

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE – TRIUMPH REGISTER OF
AMERICA

Founded: 1980



Triumph Register of America

◀ Back



Doors mounted, wiring harness is next

October 2020

Vol 40, Issue 10

<http://www.dctra.org>

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NEXT CLUB MEETING

October 13, 2020

→ **Meeting To Be Zoomed** ←

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

Denney's Restaurant

3315 Scottsdale Road; Tempe, AZ

2020 CLUB OFFICERS

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ADVERTISING

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

AD SIZE – COST

FULL PAGE.....\$100

¼ PAGE.....\$ 35

½ PAGE.....\$60

BUSINESS CARD....\$25

Cover: Dave Riddle's TR3 under restoration - Photo by Dave Riddle

Prez Sez – October 2020

John Heisser, President

Last month John & Cathy Nuss put together bring your own breakfast or BYOB run, I planned on attending however, I got the date mixed up and realized about 1:00 that afternoon that I had missed out. From what John told me they met, went for a short drive then stop and eat their breakfast all while social distancing, wearing masks when not eating and got to visit. John purposely planned just a short drive so everyone could be home before it got too hot. This is the kind of out of the box thinking that is required for the times we are living through. As the weather cools down, I hope more BYOB runs will be planned, thanks Cathy and John. I missed the last Zoom club meeting; something came up at the last minute, so our very capable VP stepped in (certainly more qualified than me) and ran the meeting.

Lately I have been thinking about all the fun things that we have missed out on during this pandemic. The Copper State 1000, meeting for breakfast at Denny's then going over to look at the cars participating in that event and watching as they left for their tour around Arizona. Triumphest 2020, I was so looking forward spending a long weekend in San Diego with Triumph enthusiasts. Now the British Vintage Voyage hosted by the Mini club and organized by Shirley Blahak and her son Phillip will not take place in October because of the pandemic. All this really got me thinking about past events that no longer exist, like the BEAT tour I have really missed that event the past few years. I always wanted to write an article of an interview I did with Mike Goodwin via email. I asked Mike several questions and he graciously answered all of them. Unfortunately, the computer I had all those questions and answers stored on crashed a few years ago, but I would like to give a belated shout out to Janet & Mike Godwin for putting on such an awesome and unique event.

"The Wheels of Britain" I only participated one year but attended several times, it was a wonderful display British motoring in downtown Phoenix. There were several clubs involved in putting on this event I don't know all the names of the organizers but some of our club members were Maria Thompson, Betsy Kavash and Kathy & John Nuss. Thankfully, the MG club sponsors a similar event in the fall, not sure if it will take place this year though. So thank you to all the people that organize, plan and put on these events I for one will never take any these events for granted again and in the future will go out of my way to thank the organizers for their efforts, my sincere hope is all of you will do the same.

Thanks, John

Meeting at Denney's
Meeting Canceled

NEXT CLUB MEETING Business Meeting Starts @
7:00 p.m. **October 13, 2020**
A Zooming address will be sent out.

EDITOR'S DESK

George M Montgomery, Editor

October already! Can hardly believe it. It seems like a couple of weeks ago we started on this pandemic of being quarantined in our homes alone. Masks to be worn everywhere when outside our homes. This has been a year of cancellations and missed events. I just want to get it over as quickly as possible. It has been without a doubt the strangest year of my life. Some say it's all a hoax brought on by the election. Some say it's all factually proven by science. I have read all the justification for either position. I have always given a preference to science, but I don't care. I want to get it over and am willing to do whatever to get that done.

Covid 19 has touched my family personally. My 18-year-old granddaughter left home in Atlanta, GA last August, to attend school at Florida State University in Tallahassee. She lives in the dorm with a roommate and attends classes from her dorm room via internet. She came home for her mother's (my daughter's) birthday weekend September 1st. While at home she received a phone call from her roommate that she, roommate, had tested positive for Covid 19. My granddaughter and family were all tested. Granddaughter tested positive but was asymptomatic. Son-in-law and two brothers were negative. But my daughter was positive. She developed an itchy rash, head and chest aches but no respiratory problems. She endured a bad case of these symptoms but was not hospitalized. After two weeks things are clearing up.

I fly to Atlanta every year to spend a week with them and each of the three kids fly here for a week. But not this year. I will be staying home as much as possible until this thing is over. I'll see you on the internet: Facebook, Zoom and the DCTRA.BBB.

