

# TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF  
THE DESERT CENTRE – TRIUMPH REGISTER OF  
AMERICA

Founded: 1980



*Triumph Register of America*

◀ Back



On the way to a trophy.

**May 2021**

**Vol 41, Issue 5**

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## **NEXT CLUB MEETING**

May 11, 2021

→ **Meeting To Be Zoomed** ←

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

~~Denney's Restaurant~~

~~3315 Scottsdale Road, Tempe, AZ~~

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## **ADVERTISING**

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**Cover:** Gareth Perry-Jones in his Spitfire

# Prez Sez – May 2021

John Heisser, President

I consider myself a car guy, certainly not on the Jay Leno level, but I have been interested in cars from a early age. My interest was really nurtured by having next door neighbors that built 2 Gassers for Drag Racing, the first a 1930s Fiat Topolino Then a few years later a 1940s Willys coupe both powered by small block Chevrolets. Growing up in the fifties and sixties was an exciting time for a young car enthusiast, hot rodding was spreading from its California roots to every part of the country via drag racing. Sports Car Racing had a presence in Ohio where I grew up, with road courses at Nelson Ledges, Mid-Ohio and the annual sports car race at Put-In-Bay on South Bass Island, Lake Erie. Attending a vocational high school and studying auto mechanics I was exposed mostly to American cars and was drawn to Muscle cars. Thinking about all this got me wondering how many cars I have owned during my 55 years of driving. Jogging my memory for a few days I came up with a total of 36 vehicles. I have had Muscle cars, Family cars, Pick-up trucks, 4x4s / SUVs, Sports cars and 1 Embarrassing car. The least amount of time I owned a car was about a year and the longest was 14 years. I went almost 2 years without a car and at one time I had 4 cars for about 2 years. So, I have had quite a verity of cars in my life, so what lead me to Triumphs? As I got older, I found out that it's more fun driving on a twisty winding road on a nice day then going fast in a straight line. Like most car guys I have that one special car I wish I had never let go of and wish I had it today! I'm sure there are many club members with their own unique history of car / vehicle ownership. I would like to hear about your one special car that got away, better yet write about it and put it in this newsletter. I really enjoy the personal stories that members have posted over the years. The recent story about Roy Stoney was really interesting makes me wish I had gotten to know him better. A new member, Terry Wolf sent out a general email asking for advice about restoring a TR250, he also mentioned that his grandson is really Gung Ho to get started on this project. I did email him back, inviting him and his grandson to the next club meeting via Zoom and that we have many members that are willing to assist them with this project. Hopefully, his grandson will be bitten by the car bug like many of us years ago.

Read any good books lately? During the pandemic I was able to read a few more books then I normally get too. One I really enjoyed was "Flight of Passage" by Rinker Buck, it's a true story about 2 high school age brothers who in 1966 restored a Piper Cub airplane then flew it from New Jersey to California and back. I really enjoyed it because I was in high school at the same time, that summer I was learning a lot watching my neighbors build their 2<sup>nd</sup> Gasser.

Yesterday, I went on the Mini clubs "Spring into Summer Rallye" I drove my TR8, the round trip was about 180 miles. I still have a slight oil consumption problem, found that the sheet metal cover over the lifters is leaking so tomorrow I'll order some replacement gaskets, the adventure continues! Be safe and drive those Triumphs!

Thanks John

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## EDITOR'S DESK

George M Montgomery, Editor

I had a great article for the newsletter this month. It's a story that I tore out of an old Road & Track, August 1984. It was about the 5<sup>th</sup> running of the Eloy Grand Prix. It mentioned our former member, Tom Pennell. Even had a picture of him (with dark hair) in his Spitfire. I scanned the pages and saved as a PDF file. But I couldn't get them copied into the newsletter. What my friends said to do didn't work. "Copy" button was grayed out. The "insert" button said that operation wasn't available. So, I re-scanned and saved it as a MS Word document. Same ordeal I worked on this all Thursday afternoon and most of Friday. I'll either send it to the DCTRA BBB or hold it for next month.

I found a great technical article that I saved back in January. It was in a Classic Motorsports, email edition, about tuning SU carburetors. It is a rather lengthy article but quite extensive. If you don't receive Classic Motorsports because it costs too much, or you have too many magazines laying around now, the internet version is cheap, comes delivered to you inbox weekly, and can be deleted when you've finished. Or you can save it in a file to read later.

