

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE – TRIUMPH REGISTER OF
AMERICA

Founded: 1980



Triumph Register of America

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Armand's beautiful GT6

August 2022

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NEXT CLUB MEETING

August 9, 2022

Meet us for dinner/social @ 6pm

Business meeting @ 7pm

Denny's Restaurant

3315 N Scottsdale Road; Scottsdale, AZ

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Cover: Armand's car at the Hall of Fame

Prez Sez – August 2022

John Heisser, President

I hope everyone is surviving the summer heat! I refer to it as our Solar Winter. When my relatives or friends from cooler climates ask me how I deal with such hot summers, then they jokingly add “Of course it’s a dry heat”. My somewhat sarcastic reply is, “Phoenix summers can be challenging, especially when temperatures reach 110 degrees with wind chill factor of 120 degrees!” I heard that Americans tend to deal with serious or uncomfortable subjects with humor. I mention this because as usual my timing was off, instead of working on my TR8 during cooler weather, I pick the warmest time of the year. I’m trying to get it back together so I can drive it to Triumphest in September. The days I have free to work on it, I start early in the morning and work until around noon, I open the garage door about 12”, the side door and patio door and I get some cross ventilation with the aid of a fan. It’s not comfortable but tolerable. I am like most all of us I tend to get things done when I have a deadline to meet. I’m cautiously optimistic that I will finish it soon so I can put some miles on it before attempting to drive it over to San Diego. But one thing I can say for sure is the collection parts that were spread out on 2 work benches and garage floor have gotten a lot smaller.

I really enjoyed watching the videos that Dave Riddle sent out; the one about Revington Triumphs was very interesting. The second about being a spectator at the races, some really impressive cars the attention to detail was amazing, I especially like the black MG midget, and the Porsche. Did anyone notice that guy that looked like John Reynolds? I had to do a double take; it could have been his brother. Attending a Kastner Cup is defiantly on my bucket list. Wondering around the pits at a racing event is almost as much fun as watching the racing itself, seeing the way the cars are built, the innovative engineering, the excitement of last minute repairs and adjustments being made is all good stuff.

I was thinking about our Triumph club and community, we all have Triumphs in common, but are very diverse in how we enjoy them. We have people that design and build parts and/or systems that improve the way our 40 to 70 year old cars drive and operate. Some like to autocross, while others prefer to take drives on winding rural roads. There are those who like to use their relaxation time to clean and detail their cars then attend car shows. A lot of us enjoy tinkering doing some modifications to improve the performance and dependability, and then there are those who take great pride in maintaining their cars as near as they can to factory specifications. Another thing we all have in common is we like talking about our Triumphs. I have had many of our newer members share with me how impressed they are with our membership, how welcoming and friendly and how they are happy that they found us. It reminds me of September 2007 when my former wife and I attended our first meeting by the time we left we had received good advice about purchasing a car, had a few members phone numbers to call if we had any questions and made many new friends, I’m glad that our club has retain that attitude.

I have and I’m sure many of you received an e-mail about the British Vintage Voyage. This event usually is scheduled in October however this year it is scheduled for September 17 & 18, the weekend after Triumphest. So, if can’t attend Triumphest or want to spend 2 weekends in a row with your car you might consider attending the BBV.

Have a good August, remember cooler weather is about 6 weeks away. Hope to see you all at this month's meeting. Thx, John

EDITOR'S DESK

George M Montgomery, Editor

I hope you're getting your little jewel polished and tuned and ready for the road. There are several driving events coming up within the next couple of months. It may still be a little warm, but if you put the top up, roll the side windows down and zip out the back window you'll get a nice breeze blowing through. Better than a convection oven.

John Heisser mentioned in his Prez Sez column about the pleasures of wandering through a pit area at the races. It reminded me of when I was 14 years old and interested in hot rods and drag racing.

My family was visiting my grandparents for the weekend in Oklahoma City. My Uncle Monte and Aunt Curtis live next door of this duplex so there were usually a lot of activity going on. This weekend my uncle and aunt were gone so it was very quiet. Saturday morning, I was reading the morning newspaper. I read that the National Hot Rod Associon was having their national final drags that weekend there in Oklahoma City at the state fairgrounds. That was just two miles from my grandparents duplex.

I asked my dad whether he would take me out there. He must have been a "get to know your teenage son" mood, because he surprised me and said yes. We drove out to the fair grounds and squeezed into a parking space. He didn't like the huge crowd but we were there. He liked even less when we were told the entry tickets were \$15 each a lot of money in 1957.

"Can we just wander through the pit area?" I asked.

"Yes, just stay out of the racer's way." The ticket man said.

I thought I was in Heaven. There were rows and rows of Model A and T hot rods. Some cut down. Some were "high boys". There were flathead V8s, late of overhead valve engines and some little Model A four cylinders, very highly modified. There was a brand new '57 Chevys with the new 283 c.i. engine.

