

TRA



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■ TRA MEMBERS' STORIES 25+ YEARS ENJOYING TRIUMPHS

■ TRA 2015 NATIONAL MEET SOLOMON'S ISLAND, MD.

■ TECH ARTICLES TOOLS ANYONE AND TR LED LIGHTING

Triumph Register of America was formed to preserve the Triumph marque. TRA was established in 1974 to aid TR2/3 owners in the preservation of their cars.

TRA is the only organization devoted to the Triumph TR2 through TR4A series of cars.

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Barb Richards, *First Treasurer (Deceased)*



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PRESIDENT'S MESSAGE



I want to take this opportunity to encourage everyone to attend this year's National Meet. The Solomon Islands are a beautiful and historically rich area of Maryland. The Host club Mason Dixon TRA has planned an exciting event in Chesapeake Bay area that includes museums, gardens and seafood. It will be a great time to meet old friends, make new ones, and see the cars.

This year's Concours d'Elegance will be presided over by our new Chief Judge, Jeff Zimmerman. Jeff has been involved with TRA since the beginning, and has served as a judge for many years. Nearly every year at least one car has been saved at TRA by Jeff's mechanical experience and willingness to share it with the other members.

The Chief Judge's position is significant and often challenging; members who are interested in assisting Jeff with this year's Concours d'Elegance should contact him as soon as possible to allow him to plan the many things required of a Chief Judge during a National Meet. I also want to take this opportunity to thank Nino Richards for his service as head judge and I encourage the other club members to do the same.

So please join us for: TRA 2015 Time, Tides and Triumphs in Maryland, this June.

Cheers,

Jeffrey Kelley, TRA President

TRA MEMBERSHIP DUES

Annual dues are \$25 (twenty-five) for four (4) issues of the TRA newsletter. When you receive your renewal notice from the Membership Chairperson, you now have TWO options for paying your dues:

1. MEMBERSHIP DUES PAID ELECTRONICALLY

Go to Paypal.com or log onto your Paypal account and follow the prompts to send money \$26.25 using the following email address: triumph.register.of.america@comcast.net This sends your payment to the TRA Treasurer. (Don't forget to put the dots in the e-mail address.)

2. RENEWAL/INFORMATION UPDATES BY MAIL

Members who want to send in their renewal by mail and current members that need to update ANY information on record with TRA, can send renewal form with check payable to TRA for \$25. Please mail to TRA Treasurer using information in renewal letter.

NEW TRA MEMBERS MEMBERSHIP DUES PROCEDURE

New members MUST MAIL a completed "TRA Application for Membership Form" found at www.triumphregister.com with their FIRST dues payment to TRA Treasurer (see information on previous page).

ADVERTISING POLICY

TRA does not at this time have a commercial advertising rate, but does publish commercial information of interest to the preservation of the TR2 thru TR4 series as a service to its members. Information found within this newsletter is believed to be correct and of interest to our members. Opinions expressed may or may not reflect the ideas of all officers and members. Technical material is provided for your reference and should be used at your own risk.

PLEASE NOTIFY TRA OF ADDRESS CHANGES AS SOON AS POSSIBLE.

Please send address updates to:
Tonda Macy, TRA Membership Chair
4200-B Lisa Drive,
Tipp City, OH 45371

TR4/4A JUDGING MANUALS

To order, send \$30 check to:
Lou Metelko/TRA
P. O. Box 56
Auburn, IN 46706
Please make checks payable to: "TRA Guide"

TRA NEWSLETTER BACK ISSUES:

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Logan, OH 43138 | 740/385-8251
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<https://triumphregister.shutterstock.com/>
Request permission to be a member by clicking the ask button and adding your name to the pop-up form. An e-mail will be sent to the administrator (Jeff Krupp) to add you to the member list.

You will receive an e-mail notification once you have been added to the list. Please use images responsibly.

TRA WEBSITE ADDRESS

www.TriumphRegister.com

ARTICLE CONTRIBUTIONS

Contact TRA National Newsletter Editor

25+ YEARS ENJOYING TRIUMPHS

TRA MEMBERS' STORIES By Kathy Kresser



Photo: 1994 TRA National Meet - Morgantown West Virginia

EDITORS NOTE: Take a moment to consider owning a car for a quarter of a century and longer - not a strange idea for many Triumph owners; however, the younger population today would have a hard time understanding that philosophy. These antiques, classics, collectibles or whatever one wishes to call these cars and perhaps the owners have heart-warming stories and the owners possess great Triumph passion.

I wondered how these long-time owners acquired their Triumphs and why they retained them. I quickly learned the cars were bought for various reasons from one last fling to needing a family car to wanting a cool car to drive and just had to have another Triumph. I especially loved finding the owner who bought his car brand new, right out of the box and kept it.

I collected these personal accounts through emails and telephone conversations. It is interesting to me that most owners provide the commission number as if it were the name of the car. I also know there are more owners in the TRA world who have owned their car for 25 years and longer, I would love to have your story for future releases of this column. Enjoy the following tales.

Do you have any ideas for more stories like this? Or any other articles you would like to see published here?

We would love to hear from you. Please email your ideas and comments to the TRA National Newsletter Editor.



T. ROGER EVANS OF SAN JOSE, CALIFORNIA

T. Roger Evans of San Jose, California, bought his 1960 TR3A (TS65933L) in 1983. Roger said, "When I was in junior high, I had the chance to ride and drive a TR2 in 1955. I became a hopeless TR fan because of that experience. After college and obtaining a job, my wife, Toni, suggested buying one of those Triumphs that I love. We did, a TR3 later traded for a TR4, then along came a baby and our sports car days were over, temporarily.