I found a technical article on alternator conversion to a GM model that was previously published six years ago. Since we have several new members that may not be aware of the benefits of this upgrade or read the article, I thought I would re-run it.

A couple of years ago our North Carolina member, Stu Lasswell, sent me some photos and an article about a unique model of the TR2-3, a Francorchamp TR2. I hope you will find this article interesting. I did.

We will be Zooming again on October 13th. There were 17-18 of us there last month. It makes it easy to attend now if you happen to live in the outer rim of our membership, such as West Valley, Phoenix, or Chino Valley, AZ or North Carolina. I think we can handle an attendance of 75-100. Let's see whether we can fill the room. Food service is excellent, depending on whoever is in your house. See you there at 7:00pm.

George

October 2020 Membership Report:

Another month has passed with no Membership activity and therefore nothing to report. Club memberships remain unchanged at 98 with 141 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

September 8, 2020

The September meeting of DCTRA was conducted via Zoom, hosted by John & Kathy Nuss. The meeting was called to order @ 7:06 pm by John Nuss, Vice President, in the absence of John Heisser.

Members present: John & Kathy Nuss, Armand LaCasse, Pam Rineholt, Dave Riddle, Marv Miller, Michael & Bonnie Bulfer, Jim Converse, Jim Bauder, Rick & Linda Hartman, George Montgomery, Bo Shaw, Chuck Kerzan, Mary White, Ron Gurnee, John Reynolds.

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

Treasurer's Report: Armand reports no income and no expenditures.

Newsletter: Nothing to report.

Membership: No change to report.

Technical: John Nuss discussed his solenoid troubles. John Reynolds reports his son Matt has TR6 for sale. Bo Shaw is working on '76 Spitfire.

Events: Ron Gurnee asked if Payson ride Oct 10 could be an overnight. John Nuss is working on a Memorial Ride.

Motion for adjournment @ 7:44 pm.

Respectfully Submitted

Mary A White Secretary

QUESTIONS THAT HAUNT ME!

Why do doctors leave the room while you change? They're going to see you naked anyway...

Why do toasters always have a setting that burns the toast to a horrible crisp, which no decent human being would eat?

Calendar of Events

DCTRA & British Auto Events 2020:

Oct 10th 2020 – Payson Invasion – Poker Run, cruise and show and shine

Oct 13th-DCTRA Business Meeting - **Meeting to be Zoomed**

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

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, Alpino's at Troon

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

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

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

Our web master



HTTP://WWW.MICROWORKS.NET

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Parts at cost & 20% discount on labor to
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PO Box 30724
MESA, AZ 85275-0724

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

Francorchamps – Mid - '50s

By Stu Lasswell from North Carolina at the TRA 2018 Blue Ridge Parkway; Blowing Rock, NC.
(photos & article sent 6/29/2018)

The "Francorchamps" TR2s were a limited production coupe produced by the Belgian Triumph "factory" Imperia... although they basically assembled most Triumphs from CKD (completely knocked down) "kits" from England. The Francorchamps was different... a fully attached steel hardtop (with glass sunroof), tall doors with wind-up windows, more luxurious interior, and an ingenious mechanical (rather than electrical) Laycock overdrive. They were expensive, however, and only 22 were built. By comparison, the Italia is relatively common!

The Dove TR4 coupe was an MGB-GT like conversion carried out for a British dealership (Dove) by Harrington, a custom coachwork company. Their Harrington Sunbeam Alpine (and at least one Tiger) coupes are better known.

Both those cars belong to a collector in Charlotte... from his collection of 40-plus Triumphs, I'm told!



Technical Corner



Alternator Conversions

from the Expert: Dan Masters

"I will be changing the generator on my TR4A to an alternator. Which alternators have been used successfully and what size was it? What kind of mounting problems did you experience? Are you happy with the change?"

I recommend the GM/Delco unit. I have one on my TR6 (62Amp), and it only required very minor mods to make it fit. Took about an hour or two to install. The GM unit I used was a model #7127 (I have bought 3 of them, from 3 different dealers, and they all had the same model number, so I assume that is the GM number rather than the parts store's number). Prices for these three ran around \$25 each.

If you use this unit, DO NOT use the instructions on the VTR site, unless you use the upgraded wiring method. As I posted a while back, I made an error in these instructions. I sent corrected versions to Ken Streeter to replace these, but he hasn't had time yet to post them. Below is the corrected instructions.