The highlight though was the appearance of Art Arfon's Green Monster. A WW II Curtis aircraft engine. It had already set a world record of 150 mph in a quarter mile. Art came from a family that owned grain elevators in rural Ohio. He had only been racing for 5 years at that time, but he drew a large crowd just to see this phenomenal vehicle. I think my dad was getting bored after that, so we left after half an hour.

Well, there won't be any Green Monster caliber vehicles at the August meeting but there could be. See you there?

George

PS: My novel The Autoist is now published at: GeorgeMontgomeryWriter.com

DCTRA EVENTS

Here are some opportunities to show off your Triumph while driving some miles, sharing stories, and visiting some really interesting places. Yes, it is warm (hot) and maybe a bit taxing for our LBCs, but as Shirley Blahak has said, "Your presence is more important than the car you drive."

August 9 DCTRA monthly meeting

August 27 Dwarf Car Museum Maricopa, AZ

September 8 – 11 Triumphest Dana Resort San Diego, CA Register online

September 13 DCTRA monthly meeting

September 17 British Vintage Voyage

September 23 – 25 Run to the Pines, Pinetop / Lakeside

October 11 DCTRA monthly meeting

October 30 British Wheels on the Green

Events to consider:

Castle Rally Christmas party Shop Rally Yard Sale Rally Indian Bend /
MacDonald's Cruise-in

Regular Occurrence Events

Status of All Events Are Unknown Presently

Some have restarted some have not Check and verify whether it open or not.

Hunts Donuts – 3rd Thursday University and the Loop 101

Cruz'n at Phil's - (every Sunday) Phil's Filling Station Fountain Hills, AZ

Cars N Coffee – 1st Saturday of the month, Mayo Blvd & Scottsdale Rd

Cars N Coffee – 2nd Saturday of the month, Alpio's at Troon

NEXT CLUB MEETING

August 9, 2022, in-person a Zoom link will be sent out also.

August 2022 Membership Report:

There are no membership changes to report this month. Membership is holding steady.

I will bring some swag to the next meeting; DCTRA sew-on patches, windscreen stickers, Triumphest key rings & lapel pins. See you at the meeting August 9.

Marv Miller

Membership

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Application form on page 15



Minutes

Desert Centre Triumph Register of America DCTRA Meeting Minutes

July 12, 2022

The July meeting of DCTRA was held @ Denny's Restaurant, Scottsdale Rd. The meeting was called to order @ 7:01 p.m. by John Heisser, President.

Members present: Ron Gurnee, John Heisser, John Horton, David Ker, Chuck Kerzan, Mary White, Armand LaCasse who drove his GT6, Marv Miller, George Montgomery, Eddie Ochoa who drove his TR6, Pete Peterson, Scott Porter, John Reynolds, Dave Riddle, Mark Sapp, Ken Schmidt, Deborah Cooke, Oliver Strimelle. Joining on Zoom: Michael & Jacqueline Divine, Rick Hartmann, John & Kathy Nuss. Our guest this evening was Aaron Ker, our newest member, David's son.

Minutes: Last month's minutes approved as they appear in The Newsletter.

Treasurer's Report: Armand LaCasse reporting no income & no expenditures this past month.

Newsletter: George Montgomery asking members to submit articles for The Newsletter on any interesting or challenging work they're involved in w/ their cars.

Events: John Nuss reporting on the upcoming drive July 23 to The Hall of Flame. Also planning visit to The Dwarf Car Museum at the end of August. John is working on a "Tour of Phoenix Castles" - details to follow.

Technical: John Horton recommending The Carburetor Exchange in Peoria. Ron Gurnee praising the work done by the paint & repair shop "RTC'D Auto Body" in Mesa.

New Business: David Ker announcing an Open House he is planning in February. Dave Riddle is leaving this week to fly to Pittsburgh to compete in The Kastner Cup.

Motion to adjourn @ 7:25 p.m.

Respectfully Submitted,
Mary A. White Secretary

Horton's Recipes

Submitted by John Horton

Cocky Leeky Soup

1 small chicken	2 oz rice
1 medium onion chopped	1 carrot grated
1 tsp salt	1 tbsp parsley
3 pints chicken stock	½ tsp pepper
6 leeks cleaned cut to 1 inch long	
Some parsley	

Place chicken, salt and onion in a pan and simmer for 1 ½ hour. Remove and cool, skim white scum, strip the meat off bones and return it to pan, add leeks, rice and grated carrot, and pepper. Bring to boil, and simmer for 30 minutes, season to taste, sprinkle parsley and serve.

