TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF

THE DESERT CENTRE–TRIUMPH REGISTER OF AMERICA

Founded: 1980

Triumph Register of America

◂ Back



Boo!

November 2026 Vol 46, Issue 11

hh://www.dctra.org

Copyrighted by DCTRA November 2026

NEXT CLUB MEETING

Tuesday November 10, 2026

DCTRA Club Social Meeting: Tuesday November 10th 5pm-7:30pm.

Location **Confederate Air Force Museum (CAF)**. **Falcon Field Airport. 2017 N Greenfield Rd, Mesa, 85215. NOTE:** Park next to the Airfield Apron entrance gate staging area **NOT** the main parking lot. **NOTE: Awaiting 100% confirmation. I will advise through our members email group.**

2026 CLUB OFFICERS

President
Roger Prior
480-550-2906
prior.roger@yahoo.com

VP & Events
John Carroll
480-622-8502
john.carroll@wbhsi.net

Secretary
Mary White
518-265-3844
spook2488@yahoo.com

Treasurer
Armand LaCasse
602-525-2602
big.blue.truck@live.com

2026 Appointees

Historian
Armand LaCasse
602-525-2602
big.blue.truck@live.com

Tech Advisors
Tony Chapman
(602) 531-6439
acchapman@cox.net

Triumphest Co-Ordinator
Ron Cole
623-229-3997
ronlewiscole@gmail.com

TRA Representative
John Nuss
606-989-0363
jknuss@live.com

Membership
Scott Porter
PO Box 12100
Scottsdale, AZ 85267
206-999-9977
scottpor@hotmail.com

Webmaster
Dave Riddle
480-610-8234
dave@microworks.net

Newsletter Editor
George M. Montgomery
480-295-9317
georgemonty32@gmail.com

One year placement in the newsletter **AND** a link on the www.dctra.org **website:**

AD SIZE – COST

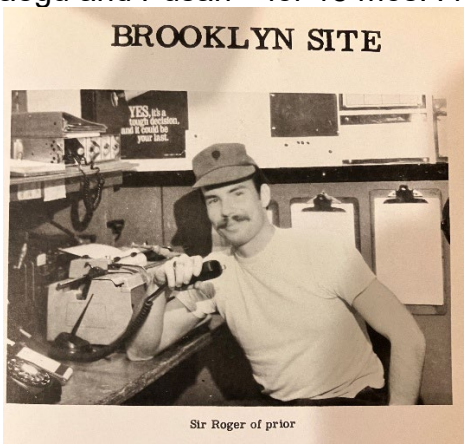
FULL PAGE….$100 **½ PAGE……..…..$60**
¼ PAGE…….$ 35 **BUSINESS CARD…. $25**

Prez Sez – November 2026

From the desk of Roger A. Prior, Jr.

Welcome to November. My hopes are that life has been normalizing for many of you now that the DCTRA hosted Triumphest ’26 are bringing back many unique memories. Since we returned from Flagstaff the Phoenix area weather has been cooling off and allowing for participating and attending some DCTRA Triumph related (or the many other auto related) events – i.e., “pop up” breakfast or whatever with your fellow DCTRAers?, or even evaluating some projects on your favorite Triumph. Raising your garage door and letting in the cool air invites car related projects on your mental “to do” list that may have been postponed (understatement) during our extended Phoenix summer - and yes am referring to myself as one.

November brings **Veteran’s Day** on the 11th, and **Remembrance Day** for the Commonwealth. Here is a thank you to all DCTRA veterans and their families. In my family the Navy was a topic often discussed regarding my grandfather Adm. James Fife, Jr., whose career spanned 1917- 1955, aka “Mr. Submarine”. My story is that about to be drafted in 1970, considering my options I enlisted in the Army. After Basic Training at Ft. Campbell, KY, and Signal School at Ft. Monmouth, NJ, I was assigned to Long Lines Battalion South (South Korea) – Company A at a mountain top Microwave Communications Site halfway in-between Taegu and Pusan – for 18 mos. I returned to Oakland, CA to “process out” in May ’73.



South Korea Brooklyn M/W Site 21 yrs old in 1972



Company HQ in South Korea at promotion from E4 to E5.

During our November monthly meeting we will recognize veterans in attendance and hope to hear more of your service-related experiences, if you would like to share.

