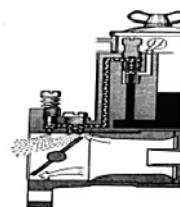
The idle and progression circuits are cast and drilled into the carburetor body making the peak location of their curves at fixed engine RPMs. The idle jet provides fuel to both the idle and progression circuits. This jet determines the richness of the progression circuit and the idle mixture adjustment screw sets the richness of the idle circuit curve. The main jet stack sets the richness of the main circuit and the size of the auxiliary venturi determines the RPM at which the main circuit curve intersects with the progression circuit curve. The main cruise circuit usually comes into play around 2800 to 3000 RPM. Below that, the engine is operating off the idle jets. This should help you trouble shooting any problem that occurs only above or below around 3000 RPM.



Here is how fuel is delivered to the cylinder. At idle the throttle plates (butterfly valves) are closed and fuel flows into the cylinder from an idle hole behind the throttle plates.

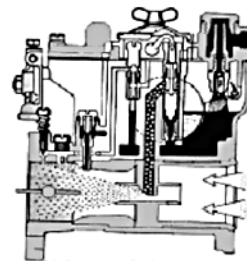
As the throttle plates start to open, the top edge of the plates moves towards the mouth of the carb and encounters a number of progression circuit holes. These holes provide additional fuel into the increasing airflow. As the edge of the throttle plate passes a progression hole, the vacuum behind the plate draws fuel out of that progression hole. The additional fuel added by each progression hole keeps the cylinder from burning too lean in the RPMs above idle and before the cruise circuit kicks in.

If the initial adjustment of the throttle butterflies is open enough to uncover a progression hole, the engine will suck the fuel from the progression circuit during idle, resulting in a lean off-idle flat spot and poor fuel mileage.



At around 3000 RPM or a little below, the top edge of the throttle plate has passed all the progression holes and is opening wide enough to cause the vacuum to be too low to draw fuel out of the progression holes. This is when the main cruise circuit needs to be kicking in. The size of the auxiliary choke determines when this will happen.

If it kicks in too early (too small of an auxiliary choke) you get an over rich condition and the engine bogs or stumbles in the progression (or just wastes fuel with no noticeable symptoms). If the auxiliary choke is too large there can be a lean area where the progression openings are not delivering enough fuel and the main cruise circuit has not yet kicked in.



This leanness is masked during acceleration by the accelerator pump. It would be seen as a leanness in a narrow RPM band while in a constant low RPM cruise (this is where an onboard CO monitor that can be read during driving would come in handy).

The goal here is to fit the smallest auxiliary choke that will not cause an over rich bog or stumbling during a slow opening of the throttle plates. This will assure the absence of a lean RPM band that might damage the engine over time.

Most DCOEs fitted to TR engines use 4.5 auxiliary venturis. They seem to work OK on the engines so no one seems to swap them out to see if 4.0's would also work. HP books "Weber Carburetors" suggests 40DCOE, 32mm chokes and a 3.5 auxiliary venturi for a stock TR engine. It is quite possible many TR

(Tech, continued on page 7.)

JIM MEDLAND, President
ROSS VAUGHAN, Parts Mgr.

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(Tech, continued from page 6.)

engines run lean between the end of progression and the main cruise circuit.

A Note About Jets

Most DCOE jets have tapered ends. The tapered ends of these jets sit snugly against seats in the carb body to create seals between different areas of the carburetor. If the seal is not made or is broken the carburetor will not function properly.

These jets are mounted onto holders with a friction fit. As the holder is threaded in, the taper at the end of the jet comes into contact with the passage seat and is pushed back into the holder maintaining a contact seal. If the jet is initially pushed in all the way onto the holder it may not reach all the way to the passage seat. The fit between the jet and holder should always be tight. A loose fit can allow a jet to back away from the seat over time.