I downloaded the Triumphest 2021 registration form last week, filled it out and mailed to Kathy Nuss. I wanted to get in as soon as I could so Ron Cole can start projecting our attendance. With the estimated attendance, he'll know how many rooms to commit to, how large of a banquet room we'll need and how many staff members we'll need for registration check-in, parking, autocross staffing, etc. There will be a lot of hands needed to pull this event off. How many activities have you volunteered for? We only have six months left.

The business meeting this month is on May 11<sup>th</sup>. Vice President, John Nuss, will be sending out a link for the Zoom site the day before. Zooming makes it easy to attend. You don't have to drive across town. I hope to see you there, OK?

George

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## May 2021 Membership Report:

We have two new members to announce this month. Terry Wolf of Mesa joins with his 1968 TR250 project. He is in process of moving from Washington where, you might have seen his request for planning assistance, his car has spent "the last 15 years in my basement". Terry & his grandson plan to resurrect the car and we look forward to seeing it on the road. Also joining this month is Roger Prior of Sun City. Roger does not currently have a Triumph but has owned a 1969 TR6 in the past and several German cars. He has led an interesting career with 20 years working for NASA and another 20 with Intel in Chandler. Welcome to the club Terry & Roger, we look forward to getting to know you.

With these two additions to our roster, it now shows 110 memberships and 159 members.

An order has been placed with our vendor for name badges for our seven newest members. I'll get these mailed out when they become available.

Marv Miller  
Membership  
[miller2993@cox.net](mailto:miller2993@cox.net)  
(602) 380-5564

**Application form on page 20**



## Minutes

### Desert Centre Triumph Register of America DCTRA Meeting Minutes

The April 13, 2021 meeting of the Desert Centre Triumph Register of America was called to order by President John Heisser at 7:05 PM. Additional members attending the ZOOM meeting:

**Members Present:** Jim Converse, Deborah Cooke, Michael and Jacklyn Devine, Ron Gurnee, Armand LaCasse, Carl and Patty Miller, Marv Miller, George Montgomery, John Nuss, Dave Riddle, and Bo Shaw. The membership welcomed new members Carl and Patty Miller. John Heisser reported the death of Jim Medlin, former owner of Delta Motorsports.

**The minutes** from the March meeting, as they appeared in the newsletter, were approved.

**The Treasurer** reported little activity to the Club account, but the Triumphest account had deposits from registrations and expenses for Triumphest 2021.

**Membership:** Marv Miller reported three new memberships: Don Bender, TR6; Terry Wolfe, TR250; and Roger Pryor, former owner of a TR6 and looking for a car now. Also it is time to order more name badges for new members.

**Newsletter:** George Montgomery asked for technical articles for the newsletter. He thanked Carl for his newsletter article.

**Future activities:** Arizona Mini Owners is hosting a Spring into Summer Rally on Sunday April 25. Participants meet near the Dutch Brothers Coffee store on Alma School Road on the east side of Fiesta Mall.

DCTRA member Dave Riddle is hosting a drive-in movie at his house on Saturday, May 1. No word on the movie but the chili is worth the drive. Further information is in the newsletter.

**Technical:** Michael Devine has his Spitfire body ready for media blast.

Ron Gurnee had some head work done on his TR7 - the number one exhaust valve was burned.

John Nuss whined about replacing the steering boots. Marv suggested turning the boot inside out at the first part of the bellows.

Dave Riddle bought new gauges for his TR3 and expects to have them installed for Triumphest in Flagstaff.

Armand recommended someone ask Pete Peterson about his TR3 engine – nine and a half years in the rebuilding process. No other information was provided.

**Old business:** None

**New business:** Triumphest is progressing.

Meeting adjourned at 7:40.

## Minutes (cont.)

A final note, just after adjournment, new member Roger Pryor checked in. Roger sold his TR6 when he lived on the east coast, but since retiring and moving to Sun City, he is in the market for a replacement. He renewed acquaintance with Ron Gurnee and was given information on accessing the newsletter for TR6s for sale.

Motion to adjourn @ 7:27 p.m.

