

# TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF  
THE DESERT CENTRE – TRIUMPH REGISTER OF AMERICA

Founded: 1980



*Triumph Register of America*

◀ Back

## PROMOTING TRIUMPHS AROUND THE WORLD

WITH OUR SISTER CLUB  
THE ISLE OF WIGHT TRIUMPH CLUB, U.K.



**Is this a million dollar Triumph?**

**December 2014**

**Vol 35, Issue 12**

<http://www.dctra.org>

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**NEXT CLUB MEETING**

Tuesday, December 9, 2014  
BUSINESS MEETING  
Starts @ 7:00 p.m.

**DENNY'S RESTAURANT**

650 N. Scottsdale Road, Tempe, AZ 85281

**2014 CLUB OFFICERS**

**President**

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**ADVERTISING**

**ONE YEAR** placement in the newsletter **AND** a link on the [www.dctra.org](http://www.dctra.org) website:

**AD SIZE – COST**

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

**On the Cover:** Dave Mure and his 1966 Spitfire.

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# Prez Sez – November 2014

**John Nuss, President**

Hello everyone,

Happy days after Thanksgiving. Now begins, as the song goes, “The Most Wonderful Time of the Year.” Best of the Holidays to you and yours.

At the November meeting there was some discussion about our club's donation to various charities. We have some interested members working to give us some direction on that. This led to some thinking on my part (sort of wondering) with no real answers. It was mentioned that we, DCTRA, are a non-profit club and we should give money to a charity not just spend it on ourselves. Part of my response is, we are the ones that earned the money from dues and producing Triumphest. Then again, I don't disagree that we can and should share our bounty. How to determine the amount is another question - an amount equal to what we spend on ourselves or a percentage of our income on the year. To determine a percentage then, might require a budget. That seems like a good idea too. I've said before, just because we have money, doesn't mean we have to spend it. There may come a time when we've spent all we have. Understand, I'm not talking about raiding the Triumphest account.

Kathy and I perform in an orchestra that is incorporated as a nonprofit. We earn money through performing and have ten performances per year. With that income we pay for instrument repair, replacing instruments, new music, music stands, and trailer maintenance. Our goal is to maintain the orchestra (expenses listed) and pay the few “professional” individuals through honoraria. At the end of the season we may have two hundred dollars in the treasury. The income begins the next season. I'm not sure that DCTRA can operate the same way. We have multiple year's dues and little in the way of income- license plate frames, grill badges and regalia. I'm sure others in the club know of organizations that work much the same way.

Enjoy the season- the party at the home of Armand and Anne on Saturday December 13 and our regular meeting in December. Remember the brunch at Claim Jumpers in Tempe is the January meeting.

Drive those Triumphs!

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## EDITOR'S DESK

George Montgomery, Editor

Last month finished the last of Bo Shaw's series of articles about the restoration of his beautiful TR3. I have not received any new technical articles and had to scratch around for material to put in the newsletter. For this month's issue I wrote an article that required a lot of research about the Triumph Dolomite Straight 8. I hope that you enjoy it. I saw one at a VTR meet, that was reported to be one of the original three built. It was a beautiful car and could easily become my favorite Triumph model. I only have three favorite models so far...or is it four, now five.

Ron, thank you for suggesting my name for nomination for president again. I enjoyed the two terms that I served, I don't feel that I could serve as president and put out the newsletter. If someone wants to take over the N/L, I would accept. But, truly, I have enjoyed editing the N/L more.

As for other offices, while I think John Reynolds is doing a great job as our Treasurer (no checks have bounced and we're not hounded by creditors) I think that we really need a formal set of books kept on a system such as QuickBooks or other accounting system. We need a set of books that will show us how much money is taken in each year in various categories; how much is spent in various categories and how much we have left over. Is there someone in the Club that has bookkeeping experience or background that could step up for that office? I would be willing to help them get started.

