

Part No. RFP536

The Roadster Factory

TRIUMPH SPORTS CAR

20 TR2, TR3, TR3A, TR3B



GLOVE BOX COMPANION

VOLUME ONE

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Use This Number for Ordering If You Have Questions
About Part Numbers or Applications

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Web Site:

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Online Ordering, Catalogues, Price List, and Much More

Social Media

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Fax Operates 24 Hours Every Day

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Club with a Great
Logo. More
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VINTAGE TRIUMPH REGISTER

The Roadster
Factory Will Pay
Your VTR Dues!
More Information
on Page VI

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WELCOME TO THE ROADSTER FACTORY

It is the mission of The Roadster Factory to supply its customers with high-quality repair and restoration parts and services for Triumph and MG sports cars along with accurate information to help them to preserve the originality and value of the models we service. We take this mission very seriously, even more seriously some would say for TR2 and TR3 models, and we work every day to keep parts in stock, to add to the list of available components, and to maintain or improve the level of quality for which we are famous. We research specifications of parts, materials, patterns, and designs in an effort to preserve an accurate record, including actual samples, to aid enthusiasts, new and old, to maintain the integrity of their project cars. We always try to offer competitive pricing but never at the expense of quality. We love our own cars, and our rule is never to sell a part to a customer that we would not want to install on one of our own.



INTRODUCTION BY CHARLES



We have designated the portion of the catalogue posted on the web site in February 2016 as “Volume One,” but in reality it is a work in progress, and the remaining sections, Electrical, Body Sheet Metal, Rubber Body Seals, Miscellaneous Fittings, Badges and Chrome, Interior Trim, Weather Equipment, Accessories, and Publications will be added in order as each is completed. One or more new sections should appear every month.

As long-term TR2, TR3 enthusiasts are well aware, The Roadster Factory has been involved in these models for a long time, since 1978 in fact, when we set up a display at the Triumph Register of America National Meet, held at Blackwater Falls, West Virginia in June of that year. I have written many TR2 and TR3 catalogues over the past thirty-seven years, and TRF has published most of them, although at least two of the most ambitious ones were never completed. The present catalogue is the most complete so far to be posted or published, and I expect to print it in paper for mailing to all TR2, TR3 customers on our active mailing list when it is complete. The first half, which we are calling “Volume One” took four months to write, illustrate, and post on the web site. I will put every spare moment into completing the remaining sections, but I have other responsibilities each week relating to TRF’s weekly business.

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INTRODUCTION BY CHARLES—Continued



This catalogue is a rewrite of a longer catalogue written by John Swauger last year, and his research has been invaluable in writing this version. In the end, I may have been further ahead to post John's work which went to more than three-hundred pages, but I have attempted to make a shorter catalogue which still lists virtually everything in fewer pages to be more economically feasible for printing as a paper catalogue. In the end, I am very thankful for John's work, and I dedicate this catalogue to him in recognition of his thirty-five years of work at The Roadster Factory.

The Roadster Factory has achieved considerable success in selling parts for other Triumph models which I also love, but I have never lost my passion for the TR2 and TR3 models on which my company was founded, and even more than my TRS LeMans Racing Cars, I value my 1960 TR3A that I found in 1971 and restored over the next six years. No one was rebuilding TR3s from the bare frame then, but I learned about every nut and bolt on the car since every component was disassembled, rebuilt, and replaced. The result was a tiny bit amateurish by today's standard, but it was as nice as any other restored Triumph of the time. It has been completely rebuilt again in the mean time, and it still has all of its original body panels with the exception of the outer sills which were gone by the time I found it.

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INTRODUCTION BY CHARLES—Continued



When I started to restore my car, it was worn and starting to rust, but it was completely original in almost every detail. In disassembling it that first time, I acquired a reverence for the quality Triumph had built into my car. In rebuilding my car that first time, I went to a huge effort to duplicate that quality with the same brand name components Triumph had used, many of them still available as “Stanpart” components in those days. Later, when I had founded a company to preserve these cars, I wanted to offer the same quality to my customers, and TRF had accounts with Vandervell, Lucas, Girling, Lockheed, Borg & Beck, Armstrong, SU, Hardy-Spicer, Laycock, and others.

Many of the original parts manufacturers to Triumph have gone out of business or have been sold, some several times, over the years since The Roadster Factory was founded, the list also including Triumph itself. This has made it necessary to acquire the respective components from other sources, often having to produce certain parts from scratch. It has always been my goal regarding the parts manufactured in this way to produce parts of original quality which not only look original but also function as original. We usually do not purchase generic versions of components, such as TR3 ball joints and tie-rod ends. Instead, we often have them made from scratch to original Triumph drawings or to match original parts. Many times, after having gone to this effort, we have been forced to compete on price with generic components sold by

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INTRODUCTION BY CHARLES—Continued

competitors. When we manufacture parts, we generally contract with manufacturers in England, in the U.S.A., and in Taiwan, where we work with a father and son who have represented The Roadster Factory for thirty years.