In 1983, my commuter car was very tired, again my wife suggested a TR3 as a replacement. I loved driving the TR3 to and from work. My commute was only ten miles, but I always arrived at work with a smile and wide awake since the top was down no matter the temperature. Keeping the car running was my priority, but my children told me in 1993 'no more money in that car unless we can see it.' I found someone who gave me a very good deal on body work and paint that still looks good today." The engine was rebuilt in 1989. Other major repairs followed including a transmission rebuild, replaced a cracked head, repaired the valves, carburetors were rebuilt and the seats recovered. The car has over 150,000 miles and Roger said, "The high point of owning and driving the car was the trip to the 2002 TRA National Meet



"...I loved driving the TR3 to and from work. My commute was only ten miles, but I always arrived at work with a smile and wide awake since the top was down no matter the temperature."

25+ YEARS ENJOYING TRIUMPHS

TRA MEMBERS' STORIES

in Wadsworth, Ohio. I met some wonderful people and the only car problem was the tachometer broke on the way back near Salt Lake City.

This is a great car equating great fun. As much as I like how the car looks, the real reason I still have it is to drive it. These cars were meant to be driven and whenever possible on a crooked road in a spirited manner!"

"The high point of owning and driving the car was the trip to the 2002 TRA National Meet in Wadsworth, Ohio. I met some wonderful people..."



DONALD MINNICH OF GEORGETOWN, INDIANA

Needing one last big fling prompted Donald Minnich of Georgetown, Indiana, to purchase his 1959 TR3A (TS59621) in 1987 just before Barbara and he married in January, 1988. Don told me his interest in TR3s started when he was a freshman in college. He said, "I had a buddy who owned a TR3. He seemed to do well with the girls and I was sure it was because of the TR3. I never considered the fact that he was a very good looking guy. In the summer of 1965 between my sophomore and junior year, I worked at Mack Truck and made very good money. I decided that I would drive to Washington, D.C. and look for a TR3. At that time, D.C. was known as the sports car capital of the world. I went home with an MGA instead of the TR3. Incidentally, 1965 was my most memorable summer even with the MGA. However, I never lost my love for the TR3.

So, when the opportunity presented itself, I took it. I bought the TR3 from a young lady in Louisville, Kentucky. Although restored, it was a poor restoration from several years earlier. I had the car completely restored in 1992. It has held up well. I paid \$5,000 for the car over 28 years ago. I still love it." Twenty-eight years is plenty long, let's move to the next owner who has owned his treasure for nearly double that time.

"I decided that I would drive to Washington, D.C. and look for a TR3. At that time, D.C. was known as the sports car capital of the world!"



SCOT BROWN OF TAFTON, PENNSYLVANIA

"I have owned my TR3 for 50 years" said Scot Brown of Tafton, Pennsylvania. He was a young naval officer stationed on a submarine home port in Groton, Connecticut, in 1963. Scot continued, "A TR3 had been parked along the main road outside of the submarine base and after my long deployment over the winter; it was still there having been covered with snow and road dirt. It was in very sad shape." Married with two small boys and little money, but really wanting a TR3, Scot said, "I hesitated to try to find the owner. Then, it was gone!"

After another deployment, I saw it on a parking lot near the submarine base gate where it likely had been towed from the main road. I located the owner and purchased the car in 1965 for \$285.00. When I brought the car home, my wife advised me that Navy base housing rules prevented junk cars in the driveway. After multiple visits to numerous junk yards over several years, I had the car running and ready to drive. I used it as a second car, towing it between duty stations on the East coast. As can be expected, I had the sills and posts replaced. It was painted in 1989. It was originally red, then blue and now yellow."

Scot told me the car has been maintained and repaired, but never restored. Scot's 1957 TR3, TS19126LO, makes 1957 even more significant as he and wife, Carol, graduated from Penn State, married and he was commissioned in the Navy. Scot said he kept the car because it is a fun hobby and a great toy.

He added a tagline to his email, "We took it on the road again yesterday on a beautiful autumn day in the Pocono's!"



"A TR3 had been parked along the main road outside of the submarine base and after my long deployment over the winter; it was still there having been covered with snow and road dirt. It was in very sad shape. Married with two small boys and little money, but really wanting a TR3, Scot said, 'I hesitated to try to find the owner. Then, it was gone!'"

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TRA MEMBERS' STORIES



JAMES ZIESE OF IRVINE, CALIFORNIA



This story is extra special. James Ziese of Irvine, California, used my request as an excuse to tell a bit about his Triumph. James told me, "It is a 1959 TR3A, TS38087L, purchased new by me. I have had a lifelong interest in sports cars and I was finally able to purchase one after I graduated from college in 1959. I considered Austin Healeys, MGAs and Triumphs. I chose the Triumph as the best combination of cost and performance.

After serving several years as the sole family car, a growing family needed something larger. So, the TR became a second car, allowing me to take it out of service for some modifications to make it more competitive for auto-crossing, which had become very popular in the 1960s. Then, it was possible to compete almost every weekend somewhere in Southern California.

I modified the engine and suspension and added the limited-slip differential as described in R. W. 'Kas' Kastner's Competition Manual. The high point of my auto-crossing efforts came when I was transferred to Florida. Here the auto-crossing was new, so the cars were mostly stock and the drivers inexperienced. I actually scored a top time of the day over cars such as Corvettes and Porches.

After retirement, I completely restored the TR with more modifications including a 2.3 liter, high-compression engine, a five-speed gear box, and rack and pinion steering. A new professional paint job completed the work and resulted in a series of gold awards at Triumphests.

I have kept the car for so long because there was never a need to sell it or trade it. I have always enjoyed driving and working on it."

"I have had a lifelong interest in sports cars and I was finally able to purchase one after I graduated from college in 1959. I considered Austin Healeys, MGAs and Triumphs. I chose the Triumph as the best combination of cost and performance."



