

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE – TRIUMPH REGISTER OF
AMERICA

Founded: 1980



Triumph Register of America

◀ Back



Imparts.nl

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1935 Triumph Gloria SIS Vitesse tourer

November 2020

Vol 40, Issue 11

<http://www.dctra.org>

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NEXT CLUB MEETING

November 10, 2020

→ **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

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

AD SIZE – COST

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

Cover: Photo on Pinterest Car and Classic sales.

Prez Sez – November 2020

John Heisser, President

Recently Jim Bauder sent out a link to an article about the poor quality of replacement parts. I'm sure we all have had experience with this problem. I had to replace the clutch release bearing twice on my TR6 because it only lasted 1,000 miles before it started making a squealing noise, found out that there were some counterfeit bearings making it too the market in reputable brand packaging. Also had to replace the fuel pump several times because they would leak after a year or so, that was due to the ethanol blended gas attacking the diaphragm and other soft parts. Cured that by installing an electric fuel pump, which in my opinion is a really good upgrade if installed properly. The last pump that started leaking was actually a GOOD thing because the actuation arm that is made of stamped steel had a stress crack and was about to break off. When I compared that pump with the original pump the actuation arm the original pump was made of much thicker steel. It's not just the replacement parts for our cars, I just in the last few days installed a new electric fuel pump on my TR8 only to find out it was defective it wasn't an inexpensive one and came from a major brand parts supplier. Exchanged it for another pump same brand and model and it worked just fine.

John Nuss listed several upcoming events in a general email not long ago, 3 events need to be considered by all club members. The club Christmas party, the nomination officers and annual election bunch. He suggested that the Christmas party be held in a park where we could meet outside still wear face masks and practice social distancing. The nomination and election of officers could be done via email. The election brunch could take place in a park similar to the Christmas party.

BYOB "Off to the races" October 24th was an enjoyable time! Thank you, Cathy and John, for planning this event! There were several DCTRA club members there, Shirley & Phillip from the mini club and 2 couples from the MG club.

Since all the club officers attended the BYOB, we had a board meeting afterward to discuss a proposal put forth by our treasure Armand LaCassa. See Armand's articles in this newsletter, we all agreed that his proposal was an excellent idea, voted and it passed unanimous. We also discussed our charitable donations, the past few years we have given more away then we have taken in, this practice although very generous is not sustainable. We also realize that this year more so than most years charities are depending on contributions. So, this is what the board is proposing, limit our donation to \$500.00 and to just one charity. As a member I'm suggesting that our donation could be best used by one of the many area food banks. We will be discussing this at our next membership meeting via Zoom on November 10th at 7pm. According to our club's bylaws we will need 20 people to form a quorum, so if possible, please attend.

My TR8 is officially back on the road, yesterday 10/25, it was started up, a few quick adjustments to the carburetor and I was off for a 10-mile test drive and I'm please to say it was not towed home! I bought this car as a driving restoration (so far, it's been more restoration than driving) with the intended goal of making it as safe and reliable car that I'll be able to drive on long trips. That's still the goal just appears to be further into the future.

Well that's it for this month. Please try to attend the Zoom membership meeting this month. Take care, be safe drive those Triumphs!

Thx, John

EDITOR'S DESK

George M Montgomery, Editor

While looking for a photo for the cover of this issue, I thought of Jack sitting on my carport. It's dirty, dusty and has not been started since March. I considered a picture of him titled: "Results of Neglect". No, I can't do that to it. Not to Jack. I searched my DCTRA files and could not find a suitable that hasn't been used before. I searched the Internet for something that wasn't copyrighted. Then I found it. An elegant 1935 Triumph Gloria. It was for sale. I listed the location. I sure the owner won't mind the publicity.

I want to thank John Nuss for organizing a couple of driving events. I know everyone is tired of the excessive heat we've had this summer. Nice to get the little jewels out for some exercise. Nice weather for them to. Good show, John.

Thanks for the articles and photos also. Sorry about your four-card royal flush at the Payson Invasion's poker run. Had you guys been running for a prize of, say \$1,000, I'm sure you'd received that queen of hearts. Bet it was fun anyway. Sounds like it.

We're Zooming for our monthly business meeting on November 10th at 7pm again. Our host will be sending a link for you to click on and join us. Hope to see you then.

George

November 2020 Membership Report:

We have two new members to announce this month.