Meet Our Members

Story and photos by John Nuss

My History with British Cars

I always thought those foreign cars were cool. That's what we called them in the middle of the last century. The first up-close and personal experience was in Brookville, Pennsylvania, about 1956. We were on vacation near Cook Forest State Park. The guy was selling BMC and MG cars – Austin, Austin Healey, Morris Minor, MGA. Of course, the Austin Healey looked like it was going at least a hundred miles an hour just parked in the showroom. But, I was really drawn to the Morris Minor, two door saloon and the convertible.

About 1959 Dad decided that American cars didn't seem to have the quality they used to have. Mom and sometimes Dad took us along to look at foreign cars. Kathy used to get upset when I talked about the cars we almost bought: Austin, Bianchina, Borgward Isabella, Citroen DS19, DKW, Fiat 600 and Multipla, Hillman Minx, Lloyd Arabella, Mercedes Benz 190 and 219, Morris Minor, NSU, Opel, Peugeot, Renault Dauphine, SAAB 93, Simca Aronde and 1100, Singer Gazelle, Toyopet, Triumph Herald, TR10, Volkswagen, Volvo. At one point we had a folder at least three inches thick of all the car brochures. In think the port of Cleveland and the St. Laurence Seaway had a lot to do with the number of foreign cars in the area.

My early experience with automotive competition was watching gymkhanas and serving as navigator in a few rallies. I navigated an economy run with my neighbor in his TR3. One

time my mother drove our DKW to a nearby gymkhana event at a local shopping center. We were watching TR3s, Sprites, Midgets, MGAs, VWs, Fiats – lots of little cars, even a Maico. Just as Mom was thinking that she could drive the course, a Fiat 600 performed one of the backing maneuvers (turn ninety degrees into a “garage,”) it went on it side. She changed her mind.

Our first British car, a red 1960 Austin Healey 3000, revived my British car/sports car interest. In 1973 a friend, “Uncle Freddy” bought the Healey and started autocrossing with a workmate. We drove our Opel Manta to the event sight and started driving at the next event. We were hooked. The car was better than we were, but we learned about handling - not so much about preparation. That came later.



Meet Our Members



Some time later, 1976, a butterscotch colored 1970 MGB came to live with us. I learned a bit more about repair and painting. That car went away, replaced by a white 1964 Triumph Spitfire. We traded all the MGB stuff we had collected (a complete car, a few new pieces, and a 1967 MG tub) for the 1964 Spitfire. It was a good move. Interesting that everything I needed to do to the MGs, but was afraid to do, I eventually did to the Spitfire: a total, frame-off restoration. Not only that, but I did it twice – Kathy’s blue 1966 Spitfire, Tilly. Thanks to Ken Schmidt, Marie Thompson, son Chris, Mark Bruens, Kathy, and friend Billy.

Kathy and I bought the red 1960 Healey in 1970, the first summer of our marriage. We took it for a test spin and neared the red line in second gear. I lifted the throttle, and the most wonder noise came the exhaust pipe; Kathy's response: "Let's get it!"



John

Our Web Master

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Running the Baja TR3 at the Kastner Cup 2022

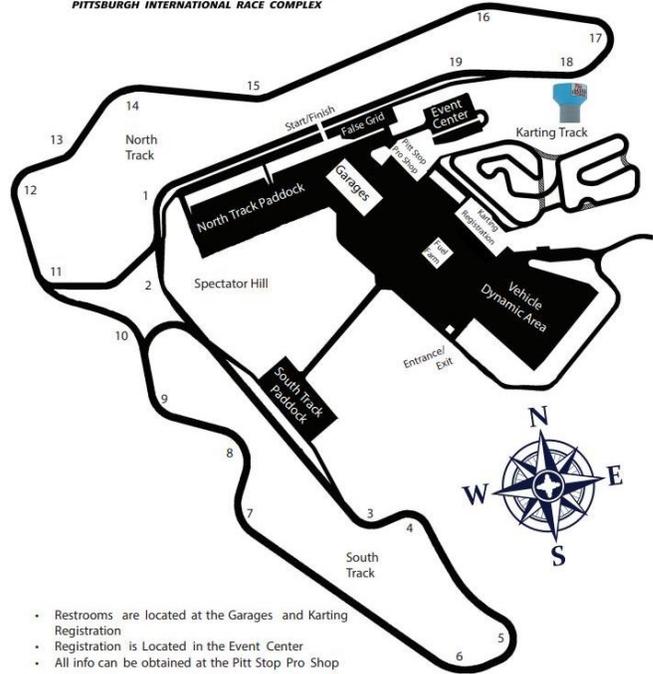
Article by Dave Riddle

After some significant correspondence with the organizers of the Pittsburgh Vintage Grand Prix along with assistance from the Kastner Cup Committee we were able to get the Baja Triumph TR3 accepted for participation. The car does not fit any of the possible classing's for road racing so without the aid of the Kastner Committee there was

no way the car would have been admitted to the field.