I still own the three Triumphs because I love my cars and hate to let them go. I figure they have been 'preserved' in my garage awaiting my attention or another owner who may give them more love."

KEITH EDWARDS OF SUFFOLK, VIRGINIA

This owner has gone above and beyond the call of duty owning three Triumphs – 41 years, 36 years and lastly 33 years! Keith Edwards of Suffolk, Virginia, told me he was a rising sophomore in college when he decided it was time to use his hard-earned money from working on the farm. He bought a 1967 TR4A, CT72418L (solid axle) from the original female owner. The car had 68,000 miles and now has close to 200,000 miles. The engine was rebuilt in 1976 at 130,000 miles and is ready for another rebuild according to Keith.

The 1962 TR3B, TSF198L, was acquired in 1978 from a co-worker. Keith said, "At the time, it was a real benefit to me to have a backup TR to drive. For awhile, the starter was bad in my TR4A and the generator was bad in the TR3B. I parked on a hill and became proficient at push-starting both of them. I also learned how many hours I could drive on battery power alone, guess which car I drove at night?" This car served as transportation for Keith and his bride Terry on their honeymoon to Nova Scotia which included a stop at the 1981 TRA National Meet in Dulles, Virginia. The car had 58,000 miles when I bought it and I have added about 40,000 miles."

Lastly, the 1962 TR3B, TCF103L, was acquired as parts in 1981 from an SCCA (Sports Car Club of America) racer. Keith commented, "The previous owner had raised the body off the frame and it was sitting in the garage for nine years. When I reassembled it, I felt it was most appropriate to keep it as a race car. I towed this car to the 1983 TRA National Meet in Harrisburg, Pennsylvania. I also attended the TRA Meets in Charlottesville, Virginia (1986) and Lancaster, Pennsylvania, in 1988.

I still own the three Triumphs because I love my cars and hate to let them go. I figure they have been 'preserved' in my garage awaiting my attention or another owner who may give them more love."



JOHN GRIFFITH OF MONONA, WISCONSIN

Back to sanity with Triumph ownership, John Griffith of Monona, Wisconsin, wrote to say he still owns his first Triumph, a 1975 TR6 purchased in 1990. He said while in college, a friend had a TR6 and cruising in it told him he wanted to own a TR6. In addition, John loved the Triumphs at the June Sprints at Elkhart Lake, Wisconsin. John said, "My TR6 was a \$400.00 car-in-a-box. It was dismantled by someone else. I put it back together with the help of the parts catalogs. Literally, it was like a jigsaw puzzle minus the picture. It led me down the road to other abandoned projects including a 1954 TR2, a 1960 Austin-Healey Bugeye Sprite, two 1967 TR4As and several TR6s, two of which are still with me.

Every summer there are various car shows to attend around the state. Half of the fun is getting there plus the "thumbs up" signal from many other motorists. I take great pride in knowing I restored this car."



DAVID KULAK OF BRISTOL, CONNECTICUT

The intent to have a cool car motivated David Kulak of Bristol, Connecticut, to purchase his 1958 TR3A, TS35639L, in October of 1964. He was recently graduated from high school and working at a local Volkswagen dealership. David said, "I was driving the family station wagon, a 1957 Chevy Nomad. No respectable teenager wanted to be seen in a wagon that was not yet on anybody's list of cool cars. I decided I wanted a sports car and the only one I had ever driven was a 1954 TR2 owned by a friend. I thought it was a great car, but had never seen one available locally, plus I had a very limited budget. One weekend I was going to the family cottage and spotted a Triumph sitting in a yard of one of the cottages with a for sale sign. I stopped to look over the car. It was in rough shape, but it was all there. It did run well and I was excited that there was a Triumph in which I could fit in and be cool. It had been repainted to a medium blue from the original red with wire wheels and the original top, side curtains and tonneau cover plus a cover for the top frame, I was excited. The best part to me was the original hand crank which sealed the deal. I had exactly \$400.00 and after haggling with the seller who was asking \$595.00, we made a deal for my price. A \$20.00 deposit held the car until I could arrange pick up the next day.

Fifty years of pure fun and plenty of memories. The car was a primary driver for a few years and then a fair weather car for most of my ownership. The car performed well in several motor sports events and wins a trophy once in a while at auto shows."

"I decided I wanted a sports car and the only one I had ever driven was a 1954 TR2 owned by a friend. I thought it was a great car, but had never seen one available locally, plus I had a very limited budget."



JACK WHEELER OF WEST END, NORTH CAROLINA

A Triumph addict, Jack Wheeler of West End, North Carolina, is always looking for a reason to talk about his Triumphs. He has owned 29 Triumphs including TR3s, TR4s, 250s and 6s. Here is Jack's story:

"I have owned my 1955 TR2, TS7158L, for 42 years. It was 1972 and I was in my first year of graduate business school. Shortly after moving into the dormitory, I noticed a pretty desolate Triumph sitting behind the gas station across the street. Upon further inspection, I noticed that it was a TR2 which made it even more attractive to me. I had purchased a TR3B in my senior year of college, but had to sell it when I went to work in upstate New York and needed a car which would survive through the winter. I always knew I would have another Triumph and here was my opportunity.

I inquired about the car and was told the owner was going to completely restore it. A month later, I read a sale ad in the student newspaper for a TR2. I figured it must be the same car and it was. It was in very rough shape, but it was a TR and I remembered the fond memories of my TR3B. The windshield was broken, there were no side curtains, and the top attached at a few points, but most of the snaps/studs were broken or missing. It may have been sitting in this condition for some time as the floor boards were completely rusted away as well as the inner and outer rocker panels and most of the body panels. There was no water pump on the engine and few other parts were missing. There wasn't a straight body panel on the car. I bought it! I paid \$200.00 and resigned myself never to sell this car.