First up is Thomas Vintage Motors out of Lafayette, Colorado. I know nothing else about them, but they signed on for two years. You can check their website at thomasvintage.com. Apparently, they restore & race prep older cars, particularly European models. There are some nice photos of their past work on the website. I'm sure they'd appreciate your business should you have anything needing quality work.

Joining us also this month is Dennis Kruse with a 1974 TR6 from Flagstaff. Dennis & his wife recently moved to AZ from Virginia and he drove his TR 3100 miles on two-lanes the entire way. Take some time and visit his travel blog (with pictures) at krusindownthehighway.wordpress.com to follow his adventure and revisit some American history.

Welcome to the Club to both Thomas Vintage & Dennis!

These latest additions bring memberships to 100 with 143 members.

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

Application form on page 22



Minutes

Desert Centre Triumph Register of America DCTRA Meeting Minutes

October 13, 2020

The October meeting of DCTRA was held via Zoom, hosted by John & Kathy Nuss. The meeting was called to order by John Heisser, President @ 7:05.

Members present: John Heisser, John & Kathy Nuss, George Montgomery, Ron Cole, Armand LaCasse, Jim Converse, Rick Hartman, Jim Bauder, Marv Miller, John Reynolds, Bo Shaw, Chuck Kerzan, Mary White.

Minutes: Minutes from last month's Zoom meeting approved as they appear in the Newsletter.

Treasurer's report: Armand LaCasse reports no expenditures this month.

Membership: Marv Miller reports 2 new 2-year memberships paid: Thomas Vintage Motors, Colorado and Dennis Kruse of Flagstaff whose blog, <https://krusindownthehighway.wordpress.com>, details his trip from West Virginia to Flagstaff in his '74 TR6. The Club now has 100 memberships and 143 members.

Newsletter: George Montgomery needs Technical articles.

Events: John Nuss reports "The Payson Invasion" went very well. October 24 will be "Off To The Races". Then November 22 will be our Memorial Ride. John suggests we begin thinking about this year's Christmas Party. Perhaps we may want to consider holding it in the daytime. Also, we should begin considering our Christmas Charitable Donations for this year and our January Election Brunch.

Technical: Armand has 4 tires (TR 7 - 8) available....1st come - 1st serve. Chuck Kerzan was asking for suggestions for best place for mounting and balancing wire wheels.

Old Business: None

New Business: Ron Cole provided updates regarding our Triumphfest 2021. Our club is now using our own URL, triumphfest.com, which contains link to Little America, Flagstaff for reservations. The committee has decided on a January launch of the website and promotions. The committee will meet again October 21.

Motion for adjournment @ 8:01 p.m.

Respectfully Submitted

Mary A White Secretary

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

November 10, 2020

A Zooming address will be sent out.

Calendar of Events

DCTRA & British Auto Events 2020:

~~Nov 1, 2020 -- British Wheels on the Green (BWOOG) now Canceled~~

~~Nov 10th - DCTRA Business Meeting - Meeting to be Zoomed~~

~~Nov 22th – DCTRA Memorial Ride~~

~~Oct 14-16 2021 --Triumphfest 2021, Flagstaff~~

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.~~

D C T R A

Coming Events

November 22,2020 A Trip Down Memory Lane. We'll drive on Memory Lane as well as other streets to remember our members that have passed on. Tom Pennell, Roger Gutowski, Bob Shaller, and Gene Glenn to name a few. We'll gather near the Arizona Memorial, Jefferson and 15 Avenue area since some of our members have served in the military. Driving west to Surprise area and other points west where we can have lunch and share stories and reminisce. There will be a list food of establishments in the area or you can bring your picnic from home. We'll be outside and socially distance as needed. The sound system will be there so everyone can hear our stories. I have a list of members to honor, and I am open to suggestions. Please email them to me at <jknuss@live.com>.

Christmas Party After I sent an email a few weeks ago Bev Peterson suggested that we meet at a park during the afternoon to have our Christmas party. Again, you we would outside and still share our holiday party. I'm not sure how the gift part would work, but where there is a will there is a way. I'm wondering if members may prefer to meet during the day sometimes rather than nighttime sessions.

January Brunch Our yearly January Brunch and Officer Installation can be held outside (surprise!) This provides an opportunity to keep our distance as necessary and continue the tradition. Instead of bringing lunch in fast food bag, we could have a food truck or two provide our dinner.