There are a lot of events happening this month. A lot of opportunities to drive your TR or your civilian car if you just want to come and socialize. We'd like to have you. See you at the meeting December 9<sup>th</sup>.

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## Calendar of Events

Matt Reynolds

### DCTRA & British Auto Events 2014

December 6<sup>th</sup>-Cars and Coffee-Gainey Ranch

December 9<sup>th</sup>-DCTRA Meeting

December 13<sup>th</sup>-DCTRA Christmas Party at the LaCasse new home

December 20<sup>th</sup>-British Car Christmas Lights Tour

January 11<sup>th</sup>-DCTRA Election Brunch

### On-going events:

Saturday Night cruise @ Kmart, Power Rd & Hampton.



## Minutes

DCTRA Triumph Club Meeting  
November 11, 2014

### **DCTRA Meeting Minutes - November 11, 2014 (Veterans Day)**

President John Nuss called the meeting to order at 7:01 PM at DENNY'S RESTAURANT, 670 N. Scottsdale Rd. Tempe, AZ

**ATTENDEES** 49 total. 46 members and 3 visitors signed the attendance sheet. 9 members drove a TR and 1 member drove another British car.

**Members:** Denis Barnes; Jim Bauder (drove 1968 TR250); Pete Bowen; Marlene & Virgil Cole; Paul Dorman; George Durkin (drove 1976 TR6); Jeff Fairman (drove 1969 TR6); Dave Fore (drove 1976 TR6); Dave Freet (drove 1970 TR6); Dave & Evie Frisby; Gene Glenn; Ron Gurnee; Cheri & John Heisser; John and Beth Horton; Ed & Peggy Jacobs; Johnny & Nancy Johnson; Betsy Kavash; Chuck Kerzan; Armand LaCasse (drove 1969 GT6+); Stu & Debbie Lasswell; Ed May; Bob Mazer; George M. Montgomery (drove 1974 TR6); Frank & Ann Montone; Dave & Denine Mure' (drove 1966 Spitfire); Kathy & John Nuss (drove 1966 Spitfire); Gareth Parry-Jones (drove 1985 Jag XJS); Pete & Bev Peterson; Matt & John Reynolds (drove 1970 TR6); Bo Shaw (drove 1958 TR3A); Rick Story and Linda Nicholson (drove 1965 TR4A); Marie Thompson (drove 1976 TR6); Pete Thompson

**Visitors:** Visitors tonight were Dennis Collins, Bob Lee and Herb Kavash. Betsy introduced her father who is visiting from Philadelphia. Bob Lee was with the DCTRA club in the late 1990s/ 2000s and then moved to Oregon. He still has his 1959 TR3 and it's for sale. Dennis is also visiting.

### **MINUTES from last month's meeting**

The Oct Minutes were moved and accepted as printed in the October newsletter; however, one correction to note is Pete and Bev Peterson were in attendance last month but had not signed-in.

### **TREASURER**

John Reynolds gave the Treasurer's Report noting expenses for name tags and providing total amounts in the checking accounts for the club and that reserved for the next Triumphfest. Copies of the recent (Oct) bank statements were provided to the secretary.

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## **MEMBERSHIP**

Bev Peterson reported by her calculations we have 104 paid-up memberships representing 162 people in the club. Frank & Ann Montone renewed tonight. New member Paul Dorman has a TR7 and is looking for a fuel pump. We also welcomed Linda Nicholson tonight as it was good to see her in attendance. She has not been able to attend meetings for a very long time, not from a lack of desire and it was good to see her up and about.

## **NEWSLETTER**

George Montgomery, Newsletter Editor, reports he finally has all data reloaded, restored and where it should be from the aftermath of the Sept storm and lightning strike. We should soon be seeing stories he has on new cars and others from years ago. As always, he is accepting and calling for your input. Please send any articles or items of interest including pictures to George for the Newsletter.