Submitted by John Nuss  
In absence of  
Mary A White, Secretary

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**NEXT CLUB MEETING** Business Meeting Starts @ 7:00 p.m.

**May 11, 2021**

A Zooming address will be sent out.

## Calendar of Events

**DCTRA & British Auto Events 2021:**

**May 11<sup>th</sup>, 2021** DCTRA Business Meeting - **Meeting to be Zoomed**

**Sep 14-18, 2021**—VTR National Meet, Edmond, OK

**Oct 14-16, 2021** --Triumphfest 2021, Flagstaff, AZ

**Regular Occurrence Events ALL EVENTS ARE CANCELED**

~~Hunts Donuts—3<sup>rd</sup> Thursday University and the Loop 101~~

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

~~Cars N Coffee—1<sup>st</sup> Saturday of the month, Mayo Blvd & Scottsdale Rd~~

~~Cars N Coffee—2<sup>nd</sup> Saturday of the month, Alpino's at Troon~~

~~Cars N Coffee—3<sup>rd</sup> Saturday of the month, Penske Auto Museum~~

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

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## Our web master



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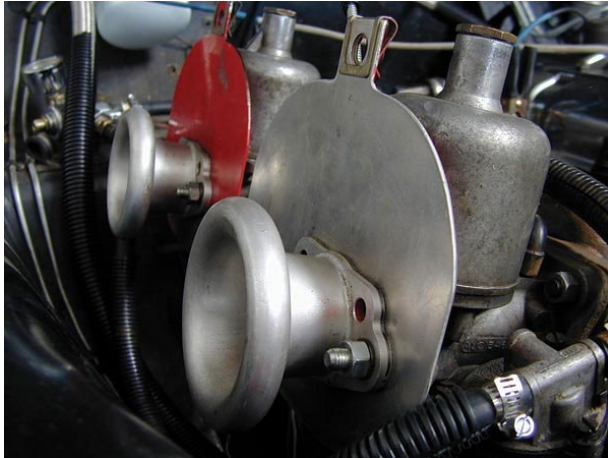
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# Technical Corner

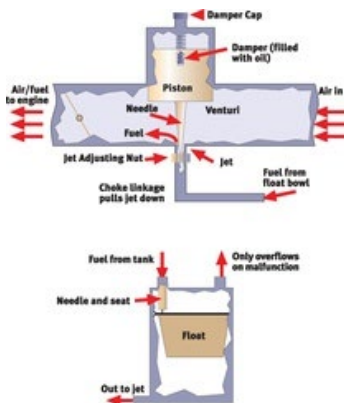
## Simple Carbs: Rebuilding and Tuning an SU Carburetor

By Carl Heideman From the Jan. 12, 2021 issue of Classic Motorsports  
Jan 12, 2021 | [SU Carburetor](#) | Posted in [Drivetrain](#) | From the Sept. 2006 issue | [Never miss an article](#)



No matter what the name on the valve cover, so many British classics rely on the ubiquitous SU carburetor: Jaguar, Triumph, MG, Rover, Rolls-Royce, Bentley, Morris, Austin, Sunbeam and so many more. And not only did almost every British manufacturer specify SU carburetors, but so did other companies. Volvo and Saab also used them, while Hitachi-built versions of the SU were used by Datsun. Sure, Webers may be sexier and have more racing titles to their credit, but for normal use these SU carbs work well. While some people are quick to cast SUs aside and look for an upgrade, a little understanding and mild tuning can go a long way, whether the goal be increased performance, better drivability or improved fuel economy.

## How They Work



## Technical Corner (cont.)

Based upon a principle developed and patented by George Skinner in 1905, the SU (as in Skinners Union) carburetor changed very little until emissions regulations pretty much made them obsolete about 30 years ago.

The SU is about as simple as a carb can get: it has very few moving parts, usually only one fuel circuit, and far fewer springs, balls and other complicated pieces than conventional carburetors.

All carburetors make use of the venturi principle. Daniel Bernoulli, an 18th-century Swiss scientist, used a venturi, a tube that is narrower in the middle than it is at either end, to discover that as the velocity of a fluid increases, its pressure decreases. As the air and fuel pass through the venturi's narrowed passageway in a carburetor, the mixture speeds up; the resultant drop in pressure is what causes the fuel to atomize.