ELECTRICAL INSTRUCTIONS FOR REPLACING THE GENERATOR WITH A GM ALTERNATOR IN A TR4A

METHOD ONE (Utilizing existing wiring):

AT THE CONTROL BOX:

Look for the following wires:

Black: Remove and discard.

Smaller Brown/Yellow:

Brown/Green: Disconnect and tie together, with an insulated connector.

Larger Brown/Yellow:

Brown/White:

Technical Corner (cont.)

Brown/Blue (2): Using a large, solder type butt connector, connect all 4 of these wires together, and insulate with heat shrink tubing. Be aware - this connection carries ALL of the current for the car, so it must be a good connection. You do not want a high resistance here. You may have to go to an electrical supply house for this type connector, rather than an auto supply store, to get one large enough to hold all 4 wires. Run two wires into one end of the connector, and the other two into the other end.

Remove the control box and, please, save for a friend who is a purist!

AT THE OLD GENERATOR:

You will find two wires, Brown/Green and Brown/Yellow. Disconnect them from the generator and leave in place. Remove and save the generator.

AT THE NEW ALTERNATOR:

On the side of the case, you will find two spade lugs recessed into the body. The lugs are identified on the body of the alternator as 1 & 2. You will need a plug (connector) for these. These plugs are readily available at an auto supply store, usually in a package hanging on the pegboard display rack in the electrical section, and usually identified as an alternator extension connector, or something similar. If not, the counter man will know what you are looking for. There will be two short wires already connected to the plug.

On the back of the case, you will find an insulated screw terminal.

Connect the Brown/Green wire to the plug wire going to the # 1 terminal, using a butt connector, or splice, solder, and insulate with heat shrink tubing. The plug is keyed and will only go in one way. Connect the other lead from the plug (#2) to the screw terminal on the back of the alternator case, along with the larger Brown/Yellow lead from the original harness, using ring terminals.

Both the larger Brown/Yellow wire and the wire from terminal #2 connect to the screw terminal.

Disconnect the ground lead from the battery before proceeding with any electrical work, and, of course, follow all the rules of proper wiring practices. I recommend using solder connections, and covering them with heat shrink tubing, but crimp type connectors will work quite well also. You will need butt connectors for attaching to the plug wires, and a large ring connector for the screw terminal. If you would prefer not to have splices, you can remove the terminals, and the wire, from the plug. Using new terminals of the proper type, connect directly to the existing wires, and insert

Technical Corner (cont.)

the terminals into the plug. New terminals can be purchased from British Wiring, (20449 Ithaca, Olympia Fields, IL 60461, 708-481-9050) and The Wire Works (167 Keystone Road, Chester, PA 19013, 800-292-1940), among others.

You are finished!

There are two things, however, to be aware of:

1. Triumph did funny things when they built these cars, so your car might not match the configuration above, and it may well have been modified by a previous owner.
2. You now have an alternator capable of more than twice the output of your old generator, but the wiring capacity has not changed. If you add heavy loads, driving lights, high power stereo, etc, you can exceed the capacity of the wires. Also, If you let the battery discharge completely, the alternator can possibly recharge with enough current to overload the wires. If your battery is completely discharged, recharge it with a charger rather than push starting the car and letting the alternator recharge it. If you must do this, keep a close watch on the ammeter, checking for overcharging. Under all other usages, the wiring should not present a problem. The main advantage of the higher output is the ability to provide a higher charge rate at low RPM and idle. The standard loads on the TR4A does not require a higher charge current at normal engine speeds, so the alternator will not be called on to provide enough current to overload the wires.

METHOD TWO (Upgraded wiring):

If you wish to upgrade the wiring to take advantage of the higher output, it is really quite simple.

AS ABOVE, EXCEPT:

Cut off both ends of the larger Brown/Yellow wire - at the old generator and at the control box - as close to the wire harness wrapping as possible (or, unwrap the harness, and remove the wire all-together). Connect the two Brown/Blue and the Brown /White wires together at the control box.

Instead of connecting the larger Brown/Yellow wire to the new alternator, add a new wire of at least 10 Ga (8 Ga preferred). Connect one end to the screw terminal at the alternator, and the other end to the terminal on the starter solenoid where the main cable from the battery and a Brown wire are now connected. Leave the existing wires at the solenoid connected. Very carefully route this new wire alongside the existing wiring harness and use cable ties liberally for support.

Technical Corner (cont.)

Now, the alternator can provide full charging current without worrying about burning up the wiring.