## **AAHC**

There was no report on Hobbyist Council as Joe is not in attendance. The Club sent a card to Joe Minnick but has not heard from him.

## **EVENTS**

Matt Reynolds reviewed the upcoming events which will also be provided in an email to the membership since most will be over by the time this is published: Drive-in Movie Night, Breakfast Run Nov 23<sup>rd</sup>; DCTRA December Holiday Party hosted by Armand and Ann LaCasse is December 13<sup>th</sup>. (Note we will still have a DCTRA business meeting in December at Denny's). See details for the Holiday party elsewhere in the newsletter including Gift Exchange to those participating (with suggested limit \$15); The Christmas Lights Tour (i.e. the December "Breakfast Run" will be held December 20<sup>th</sup>. Look for details in email from Shirley from the AMO Club.

Stu Lasswell advised the next Auto Cross will be Dec 21<sup>st</sup>. He will send a notice to membership with details.

## **TECHNICAL (and other stories)**

Armand asked "What are they" holding up two pedal pads for display to the group. What do they fit? Not his GT6. No one really knew the answer.

George Montgomery displayed the steering column coupling from his TR6 that had broken apart as a reminder for all to check the condition of that coupling on your own car. Without that coupling you will lose your steering. Make sure it is still in good condition and if in doubt, replace it. Thanks, George!

Ron Gurnee's saga of the TR7 continues. He wanted to spruce up his alternator and when rotating it he saw a second hole bored into the bracket that should never happen so that has to be fixed. His clutch was "acting funny" because the master cylinder rubber disintegrated, oh, and the slave cylinder destroyed too. Parts are coming from Rimmer Brothers and "allegedly" the head is coming soon. It's not a car, it's an adventure!

John Horton told of the car trailer he inherited. The boards were old and needed replacement. Grinding out tenax screws from pressure treated wood and drilling out the holes is quite an adventure. Especially trying to find the reason for the lights not working and

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discovering it was because one of the tenax screws went through the conduit. Try to rebuild a trailer when it's 100 degrees out. How long did this project take? 3 ½ months exclaimed Beth!!

Paul reported his adventure in repairing a bad window regulator and not having parts. He improvised using the bell of a toilet plunger noting the bevel was the right size. Super Glue and ingenuity completed the fix making it better than ever.

### **OLD BUSINESS**

None really, but Stu reported on the Auto Cross adventure held at Chandler High School. This is the event member Dave Frisby kindly extended an invitation to our Club on behalf of the Jag Club of Central Arizona (JCCA) who sponsored the event. We had three members take part (Stu Lasswell, Dave Frisby, and Gareth Parry-Jones). Since there were only three they traded cars and each had about 25 runs to try their skills in various British sports cars – a modern MINI, a Jag XJS, and a Spitfire. Or as Stu said, a front wheel MINI, a large XJS and an underpowered Spit, but the most fun was throwing the Spitfire around the track.

### **NEW BUSINESS**

Annual Meeting. Upcoming Annual Meeting will be held Jan 11, 2015 at Claim Jumpers, because Monti's in Tempe has closed. Ron Gurnee is coordinating and provided a sign-up sheet to get an idea of those attending. More details and chance to sign up will come later, but Ron reported the doors open at 11; salad service at noon; parking in separate available for at least 20 Triumphs; cash bar, and dessert (Mother Lode Chocolate Cake) on the house compliments of the General Manager. A champagne toast will again be provided by DCTRA. Unlike Monti's, Claim Jumpers will allow us to bring our own champagne and they will serve it.

Cost of meal: \$20.00 per person (tax and tip included as was done last year). The meal includes beverage, salad and entrée (choice of 11 different entrees) with fresh tomato herb bread. The actual cost for the meal is \$22.99 but the Club agreed to subsidize the additional \$2.99 as a cost saving to the membership. This was proposed by John Nuss, moved by Jim Bauder and seconded George D. (motion carried).