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.

Technical Corner

Editor's Note: This was copied with permission from the TTR club, Houston Texas

John Baguley did a write-up of a tech session for the Texas Triumph Register club (Houston). It was sponsored by Dave & Zora Bryant & presented by the late Russ Seto.

Technical Session – Care and Feeding of a Triumph

A technical session covering the normal maintenance routines for a Triumph, tune-ups, suspension lubrication and general trouble shooting. Great program, great attendance with about 20 or so of our members sitting in. As an old 7 owner I know near everything about that; but as a new 6 owner I am far down the learning curve and this was a very useful session. After the assembled masses oo'ed and ahh' ed over the excellent high-ceiling dual lift set-up in the garage, the chit-chat was finally suppressed with some effort and Items covered include:

1. Starter Fluid – Russ suggests everyone carry a can of this in their car; besides the obvious use in helping to start a reluctant Triumph, it can also serve as a roadside diagnostic tool. If your steed mysteriously stops running, spray some starter fluid into the carbs; it starts and runs for a moment you have a fuel problem. If it still fails to start, then you have a fire problem.
2. Type of Motor Oil – Valvoline VR1 Racing Oil is strongly recommended. This 20W-50 oil contains zinc, which provides excellent wear protection to critical parts including cams and lifters. Modern engines have no need for zinc, so the regulatory powers have banned its use in all but racing oils. Fortunately, VR1 is widely available and currently on sale in quarts at O'Reilly's. VR1 is available in both synthetic and conventional grades, and either is suitable based on your personal preference and budget.
3. Oil Change Frequency – not discussed in detail, but Russ noted that water and acids can build up in the oil, particularly with the ambient temperature swings we see in Houston. Oil is not very expensive and more often is better.
4. Differentials – Lubricate with 80W-90 oil, using GL4 (NOT GL5). This is available at NAPA for about \$35 / gallon under the brand name Stay Lube. You must not use GL5 as it contains sulfur, and sulfur will damage brass parts.
5. Transmissions – same as with the Differentials, 80W-90 GL4, never GL5.
6. Overdrives – do not use synthetic oils, a non-detergent oil is needed.
7. Chassis Lube – it varies per car, TR6's have 2 ball joint lube points, 4 rear suspension lube points and 2 front trunnion lube points. Normal lube grease can be used for all of these, while the front trunnions are actually specified to use 80W-90 oil (either is okay). Tubes of 80W-90 oil are available at boat stores and make it easier to get the oil up into difficult locations such as

Technical Corner (cont.)

differentials, transmissions and trunnions. Chassis lubrication on the same frequency as oil changes is recommended depending on how infrequently you change oil it may need to be more often. Certainly not more frequently than every 3 months.

8. Brake Lines – these use compression distortion fittings, so you do not want to overtighten.

Just fit them up firmly, then check for leaks in service. If they don't leak, let them be, if leaking then tighten slightly more.

9. Brake Fluid – DOT 3 and DOT 4 are common and compatible; the DOT 4 has a higher temperature rating for spirited driving. DOT 5 fluid is silicone; it is excellent, but it is not compatible with the 3/4 types. To switch you need to fully drain the old fluid, then flush out with denatured alcohol (denatured ethanol), then blow out the alcohol fully (it evaporates quickly) before charging with the DOT 5 fluid. The brake cylinders are particularly difficult to fully purge unless the alcohol flush is applied.

10. Brake Light Switch – when converting from DOT 3/4 to DOT 5, it will be necessary to replace the hydraulic brake light switch with a mechanical switch. (Ed. – Note some TR4As, the TR250 and the TR6s already have a mechanical brake switch, so I suspect Russ was only talking about the earlier TRs.)

11. Rear Brake Adjustment – 6's and earlier cars do not have self-adjusting rear brakes, so they do need to occasionally be adjusted as the shoes wear. Russ showed us the adjustment point on the back of a brake drum plate – it is a 1/4" square lug, or 5/16" square lug. There is a star adjuster within the drum, with detents, so you tighten past a snug point as many times as necessary. When you reach the point where the wheel will not turn easily, then back off one point to where the wheel now turns freely. There was some discussion about using a mid-point hand brake setting as the means to govern adjustment but not universal agreement on this being effective. Russ also highlighted that in the case you cannot get the rear brake drums off the car, first loosen the brake shoe adjuster.