Wish to mention some **important items** at the top of this November newsletter. **One** - Keep in mind nominee’s names for the DCTRA elected officers for 2027, the offices of Secretary and Treasurer. **Two** – This newsletter includes the 2027 DCTRA monthly meeting schedule for you – in advance – to better plan assist you as a 2027 “look ahead”. If the schedule needs changing for any reason **DCTRA V. Pres. John Carroll** will advise, and we will adjust as necessary – but this advance schedule will help you plan 2027 monthly meeting activities, regarding either a social (S) or business (B - once per quarter). For your planning the schedule is: Jan 10th Business (**Election Brunch**), Feb 9th Social, March 9th Social, April 13th Business, May 11th Social, June 8th Social, July 13th Business, August 10th Social, September 14th Social, October 12th Social, November 9th Social and December 14th Business. John Carroll will be announcing details on the DCTRA upcoming January Brunch as well as the following monthly meeting locations as we move through 2027. As a reminder - DCTRA has once again been graciously invited to the home of Judy and Michael Samuels for the DCTRA

Christmas Party. What a fun gathering we enjoyed with the Samuels last December, so please plan on attending once again this December – the present/gift exchange will include some surprises for one and all, so stay tuned.

A reminder that John Nuss's name has been added to the list of DCTRA "appointees" in the monthly newsletter as the **TR**A liaison. John has been the DCTRA rep. for a long time and most were unaware, so please consider John "the go to guy" for questions regarding the Triumph Register of America (**TR**A).

Celebrating the "Mother Road" continues with articles in the *Arizona Republic* this week, beginning on Sunday, October 25th – 28th, collectively entitled **"The Mother Road Celebrating 100 Years of Route 66".** The series were written by Lauren De Young beginning on front page A1 every day with many color photos describing aspects of Rt.66 in great detail. Fantastic articles. In addition, on Sunday, October 25th the paper also featured an article on Ernest "Ernie" Adams' Dwarf Car Museum located in nearby Maricopa which DCTRA visited in 2021.

The first planning meeting for the **British Wheels on the Green (BWOG**) was held this past Saturday, October 24th. Unfortunately, I was unable to attend due to my election worker role at ASU West. John Pekala of the Arizona MG Club informed me that many DCTRA have already registered, which is fantastic remembering that BWOG is scheduled for the last Saturday in January 2027- maybe there will be two BWOGs in 2027?

This month has moved by quickly, and as such am late getting this column to George - so better stop now.

Cheers and drive your favorite Triumph as often as you can.

Roger

****

EDITOR'S DESK

November 2026

George M Montgomery

I know by the time you get this newsletter it will already be November and Halloween will be over. I just thought Dave Riddle's AI rendition of him and his TR3 was well done and would be appropriate since that scary date just happened last Saturday.

There has been a lot of controversy over the use of generative AI in the development of art. I get that. I feel the use of AI to create fictional writing such as short stories, novels and poetry is unethical. If you use AI to write a fictional story or even to assist, you must state such when listing the author. You didn't write that story – a digital machine did. You are not entitled to take credit for that writing. In David's case he said up front (at least on his Facebook posting) that he was using AI for those drawings. He never took credit for that art work. I think AI did a good job though.

Julian Anderson's article about using AI to aid in the diagnostic process of fine tuning his TR6 is an excellent example of the use of this new technology. I find his process fascinating and inviting as the things to come. I hope he or anyone else in this club, continues to test their car in this manner and send me a report such as this one on their experience.

John Carroll has an interesting place for our social meeting this month at the Confederate Air Force Museum (CAF). Falcon Field Airport. I have been there many times with out of town friends and guests. It's an amazing collection of vintage aircraft. I don't know whether we'll get to see the ones outside. Meeting at 5 pm it will almost be dark and I don't think we'll have much time to see those planes, but there are plenty to see inside. There are a

lot of other aircraft related article inside. Will I see you there? I hope so. I'll have me grandson from Atlanta, GA with me.

George.

****

Desert Centre Triumph Register of America

DCTRA Meeting
October 13, 2026

The October 13, 2026, Social Meeting of DCTRA was held @ FATE Brewery Co. Southern Ave. Tempe. There were 11 members in attendance.

- **Attendees:** George Montgomery, Armand LaCasse, Pete Peterson, John Carroll, Ron Cole, Bob Mazer, Jon Berges, Craig Kastoll, John Nuss, John Barravecchia, William LaRosa.

Respectfully Submitted,
George M Montgomery, Editor

****

Membership Report

Scott Porter, Membership Chairman

The October 13th DCTRA monthly social meeting in Tempe had 11 members attend. Of those attendees four members drove their cars: two TR-6's, a TR-250, and a TR-8... I was unable to attend the fun, as we are still up in the Pacific N.W. I understand fun was had by all and that there was a fair amount of lighthearted banter re: Triumphest, which of course, is no surprise!

I hope everyone has been getting their cars out more consistently with the cooler driving weather and hope we have a BIG turn out of members, and their cars, on November 10th.