Offices up for Nomination. John Nuss called for nominations for 2015 and that most current offices will run again, not John and Betsy is undecided.

George Montgomery was nominated for President but declined because he is keeping Newsletter Editor and can't do both.

Stu Lasswell nominated for President and agreed.

Matt Reynolds agreed to serve as VP again.

John Reynolds agreed to serve as Treasurer but asked for other nominations.

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Betsy is undecided as Secretary so that office is open.

Send Nominations to John Nuss as well as bring them to the Annual Meeting for discussion prior to the vote.

Charities. This led to discussion from spending money on us to spending money for charity – to what group(s) and in what amount(s). Much was bandied about regarding keeping it local; should we donate a larger lump sum to one charity versus splitting amount between three or more charities. Asking for nominations Denine proposed Salvation Army and asked that the Red Cross not be included as it's been reported that national charities or charities like the Red Cross that are 'for profit' or seemingly so use most of the money on their operating costs. Ron agreed as he had bad experience with Red Cross, George M disagreed as he had great experience with Red Cross. Jeff Fairman proposed one lump sum to one charity as it would be most appreciated. Most all agreed that it be a not-for-profit charity and keep it local. Other nominees were Disabled American Veterans, St. Mary's Food Bank and St. Vincent food bank. Also nominated was Hospice of the Valley. In discussing donation amounts, one attendee told of his car club in Arkansas made of all British marques held a car show every year and in 10 years donated \$104K to the ALS foundation. A motion was made and seconded to form a committee to review the suggestions and bring information and a proposal to the next meeting. Motion carried. Committee volunteers consist of Ron Gurnee, Jeff Fairman, George Montgomery, and Betsy Kavash (ad hoc).

Some spending history: John Reynolds reported in 2013 we spent \$900 on the Christmas party and donation for the BEAT. In 2013 we spent \$600 for on charities (\$200 each to three charities) but no details available in 2012, the Club donated \$1200 (\$300 each to St. Mary's food bank, Salvation Army, Hospice of the Valley and Angel Foundation). We await the committee's suggestions.

There is some thinking to do on our accounts. Reminder that we should look carefully in the amounts we spend on ourselves and for charity in relation to our income. We have money and expenses (e.g. membership packets that include badges and lapel pins). Consider we have about 104 members and if each pays \$18 per year on membership) it is roughly \$1872 per year (which is truly not a consistent number since some pay membership for multiple years rather than yearly, and we have to collect the membership dues). If we spend \$1000 on donations it would be >50% of our income, so perhaps we should be careful and budget for it, using a reasonable percentage or carefully considered number. Yes, we have money, but need to spend wisely and consistent with our club views and charter. Triumphest is coming and the next T-fest will cost more than the last one.

Jeff Fairman has a 1970 MG Midget (square arches) in 1000 pieces. If interested give him a call.

Bev Petersen has a '79 MG Midget for sale that is in one piece.

Bob Lee reiterated his '59 TR3A is for sale and he passed out sales flyers.

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Finally, this is Veterans Day and Denine asked all the veterans present tonight to stand. What a great group to whom we owe so much. Thank you for your service. A group picture is elsewhere in this newsletter.

**AJOURN**

With no other business meeting ended 7:56 PM.

Respectfully submitted,  
Betsy Kavash  
Secretary

**NEXT CLUB MEETING**  
Tuesday, November 11, 2014  
**BUSINESS MEETING**  
starts @ 7:00 p.m.  
Come at 6:00 to eat and socialize.

## November 2014 Membership Report:

**NEW MEMBERS:** Nothing new to be reported.

**RENEWED:**

Dues are \$18.00 per year with a discount for multiple year's subscriptions.  
For membership information, contact: **PETE or BEV PETERSON**  
at **480-488-4872** or email: **packratpete@gmail.com or bev@carefree.org**

Pete or Bev Peterson  
DCTRA Membership  
PO Box 3126  
Carefree, AZ 85377

**Application form on page 19:**

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# Merry Christmas It's Party Time!!