The SU employs this principle differently because it varies the size of the venturi. Hence, the SU is called a variable venturi carburetor and is grouped with those built by Stromberg, Predator and Amal.

In the center of the venturi is a piston with a tapered needle affixed to its bottom side. The piston has holes positioned in it so that as air is sucked through the venturi, vacuum above the piston makes it rise. When it rises, not only does more air flow to the engine, but the needle allows more fuel to flow from the jet below. The needle is a precision piece, with nine to 16 specific diameters measured during the manufacturing process to ensure proper fuel flow throughout the range of air flow to the carb. Thus, the SU self-adjusts to the air/fuel requirements of an engine. It only flows as much air as necessary, and the tapered needle ensures that a proper fuel mixture is obtained at any air flow.

This self adjustment needs a little help at two times: During cold starting and hard acceleration, when a richer-than-normal air/fuel mixture is needed. SUs handle these two situations differently, but again use very simple means. Cold starting any engine requires more fuel in the mixture.

With conventional carburetors, this is done by limiting air intake, or choking the mixture. SU carburetors do the opposite, increasing fuel flow to richen the air/fuel mixture without limiting air flow. Most SUs do this by lowering the jet, which allows more fuel to flow thanks to the needle's taper. Conventional carburetors use an accelerator pump to squirt more fuel into the mixture on hard acceleration.

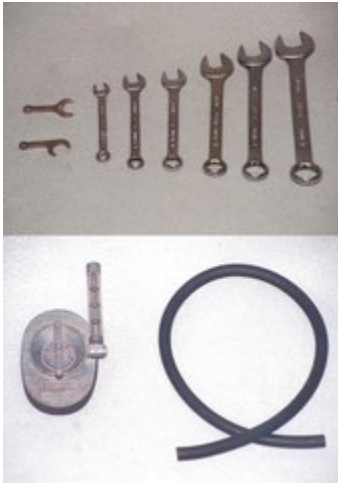
Again, SUs take a different tack. The piston/needle assembly is damped via a plunger in an oil-filled tube, forming a sort of shock absorber for the carburetor. The damper slows and smooths the movement of the piston. On hard acceleration, vacuum that would otherwise quickly lift the piston is



## Technical Corner (cont.)

redirected to quickly suck more fuel out of the jet. As the piston slowly continues its rise, the mixture returns to a more normal ratio.

### Basic Tuning



A set of British wrenches and SU jet wrenches (top) are useful tools when working with SU carburetors. These are available from most British car suppliers for relatively low cost.

Assuming that the carburetors are in good condition and have properly sized needles in them, the tuning procedure is not as complex as most people think.

However, before the carbs are touched, ignition dwell and timing must first be correct. It's a good idea to ensure valve clearances are correct as well. A quick check for vacuum leaks is next, and only once this is done is it time to move on to the carburetors.

Next, if there are two or more carburetors, they need to be synchronized. This can be done with either a dedicated synchronization tool or a short length of hose.

With the engine running at idle--usually 600 to 1000 rpm--the synchronization tool is placed over the inlet of each carburetor to get a reading on its gauge. The idle screw is adjusted on each carburetor until each one gives the same reading on the synchronization tool.

The low-buck method is to substitute a 12- to 18-inch length of 1/4-inch or 5/16-inch hose for the tool. Hold one end of the hose up to the air inlet of each carb and the other end to your ear. When each carb

## Technical Corner (cont.)

emits the same noise through the hose, they are synchronized at idle. (Note that revving the engine slightly and periodically throughout the adjustment process helps to "clear out" the carbs.)

After the carbs are synchronized at idle, the throttle linkages can then be adjusted to ensure they remain synchronized throughout the rpm range. With just a little free play in the linkage, each throttle arm should start moving at the same time when the accelerator pedal is depressed. If not, the locking nuts can be loosened to adjust the linkage.

The idle mixture is set next. The conventional method, which is published in most manuals, works very well. First, each piston is lifted slightly, about 1/16-inch (usually a small screwdriver is helpful for this step). If the engine speed falls off, the mixture is too lean and the jet is lowered via its adjustment nut or screw. If the rpm rise, the mixture is too rich and the jet is raised. If raising the carb's piston causes the engine speed to rise by about 50 rpm before returning to its previous level, the mixture is just right.