12. Brake Cylinder Installation – If the rear brake cylinders must be installed, there is a critical sequence to reinstallation. There are 3 plates that hold the cylinder in place. Install the first (inside) plate (the one with hooks), then the hand brake piece. Then install the outer plate. The set will be loose at this point. Lastly, install the middle plate – it drives in between the inner and outer plates and tightens up the set.

13. Petronix Electronic Ignition – Russ recommended retrofitting this on all cars fitted with original breaker point ignitions (basically everything except 7's and 8's). It increases reliability and eliminates the need to renew the points. A conversion kit will run in the order of \$120.00 and will make your life easier.

A word of caution, with a Petronix ignition, when the ignition switch is in the "on" position and the car not started, the system is charged with the coil live. Leaving this condition for an extended time can overheat the coil and damage / destroy it. If you must leave the ignition in the "on" position without starting the car for an extended period, remove either the positive, or negative coil wire first.

Technical Corner (cont.)

14. Tune-ups – Timing should be set at 4 degrees BTDC (before top dead center).

15. Carburetor Balancing – an air float gauge is used; the throat adjustment is used to get the float balance point into the middle of the tube on the first carb, then the second one is checked to see if it is flowing more, less or the same amount of air and adjustments to the carb made as necessary to balance. Note that the linkage between the dual carbs must be loosened

to allow one carb to be adjusted independently of the other.

16. Colortune System – this is an ingenious device that screws into the spark plug hole, in the head, and allows viewing of cylinder firing and the color of combustion inside the cylinder itself. A yellow flame indicates the fuel-air mixture is too rich, a faint pale blue flame indicates too lean, while a rich royal blue indicates proper combustion is occurring. The actual plug firing can also be observed so any problems with that are indicated. Russ recommended that if you do much of this work, you get two of these devices (fit on cylinders 1 & 6 for a 6, or 1 & 4 for a 4) to save time. A set runs about \$70 on EBay or Amazon, sold by Gunson.

Again, thanks to Russ for leading, and to Dave & Zora for hosting.

Our web master



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Payson Invasion

Story and photos by John Nuss

The weekend turned out just fine. It didn't start that way. I spent Thursday and Friday cleaning and polishing the car confident everything was ready for the Payson Invasion on Saturday. The pesky starter solenoid was acting up, but the car never failed to start. Friday evening on the way to the Mini Club meeting I noticed the taillights were not working. Fortunately, brake lights and turn signals worked. Driving to Payson and back presented no problem – day light hours, no need for headlights. Saturday morning however, the solenoid finally gave up. It was too late to exchange solenoids, so the Passat made the trip. Kathy followed later in the day in the truck as we had mostly planned. I met Dave and Denine Mure in the TR6 and Ed and Peggy Jacobs, driving their BMW 2002, at the Wendy's.

I did the Poker Run in the morning letting Jim Converse and his wife in their Bugeye Sprite lead me on the route. My poker hand was a King of Hearts, a Jack of Hearts, a ten of Hearts, and Ace of Hearts! And a Queen... of Clubs. Close yet so far.

After the poker run, I walked through the parking lot photographing cars, walked around the lake, then ate lunch at Mike's Fish and Chips. Saturday afternoon Kathy and I followed the club's route around the "perimeter" of Payson. Most of the route was a repeat of our drive last November.



It was good to see the cars, a black Beetle convertible, a blue Beetle, all kinds of street rods and nicely finished cars of the fifties and sixties. The one car that interested me was a Volvo PV544. In the parking lot it seemed a bit lower than I remember and also a bit wider. After following the car on the poker run, I noticed that the fenders were much wider than I remember them. The tires were too wide, the fenders stuck out to far, then later I saw the engine: a V8 taking up all the room under the hood.



The members of the Rim Country Classic Car Club hosted an enjoyable event. The cool pines, the terrific cars made a good weekend to get away.

Triumph History

The Coca Cola TR7

In the summer of 1978 Star vans of Luton were commissioned to convert three 4 speed TR7 FHCs into limited edition versions to be used by Coca Cola and Levi Strauss to publicize their products. The cars were to be given away as 1st prize together with £500 spending money in a competition called "all summer long". There were 3 competitions in all the first ending on July 1st, the second August 19th and the third on November 18th.