DCTRA Christmas Party  
At Ann and Armand's house

Please join us as we host a DCTRA Classic Event. We will have the usual Christmas Gift Exchange/haggling/stealing event! **Bring a wrapped gift for each person who wants to participate in the gift exchange.** A \$15 gift value (give or take \$14.95) is suggested. *Of course Triumph parts, Buick radios, and five pound blocks of cheese are suitable gifts.*

Saturday, December 13, 2014  
Arrive at 5:00 pm for snacks and the sunset  
Dinner begins at 6:30 pm  
Gift Exchange begins around 8:00 pm

A meat entree and some soft drinks will be provided. **Please bring a dish to share, and let Ann know what you wish to bring so we do not duplicate.** You are welcome to bring your favorite libations and soft drinks and share some holiday spirits!

We are located west of Scottsdale Road, halfway between Shea and Cactus Roads, at 11426 North 68<sup>th</sup> Place. To RSVP, confirm the food dish you are bringing, and get location directions, please call:

Ann at 480 404-9292 or  
Armand at 602 904-1037

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## **Questions that have always haunted me and George Carlin:**

If Jimmy cracks corn and no one cares, why is there a stupid song about him?

Why does Goofy stand erect while Pluto remains on all fours? They're both dogs!

If the professor on Gilligan's Island can make a radio out of a coconut, why can't he fix a hole in a boat?

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## A Very Rare Triumph!