An alternate method is to use a vacuum gauge and adjust the mixture in each carb to get the highest vacuum at idle that is possible. At this point, the idle speed can be verified to be correct and the tuning is nearly done.

All that is left is the "choke" adjustment. As discussed before, SUs don't really have chokes, as they richen the mixture instead to allow smooth engine starting. This is usually accomplished through a linkage and cam that lowers the jets and raises the idle speed. The linkage and cam only affect idle speed in the first two-thirds of the distance of choke cable travel; it increases the air/fuel mixture as well as the idle speed during the final third of travel.

The two steps to adjustment are to ensure that multiple carb setups have proper linkage balance between carbs, then to set the high-speed idle screws that touch the cams. High speed idle is usually around 1800 rpm.

## Technical Corner (cont.)

### Rebuilding Old Carburetors



Replacing the throttle shaft bushings requires reaming out the old bushings, installing new bushings, and reaming the new bushings to size.

If you look at the sidebar on common problems, you'll see that most problems related to SU carbs are due to wear or age. SU carbs are pretty easy to rebuild as there are relatively few parts. Additionally, there are many competent rebuilders who can bring these carbs back to as-new condition for a reasonable fee--figure \$50 to \$75 to rebush each carb's throttle shaft and \$350 to \$500 to completely rebuild a pair. Polishing all of the external parts can add another \$100 to \$200 to the rebuild cost. Except for throttle shaft bushing replacement, most enthusiasts can carry out repairs at home.

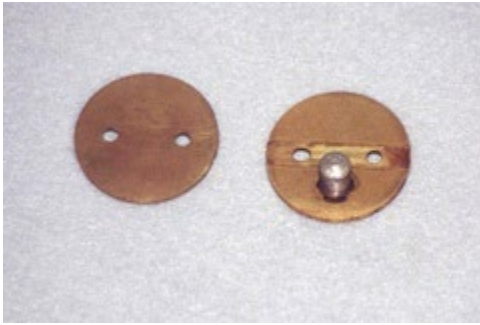
Throttle shaft and bushing condition are paramount to tuning an SU, and there are three common solutions for fixing worn parts. One is to replace only the shafts. If the old shafts aren't too worn, the bushings probably aren't too worn, and new shafts will go a long way to stopping vacuum leaks. The second repair is to ream out the bushings 0.010-inch and install oversized shafts. This is a cost-effective solution, but can only be carried out once. The third method is to completely remove existing bushings and install new ones, then replace the shafts with standard ones.

As can be expected, there are increasing requirements in terms of the cost, skill and tools necessary for each of the respective steps. Many rebuilders will replace these components and let you do the rest of the rebuild. The rest of the rebuild entails replacing the jets and needles in the carb bodies and piston assemblies, the needle and seat in the float bowls (and floats if defective), and replacing gaskets and rubber pieces. For the car-show crowd, all cast parts should be glass-beaded. It is then usually a good idea to get the linkages and hardware replated in zinc, and to polish the dashpots (the chambers for the pistons). If you're a strict concours type, these were not plated or polished from the factory, but it seems most restored cars get them prettied-up anyway.

## Technical Corner (cont.)

Don't want to fuss with old carbs? Brand-new SU carburetors are still available. Depending on the application and vendor, figure a brand-new pair starts at about \$550.

### Performance Modifications



Comparison of earlier- and later-style throttle disks shows that the later-style disks have a spring-loaded poppet valve, which impedes air flow. Replace these with earlier-style disks in performance.

There are not too many performance modifications necessary or possible for SUs. Aside from changing to larger carbs, about all that can be done is to change to needles with a different taper and make modifications to increase air flow around the throttle disk and shaft.

Most SU specialists carry a range of needles for changing the mixture characteristics throughout the range of air flow. While the fine-tuning of needles can be an onerous process, there are generally just a few categories of standard needles available. Labeled weak, standard and rich, they provide the levels of performance and economy their names imply.

While there are more than 800 needle profiles available, many tuners will just make up their own profile by chucking the needles into a drill press and then using fine sandpaper to sand in the profile they like. Of course, they spend a fair amount of time with a micrometer to ensure they've narrowed the needle (richened it) the right amount. Filters and velocity stacks can make a difference in performance.