The differences between these cars and the standard version are:

1. The cars had 5.5J 13inch 175/70/13 polished Wolfrace alloy wheels, fitted with Goodyear tires.



2. The cars were painted in Coca Cola red with a flowing white line down the side and across the bonnet. There were the Coca Cola and Levi's emblems in the center of the bonnet and on the right-hand side of the boot lid.



3. The interior of the car is trimmed in blue Levi denim with authentic patch pockets featured on the door panels and sun visors.



Triumph History (cont.)

4. There is an air conditioning system fitted to the car which uses a different compressor to the York unit normally found on the US spec air con cars. As there was supposed to be a fridge in the boot perhaps this unit had a higher capacity to provide the extra cooling which would have been necessary.



5. There was a full length Weathershield sunroof, this was before they were available on the standard car.



6. The cars were fitted with the latest stereo radio cassette and electric aerials the one in our car is a Pioneer unit and even after all these years it works well with crystal clear radio reception.

7 There was a small 12-volt TV fitted into the glove box.

8 There was a 12-volt fridge in the boot, presumably to keep your Coke cool.

9. The carpets and rear parcel shelf were blue to match the denim seats, at the time standard cars would have black ones fitted.

10. The alternator is larger than standard, this would be necessary as the electric clutch on the air conditioning compressor would have been a big drain on the battery when used with the lights and heater blower. If the battery was not up to the job, a Bradex charger was fitted in the boot to boost the battery overnight.

11 Sheepskin seat covers were fitted to protect the original carpets.

If you should have one of these special TR7 models that perhaps has been resprayed a solid red or another color, you may have a piece of history and worth checking out it's VN history. It could be valuable.

BYOB Off to the Races

Story and photos by John Nuss

A bright sunny day, and Tilly the Spitfire started with little effort. Still no headlights, but who needs lights when the sun shines? We arrived at the meeting site, Arrowhead Town center, about 8:45 and already there were eight or so vintage British cars in the parking lot. John Heisser and friend Kathy rode in his TR8 cleverly disguised as a MINI Clubman, and Shirley and Philip Blahak represented the Arizona Mini Owners. Others drove actual Triumphs and two members of the Arizona MG Club joined us. Among the usual suspects were Spitfire owners John and Kathy Nuss and Cal Busenitz, and GT6 driver Armand LaCasse, the lone TR3 belonging to Chuck Kerzan and Mary White. John Truttman, Ron Cole, Marv Miller, Brandon McClendon, drove TR6s. John and Elaine of the MG Club had an MGB GT and Don and Ginger Pottenger drove their MGA.



Chuck's TR3 with special grill, Armand in background, Nuss in right corner.



Don & Ginger Pottenger's MG A



Marv Miller's TR6



Ron Cole's TR6 w/ new seat covers

BYOB Off to the Races (cont.)



Cal Busenitz's gorgeous Spitfire



John and Elaine's MG B GT

A dozen racers left the parking lot and “raced” west on Bell Road, to drive on famous racetracks from all over the United States. I think the only actual racetrack names were Lime Rock, Manzanita, and maybe Canyon. The rest I cheated a bit because I didn't want to drive from Sun City to Gilbert and Chandler then back to Sun City West. The only sort of serious problem some had was finding Hitching Post Drive – the sign was hidden by some foliage. Kathy reminded me there was a chocolate chip cookie behind that seat and I reached for it just as we passed the hidden street sign. We led three driver's way out of the way due to that mistake. Other than that, the trip was uneventful; folks had a nice ride through Sun City and Sun City West. We ended at the community park in Surprise where we told stories of the morning drive and ate our lunches.

Club members met to discuss some club business then adjourned to the parking lot where hoods were raised, and the members spent another length of time admiring the fine British engineering features of our cars.

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

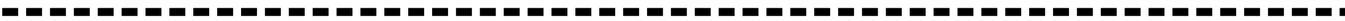


2/20

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~~ now **\$75**

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)

Four KN Minator Wheels for Spitfire - \$50 OBO

Four KN (Minator) spoked wheels for a Spitfire (13"x5'). The wheels are used and sold as-is. One wheel (front, left side of photo) has a damaged rim. These wheel list for about \$170/ea.