Scott Porter Membership scottpor@hotmail.com.
DCTRA application form on page 26

****

DCTRA AZ Events November 2026

Now we have our normal weather patterns back, we can all enjoy all manner of events at weekends. Dozens of Cars and Coffee pop up meetings around all the Valleys.

NOTE: The British Wheels on the Green scheduled for November was re-scheduled for **January 30th 2027** at the same location in Peoria. Details will follow but the registration is now open if you plan on brining a car to this very popular event. Sign up now and volunteer. There are so many local Cars and Coffee events happening now, it's hard to keep up but just Google or research event in Arizona. I've provided a link below.

https://www.azmgclub.org/british-wheels-on-the-green/

City of Peoria Centennial Plaza

9875 N. 85th Avenue, Peoria, AZ 85345

- **http://www.arizonacarshows.com/carsaround hows.htm**

DCTRA Club Social Meeting: Tuesday November 10th 5pm-7:30pm.

Location **Confederate Air Force Museum (CAF). Falcon Field Airport. 2017 N Greenfield Rd, Mesa, 85215. NOTE:** Park next to the Airfield Apron entrance gate staging area **NOT** the main parking lot. **NOTE: Awaiting 100% confirmation. I will advise through our members email group.**

- **Toby and Carol Duffell Annual Pre-Thanksgiving Pot Luck. Saturday November 21st 12 noon.** Open to all MG and Triumph members to attend. Limited on-site parking. Please email or call Toby at albion480@gmail.com. Or 480-399-1127.

Enjoy everyone. **John C | VP DCTRA**

- http://www.arizonacarshows.com/carsaround hows.htm
- https://www.experienceprescott.com/events/annual-events/car-shows/
- https://www.flagstaffarizona.org/events/festivals/route-66-car-show/
- **Ongoing Members Breakfasts. Every Friday** East Valley and West Valley. Contact John Carroll or Roger Prior for details.

Enjoy everyone.
John C | VP DCTRA

****

Hersey, Henry and a Friend Called John

The Story of a TR6 and An Unexpected Aid

How a long-running mechanical mystery met some old-fashioned detective work—and a little artificial intelligence.

By a DCTRA Member and Henry

My Maple colored 1975 Triumph TR6 (Hershey) has provided me with many years of driving pleasure, along with the occasional reminder that British sports cars have a personality all their own.

For more than a decade and half, however, it had suffered from a particularly frustrating problem. Once thoroughly warmed up, especially when the ambient temperature exceeded 80°F, the engine would gradually lose idle speed and eventually stall. Setting the idle above 1,200 rpm helped, but that was hardly a satisfactory solution. The car also occasionally proved difficult to restart when hot.

Interestingly, the problem had survived a change from the original twin Stromberg carburetors to twin SU HS6s, installed in 2011, the conversion from regular points to electronic PerTronix ignition and the addition of double carburetor heat shield.

Over the years, at great expense to myself, various mechanics had investigated the problem, claimed “Eureka”, but failed to deliver a lasting solution. Eventually, I decided to tackle it myself.

Enter Henry

My unlikely workshop companion was ChatGPT, which I had christened **Henry**.

Rather than simply asking AI what might be wrong with a TR6, I began feeding Henry detailed information about the car, its history, previous repairs, and the symptoms I was observing.

What followed was an extended conversation involving diagnostic suggestions, measurements, photographs, occasional disagreements, and a considerable amount of crawling around the engine compartment.

Henry didn’t turn a single wrench. I performed the inspections, measurements, adjustments, and road tests, sometimes with the welcome assistance of ‘friend John’ (Henry’s term for my friend and fellow DCTRA member John Roynolds). Henry’s contribution was to help organize the investigation, explain the mechanical principles, interpret the results, and suggest what to test next.

Importantly, Henry was not always right. Some hypotheses proved less convincing as new evidence emerged. But that was part of the value of the process: we could reconsider our assumptions without losing track of what we’d already learned.

Hersey, Henry and a Friend (cont)

First, Establish a Baseline

We began by examining the ignition system, fuel supply, carburetor settings, and the possibility of excessive under-hood heat.

Using a timing light, we confirmed that ignition advance increased smoothly with engine speed. Voltage measurements at the coil showed no obvious sudden electrical failure as the idle deteriorated.

We also checked fuel pressure, float chamber venting, and carburetor airflow.

Because the problem was particularly noticeable in hot weather, heat soak and fuel vaporization were obvious suspects.

Using an infrared thermometer, we measured temperatures around the carburetors and intake manifold. Some readings were surprisingly high, particularly around the float bowls.