Once I had it running, I drove it for a few years, but soon it seemed like every time I drove it, something broke, usually electrical. I took it apart in 1975 and began a major, painstaking restoration lasting 15 years making it even more important to retain the car forever. My two children were born just as I completed the restoration work. They both loved the car and were always ready to take rides with me. We did road rallies, car shows, tours and just nice Sunday afternoon drives. Someday, the car will be theirs.

I have had a number of Triumphs over the years, but the TR2 is special, because it was the first Triumph model and so few were produced. Of all the TR3 models, the TR3B is my favorite. I have owned four TR3Bs over the years and sold them for various reasons. I had my eye open for a solid, original, but un-restored TR3A or 3B. I finally found the right car about four years ago. It is a 1960 TR3A with wire wheels. I completely restored this car upgrading the engine displacement with 87MM pistons and a TR4A cylinder head for improved flow plus I used a TR4A fully-synchronized transmission and added an overdrive. The restoration has been complete for just over a year and I really have enjoyed driving it. Now there are two Triumphs to pass along to the kids."



Thank you to these owners for sharing their stories. Keep your eyes open for more Triumph tales.

– Kathy Kresser

TRA Membership Update

From Tonda Macy, TRA Treasurer & Membership Chair
Tonda@MacysGarage.com



I want to thank those who emailed me their vehicle information and everyone that is completing the Membership Renewal Form. This allows me to re-verify all of the information we currently have and continue to rebuild the vehicle records.

Please remember to complete the Membership Renewal Form and send it with your check. DO NOT assume that we already have all of the information because most of this was previously lost. I also ask that you send a completed Membership Renewal Form even if your bank sends your payment or if you pay via PayPal. This is to ensure we have the correct information and that you continue to receive your TRA Newsletter in a timely manner.

Thank you!
Tonda Macy

OUR NEWEST TRA MEMBERS

It is my pleasure to welcome the following new members to the TRA family:

Joe Bourgraf
Maineville, OH, 1974 & 1975 TR6

Judd Murkland
San Jose, CA, 1962 TR3A

Doug Clark
Chicago, IL, 1961 TR4

Bill Neidhardt
Ivlyland, PA, 1959 TR3A & 1973 TR6

Hoyt Duff
Virginia Beach, VA, 1954 TR2

Matthew Offen
Washington DC

Cliff & Kathy Grube
Sinking Spring, PA, 1961 TR3A

Mahlon Perkins
Dryden, NY, Searching for a Triumph

TD Hathcock
Flower Mound, TX, 1962 TR3B

Andrew Reed
Leander, TX, 1967 TR4A

Steve LeMaster
Joplin, MO, 1958 TR3A

R. Matison White
Chugiak, AK, 1959 TR3A

Clayton Miller
San Antonio, TX, 1960 TR3A

REMEMBER: PLEASE CONTACT ME WITH ANY CHANGE OF ADDRESS INFORMATION

Please email or call me when your address changes. This will ensure that you will continue to receive your TRA Newsletter in a timely manner. **Contact information: Tonda@MacysGarage.com - or - 937/266-1832**





TIME, TIDES & TRIUMPHS

TRA 2015 NATIONAL MEET SOLOMON'S ISLAND MARYLAND

JUNE 16-19, 2015

HOST HOTEL: HOLIDAY INN CONFERENCE CENTER
& MARINA SOLOMON'S ISLAND, MARYLAND

EARLY REGISTRATIONS MUST BE POSTMARKED BY APRIL 30TH.

As I'm sitting here on the lanai listening to the squawking sandhill cranes and the little pool waterfall I can't help but feel for the poor souls that were pounded this winter with all sorts of ridiculous weather. Snow, wind, rain - all of the nonsense that makes you wonder when it will all just go away. For many folks it was simply too cold to work on their cars much less drive them. You can only watch so much TV...

But now it seems that is all past us or very nearly so. Covers are coming off cars and tool boxes are being opened. Spring is here!

In a month and a bit, so will be TRA 2015. A lot has been done to make this year's Meet a fun one, including the selection of a great venue that we haven't yet explored. A few 6-PACK veterans might remember the area from the 1992 TRials, but for most of us it's a new place to play with a distinctive flavor. This year's Meet was scheduled a bit earlier in the week than has been typical practice to free both weekends for travel, so you might want to review some highlights of this year's schedule as you finalize your plans:

JUNE 16:

The day begins with this year's **Poker Run** at 9:30 which should prove informative as well as entertaining. Stops include the Solomon's Information Center, an antique shop, a lighthouse museum, a marine museum and a restaurant with excellent food and libations. No rush - just enjoy the day and Southern Maryland in your TR.

When you return a **Technical Session** will be held to better help you keep your TR healthy and happy.

Signups for the evening's **Dinner Run** should be by 2:00 if at all possible to allow enough time for the restaurant to prepare.

JUNE 17TH:

This year's **Welcome Picnic** at 10:00 a.m. is a bit earlier than has often been in the past. Jefferson Patterson Park is a lovely rustic site with lots of history. The museum will

actually be open and ready to receive visitors by 10:00 so those wishing to do the **Scavenger Hunt** can come earlier and have a bit of fun before lunch is served at noon. The Cornhole Tourney and Grab Bag Game will be set up on site, as well as the **Funkhana** - so be prepared to do a lot more than eat!

This year's **National Membership Meeting** is the first for our new Board of Directors so please plan to attend and give them your support in moving TRA forward.

JUNE 18TH:

This is **Car Show Day** with all that it entails, but it is also the day of the Ladies Tour and Luncheon. This tour will be a delightful and relaxing excursion for those not inclined to show or judge.

The **TRA Auction** will begin at 6:30. Old hands know the drill. New TRA attendees won't want to miss this.