Usually, K&N filters are worth one or two horsepower. TWM's velocity stacks can also offer a couple of horsepower, but usually cannot be effectively run with an air filter.

Finally, small improvements can be made to the carbs by improving air flow around the throttle shafts and disks. Carbs built after about 1968 feature throttle disks with a spring-loaded poppet valve that improves emissions, but the valve also impedes air flow. Fortunately, earlier flat disks can be fitted. For the radical tuner, the throttle shafts can be thinned and ovalized for an extra CFM or two of flow.

## Technical Corner (cont.)

So, why not just go to a Weber carburetor? For some, that's a good solution, but many are bound to their SU carbs thanks to racing regulations. And then there are those who believe that properly set up SUs can perform just as well as Webers on the street, but with easier tuning and better manners. In fact, we're in the middle of dyno testing SU and Weber carburetors. Look for our findings soon.

### New Vs. Rebuilt



Before you buy that box of carb parts, first price what the rebuild is going to cost. In some cases, you may want to consider new carbs instead.

Burlen Fuel Systems, the company that owns the rights and tooling to SU carbs, still makes and sells brand-new replacement setups. Available for most common British classics through the big suppliers like Moss Motors and Victoria British here in the U.S., these new carbs can be an excellent option.

However, the new carbs are not identical to the ones they are replacing. In most cases, many of the parts have been updated and thus are not interchangeable with the originals. As a result, if you go with these new SU carburetors, you won't be able to use the standard replacement parts. We've also seen a few easy-to-overcome quality problems with the new carbs, like choke linkages needing slight bending to work properly.

How do you decide whether to go new or rebuilt? Consider your goals and budget. If you have a common setup like an MGB with HS4 carbs, then you may find the new ones not only a good option, but cheaper than a professional rebuild. For example, a pair of brand-new HS4 carbs will set you back about \$550 to \$575. A concours-quality rebuild can cost about \$600 to \$700. (If refinishing the external parts is not needed, knock about \$100 or \$200 off that figure.)

On the other hand, sometimes it's more cost effective to rebuild the originals. New HIF4s run about \$1000 per pair, while again it's about \$600 to \$700 to rebuild them to concours condition. (Forgoing the polishing and replating work can save about \$100 to \$200 here, too.)

## Technical Corner (cont.)

If "concoirs correct" is your goal, then there's really no question and you'll need to rebuild the original ones. (Don't forget, however, that your car will be down while the carbs are sent out for a rebuild.) Can't decide whether to go with new or rebuilt carbs? Let your budget, situation and goals guide you.

**Size Matters:** Identifying SU Carbs SU carbs come in several styles and sizes. Fortunately, there is a system for understanding the size of the carbs.

Each carb is identified by one or more letters and numbers. The first letter is an H or a V, which stands for Horizontal or Vertical. The SU carbs commonly used on European cars are all of the horizontal design. The next letter will describe the physical characteristics of the carb and usually describes the float chamber location: S stands for Side float or Short body, depending on which expert you call; IF stands for Internal Float; and D stands for Diaphragm jet. The numbers require an understanding of fractions, as they indicate how many eighths of an inch over 1 inch the carb's throat size measures.

So, an HS4 carb is  $1 + (4 \times 1/8)$  inches, or 1 1/2 inches. To put this together, an HIF4 (common MGB carb) is a horizontal, internal float, 1 1/2-inch carb. An HD8 (common XKE carb) is a horizontal, diaphragm type, 2-inch carb. An HS2 (common to Spridgets and Minis) is a horizontal, side float, 1 1/4-inch carb.

One exception to the "fraction" rule is the more modern HIF44, common to newer Minis. It is also called a "metric" SU because the float is measured in millimeters. (In this example, the horizontal, 44mm internal float measures about 1 3/4 inches across.)

In addition to size and type, there are a few other things to consider before you start buying used carbs on eBay. Some carbs have vacuum fittings, some do not.