On July 10, Lyman Scherer and his nephew, Hunter, headed out from Phoenix with the car to make the 40 hour tow from Phoenix to Pittsburgh with plenty of spares, luggage, and my gear (helmet, HANS device, suits, etc....) so

that we did not have to check it and hope it made the flights.



Meanwhile my wife Lori and I along with Lyman's wife Tonya caught a flight on Wednesday, July 13 to fly to Philadelphia to connect to a flight to Pittsburgh to meet up with Lyman and Hunter who had arrived earlier in the day to drop off the car and trailer before the gates at the Pittsburgh International Race Complex, commonly called PittRace (previously named Beaver Run) were officially opened. They got us a front row spot where the Kastner Cup cars were paddocked.

Thursday morning, July 14, was for Test & Tune with the day having four 20 minute sessions for each of the various runs groups. That meant taking the Baja Car out with some pretty fast Medium Bore Cars like the TR6s, BMW 2002 and Datsun 510 sedans.

Sitting on Grid getting ready to head out with both Kastner Cup Cars and Medium Bore Race Group



Kastner Cup 2022 (cont.)

At home for the past month or so I had been watching a video of the track made a few years ago by the chief driving instructor for PittRace. I had also been on two other air flights this month and on both of them I spent a considerable amount of time with my notebook open,

ear buds in watching that video with my left hand on an imaginary steering wheel and my right hand on a pretend shifter. Pretty sure my seatmates thought I must be nuts. LOL.

Of course, before hitting the track for real, the car had to go through tech inspection. The inspectors didn't really know where to start, having never seen a car like the Baja TR3. armed with a tech sticker and an arm band saying I could go out to see if my time spent amusing other passengers had been worthwhile



With a semblance of the direction the track moved I headed out for those test sessions. wow what a track. A real journey across the countryside with blind corners, steep twisting diving turns and hills. After two sessions I was really able to start putting in some progressively quicker laps without spinning into the weeds.

The hills could be frustrating as 3rd gear was too low and the car struggled to get up hill while 2nd was not an option as even trying to move the gear shift there found the car saying, "I double dog dare you to try it" and see if I stay in one piece.

Between sessions Lyman and Hunter did the essential work of getting the car ready for the next session. Checking how much fuel we had used so as to fine tune how much we should put in the large 15 gallon fuel cell, adjusting tire pressure (we settled on filling the Hoosier Speedster tires to 22 pounds of Nitrogen in the front and 20 pounds in the rear. The car consistently came back to the paddock with the fronts and the left rear at either 26 or 27 pounds and the right rear always one pound under that.



Kastner Cup 2022 (cont.)

The track is super smooth, and we hardly saw any real wear on the tires. For the test day since it was really just a day for me to learn the new track I ran the same set of tires we had run at Firebird East (2x), Arizona Motorsports Park and Firebird West as I didn't want to

waste a newer set of tires while learning. We expected those tires to really be used up, but I was surprised at how much grip they still had.

Lyman had somehow hurt his knee, so he arranged to rent a golf cart. That really came in handy to cart tires and wheels over to the tire service to swap, for Hunter to get around to the various corners of the track to take photos and for our wives to travel hither and yon to watch the various race groups rather than being trapped in our paddock spot making us sandwiches for lunch (laugh and ducking). They were also able to discover where the best restroom facilities were located.

Friday provided us with a Medium Bore Practice and a qualifying session which we ran. I elected to not run the Medium Bore Sprint Race that afternoon as our goal was to run the Kastner Cup on Saturday afternoon and with a Medium Bore field of +70 cars I did not want to risk the car.

Between sessions we got to meet many of the other Kastner Cup participants that had arrived earlier that morning. It was nice to be able to put a face to the names I have known for the past couple of decades on the FOT (Friends of Triumph) email listserv of fellow Triumph Racecar Drivers.

As with most paddocks the camaraderie is great with all racers seemingly will to lend a hand with advice and even parts should the need arise. The Alexander Clan was paddocked next to us and somehow the throttle return spring on Brendon's Ambro had decided to part ways while he was on track. Lyman was able to supply them with a spare and get him back out. I told Brendon that meant that if he saw me in his mirrors he was obligated to let me by. He said he was unable to not promise to immediately take it back, however. Sadly, I was never able to call in that chit.

That evening in our hotel I noticed that a friend (and employee at a client) had commented on a Facebook post I made that her brother-in-law was also racing there that weekend. She said he was in an orange BMW 2002 with the number 45. I thought I remembered the car, so I checked my GoPro video.

Sure enough, there he was, and it made a great screenshot from the crest of the hill leading down to Turn 7. Gorgeous blue sky, opening up to a verdant green landscape with his bright orange car passing me on the left with my bright red

gloves while I was in the process of passing a red TR3 on my right. Three cars wide over the hill!



Kastner Cup (cont.)