JUNE 19TH:

The last full day of the Meet is always full of activities and this year is no exception. Things kick off with the **Early Morning Runs** at 6:30 and 8:30. The 8:30 Run is filling rapidly so you might plan to be an even earlier riser...

The Fun Rally through Calvert County has been designed to be precisely that - fun. Don't worry greatly over complicated clues and routes - take your time and enjoy your surroundings.

A second Technical Session will be held at 3:30.

The **Awards Banquet** is the final gathering of the Meet. It all comes down to this...

There are of course plenty of **Self-Guided Tours and Places To See** including the Pax River Naval Air Museum, St. Mary's City, lighthouses...explore or relax. It's your call. TRA is about friends and fun. Don't miss a great opportunity to share the TR experience with old friends and new!

See you in June!

Mason-Dixon TRA

TOOLS ANYONE?

By Bruce Clough, TRA Tech Advisor

I know we've talked tools before; in fact, it seems to be a favorite. So, is this another column about tools, about those nice, original tool sets—what they should be, what the various combination of tools in the different year's sets, and the proper manufacturer for each tool?

No. This is just a prelude to a TRA 2015 National Meeting Technical Workshop on tools and spares that you need to take with you so if you break down on the road you can actually fix something <smile>. Original tools are for Concours.

They are fightin' words boy!

Not that the original tools aren't bad, they're just dated in design and tolerances. Modern stuff is just better, sorry.

This column is about what maybe your tool set should be. But we are going to limit it—we will still call this a tool roll. So this will eliminate, as an example, the doctor's bag Jeff Zimmerman carries around, or the tool chests I know a lot of you carry around. The rule for this article is that you will have to work out of the roll.

To refresh yourself, this is the typical original TR3 tool roll:

Okay, this is not typical, it's a John Warfield restored tool roll. It's a really nice tool roll along with a nice jack and crank. In 1959 this was a decent set of tools to work on your car, but

not now, except maybe for Concours display. Okay, I know there are a few of you, or maybe a lot of you, that would still say these are adequate today. Maybe they are, but if I'm broke down by the side of the road I might want a few more modern tools.



“Not that the original tools aren't bad, they're just dated in design and tolerances. Modern stuff is just better, sorry.”

“This is just a prelude to a TRA 2015 National Meeting Technical Workshop on tools and spares that you need to take with you so if you break down on the road you can actually fix something <smile>. Original tools are for Concours. Okay, I know there are a few of you, or maybe a lot of you, that would still say these are adequate today. Maybe they are, but if I’m broke down by the side of the road I might want a few more modern tools.”



Well then smarty-pants, what do you carry in your TR? This is what I carry: It even packs well!

As we will discuss during a TRA 2015 tech session, I feel that I have enough of the right tools to pretty much work on anything that could be reasonably replaced during a trip on our TR3B (and Stag for that matter). Joel Rosen’s TR2 rear end even <smile>...TR7? Different critter & dang metric system.

Not in this picture are a couple of box wrenches, wire brush and a spare hood/trunk Dzus key. Also, due to the truth in labeling act, the Sun digital engine analyzer actually has its own case...an old Game Boy case, we recycle here in Cloughland!

So I have to ask? If you were limited to a tool roll, what would you have in it? I mean, besides a Visa card and cell phone!

See you at TRA 2015 - Bruce

LED LIGHTS

By Bruce Clough, TRA Technical Advisor

19, count 'em, 19 amps. That's what you got if you have a Lucas generator. 19 amps to run everything and charge your battery. Not much to run lights, heater, wipers and everything else (like ignition).



1157-BASED LED BULB that is bright enough, but will not fit (from superbrightLEDs.com)



LED BULB FROM LITEZUPP.COM

I use these in the Stag and they work well for that application. The 1157-based bulb that is very bright, but is too directional (and too big around) to use in TR3 tail lamps. See page 21 of this issue, for more details.

The usual solution to handling the electrical load in a more modern fashion is to install an alternator and beefier circuits. That's great, but kinda ruins the originality.

Another tact would be to reduce the load the generator has to deal with. We're going down that road here. Besides recharging the battery after starting the largest load on the generator is the lights.

Most Early TR owners are still using the same lighting technology the car was delivered with – incandescent. Current is run through a filament; the filament gets hot and glows. Inexpensive, somewhat reliable, but very energy inefficient. To run headlights takes about 9 amps at low beam – that's half your generator output. Add the parking and interior lights and you are up to 12-13 amps just to see and be seen.

Did you know that light emitting diode (LED) technology is available to drastically cut the amount of power you need to be seen? LEDs take less power by a factor of at least 6. Now all of a sudden those headlamps only need 1.5 amps rather than 9. Sounds better? Over the next few issues we're going to explore the use of LED lights in early TRs. We're going to start our look at LED bulbs with the tail lights.

Note: LEDs, since they are diodes, are polarized, so the one drawback is that you really need a negative-ground car to use them. There are some (such as the Litezupp units) that come in positive ground versions, but all the rest will be negative ground.

LED Tail lights

Last year I mentioned that I went out and bought a pair of the LED Moss Tail lights for a TR3. Thought I'd expand a bit on this due to a number of folks wanting more info.

I went to these since I want to reduce the current draw on the system (LED lights) as well as to ensure we are seen when driving this car. Now, the light configuration in the sidescreen TR tail lamp is that the bulb is mounted effectively upside-down and relies on some reflection from the chrome-plated base to get the light out – not the best even when the chrome is new due to housing configuration. This works okay for an incandescent bulb, but is a challenge for the types of LED lights that are sold with 1157 bases on them. They either do not put out enough light, are too long to fit into the lamp, or direct their light in the wrong pattern – this last tends to be the killer – there are some bright 1157 LED lamps out there, but they fire out along the axis of the lamp, so the light gets aimed to the ground. Not good. (Note that this is not a problem in the TR4/4A due to the alignment of the bulbs)

They make lights that fit 1157 bases that have 90-degree bends for the light part, but that fires the light at too-high of an angle up. Another issue is side visibility – the old incandescent would flood the lens such that you could see it from the side. These LEDs have narrow beam patterns that don't fill lenses I need something that will flood the lenses and is bright.