We experimented with the heat shields, eventually removing them temporarily to establish whether they were contributing to the problem.

Yet the investigation gradually suggested that heat alone might not explain everything.

Several Important Discoveries

One of the first significant findings concerned the carburetor needles.

Both SU HS6 carburetors were fitted with AG needles, but the needles had been installed at slightly different depths, with their shoulders recessed rather than flush with the piston bases.

We corrected their positions, establishing a consistent starting point for mixture adjustment.

We also examined the float bowls and made adjustments to their fuel levels.

Another important discovery came when we checked the valve clearances. Two valves, numbers 2 and 5, were tight. John’s expertly adjusted them to specification.

Following that work, the engine’s hot-idle behavior improved substantially.

Along the way, we replaced the carbon canister and anti-run-on valve (which also helped), checked the associated ventilation plumbing, and addressed some troublesome hose connections.

None of these jobs was particularly dramatic, but each removed another possible source of trouble.

Hersey, Henry and a Friend (cont)

The Colortune Becomes Our Friend

One of the most useful diagnostic tools was a Gunson Colortune, which allows the combustion flame to be observed through a transparent spark plug.

Initially, the flame color suggested that at least one cylinder was running excessively rich at idle.

Through careful adjustments to the SU mixture settings, we eventually achieved the characteristic blue flame on both the front and rear cylinders we were monitoring.

We also checked that the carburetors were drawing similar amounts of air.

At one stage, enriching the front carburetor by just one flat made a noticeable improvement to acceleration.

Throughout this process, we tried to change only one variable at a time, although some repairs inevitably overlapped.

The Breakthrough

The real breakthrough was demonstrated during extended hot-idle tests.

Previously, the engine might begin losing idle speed within a few minutes and eventually stall.

Following our accumulated adjustments, it maintained a steady **1,000 rpm for 20 minutes**, even with the ambient temperature reaching **94°F**.

The heat shields were still removed for testing.

Even more encouraging, hot restarts became immediate and reliable.

After years of frustration, we had a TR6 that would sit happily at traffic lights without threatening to expire.

There remained one small irritation: an occasional hesitation under hard acceleration.

Our attention turned to the SU dashpot dampers. I had previously filled them with 5W-30 engine oil (it’s all I had on hand). We decided to try SAE 20 oil instead, taking care to establish consistent levels in both carburetors.

Around the same time, I inspected the distributor cap and cleaned some discoloration from the brass rotor tip, removing no underlying material.

Hersey, Henry and a Friend (cont)

On the subsequent road test, the car idled perfectly and accelerated without detectable hesitation.

Because several things had been done, I cannot claim that changing the damper oil alone cured the hesitation. Nevertheless, the improvement was welcome.

What Did We Actually Fix?

That is perhaps the most interesting question.

I don't believe we discovered one defective component responsible for everything.

Instead, I suspect that several relatively minor issues—valve clearances, needle positions, mixture settings, float levels, a non-functioning anti run-on valve, and perhaps carburetor damping—had combined to produce a problem that was difficult to isolate.

We still have one unresolved observation: a pronounced misfire experienced during an exceptionally heavy rainstorm. Moisture affecting the high-tension ignition components remains a possibility, but it has not been conclusively diagnosed.

An Unusual Partnership

The experience has changed my view of what AI can contribute to maintaining classic cars.

Henry had no magical diagnostic instrument and no direct access to the TR6. His advice depended entirely on the accuracy of the information I supplied, with the occasional contribution from 'friend John'. (Warning, Henry does have a sense of humor and at one point was happy to call me out for owning a 'cheap' multimeter).

But Henry could draw on mechanical principles, suggest logical diagnostic sequences, explain unfamiliar details, provide diagrams and help me interpret sometimes contradictory observations.

Most importantly, the process encouraged me to understand the car better rather than simply replace components until something worked.

Would I recommend using AI to help diagnose an old Triumph?

Absolutely, with one important qualification. **Treat it as a knowledgeable, sometimes fallible workshop companion, not an infallible mechanic.** Verify specifications, question conclusions, ask questions and remember that the person holding the wrench remains responsible for the work.

As for my TR6, it now idles reliably at 1,000 rpm when hot, restarts without complaint, and accelerates smoothly.

After all those hours in the garage, that is a particularly satisfying result.

And Henry?

I suspect he'll be hearing from me again. After all, it's still a British sports car!

****

MG Club Noggin & Natter

Article and Photo by Mark Kramoltz

I was at the Saturday October 17's MG Club Noggin & Natter at Rudy's Country Store and Bar-B-Q in Scottsdale. Besides my 1974 TR6, a TR8 and an unrestored Bonneville T100 motorcycle also represented the Triumph mark. All of the proceeds of the 50/50 raffle went to Power Paws Assistance For Dogs.