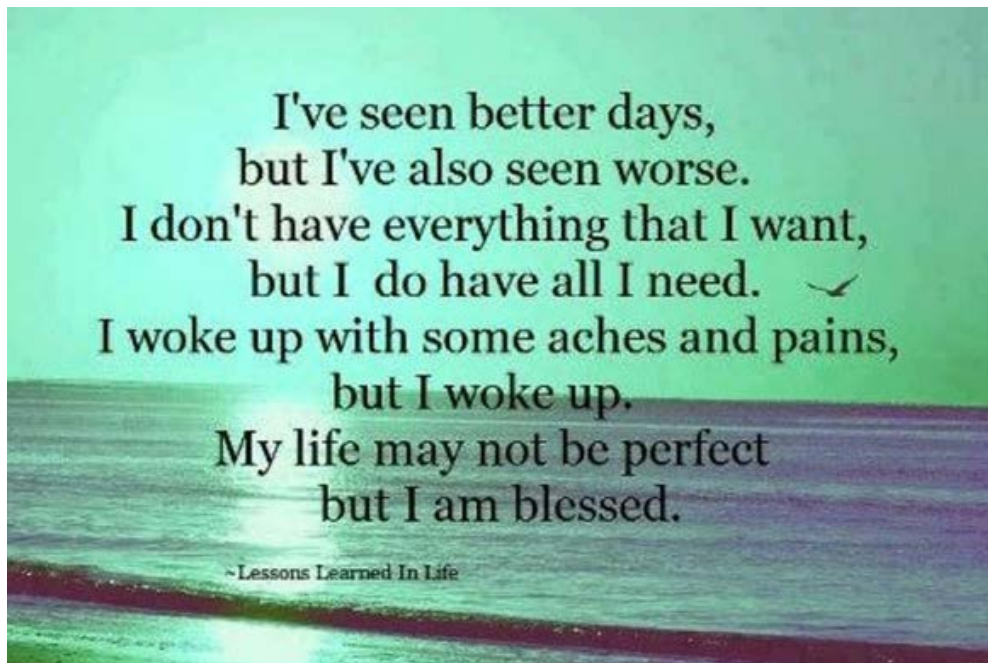
There is one downside to this approach: The charge indicating light will work as before, but the ammeter will only read discharge. It will register the current being drawn by the various loads on the car, but will not indicate if the alternator is charging.

If you wish to add extra loads, such as a high-power sound system, connect them directly to the battery, properly fused, of course. Loads connected directly to the battery will not be indicated on the ammeter.

OPTIONS:

There are several other ways to do the replacement. For example, you may wish to use a larger range ammeter, or you may wish to replace the ammeter with a voltmeter. If so, contact me with your preferences, and I will try to provide the appropriate instructions.

You may also choose to use a different alternator, rather than the GM unit. If so, it will be wired very similarly to the above, only the connections at the alternator itself will be different.



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.



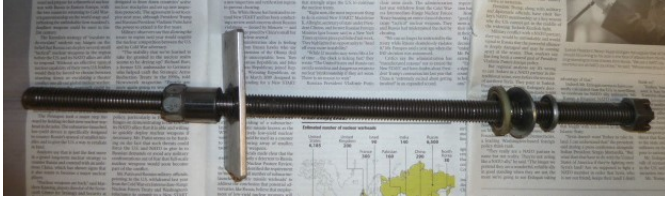
3.) Timing chain cover for TR3 engine and Spitfire 4 Water Pump Housing & Bracket: **Free** to a good home



CLASSIFIED ADS: (cont)