Enter Moss Motors

I was actually looking at LED lights on the web when my search landed me at Moss Motors. I didn't expect that (or I would have looked there first), but there they were. Instead of bulbs it uses a circuit board shaped like the inside

of the tail light housing populated with a lot of bright LEDs. They are somewhat expensive (\$109/pair), but they are made in the USA to fit the lights exactly, so you get what you pay for.

So what did we pay for? The kit gets you two lights and all the mounting/ attaching hardware you need. A note here - you are going to have to remove the current “guts”, the bulb holders, from the light fixture, then you use longer attachment screws to hold the light board to the light fixture and then into the speed nuts on the car. So, if you are squeamish on modifying your original lights buy another pair to mod and store the originals away.



MOSS TAILLIGHT KIT...everything you need to modify the light fixture and wiring

To remove the guts you have to drill out two copper rivets - I used a 1/8 drill to do this. You then insert a couple of plastic spacer tubes into the light board, put the light board over the fixture, and screw it down. The blue wire attaches to tail light wire, red to the brake wire and there is a black wire for grounding. Probably took me an hour to connect it up for a trial. The instructions are pretty detailed, so even a beginner shouldn't have a problem.

Brightness? Brighter than stock, considerably - like WAY brighter. The brightest core of the beam is directed up at an angle (since the circuit board the LEDs are on follows the contour of the light fixture, the LEDs are pointed at an angle, not directly backwards), but since you will be putting the plastic lens over the lights that redirect the light a little lower towards the back and also fills the lens so it is easily visible from the side. They are bright.

Modified Tail light Circuit

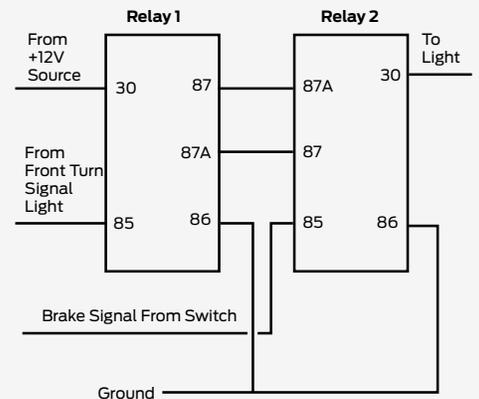
Now to modify the normal tail light circuit. I wanted the tail lights to work both as a turn signal flasher and as brake lights, so that way I could eliminate the separate turn signal lights and replace those ugly lights with a smooth back between the tail lights (yes, it's a personal issue for sure). Lo and behold I found a guy on YouTube who did what I wanted to do! http://www.youtube.com/watch?v=vA-AOLD_dfs Part of this video is actually a circuit diagram (shown on right).

It's what's known as an exclusive-OR config, essentially it acts like a brake light unless the turn signal is on, and then it acts as a turn signal. I just used some standard relays and it seems to work fine (as long as your voltage is above 10 volts, below that it doesn't work well! It also was one of the reasons I ended up with a lot of relays in the car!

Of course one can also take the fun out of this and use a 3-to-2 light conversion kit for a trailer. Most decent auto parts stores and places that sell trailers should have them.

I also ran into this:
<http://www.youtube.com/watch?v=3f9QlalMoIM>

Now I don't feel too bad about TCF1760LO.
 Cheers - Bruce



REAR LIGHT RELAY CIRCUIT



TAIL LIGHT CONVERSION KIT

GIZMOS

TR ACCESSORIES *By Steve Muir*

This new column is designed to inform readers of the wide variety of accessories that were marketed to TR-2/3/3A owners during production of our cars (1953-1963) and in the years that followed. Having owned several TR-3s over that past 37 years and attended many British sports car shows and flea markets, I have collected examples of some of the accessories used to increase the appeal and comfort of these cars. This column will document these so the reader will be able to recognize the unusual and valuable bits that occasionally present themselves. Manuals and reference books typically offer glimpses of these accessories, but seldom provide sufficient detail to guarantee identification.

Two types of factory ashtrays were offered during 1953-1963 production of the TR-2 through TR-3B series, swiveling and slide-out. This article highlights the second (later) type of factory ashtray. On page 105 of his excellent book, *The Original Triumph TR2/3/3A*, Bill Piggott describes the two types of ashtrays. "Swivelling ashtray Part number 701019. Fitted under driver's side of dashboard, and swung out for use. This was optional on TR2s, 3s and early 3As. At TS42400, the slide-out type of ashtray became available, and was believed to have been standard on North American cars."

The following description can be found on page IN-21 of *Judging Standards and Restoration Guidelines published by the Triumph Register of America (TRA)*:

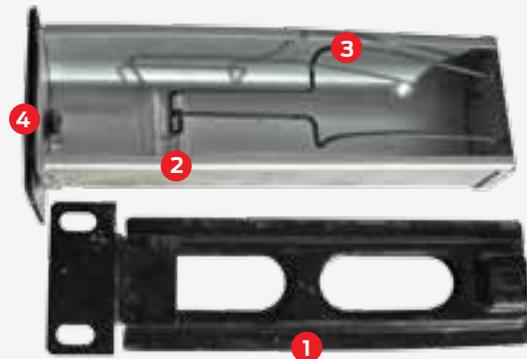
"Ashtray – Ashtrays were optional up to TS 42400, and were mounted beneath the dash. These units would swing out for use, and away when not needed. They were plastic, with a black painted mounting clamp and chromed detachable insert. After TS 42400, the optional swing-away ashtray was replaced by a standard unit that slid outward on a bracket fastened to the passenger's side dash support stay. The mounting bracket was painted gloss black. The body of the ashtray and the tensioning spring were clear cadmium plated. The rectangular face plate was black bakelite."