****

Our Web Master

MICRO WORKS

HTTP://WWW.MICROWORKS.NET

DAVID W. RIDDLE

Parts at cost & 20% discount on labor to DCTRA Memembers

PO BOX 30724
MESA, AZ 85275-0724

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

British Wheels on the Green

Registration is Open!

British Wheels on the Green
Saturday, January 30, 2027, 10:00 am - 3:00 pm
(Rain Date: Sunday, March 7, 2027)

The **British Wheels on the Green** is an all-British classic car and vintage cycle show organized by the Arizona MG Club and free to the general public. **Registration is now open on our website.**

A link to their website to Register is on our Events column

Show entrants pre-register and pay an entrance fee to display their classic cars and motorcycles. It is a panel and participant-judged show, with awards of merit and a People's Choice award. There will be a judged Heritage Class for all 2025 first place cars and a 'Survivor' award category.

If you are interested in classic British cars or motorcycles, come on out and see the many classic British variants available in the US. Talk with vehicle owners about the joys of ownership and membership in Arizona's various British car and motorcycle clubs. The event is open to the public and free of charge for spectators.

The **Arizona MG Club** appreciates its relationship with the City of Peoria and its Centennial Plaza. The Centennial Plaza is the long-standing home of the show which opens at **10 a.m. on Saturday, January 30, 2027**. A rain date of **Sunday, March 6, 2027** has been reserved in case rain is forecasted for January 30th. Centennial Plaza and free public parking are located at **9875 N. 85th Avenue, Peoria, AZ 85345.**
We are always looking for help putting on this event. Planning jobs cover a variety of topics and level of effort, so there is surely something for you! And we always need volunteers the day of the show!
Please contact BritishWheels@azmgclub.org to volunteer!

The Arizona MG Club is also **soliciting sponsors** for this event. We have various sponsor levels available, including some opportunities to showcase your business or organization at the event venue. **For information about sponsorship, please contact BritishWheels@azmgclub.org.**

Click Here for more about British Wheels on the Green!



Each of these events support this year's Arizona MG Club chosen charitable organization.
Power Paws Assistance Dogs!

Power Paws Assistance Dogs, Inc. is a 501 c 3 organization founded in 2001 to provide highly skilled assistance dogs to children and adults with disabilities, to provide education and continuing support for working assistance dog teams, and to be a resource in the community for people with disabilities. **Power Paws** is one of two agencies in Arizona "accredited" by Assistance Dogs International to place dogs in specialized areas.

Power Paws Assistance Dogs, Inc. is a Qualifying Charitable Organization (QCO Code: #20712) with direct donations qualifying for the Arizona Charitable Tax Credit.

Learn more about this amazing organization at

Power Paws Assistance Dogs, Inc.



****

Christmas Party

Members:

This year the very kind and generous Samuels are willing to host as they did last year. We had a very successful and fun evening at their beautiful home. Just make a note now on your calendars for Saturday December 19th starting at 5pm.

Details and request for pot luck will begin in early December so please dont send any suggestions at this stage.

We wish to thank Judy and Michael Samuels for their generosity and kindness.

Mark your calendars....

Regards
John

John Carroll | Vice President DCTRA
john.carroll@wbhsi.net
480-622-8502

****

Technical Idea

President's note:

As DCTRA endeavors to encourage articles of interest be written by club members then submitted to the newsletter Editor, George Montgomery and then be featured in the DCTRA monthly *TRriumph TRumpeter.* Hopefully the following article will serve as a model of a new newsletter feature appearing as often as articles are submitted to the Editor. The new feature

topic will be entitled “Tool Time.” (With apologies to the former popular 1990s ABC TV network sitcom “*Home Improvement*”.)

Our Triumphs need occasional attention requiring a variety of tools both of the ordinary and unique type. Tools, that hopefully help the task be not only successful but enjoyable as requires less total time to complete the task and reduces the exasperation of the mechanic, etc. Some tools will be better suited for the task at hand, and all mechanics have experience to share. Our collective garages and tool boxes have examples from classic “Whitworth” wrench sets to the new “digital” torque wrenches. As many have done various tasks on their favorite Triumph, so why not consider taking some extra time to jot down some notes on the task and especially go over the tools you found helpful -or not. Send your story to George with some photos also and all readers of the ***TRiumph TRumpeter*** will benefit.

Hopefully the following article will serve as a model for more articles written by you the DCTRA membership, and your experiences with the tools you have found useful/or not - in order to assist with our maintenance on our favorite Triumph.