Carbs are often configured in sets of two or three and need to be kept in order for linkages to work. HS carbs may also have different float bowl angles. For example, Spridgets are 20 degrees, while Minis are 30 degrees. If you had to pick from the various models, the HS version is probably the best one to go with, followed by the HIF models. The earlier H type carbs are pretty good, but suffer from faster wear in the choke linkages and are a little more prone to leaks from the float bowls. HD carbs are more complicated, with a separate idle circuit and diaphragms inside. HS and HIF carbs aren't perfect, either: HS models are very prone to throttle shaft wear, while HIFs don't tend to wear at the throttle shafts, but are a bit more complicated and have more of a tendency to overflow if they get dirty.



## Technical Corner (cont.)

How many carbs should you run? For most performance engines, one carb for every two cylinders works pretty well.

How big? Unless your engine is pretty heavily modified, you'll probably do best with the stock size that came with the car. If you need a little more, jump up a quarter of an inch. If you've got a full-race engine with an excellent breathing head, go up half an inch.

[Join Free](#) Join our community to easily find more SU Carburetor articles.

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### Odd information

If you are right-handed, you will tend to chew your food on the right side of your mouth.

If you are left-handed, you will tend to chew your food on the left side of your mouth.

To make half a kilo of honey, bees must collect nectar from over 2 million individual flowers.

Heroin is the brand name of morphine once marketed by 'Bayer'.

Tourists visiting Iceland should know that tipping at a restaurant is considered an insult!

People in nudist colonies play volleyball more than any other sport.

Albert Einstein was offered the presidency of Israel in 1952, but he declined.

Astronauts can't belch - there is no gravity to separate liquid from gas in their stomachs.

## 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

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

David Faulkner - 480-656-4366  
[rottendave@cox.net](mailto:rottendave@cox.net)

12-19

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### FOR SALE:

Cleaning out the garage and have a few parts if anyone is interested....make offer (beer accepted!):

Standard Transmission - was in good working order when pulled.

Stainless steel exhaust dual down pipe (piece that connects to exhaust manifold)

OEM exhaust - used but in good shape

Set of stock rims

Set of trim rings

Jim Snell  
Text me at 480-544-0636 for any info

4/21

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## 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

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### **For Sale:**

Upper and Lower hinges for left door of TR3A/B. These hinges are unused and are applicable to TR3A commission numbers TS60001 and *higher and the TR3B. The Moss Motors* part numbers are: 803-470 and 803-490 The Moss Motors website cites them as in "low supply" and is asking \$59.99/each. Asking \$50 for the pair.



Bo Shaw

Email: [boshaw@live.com](mailto:boshaw@live.com)

Cell: 760-977-6612

3-21

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### 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

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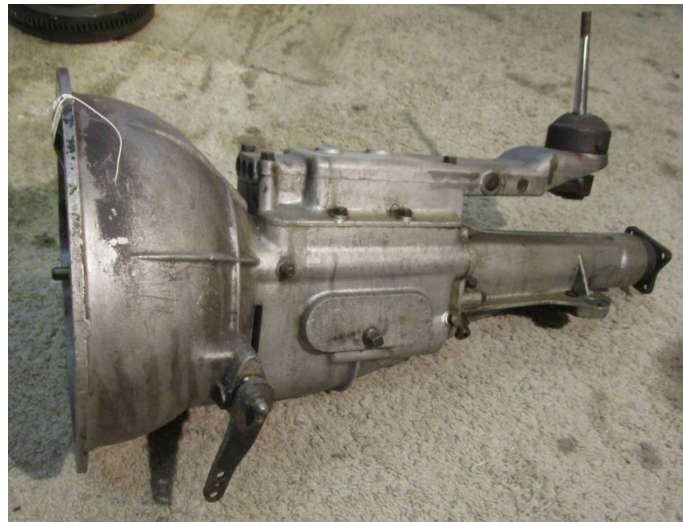
## CLASSIFIED ADS: (cont)

### FOR SALE:

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

Transmission runs good.

Email Mike Blachut: [mblachut@yahoo.com](mailto:mblachut@yahoo.com) and make offer



### FOR SALE:

I have two TR6, one a 1974 that I purchased new, runs good, very clean.

The other doesn't run, looks rough but complete. Both French blue with overdrive.

I'm getting up in age and the winters in Montana are not made for touring cars.

I'm only down here in Arizona for a couple of months. I thought figured I try selling these to someone that can more use out of them.

Looking for \$14,500 for both. Two for the price of one.

Could part out the 1975 or fix it up.

Need to sell both as one.