Over the past four decades, I have never encountered an example of the early swiveling ashtray. If you have one and would provide clear photographs, description, and measurements, I will offer that information in a future article. Luckily, the slide-out version (part number 608697) is less rare and I have been able to study several examples. Here's what I have discovered.

The slide-out ashtray is composed of four major components:

1. slide rail 2. ashtray body 3. retainer spring and 4. front cover.

The slide rail and ashtray body are thin steel sheet metal stampings; the rail is painted gloss black while the body is clear cadmium plated





and presents a dull silvery appearance. The unpainted tensioning/retainer spring is made from steel wire coated matt black and is uniquely formed to firmly hold the body to the rail, thereby preventing it from falling to the floor while full of debris. The two ends of the body have folded edges and are spot welded to the U-shaped main section by five small welds on each end. The front end retains the plastic front cover while the rear retains the spring within two small channels. The upper edges of the main body section are bent inward at a 90 degree angle and mate to the slide rail. The rail is attached to the right lower dash support stay by three screws, two in the front and one in the rear.

By pressing down on the spring and sliding the ashtray body toward the seat, it can be removed for emptying. Sliding the body back onto the rail causes the spring to snap into its location, thereby locking the ashtray in place. The slightly raised front cover (2 3/4 inches wide by 1 13/16 inches high) is rectangular in shape with a horizontal raised bar across its center containing three very narrow horizontal ridges and was molded from an early type of black plastic (sometimes described as being made from bakelite, an early wood flour based thermoplastic, but based on the original examples I have examined it appears to be a different thermoplastic). The reverse side of the cover has a central screw (10-32 pitch) that extends approximately 1/4 inch and two small plastic protrusions on either side of the screw that fit into three holes punched into the face of the ashtray body. The front cover is retained by a small flat washer (unplated steel), an internal tooth lock washer (blackened steel), and a 3/8 inch hexagonal nut (unplated steel). Care must be taken to avoid over-tightening when affixing the front cover to the body as the retaining screw is molded into the plastic front cover which is easily broken.

Often, when a TR-3 ashtray is found, the front cover is missing. This is easily explained by the location chosen by the factory for placement of the ashtray (North American market left hand drive). Once installed on the right lower dash support rail below the glovebox door, it is perfectly aligned with the passenger's left knee. A few careless knocks from the knee and the plastic front cover will break. Over the years, reproductions of the front cover have been produced, but examples of these are difficult to obtain. I have never encountered a reproduction of the entire slide-out ashtray, although some may have been produced as mentioned in online discussions. The following photographs show a fully assembled, original, uninstalled slide-out ashtray manufactured in October 1961 with its original Stanpart factory box and component parts displayed.

Ashtrays were optional up to TS 42400, and were mounted beneath the dash. These units would swing out for use, and away when not needed. They were plastic, with a black painted mounting clamp and chromed detachable insert.



If you have examples of other unusual TR-2/3/3A accessories and would like to contribute information to expand this series of articles, please contact the TRA National Newsletter Editor.

REQUEST FOR TR2/3 CHASSIS ID NUMBERS

By Gérard Guiot (e-mail : gfr.guiot@wanadoo.fr website : www.trmentvotre.com)

I am conducting a survey, my objectives is to find the relation between the Zxy and the vehicle serial numbers (consequently, the status of the TR evolutions/modifications such as girling brakes, slit steering, etc.). I am mainly looking for the vehicle serial number and the Chassis ID number. Other information such as fabrication date, body number (EBxxxx) are also welcome. Below are more details, please read and email me any information you find on your TR2/3. Thank you.

The identification of a TR2/3 can be done with the help of these different numbers:

Model	Comission	Bodyshell	Frame unit	Engine	Gear box	Rear axle
TR2/3/3A	TS nnnnn (L/O)	EB nnnnn(n) 6 or 7 digits	Znn	TS nnnnn E	TS nnnnn	TS nnnnn
TR3B	TSF/TCF nnnn (L/O)	nnnn/TSF	TSF : Z31 TCF : Z34	TSF or TCF nnnn E	TSF nnnn	TSF nnnn

The TR frame number is somewhat of a mystery for two reasons :

- Frame units were painted for protection and the ID plate could not be seen
- Currently there is no information to the meaning of the frame ID plate (even though the plate appears on factory frame drawings)



20TS

The frame unit of prototype 20TS (also known as TR1) was issued from the Standard Triumph parts bank. It was a disaster, and was quickly corrected by Ken Richardson. In the rear endpart on the original frame unit, the central box not reinforced. TS1 and TS2 had an improved frame unit compared to the 20TS. The frames were modified again for the final TR2, in particular the rear end.

FINAL FRAME UNIT

The first 1,400 frame units were built by Standard Triumph, then they would have been subcontracted to different companies such as Rubery Owen, Sankeys and John Thompson Pressings. In Bill Piggott's book *The Original Triumph TR*, pg. 50 it reads, "There is no chassis number as such, many chassis carry a small plate at the front end stamped "Z28", but this number has no known signification."

Both of my TR3As have a Z29 and at that time I did not know the meaning of it and could not find any documentation to their meaning.

A first response to my question came from Canada. *Z is for TR2/3, the first*

digit indicates the fabrication month, the second digit indicates the year of fabrication. This was wrong!

The response was based on the fact that the guy owns a TR3A built on February 1958 and he had a Z28 plate.