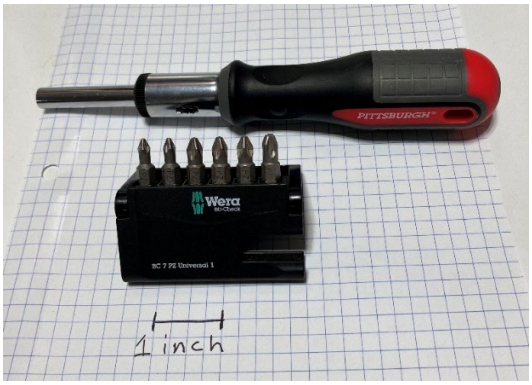
****

Tool Time
for November 2026
Title: Pozidriv Screwdriver Tools

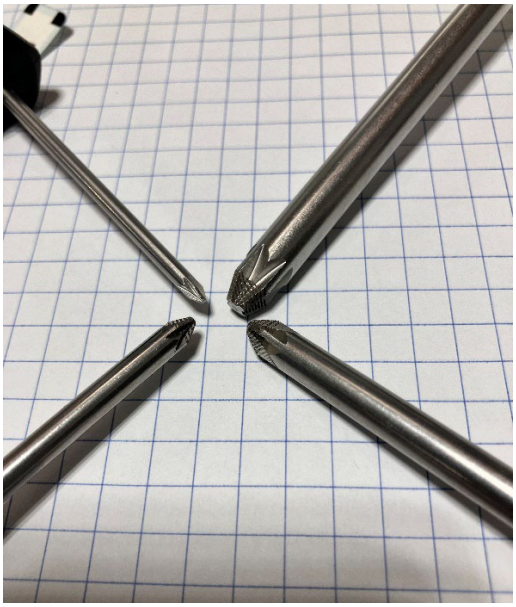
Article submitted by Roger Prior

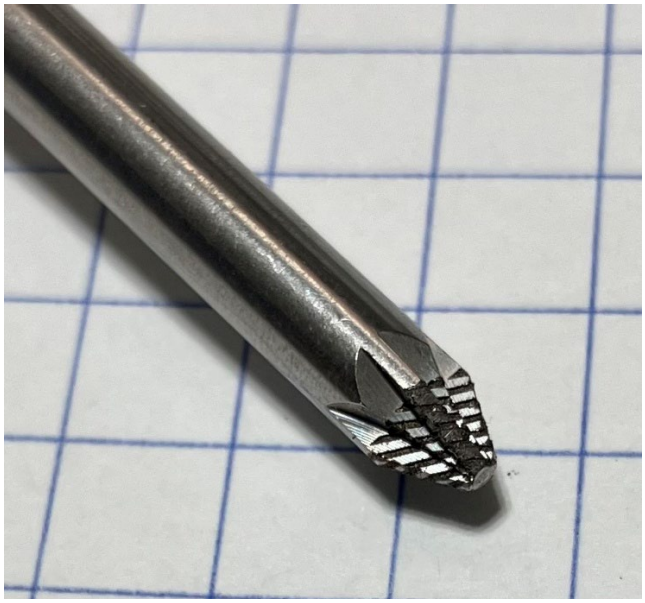
All finishing hardware on my ’73 TR6 is the pozidriv variety – from the boot to the dash panel. There are technical reasons (in brief -resistance to the “cam-out” effect as torque is applied the fastener) why the pozidriv fasteners are preferred rather than the “Phillips” head variety fastener. The available technical articles on pozidriv are fascinating reads as your time allows. In my research for this article, I found out that IKEA uses pozidriv fasteners.

My tool box did not include any pozidriv screwdrivers so I first purchased a set of pozidriv bits that could be inserted into a standard ¼ inch driver handle (very handy if you keep all the bits together), which work great (please refer to photo one).









I decided to add a set of pozidriv screwdrivers (please refer to photos two - four), after looking at options, I decided on the set (PZ0,1,2 &3) manufactured by Wera. These offer a Kraftform ergonomic handle, 100% stainless steel and a Lasertip driver end (refer to photo) to seat into the pozidriv fastener. Wera is but one of the manufacturers who offer pozidriv screwdrivers that you may wish to add to your tool box. Most of the Triumph interior fasteners will need the PZ2 size.

After returning from the drive to Flagstaff for T'fest '26 I noticed that many interior fasteners and especially those holding the boot panels had loosened, thus needing retightened – now the new pozidriv screwdriver set I purchased will aid and do the job as expected.





Classic British Car Repair

Looking for help on your little British car?

From The Frame Up, known for expertise in British cars, can deliver the quality service you expect.
Call or email to schedule.