4.) TR3 Front Spring compressor: ~~\$35~~

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



SOLD

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

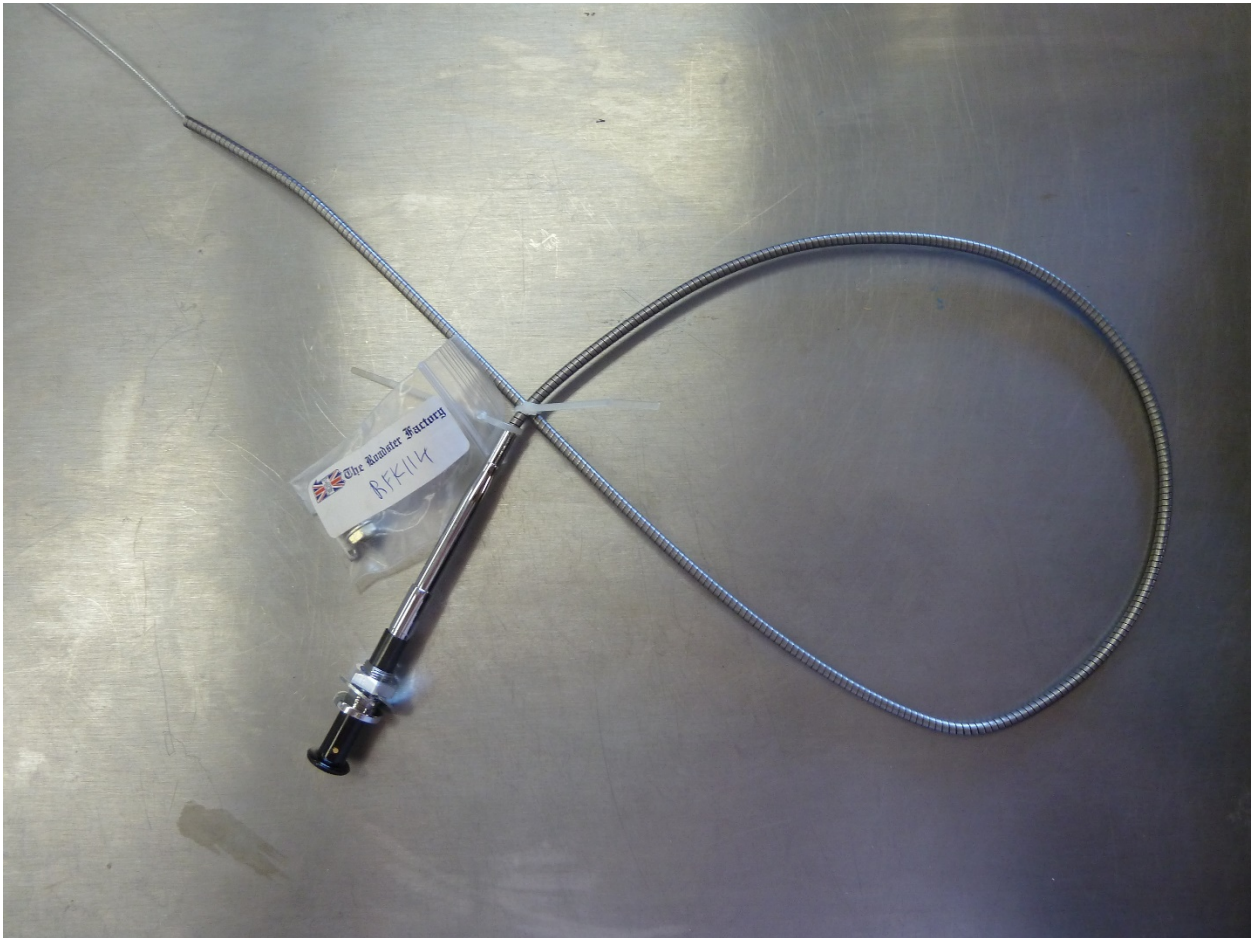


CLASSIFIED ADS: (cont)

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

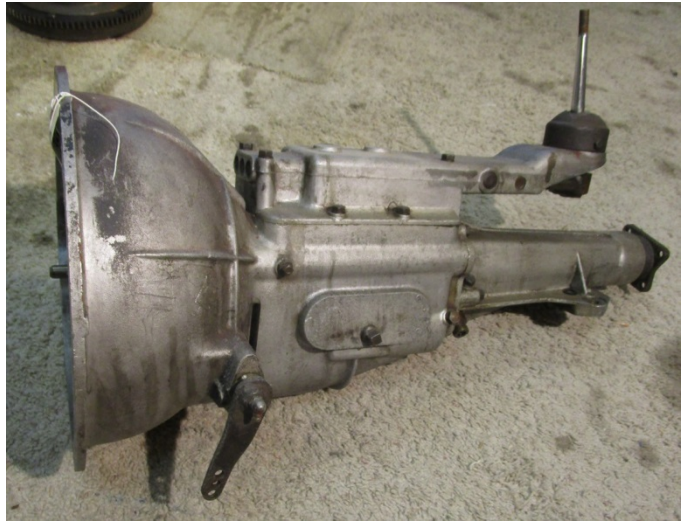
CLASSIFIED ADS: (cont)

FOR SALE:

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

Transmission runs good.