Saturday morning was rainy, so we did not go out for the Medium Bore Sprint Race for the same reason we had not run the Sprint Race the day before. At lunch time there was a special event where a bunch of Triumph cars (and a few other marques) made two Pace Car

led laps around the track with Robert Johns our Kastner Cup Grand Marshal, riding shotgun in the first car behind the Pace Car. Lyman had put a passenger seat in the Baja TR3 so he and Tonya could drive those laps and see how lucky I was to be able to drive on that track as speed.

After the pace laps he pulled that passenger seat and belts out and I jumped in to get on grid of the Kastner Cup Trophy Race.

Things were going great and at the green flag I was able to move up 2 places into Turn 1 and to hold off one of those Spitfires going into Turn 2 when he tried to regain his position. I was holding off all but one of the TR3s in the field (that car is a rocket ship) and a bunch of Spitfires. When with about two laps to go the gearbox developed a really odd problem. At the top of some hills when I went to shift from 3rd to 4th it would shift normally while on others I might have to double or triple clutch to get it in gear. On others I found that if I put the clutch in, moved the gear to 5th and then to 4th I could release the clutch. Not knowing what the issue was I elected to follow the admonishment that discretion is the better path and brought the car into the Pits about two laps from the checker.

Really sad to do that as I had been having a great tussle with some Spitfires. They were really shocked how late I would brake into the corners. I needed to use any advantage I might have to either gain on them into a corner and use the TR3's superior torque on corner exit before their lighter cars and their better gearing shifted the advantage as we climbed the hill.



The Baja TR3 is also extremely stiff. You can stand on the side rails of the external roll cage and the car barely notices. So, the cars following me were entertained seeing the car routinely on three wheels in a few corners. A track photographer came up later and commented about it happening all the time in the blind left hand Turn 10.

Back in the Pits, Lyman jacked up the rear end and we were able to run the car through all the gears without seemingly any issue.

That afternoon there was another Medium Bore Race that we elected to not run since on Sunday morning there would be the Kastner Cup Reunion Sprint Race.

That evening the Kastner Cup and other Trophies were handed out and the location of the 2023 Kastner Cup was announced to be at Road America in July.

Sunday morning, we prepared for the Reunion Race which was the second race of the day. Gridded again based on lap times and found that there was still only one TR3 in front of me and I was again surrounded by nimble Spitfires.

Kastner Cup (cont.)

I had to experiment with the balky 4th gear but was able to pass one of the Spitfires after a few laps chasing him but a TR3 got past me on a hill when I could not get the car into 4th. From the video you can see him disappear into the distance so I bit in the teeth I charged hard

to catch him and be as slow and delicate as I could to shift into 4th. I reeled him in and we were side by side starting the climb to the front straight to take the white flag for the final lap when the shift issue again bit me.

Had it all to do over again with just one lap. By the time we go to Turn 13 we were nose to tail heading up that hill when the throttle pedal lost tension and went to the floor. I was forced to coast to the outside of the turn in the grass in sight of the waving checker flag about half a mile away. I jokingly thought, would the corner's black flag or white flag me first if I climbed out of the car and tried to push it to the finish like.

Sadly, had to come in on a tow strap. Forensics showed the throttle cable had broken. Lyman had a couple spares, so he replaced it and later that afternoon I took the car out for a few laps to make sure it was running. Due to the shifting problem, we did not run the final Medium Bore Trophy Race that afternoon and instead watched the final races as spectators along the front straight.

If Lyman elects to take the Baja TR3 to Road America in 2023 he plans on putting the Baja TR3 on a diet to get it down from its scale topping heavy weight of 2,600 lbs. (It's full Baja Trim is 3,500) down to a competitive weight, figure a better gearing for road course work and soften the suspension up to make it more compliant for better corner exit grip. As well as swap the 8 to 1 compression pistons for a set of 11 to 1 that he has on the shelf. Hoping if they need a driver that I get chosen for duty again as the car was a blast to drive even in its current trim. Any adjustments will just help to move the car further up the grid.



Hall of Fame

Story by John Nuss, photos by George Montgomery & Armand LaCrosse

I didn't have time to pre-run the route from Denny's to the Hall of Flame Museum and then onto Honey Bear's BBQ, but it turned out my Google map was accurate.



When we arrived at the museum we were one person short for the special rate so asked some folks in the parking lot to join us. We ended up with Armand, Ron, George, John & Kathy, John & Beth, Gareth and Allison, the previously mentioned couple, and several Goldwing riders. With some coaching, they all professed to be admirers of Triumphs – the TR6 appeared quite popular, “Yeah, I wish I still had it,” and “...Always wanted one.” That sounds like a lot of people of a certain vintage.

We had a docent show us around. I’m beginning to think that’s the way to see a museum, especially when it is close enough to visit again. I was struck by the ornamentation on the equipment – I’m not sure how long the pin striping and bright work stayed so clean and bright.