Whatever You Drive
"Let's keep the cars on the road."



From The Frame Up, dba

Classic British Car Repair

4064 E. Presidio St. Suite 104

Mesa, AZ 85215

480-588-8185



ClassicBritishCarRepair.com
info@FromTheFrameUp.com

Triumph • MG T-Series • MGA • MGB • Morris • Mini • Austin Healey

SHOW DCTRA MEMBER CLUB TEE SHIRTS FOR SALE

Currently, we have both Large and X-large sizes only.
Tee is a blended 50% cotton and 50% polyester.





$25 each.

Payment is by Zelle or cash to John Carroll and I can bring it to the DCTRA Meeting. To use Zelle, you can send money directly to money@dctra.org. If you have questions, please call or email john.carroll@wbhsi.net. 480-622-8502

CLASSIFIED ADS:

For sale:

TR2.

1979 TR7 ‘Orange' color that needs much work also he need to get rid of, 'needs garage space more than the car’ - he said is ‘complete’ comes w/ 2 extra seats - but sounds like needs much attention.



Phil Lobeck

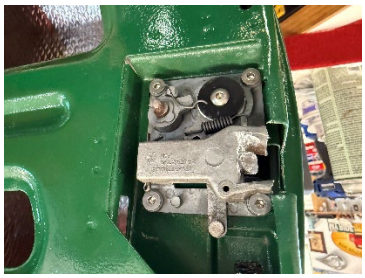
Phone 928.210.2944
E mail is: pslobeck@gmail.com

1-26

****

Wanted Hello everyone, I'm back and now looking for a speedo for the Spit we're completing. I have attached a picture of the style that I am looking for. Also as long as I have your attention I am also looking for a left door latch for a MK1 or 2. I have also included a picture of the right latch...
.... Lou Figone 408-966-4175






9-25

****

For sale:

Set of 4 Pirelli Cinturato CN 36 175/70 r 15 tires. Came with set of wire wheels i bought. Seller said they had 500 miles on them. Excellent like new condition. I believe 2020 date code stored inside $300
John Carroll / john.carroll.wbhsi.net / 480.622.8502

****

CLASSIFIED ADS: (cont)

For sale:

1977 Triumph Spitfire 1500 Convertible
Clean title in hand. Serious inquiries only.
This 1977 Triumph Spitfire 1500 received a lot of mechanical work during the past 2 years making it a reliable and daily driver if needed.
Chassis FM67122U
1.3 L engine
Four speed manual transmission
Tan Interior carpet and seats
Black new soft top
Monza style exhaust
Tires 175/70 R13

Interior: Redone, Heat insulation installed
Engine bay / Tunnel has been insulated for a better driving comfort.
Radio Bluetooth and 6 speakers + Kicker amplifier

Engine:
Compression ratio: 170 / 170 / 170/ 175
New custom Thrust Washers pinned
Weber carburetor + KN air filter (new jets installed)

Gearbox:
Completely overhauled
New Mainshaft, Synchros, Springs, Bearings, gaskets, 2nd gear 3 rails, clutch kit, Shifter rebuild kit, input shaft, Main bearing, Clutch hydraulic fluid flushed and replaced.

Other:
Manual fuel pump deactivated and electrical Hardi Pump installed near fuel tank with new filter.
Installation of a smith dual indicator water temp + oil
pressure using copper lines.
New cigar lighter
Track rod end, Upper ball joint, Trunnion rebuilt kit, Front suspension bushing set poly, New shock absorber front, Rear control arm bushing kit, Leaf spring bushing, New front / rear brake hose, New trunk liner installed, New Alternator, Flushed and replaced brake hydraulic fluid, Installation of engine bonnet hydraulic lift kit, Kill switch, New dual horn, Rear lights LEDs installed, Wooden steering wheel

The car is fully functional with so many upgrade and repairs done. Strong chassis frame and body without rust. All lights are working, all dashboard lights and warning works perfectly.