Contact: Bo Shaw, 760-977-6612

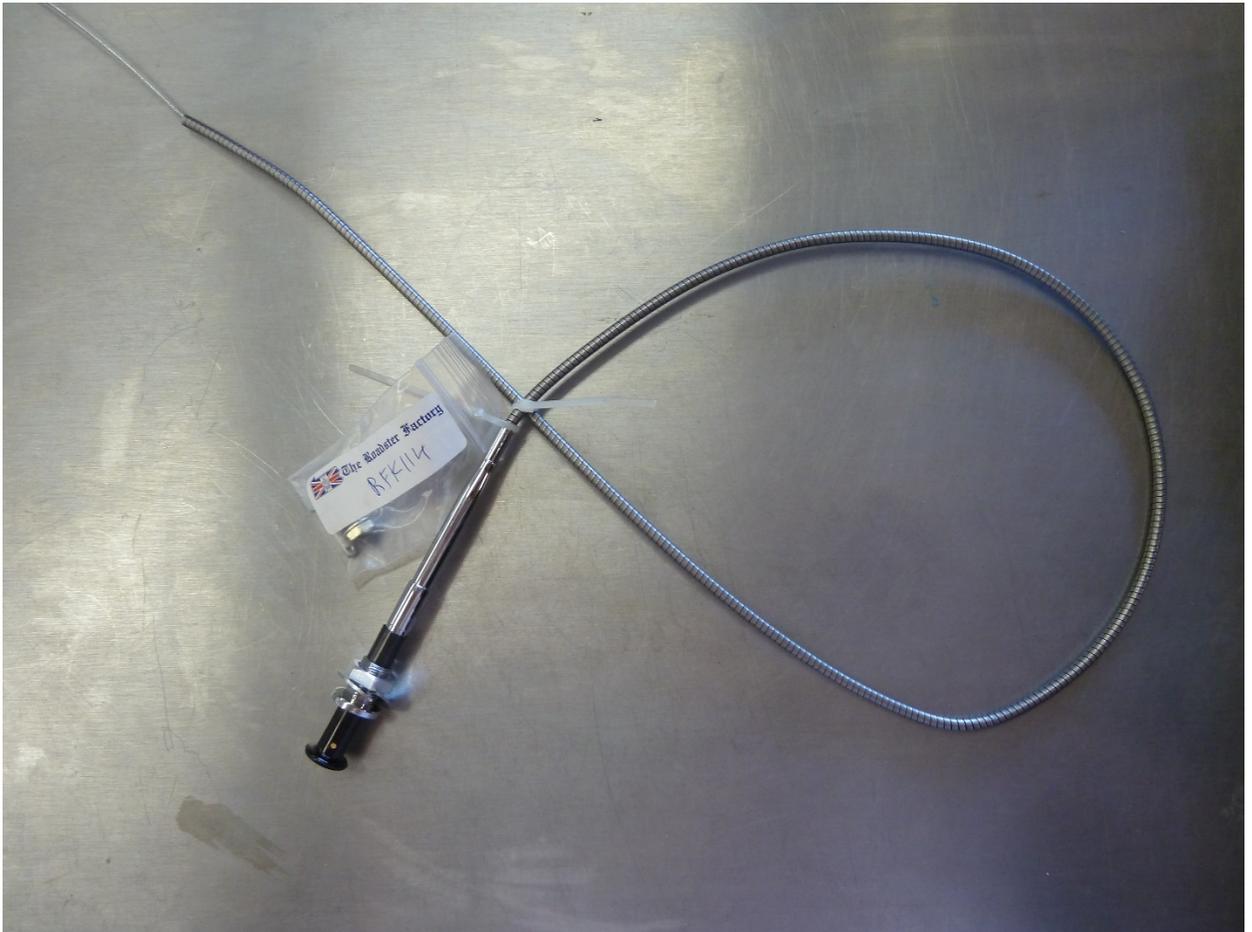


CLASSIFIED ADS: (cont)

TR3 Choke Cable Assembly, with Knob - \$25.00

This TR3 choke cable (part # 400628-9) was sourced from TRF and currently lists for \$49.95. New, never installed.

Contact: Bo Shaw, 760-977-6612



CLASSIFIED ADS: (cont)

Carburetor Linkage Pin Kit - \$7.00

Pictured with the TR3 choke cable and sold separately. Sourced from TRF (part # RFK114) and never used. Part is used for securing the link rod and choke cable to the jet lever on the front carb for a TR3/2. Includes: Washers, lock nut and cotter pin. Listed for \$13.45 in the TRF catalog.