The proper method of installing a jet is to fit it about one eighth inch extended on the holder then allow the passage seat to push the jet in the correct distance as you screw in the holder. Be careful not to over tighten the jet assemblies. Once the jet is seated it doesn't take much torque to hold everything in place. In our next article, we will cover the different types of jets to be found in a DCOE Carb.

DO YOU HAVE A FAVORITE PUB? OR, CONFESSIONS OF A NEOPHYTE PUB CRAWLER

by Beth Horton

Not long ago, Marlene Cole forwarded to us a list of Celtic music venues, where John and I found Carlin's Grog Shop, only a mug's throw from where we live. We had paid little attention to the local watering holes, until discovering the cozy gathering spots in England where locals meet for a meal or a chat.

While listening to *On the Dole*, we got to wondering about this: are there any pubs in our area that come close to capturing that atmosphere?

So let's have some input from the members: What is your candidate for the most authentic pub in the Valley? In Arizona? Send your ideas to the Newsletter editor - maybe we'll need to plan a field trip.

As an aside, I have enjoyed reading the tidbits from the Isle of Wight. Came across an interesting website on the area that said at the end of the 19th century, the first canned beer was developed by a brewery in Newport, IOW. It seems that beer in glass bottles, shipped to the military in India, would go flat on that long trip by sailing ship. So new India Pale Ale in screw top cans came to the rescue.

These websites are a pleasant way to tour the Isle:

www.invectis.co.uk/iow and
www.iwcam.gothere.uk.com.



Hi everyone,

As an update of what is happening locally for those of you without internet access...

4th - 6th June **Old Gaffers Festival** - Yarmouth, lots to see and do, if you are interested in joining in your Triumph please contact us for more info (01983) 281427 as spaces will be limited in the classic car display.

8th June Tue **VHVC Club meeting** - At the Riverside Centre, Newport from 8pm 13th Sun **Jaguar Enthusiast Club Classic Car Show** - Osborne House entrance £3 includes a plaque from 10.30am - 5.30pm. Tel (01983) 755617 for more information.

20th June Sun **St Helen's Fayre** 20th Sun **IW Austins "Pride & Joy" Motor Show** - Havenstreet from 9.30am

21st June Mon **IW Triumph Club meeting** - [All Triumph owners / enthusiasts welcome](#), the free club catering for all clubs! - meeting at the Woodmans Arms, Wootton from 8pm onwards.

26th June Sat **VHVC Falconry Display and BBQ** - Wellow details to follow

24 June Th-28 Mon **Triumph 2000 Register National Meet** - The Broadway, Leedons Park, Worcestershire.

A little further ahead we have in July (24th-25th), the Agricultural Show. If you wish to attend please let me know asap as we have to apply for passes soon.

Soon we will be reintroducing our pizza and gambling nights as the evenings are getting lighter. If you have never been along before I can say on behalf of everyone who has joined us in the past, the pizzas are excellent (see www.fatpapas.co.uk for more info) and after we have eaten we drive down to Shanklin Seafrost

for some gambling, bowling, crazygolf or even a stroll along the seafront - whatever takes your fancy!

Hope to see you all soon!

Isle of Wight Triumph Club

Isle of Wight D-Day Celebrations

Memories of liberation

This year will mark the 60th anniversary of the D-Day Landings and Portsmouth which played such a pivotal role in World War Two, is marking the occasion by a series of special events and exhibitions in the city, www.portsmouth.co.uk

On 5/6 June, the Isle of Wight Airport at Sandown are commemorating the Island's strong links to the D-Day landings with flying displays, the Red Falcons Parachute Team, a Battle of Britain memorial flight and a 40's D-Day dinner dance on 5 June. For tickets and more information, call 404835, www.isleofwightairport.co.uk/events

During the War, Shanklin Chine was taken over and used as an assault course by the Commandos who's HQ was at Upper Chine School. 40 Royal Marine Commando trained there in preparation for the Dieppe raid in 1942. PLUTO (Pipeline under the Ocean) also ran through the Chine and there are still 65 yards of the pipe remaining. During the Normandy invasion in 1944, forked pipelines from the Chine and Sandown carried petrol 65 miles under the Channel to Cherbourg. Now, the Heritage Centre at Shanklin Chine is adding new material and photographs to its D-Day Exhibition 'The Island - Then and Now' - together with a video of the Story of Pluto.