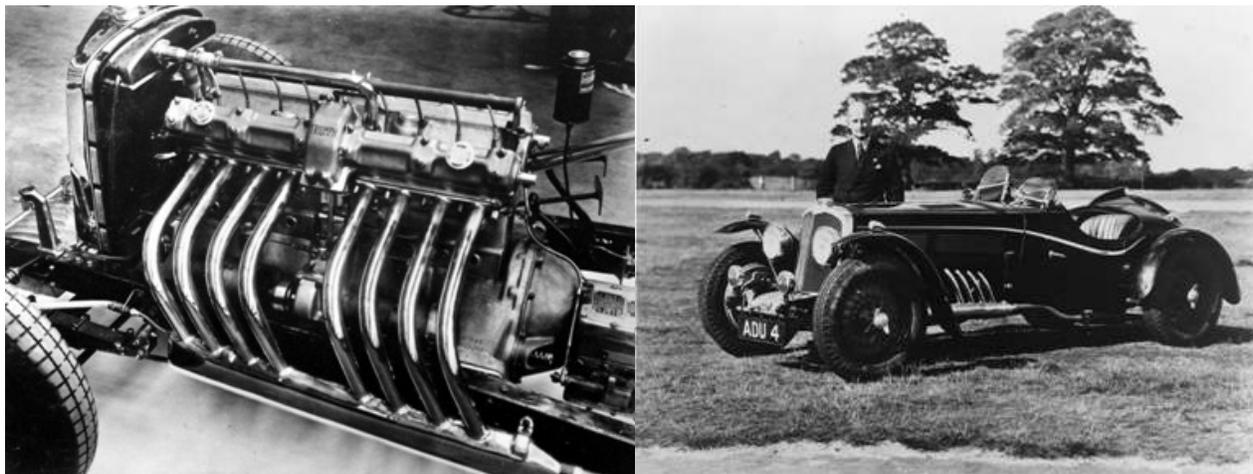


### The Dolomite Straight 8

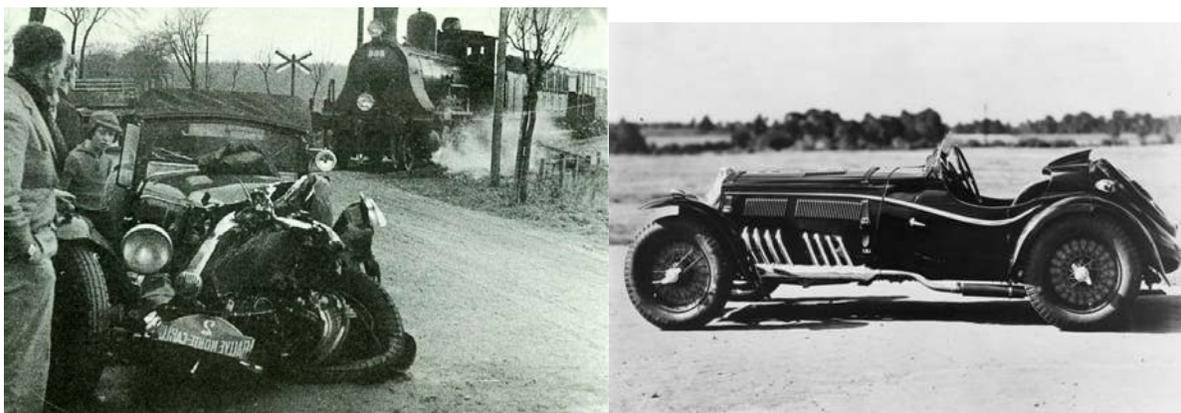
During the early 1930's Triumph Motor Company desired to compete against the bigger cars of that era such as Jaguar, Austin Martin and Mercedes Benz. In 1934 Triumph built an open two seat sports-racing car. It was the first use of the Dolomite name.

They welded a couple of their 4-cyl block together to make a straight eight cylinder engine with 1991 cc displacement. It had twin overhead camshafts and fitted with a Roots type supercharger. The engine developed 140 bhp (100 kw) at 5500 rpm which gave the car a top speed of over 110 mph (180 km/h) when tested at Brooklands. Lockheed hydraulic brakes with large 16" (410 mm) Elektron drums were fitted. Elektron was the manufacture of a special lightweight magnesium alloy. The chassis was a conventional, for that era, channel-section pressed steel with a beam front axle and half-elliptic springs all around. It

resembled a Alfa Romeo 8C in appearance. However the car did not make full production and only three were made plus 6 engines.



One of the cars was entered in the 1935 Monte Carlo Rally driven by Donald Healey but was withdrawn after being written off in a collision with a railway train on a level crossing in Denmark.



Donald Healey was starting from Umea in Sweden and was thought to have good prospects of a win, especially as he had already won the Rally in 1931 in an Invicta. From the start all went well but the Dolomite was destined to get no further than Denmark. In this country the cars from Stavanger and Umea were just leaving a ferry in thick fog and at night when the shrill whistle of a train was heard. Unknown to the competitors a railway line crossed the road at an acute angle and there were no gates. J. W. Whalley driving a Ford from Stavanger saw the oncoming locomotive's headlight and made a successful "last across" rush. Poor Healey hadn't a chance. The engine must have caught the Triumph's bonnet behind the offside wheel and swung the car through some 200 degrees, leaving it completely smashed as far as the windscreen, which did not appear, in the press photograph, to be broken, but with its near side headlamp still blazing. Healey and his passenger were not seriously hurt.

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Largely because of the financial troubles of the company, the car never went into production. Some spare engines and chassis were later assembled into complete cars by a London company called High Speed Motors (HSM). They sold the subsequently assembled cars.



I photographed the car shown above at the Vintage Triumph Register Regional Meet in 2004 in Grapevine, Texas (Dallas area). When it was rolled off the trailer and was first fired up, the crowd that had gathered roared. The owner said that his car was one of the original three cars that Triumph made. The other still in England. He said that it was valued at \$1 Million and was insured for that. He did not say how much he paid for it. That value is unverified. That's an awful lot of money for a Triumph. But, still, if it is one of the three originals,...who knows.

Ed. note: The above information came from: Wikipedia.com, Pre-40's Triumph Motor Club.com and Unique Cars and Parts.com.