****

CLASSIFIED ADS: (cont)

FOR SALE:

PARTS: All correct sheet metal for different models: TR2 (long door), TR3, TR3A and TR3B. **PROJECT CARS:** All bits and bobs to make project cars 90% complete. Prices for project cars: TR2 - $1750; TR3 - $1200; TR3As - $500 & $300; TR3B - $1,000. I HAVE MANY OTHER PARTS – IF YOU NEED SOMETHING CALL. Call or text: **PETE** 602-615-3640



****

CLASSIFIED ADS: (cont)

For sale: 1960 TR3

It's been covered for many years. Needs restoration. I was always intending to restore but got into sailing and never got back to it. Now I am 88 years old and Parkinson disease keeps me from getting to restore it now. Car is metallic red. Clyde Bauer 8527 E Vernon; Scottsdale, AZ. 480-949-9003 / 602-510-6413 (cell)

5-24

****

For sale:

Gt -6 Clutch and pressure plate very slightly used. $120
Gt -6 Standard Front Springs. $50/ea. New never used.
Gt -6 /Spitfire Front Calipers. $60 Each
GT-6 /Spitfire Two used diffs. 4:11 gearing. $25
Gt-6/Tr-6 exhaust manifold. $20 used clean
Gt-6 150 CD Carbs. Fully adjustable, clean. $160 each
GT-6 Transmission, 4-Speed, only 50,000 miles. $300
Tr- 6 Red fan. $80
Tr-6 Rear Brake Pads. – semi metallic. $60 in box
Tr-6 Tanoue cover like new. Black. $20
Generator, good condition rebuilt, works. $140
Starter Motor, slightly used. $100
4 U-Joints $25/ea.
2 Front Brake Discs. Sprt, or GT 6. $35/ea.
GT-6 or Tr-6 fuel pump. $20

Email
michaelbulfersport6@gmail.com 1-26

****

Dear All, I have the following Spitfire 1500 parts which I would be happy to give to a Spitfire owner who could use them:

* Shift boot, Upper (Part # 680-720) - 1 of these
* Seal, A-Post to Door (Part #689-485) - 2 of these
* Original radio speaker - 1 of these

Email me if interested.
Julian Anderson
Triumph TR6
Julian@jajanderson.com

Free to any paid up DCTRA member:

I was cleaning out the garage and came across what appears to be a car bra for a TR6 earlier than my 1975 (perhaps a year where the front turn signals are above the bumper).



Julian Anderson: julian@jajanderson.com (480) 577-4312 11-24

CLASSIFIED ADS: (cont)

Wanted:
Looking for TR4A IRS w/overdrive in running condition ,body straight and no rust let me know what you have.
Phone # 480-838-9767
Email ckastoll@cox.net

Craig Kastroll

****

Notice:

Do you have a Triumph or some Triumph parts to sell? **This is the place for your ad.** Are you looking for some unusual Triumph parts? **You can place a want ad here.** The DCTRA shares this newsletter with many other Triumph Clubs so your ad will have lots of exposure.
Have I placed an ad in this newsletter for you? Have you sold it or otherwise disposed of it? Please let me know so I can remove the ad.

Thank you,

George M Montgomery, editor
georgemonty32@gmail.com

****

Help Wanted

Project Title – Master Technical Index (*TRiumph TRumpeter*)

Description – Create a master index of technical articles that have been published in the DCTRA *TRiumph TRumpeter* monthly newsletter from the beginning of recorded publication.

Seeking - DCTRA member with reasonable time to donate to this project. Has reliable internet access to the DCTRA website and able to search all previous monthly newsletters. Once the Index is created, will become an annual maintenance detail – for perhaps another club volunteer to assist with.

Will be working with MS Word and perhaps MS Excel. Roger will assist to get you 'on the road'.

Timeline for Completion – will depend on many factors. At the moment no target deadline.

Contact: Roger pls leave a voice mail ☺ 480-550-2906

****

Desert Centre Triumph Register of America
MEMBERSHIP APPLICATION

New Member ____Renewing Member ____ Information Update ____
Today's Date _____MEMBER INFORMATION (please print):

Name(s): _____

Address: _____

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

Cell Phone: _____**Other Phone:** _____

Email Address: _____

Classic Vehicles Owned:

Year	Model	Commission #	Month/Year Acquired
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Annual Dues are based upon when you join DCTRA. Please check the dues option you want:

Joining period	___ One Year	___ Two Years	___ Three Years
January 1st through June 30th	$40	$70	$100
July 1st through December 31st	$20	$50	$80

Each membership includes one name badge. Additional name badges are available at the cost of $10.00 each. Name as it should appear on badge(s):

_____ _____

How are you paying your dues? __ ZELLE to Money@DCTRA.org __ CHECK __ CASH

Do you want to be added to the Membership Contact email list?____ YES ____ NO

Please scan and email, or return this completed form with the correct dues amount to:

Scott Porter, DCTRA Membership Chairperson
PO Box 12100, Scottsdale, AZ 85267
206-999-9977 scottpor@hotmail.com

We look forward to you joining DCTRA and sharing in our passion for the Triumph Motor Car!

Regalia

We also have Grill 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

PAID:

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.vtr2026.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.vsccc.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
From **T**he **F**rame **U**p	fromtheframeup.com