Lunch at Honey Bears’ BBQ was tasty, and we enjoyed conversation and stories of Triumphs and fire trucks.



There was an extensive collection of 18th century hand pumps.

Hall of Fame (cont.)



Our docent shows how the hand pumps worked



DCTRA member, Gareth Perry-Jones, shows us a pump used mainly for parades



Our docent shows us the display of early fire extinguishers

Hall of Fame (cont.)



A Model A Fire Chief truck



Steam powered water pumps and early smoke protection equipment



A horse drawn ladder wagon

Hall of Fame (cont.)



Some of these pump wagons were beautifully decorated with inlays in the wood



Here is a motorized ladder truck with a safety net on the side.



There were half a dozen rooms like this with motorized fire trucks

RAISING MONEY FOR CHARITY IN A FUN WAY



The Twenty Third Annual BRITISH VINTAGE VOYAGE September 17th & 18th 2022

The British Vintage Voyage is a weekend trip for ALL British Car Owners, AND a limited number of other makes.

Due to scheduling conflicts we have reverted to a September date.

Proceeds will be donated to the AZ Humane Society.

Registration is \$45.00 per vehicle, which includes driver & navigator, additional adult passengers are \$20.00 each, \$15.00 for under 12's, \$10.00 for under 5's

Closing date for registration is Sept. 7th . Sorry, no "day of" registrations can be accepted.

Included in the registration fee are a detailed route book with maps, a car identification decal, name tags & lunch on Saturday at the Meading Room in Sonoita
NOT included is the tasting at the Vineyard in Sonoita.

We have not arranged a group rate at a hotel as in the past people have got a better rate by booking individually and using 'loyalty' points or AAA or AARP discounts. We suggest staying in Sierra Vista and a list of hotels is on a separate attachment. Philip & I will be staying at the Knights Inn.

Sunday there is the chance for you to visit any of the attractions in the area. A trip through Tombstone maybe, or the copper mine at Bisbee. Even Katchner Caverns are easily reached. Check their websites for more details.

There will be goodie bags and shirts this year. See page 2 to order.

At this present time it doesn't look as if we can provide a Support Vehicle & trailer so please make sure your car is checked out prior to the trip. If you would rather use Brand X (non-British !) that's fine. Drive what is reliable and comfortable. Your company is more important than what you are driving.

As always, we try to make a route that doesn't involve freeway driving if possible and rest assured you will only use I-10 if you chose to do so on the way home.

People have queried the drinking & driving aspect of this event but the small tastes after a good lunch shouldn't affect your driving ability.

We will have our Raffle & Auction as usual, at the Vineyard

**A post card, or e-mail message, will be sent with the start location.
If you need further information or have any questions please call 480-985-2531 or
e-mail azminiowners@gmail.com
or shirleyblahak@gmail.com**

23rd ANNUAL BRITISH VINTAGE VOYAGE

Read carefully & **print clearly please.**

Name of Owner/
Driver.....Navigator.....

Passengers if any Street
address.....

City.....State.....Zip.....Cell phone..... Car

Marque.....Year.....

License Plate #.....Club Affiliation.....

E-mail address.....

Pre-orders only for
apparel embroidered with the
logo shown on the front side
of this form.

Short
Sleeve Polo Small
thru XL **\$20.00** XXL
\$22.50

Quan.....

Long Sleeve
Poplin Shirt Small thru
XL **\$25.00** XXL **28.00**

Quan.....

Same brand as in
previous years but the ladies
vee neck is not available in
natural!

The lunch will be from Egees and served at the
Meading Room prior to the raffle and auction.
Your lunch and tasting vouchers are in
your packet. Lots of parking and rest rooms
available.

**Registration fee (driver &
navigator)** 45.00

Addtl adult passengers? @
\$20.00

Addtl youth (5-12) passenger
..... @

TOTAL

.....

Make checks payable to
And mail (with completed form)
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I agree to hold the organizers, the Arizona Mini Owners Inc., harmless and not liable while traveling to, during & from this event. My car is legally taxed, licensed and insured and I agree to obey all Arizona driving laws.

Signature..... Date.....

Sierra Vista Hotels.

Bella Vista Motel. 1101 E. Fry Blvd. 520-458-6737 bellavistamotelaz.com

Best Western Plus Sun Canyon. 260 N. Garden Ave. 520-335-0404 bestwestern.com

Candlewood Suites. 1904 S. Hwy 92. 520-439-8200 candlewoodsuites.com

Comfort Inn & Suites. 3500 E. Fry Blvd. 520-459-0515 choicehotels.com

Fairfield Inn & Suites by Marriott. 3855 Fl Mercado Loop. 520-439-5900 marriott.com **Garden Place Suites.** 100 N. Garden Ave. 520-439-3301 gardenplacesuites.com **Gateway Studio Suites.** 203 S. Garden Ave. 520-458-5555 gatewaystudiosuites.com **Hampton Inn.** 4100 Snyder Blvd. 520-439-5400 hamptoninn.com