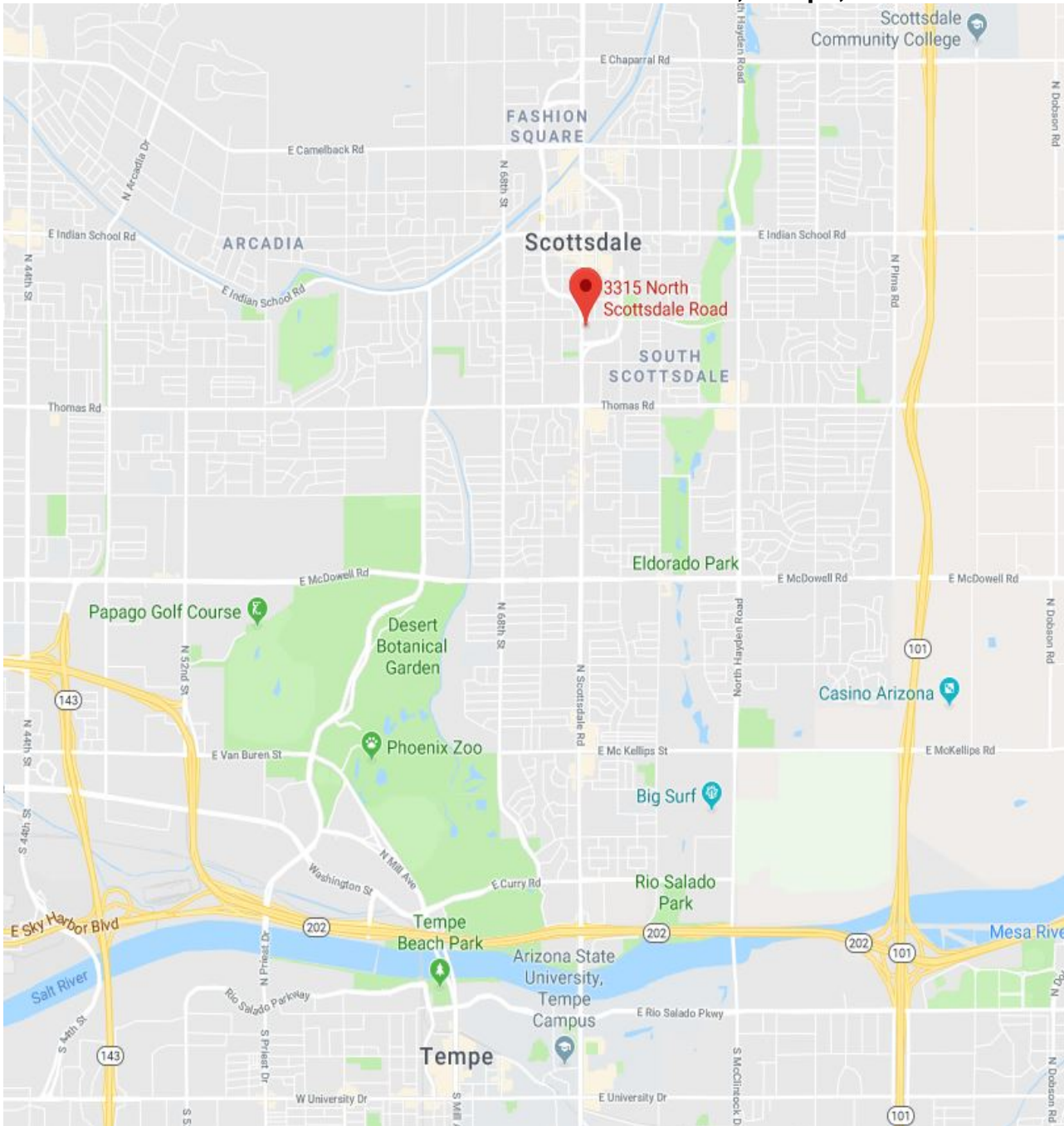
Email Mike Blachut: mblachut@yahoo.com and make offer



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 #
Year	Model	Commission #
Year	Model	Commission #

Each household membership includes one name badge. Additional name badges are available at the cost of \$6.00 each.

Name wanted on badge(s): _____

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

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

PLEASE NOTE:

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

Regalia

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



Grille badge (3 inch diameter)



Lapel pin (3/4 inch diameter)



Licenses plate frame

Membership fee	_____
Name tags @ \$6.00 each	_____
Grille badges @ \$25.00 each	_____
Lapel pins @ \$5.00 each	_____
License plate frame @ \$15 each	_____
Total enclosed	_____

Additional Space for more information:

Websites

Desert Centre-Triumph Register of America
www.dctra.org

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