Being able to sell the parts we manufacture to our customers in quantity has resulted in hundred of components' being available which may have been forgotten otherwise. An example of one of these small parts is the Lift-the-Dot snap studs fitted to later TR2, TR3, TR3A, and TR3B bodies. When TRF was founded in 1978, the original chrome-plated studs were still available from Triumph. When they eventually became unavailable, we manufactured them to original specification ourselves rather than offering the longer nickel-plated studs still supplied by competitors. There are hundreds of other examples, and certainly our attention to detail is appreciated by TR2 and TR3 customers in the U.S. and around the world. The resulting partnership of enthusiasts with their parts vendor has improved parts availability and the quality of restored cars everywhere.

Everyone at The Roadster Factory appreciates the business received from our customers, and we hope to maintain our positive relationship with customers into the distant future now that my son Albert is taking an important role in running the company and servicing its customers.

Charles A. Runyan
The Roadster Factory
February 21, 2016

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PRICES MAY CHANGE WITHOUT NOTICE

We regret that prices listed in this catalogue cannot be guaranteed, but we will make an effort not to raise them before the end of 2016, unless unforeseen market conditions require this. The issues involved are rising costs from manufacturers, increased costs for transportation, and increased costs of materials for parts manufactured in-house. With the price of oil down at the time of writing, some of these factors are somewhat alleviated, but companies in the supply chain always find a reason for raising cost prices even if it is just that a certain amount of time has passed. Any price changes will be made immediately in the online catalogue found on the TRF web site.

EXPLANATION OF “NO. OFF”

“No. Off.” is an expression used by British engineers to designate the quantity of each part number required to build the assembly for which a given listing is provided, and this is what “No. Off” means in this catalogue. TRF Sales Staff have asked me to describe the meaning of this usage, as customers sometimes think it means they will receive this quantity when a specific part number is ordered. Generally, however, the quantity of a part number supplied is one, unless otherwise indicated, and it is necessary to order the specific quantity desired.

TRF WILL PAY YOUR VTR OR TRA CLUB DUES



The Roadster Factory was founded with much support from The Vintage Triumph Register and The Triumph Register of America, and we still attend national events of both clubs whenever possible. We try to repay the support we have received in the past, encouraging our customers to join either or both of these clubs by offering to pay their annual dues, either new memberships or renewal for the club of your choice. The Roadster Factory believes in the standards fostered by club membership and concours judging, along with the benefits of mutual support and shared information of all kinds. When your purchases for the year add up to \$850.00, just give us a call on a sales line, and we will take it from there. This service is just a tiny bit of what you receive for your money when you purchase your parts from The Roadster Factory.

Links:

Triumph Register of America www.triumphregister.com

The Vintage Triumph Register: www.vintagetriumphregister.org

JOIN TRF CAR CLUB



- **Support The Roadster Factory So That We Can Arrange to Have More Parts Manufactured**
- **Ten Percent Discount on Parts Purchases Except During Sales.**
- **Receive \$25.00 Coupon Every Month—Good as Cash on Any Order Valued at \$75.00. Even During Sales.**
- **Monthly Specials with Amazing Prices on Popular Products.**
- **Belong to a Club with a Striking Logo for T-shirts**

It costs \$100.00 to join TRF Car Club, but when you renew for the second year, you automatically receive a parts credit in the amount of \$100.00. This credit for dues continues year after year as long as you continue to renew on time. Who doesn't spend \$100.00 on parts each year on his or her sports car?

In case you didn't do the math, you will receive \$300.00 in monthly coupons in return for your \$100.00 investment during the first year of your membership. During the second year and each succeeding year, you will receive a permanent parts credit of \$100.00 plus \$300.00 in monthly coupons in return for your investment of \$100.00.

The real benefit of TRF Car Club to The Roadster Factory is the promotion of customer loyalty. The Roadster Factory works very hard to continue the availability of TR250 and TR6 components by contracting to manufacture every item that looks like a valid project. Looking at this effort as a mutual enterprise involving both the company and its customers creates a powerful partnership for getting things done. You get a lot of benefit from joining TRF Car Club, but the best benefit of all is helping to support the future of the car models you love.

You can join TRF Car Club by phone, by fax, by mail, or on-line. When joining on-line, order part no. TRFCCMEMBER at a cost of \$100.00. The shipping charge that is automatically added to all orders by the our system will be disregarded when your membership is processed.



RFN909



RFN901



LP18



RFN2011

TRF Car Club Regalia

The regalia items listed here are available only to TRF Car Club members...

Part No.	Description	List Price	Your Price
RFN909	Drink Mug; 12 oz. clear glass mug with TRF Car Club logo in red, white, and blue	15.95	12.96
RFN2011	Coffee or Tea Mug, TRF Car Club logo, blue and red on white	14.95	12.96
RFN901	T-Shirt; all cotton heavy-weight T-shirt with car club logo in red and blue on white; please state size required, S, M, L, XL, XXL, XXL	14.95	12.96
LP18	License Plate, TRF Car Club	10.95	8.96