Holiday Inn Express. 1902 Hwy 92. 520-439-8800 holidayinn.com **Knights Inn.** 1551 E. Fry Blvd. 520-459-5035 knightsinn.com **Magnusson Hotel.** 45 W. Fry Blvd. 520-458-

4303 magnusonhotels.com **Rodeway Inn.** 100 Fab Ave. 520-335-2198 choicehotels.com

Sierra Inn. 3460 E. Fry Blvd. 520-685-3417

Sierra Suites. 391 E. Fry Blvd. 520-459-4221 sierravistasuitesarizona.com **Towne Place**

Suites. 3399 Rodeo Dr. 520-515-9900 marriott.com **Windemere Hotel.** 2047 S. Hwy 92. 520-459-5900 windemerehotel.com

Also have a listing of **restaurants** which will be in your route book.

For the un-adventurous here's a few of national ones but there are many locally owned ones with an array of international offerings.

Applebee's Grill & Bar. Denny's Restaurant

Filiberto's

Olive Garden Starbuck's

Texas Roadhouse

Also Fast Food.

Arby's Burger King

Domino's McDonald's

Panda Express Papa John's

Pizza Hut Sonic

Subway Wendy's

**British Automobile Owners Association
32nd Annual
Rio Grande Valley Regional Rendezvous**

Taos, New Mexico September 23 -

September 25, 2022

Immaculate driving, exceptional scenery, storied history, and legendary British car camaraderie. it's Rendezvous in Twenty Twenty-Two in Taos and the Enchanted Circle of New Mexico!

Friday - Evening Reception and Registration, and British Car Camaraderie

Saturday - Rallye, Funkhanna, and exploration of the Enchanted Circle!

Sunday - Popular Choice and Judged Car Show, and Lunch Awards Banquet

Join Us By Completing Your Registration and Reserving Your Accommodations At The BAOA Website at www.baoa.org

Your BAOA Board and Rendezvous Committee look forward to seeing you, and driving with you in Taos, and the Enchanted Circle!

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

.....
For sale: or Trade

I have a pair of TR6 black seats (high back) in good condition, which I would like to trade for a pair or TR4A or TR250 low back seats. Black and in good condition would be perfect, but I'm willing to rebuild/recover low back seats if I can find them.

If you don't want to trade please contact me if you are willing to sell.

Thanks,

Ray Gauthier
Sent from iPhone
503-260-4137

1-22

CLASSIFIED ADS: (cont.)

FOR SALE: Spitfire

Former member Cliff Philpot has two Triumphs for sale. A 1974 Spitfire
1500



Cliff is in his 90s and wants to sell both cars. Make him an offer.
Prospective buyers may contact Jan at 623-810-5511

9-21

FOR SALE:

Frame off rebuild. Have all receipts from Moss Motors, British motor parts, British wiring, new suspension front to back. All new brakes and brake lines. New wiring harness front to back. New weber carburetor and aluminum intake. New header, New aluminum radiator, new alternator new windshield new tires, New paint too much to list. Owner passed away in February family wants to sell needs interior, needs instrument panel and a few more odds and ends.

If you have any questions give me a call. Jeff Gardner 928-889-7131



Wanted:

My '63 TR4 was damaged in an accident in a local audio shop. It needs a replacement bonnet (long power bulge). Does anyone have an original piece in good condition, or know of where to find one?

Thank you!