A second response came from a Standard Triumph factory worker; *The identification plate was welded by the frame unit subcontractor and the number was corresponding to the frame unit specification, related to the production changes of the TR. For example, a frame unit having front disk brake is different from the one having front drum brakes, the same for a TR with split or one-piece steering column.*

The Zxy identification would correspond to a level of production changes at a given time. This seems logical and this is not incompatible with the third response I received.

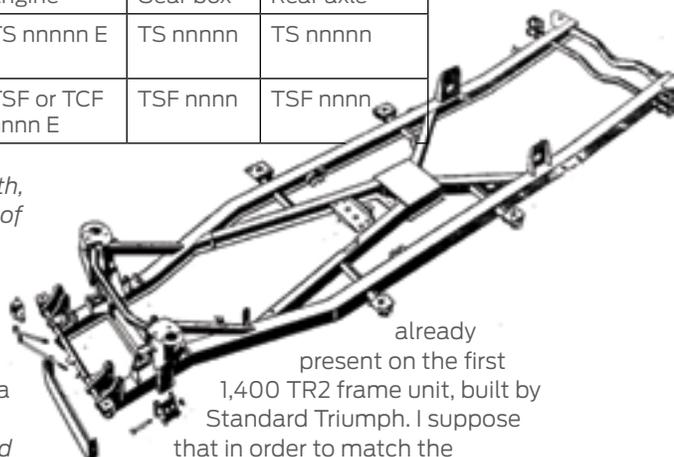
The third response came from Erik Sorensen of the Danish TR Register. *As for the bodyshells, it seems that the subcontractors have produced the frame units by series, certainly associated to a general level of production changes of the TR. The identification Zxy would be there to make sure that the bodyshell fits to the frame unit. The first digit would indicate the version of the frame unit.*

In addition, the welded plate would also serve as a reference point for the symmetry of the frame unit... within a couple of millimeters!!!

Based on information received to date we have found the following :

FRAME UNIT PLATE ORIGIN

It seems that the frame unit identification plate was welded by the subcontractors but imposed by Standard Triumph as this plate is



already present on the first 1,400 TR2 frame unit, built by Standard Triumph. I suppose that in order to match the bodyshell to the frame unit Standard Triumph was imposing the Zxy ID.

FRAME SERIES

The TR2 frame unit IDs are between Z12 & Z21.

The TR3/TR3A frame unit identifications are between Z24 & Z31.

The TR3B TSF have the same frame unit identification as the last TR3/3A: Z31.

TR3B TCF have Z34 frame unit IDs

PRODUCTION CHANGES

Frame units were reinforced (TS 4310, from Z20 to Z21) when the disk front brakes were introduced on TS 13046, the frame unit identification moved to Z28.

The split steering column appears between TS26000 and TS34000, that's when the frame unit identification went from Z28 to Z29.

The series Z31 did start with the new TS60000 bodyshells, and remained until the TR3B TCF (Z34).

SOME MYSTERIES

Why TS 1723 L has a frame unit identification in the form of 20Z instead of Z20?

Why are some frame unit IDs in the form of ZAn (ZA2 and ZA3) all roughly at the same time? Were they special frame units? A different subcontractor?

The research is not over and I am still receiving data. Thanks to all that can offer their help with this project.

InTResting Classifieds

InTResting Classifieds & Events listings are offered free for TRA members. If you would like to place a classified ad, please send them to Newsletter Editor - jkrupp2441@gmail.com or TRA classifieds: 2441 Haviland Road, Upper Arlington, OH 43220.

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InTResting Classifieds



FOR SALE 1970 TRIUMPH TR6 - \$12,500

This car has been a lot of fun - but it's time to move on to other interests. The car has been a project and a driver for me since 1993, restored with a nearly frame off restoration beginning in 1994 with a little each year until approximately 2002 when I dropped in a rebuilt engine with high performance CAM. It currently runs great with the 6-pack Weber Carburetor retro-fit, but I have the original Stromberg carburetor set completely reconditioned and ready for use (sold separately). The car is clean from engine compartment to the trunk and is road ready from day one. I will include the parts that I didn't get installed like the roll bar, luggage rack and many other spare parts. Needs new top.

This car has been stored in garage year-round. Location: Columbus Ohio. Email for more photos or questions. INTERESTED? Contact Bryan at: bkrupp@riverconsulting.com or 740.548.1154. Asking \$12,500 firm.

BRASS TR2 or TR3 DOOR HINGES

I have a set of brass TR door hinges that are not worn out (no play in hinge). The price for the set of hinges would be \$100.00. INTERESTED? Contact Franz: franzjbachmann@yahoo.com or by phone at 850-682-2358 or 850-217-1981. (picture below is for illustration only)



MANUALS FOR SALE

- Factory Issued Triumph Service Manual for TR2/TR3, 420 Pages \$49.95
- Aftermarket TR2/3 Shop Manual \$34.95
- Factory Parts Manual, 369 pages \$37.95
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INTERESTED? Contact Alex Voss (206) 721-3077 or visit: www.books4cars.com

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Contact: Ken Nachman 804-840-1441 or kennachman@comcast.net Website: www.sidecurtain.com

FOR SALE 1961 TR3A - \$20,000



I am helping my neighbor sell her deceased husband's car. This 1961 TR3A, used to be one of mine. It was restored by a retired engineer and he did a ground up restoration on it over a three year period and has only driven it 4,000 miles since. It has several upgrades: rack & pinion steering, alternator, electric cooling fan, Moss leather interior, Dayton stainless steel wire wheels and an updated wiring harness. The car has a \$6,000 paint job on it and it looks, runs and drives

great. The sale price is \$20,000, while this is a lot of money, this is a really good car. It started out pretty rust free and even has the original floors in it. This car is located in Tehachapi, CA, which is about 2.5 hours north of Los Angeles.

INTERESTED? Contact William Brewer at my email: billbrewer59@yahoo.com

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