Thanks

Harold (406)459 9184

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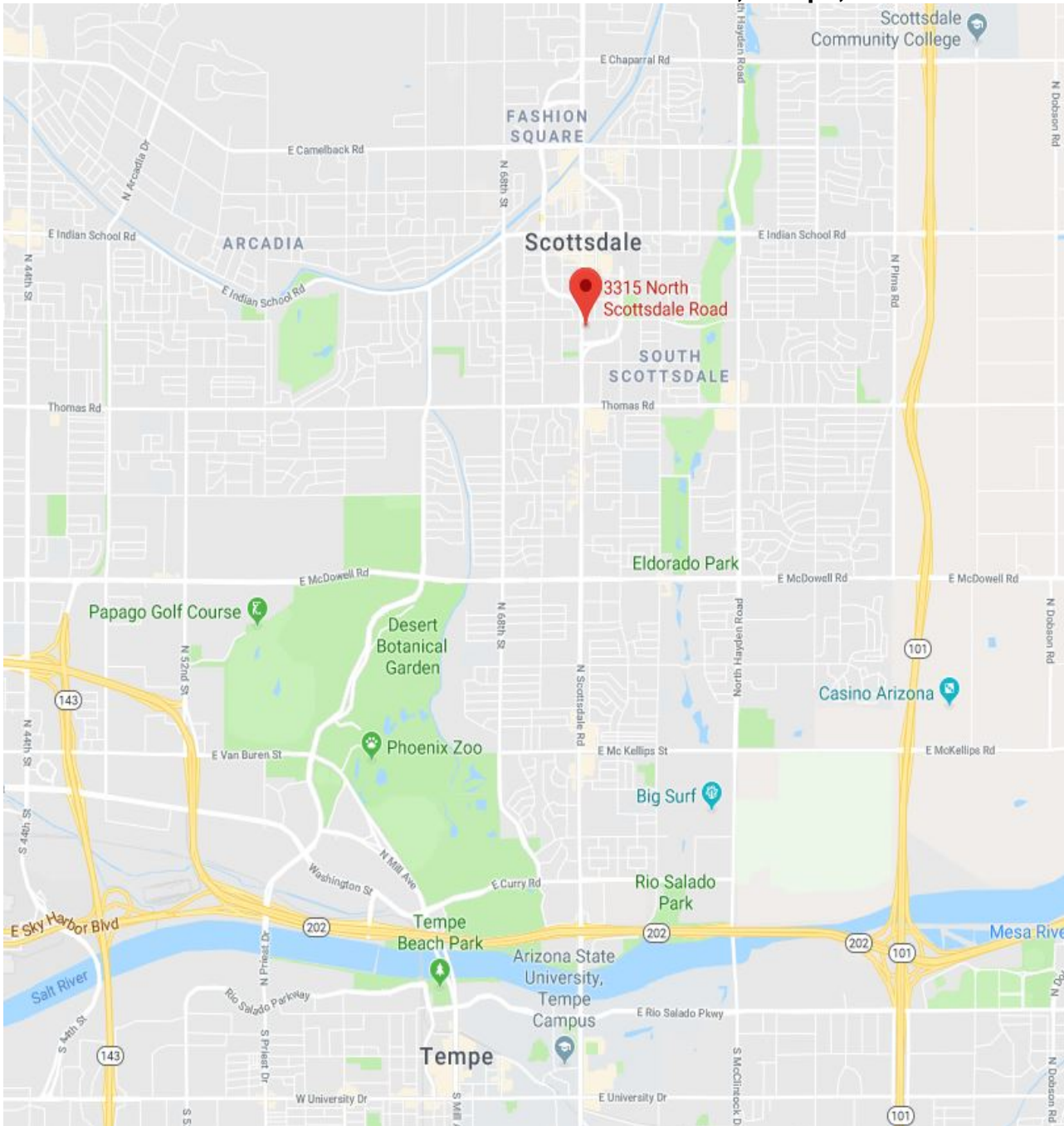
Harold and Pam (Mann) Egginton 3.21

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# DCTRA Club Meeting Location:

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

At: ~~Denney's Restaurant~~ **NOW Zoomed**  
**—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:

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# Websites

Desert Centre-Triumph Register of America  
[www.dctra.org](http://www.dctra.org)

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