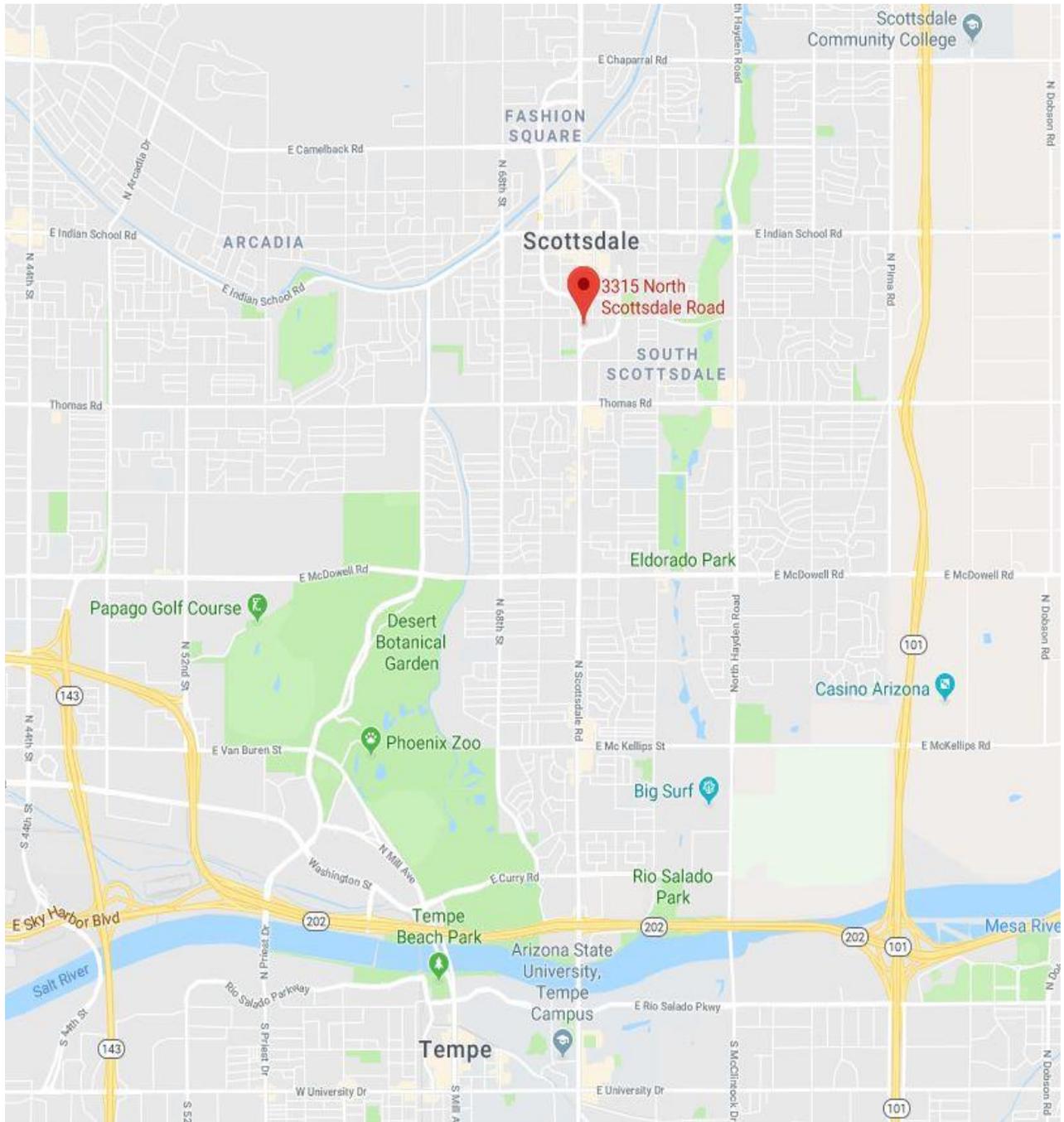
Michael Samuels, 305-213-8550

Paradise Valley

DCTRA Club Meeting Location:

Note: Regular business meets are held on the second Tuesday of each month.

At: **Denney's Restaurant**
3315 Scottsdale Road; Tempe, AZ



DCTRA MEMBERSHIP APPLICATION

PLEASE PRINT and return completed form with the correct amount of dues to:

DCTRA
Marvin Miller, Membership Chairperson
18811 N. Ginger Dr. Sun City West, AZ 85375
Phone: 602-380-5564 Email: miller2993@cox.net

NEW MEMBER:

RENEWING MEMBER:

MEMBER INFO (please print):

Name(s): _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

Home

Cell

Email Address: _____

Classic Vehicles Owned:

Year	Model	Commission #

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

Name wanted on badge(s): _____

Do you want added to the Membership Contact list YES _____ NO _____
How are you paying your dues: CHECK _____ CASH _____ PAYPAL _____
(add \$2.00 process fee)

PLEASE NOTE:

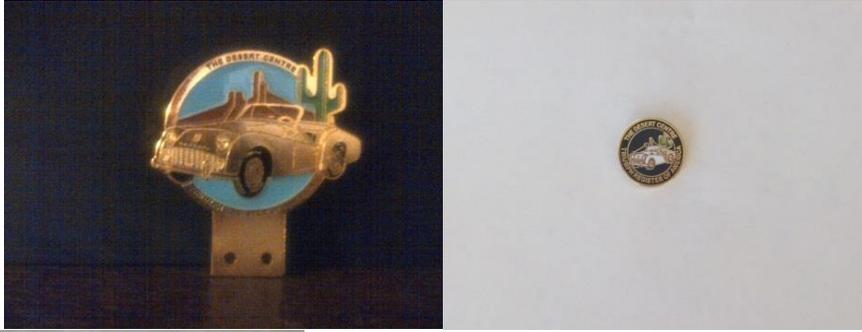
If a new member is joining between January 1 and September 30- One-year dues are \$20.00, two-year dues are \$37.00 and three-year dues are \$55.00. If a new member is joining between

October 1 and December 31- One-year dues are \$25.00, two-year dues are \$42.00, and three-year

dues are \$60.00. This allows everyone's dues to become payable on January 1 of the appropriate year.

Regalia

We also have 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

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