The Classic Boat Museum at Newport will be displaying an Uffa Fox designed lifeboat. For the past two years, museum staff have been restoring the WW2 airborne lifeboat, which were carried under AirSea rescues planes and then dropped to airmen who had to 'ditch' their bombers in the sea. For more information, visit www.shanklinchine.co.uk or telephone the Classic Boat museum on 01983 533493.

Triumphfest 2004

Triumphfest 2004 is the west coast Triumph meet of the year! Each year a Triumph sports car club volunteers to host this exciting event. The Triumph Travelers Sports Car Club of the San Francisco Bay Area is our host for the year 2004. TTSCC marks its 46th year of continued operation in 2004, making it the oldest Triumph marque club in the USA. Some of the highlights of the program in Lake Tahoe this year include the Thursday Dinner Cruise on the M.S. Dixie II, the usual Walking Rallye, Photo/Model and Uff Da Contests, Driving Tour, Funcours, and Tech Session. The Hospitality Party will have a Casino Night atmosphere, and will include the Pinewood Derby. There will also be a Swap Meet on Saturday.

The headquarters for Triumphfest 2004 will be the Horizon Casino Resort Hotel, Lake Tahoe, Nevada (800-648-3322; ask for the Triumphfest Group Rate). For further information, check the TTSCC website at www.triumphtravelers.org, or contact Rich Gibbon, rgibbon@volcano.net, 209-296-8792, or Tom Rodrigues, tomrodri@comcast.net, 650-341-6716.



Announcing TRIUMPHFEST 2004
Come join us at the Horizon Hotel, South Lake Tahoe
on September 30 thru October 3, 2004

Events:
Dinner Cruise On M.S. Dixie -
Paddlewheel Boat
Friday Driving Tour
Autocross - At the Hotel!
Friday Cocktail Party
Funcours and Rallye
Saturday Banquet
Triumph Vendors and Regalia

CONTACT:
Rich Gibbon (209) 296-8792
rgibbon@volcano.net
Tom Rodrigues (650) 341-6716
tomrodri@comcast.net
Horizon Hotel Reservations
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www.HorizonCasino.com
Ask For Triumphfest Group Rate

Get complete details and updates at: www.triumphtravelers.org

Calendar of Events

May 31st — Post “British Car Week” Finale,
Open to ANY and ALL British Cars and Owners.
Tea & Biscuit Social, 7:30ish - 10:30ish am,
Coffee Plantation, Biltmore Fashion Park 24th
St. & Camelback, Phoenix. Nigel (aka: Mike)
602-439-1249

June 6th — DCTRA Picnic & free concert at
McCormick Stillman Railroad Park. Come early
with a dish to pass to go with brats on the grill.
“Snake Eyes” Concert at 7:30 - 9 pm.
www.dctra.org

**June 8th — Club Meeting at F1 Race
Factory** 6:00 p.m. Food; 7:00 p.m. Meeting

June 27th — June Breakfast Run Meet at
7:00 a.m., leave at 7:30 a.m. from 32nd Street
& Shea

**July 11th — DCTRA Outing: Desert Stages
Theater,** “The Best Little Whorehouse in
Texas” southwest corner of E. Highland Ave.
and N. Scottsdale Rd., Scottsdale.
www.dctra.org

August 27th — 29th -- 3-Day Car Show,
Gunnison, Colorado. Fran Wickenhauser 800-
203-8920