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.

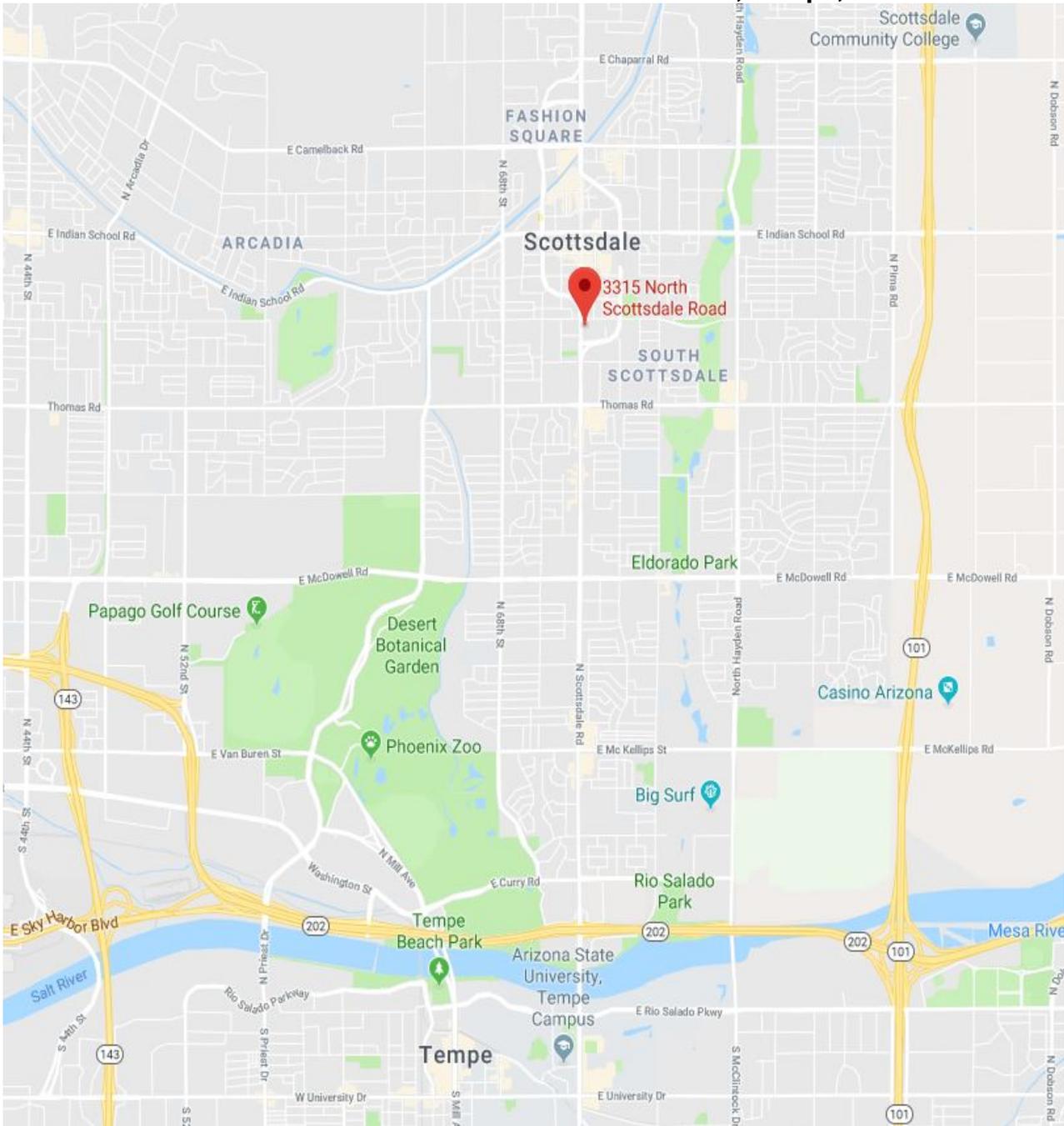
Email Mike Blachut: mblachut@yahoo.com and make offer



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 #
_____	_____	_____
_____	_____	_____
_____	_____	_____

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.texastriumphregister.org
Delta Motorsports	www.deltamotorsports.com
C.A.R.S of Phoenix	www.englishbawbsclassics.com