**September 30th - October 3rd — Triumphfest
2004,** Horizon Casino Resort Hotel, South Lake
Tahoe, Nevada. www.triumphtravelers.org

FRIDAY EVENINGS:

- Alma School & Warner, Chandler.
- Lindsay & Warner (on the east side of
the Albertson's Parking lot), Gilbert, 5-? PM
depending on the weather.
- Hills, 43rd Street & Union Hills, Phoenix

SATURDAY EVENINGS:

- Wendy's, Superstition Springs Mall,
Power & Hampton, East Mesa, 4-? PM
depending on the weather. First Saturday of
every month is for British cars. If you are
coming let me know so we can hold spaces
and all park together. shirley@nis4u.com or
480-985-2531

(Calendar of Events, continued on page 10.)

CLASSIC-FIED ADS

Trumpeter Classic-fied ads are free to members and will run for three issues, unless extended by the advertiser. (That's why you see a date at the end of each ad). If you sell your item, let us know and we will remove the ad from the next issue. Otherwise, it will automatically disappear after the third consecutive printing.

FOR SALE = Green 1980 TR7, in good mechanical condition, needs a paint job, and I drove it as a daily driver until I got my TR6. Clutch, pressure plate and throwout bearing replaced [work was performed at British Sportscar Service (BSS)]. In past two years replaced or rebuilt brakes & rear wheel cylinders, rebuilt front struts, replaced the clutch master and slave cylinders. BSS rebuilt the 5-speed transmission. Passed emissions after being tuned up by BSS in December of '03. Tires were replaced in December of '02 along with battery and convertible top. Also including a 1980 TR7 chase without papers, ready for stripping. Asking \$2,500 for everything. For more information, or to make an offer, e-mail richaubert@cox.net. (07/04)

FOR SALE = 1979 TR7 Nice clean car, 2 tops, ground effects, rebuilt engine, HCOMP, ISKEY cam, light flywheel, new AC, AM-FM CD, new tires, must sell for health reasons. We're giving it away: \$5,595 OBO. Paul 480-830-8770 (07/04)

(Calendar of Events, continued from page 9.)

- The Pavilions (McDonalds), Indian Bend Rd. between Pima Freeway and Pima Road, Scottsdale. 4-10 PM. 602-443-0800
- Chubby's, 7th Street & Union Hills, Phoenix. 5:30-9 PM.
- Chuy's, Arizona Avenue & Warner
- Dairy Queen, 108th Avenue & Grand, Sun City. 4-8 PM. 623-977-3303
- 5 and Diner, 906 N. 56th Street, I-10 & Ray, Chandler. 5-9 PM. 480-753-1114
- Hooter's, Bell Road west of I-17, Phoenix. 602-375-0000
- Shoney's, 59th Street & Bell, Phoenix. 602-948-0719, 623-561-1971
- Sonic, 33rd Avenue & Bethany Home Road. 6-9 PM. 623-936-6587

FOR SALE = All from 1974 TR6: Transmission, \$300, front brake calipers with stainless steel pistons, \$50, front and rear bumper overriders, \$50, Lucas starter motor \$25 John Truttman 480-695-2591 Moving, all prices negotiable! (08/04)

FOR SALE = Triumph TR3 Projects & Parts, overdrives, wire wheels, sheet metal. Call for your needs. TR250, lots of work done, needs paint & upholstery. Bill Close 480-835-0987 Leave message. (08/04)

FOR SALE = '66TR4A, 90% restored, \$7500. '62 TR4, partially restored, \$2500. Variety of parts for TR4 & 4A. Steve Francois 480-946-3590 or 928-632-9650 (Mayer, AZ) (08/04)

WANTED = '66TR4A, but willing to consider any TR4, 4A, 250 or early TR6. Prefer driver, but will consider non-runners or projects in process. Jim Bauder 480-451-4877 (07/04)



TR3 TR4 TR4A TR250 TR6 TR7 TR8

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