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Paraprosdokians are figures of speech in which the latter part of a sentence or phrase is surprising or unexpected; frequently humorous. Winston Churchill loved them.

1. Where there's a will, I want to be in it.
2. The last thing I want to do is hurt you. But it's still on my list.
3. Since light travels faster than sound, some people appear bright until you hear them speak.

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# 'Twas The Night Before A Triumph Christmas

Found somewhere on the Internet

'Twas the night before Christmas, and I was certain  
not a TR3 was stirring, even with side curtains.  
The stockings were hung by the chimney with care,  
in hopes that new parts soon would be there.

The Triumphs are nestled all snug in the shed,  
while owner's dream of summer days ahead.  
Some up on blocks, some in car covers,  
some donating parts for the benefit of others.

When out on the lawn there arose such a clatter,  
I sprang from bed to see what was the matter.  
Away to the window I flew in a flash,  
tore open the shutter, and threw up the sash.

The moon on the breast of the new-fallen snow  
was hidden by the dust from the objects below,  
when, what to my wondering eyes should appear,  
but eight tiny Spitfires and a TR6 this year!

With the driver enveloped in smoke so thick  
I could barely tell it was old Saint Nick.  
Chugging and popping, his coursers they came,  
and he whistled and shouted and called them by name:

On Heralds, On Spitfires, that I keep fixin,  
or next year its back to Comet and Vixen!  
Hmm, Triumphs or Reindeer, he thought while stopping,  
they both have merits, and they both have droppings.

As quick as a Triumph's water will boil,  
As fast the crankcase will drain of oil,  
Up to the housetops the little Spits flew,  
the Tr6 shedding parts, as they all will do.

And then in a twinkle, I heard on the spire  
the squealing and slipping of each little tire.  
I knew as I heard their Yuletide jingles,  
I was going to have some well oiled shingles!

He was dressed all in fur, from toe to ear,  
a bad choice in a Triumph, even this time of year!  
Sweating profusely, he jumped from his ride  
and down the chimney with gifts at his side.

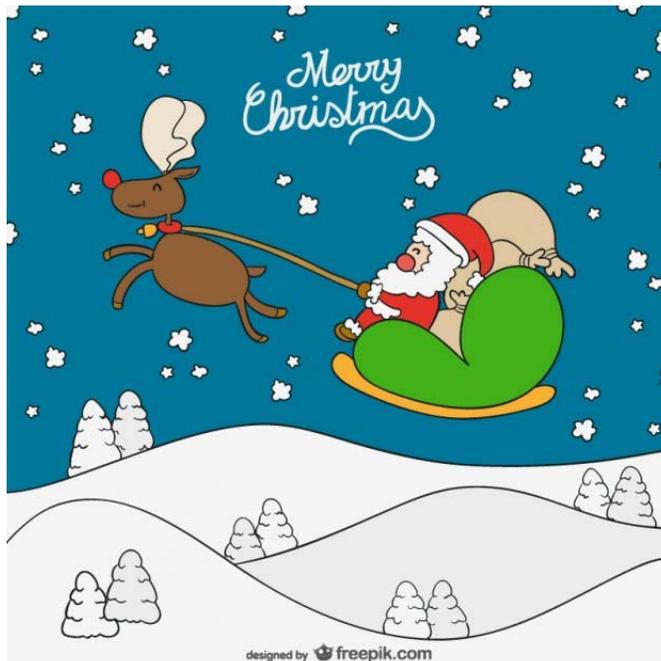
His eyes how they twinkled, still teary from smoke.  
His face regained color, as he thought with a joke,  
the Triumphs are fun but look at my clothes,  
what once was red, is now black rose!

And where is my trademark round little belly  
that shook when I laughed like a bowl full of jelly?  
Always there proudly as I made the rounds,  
One night in a Triumph and I've lost forty pounds!

Less chubby and plump, but still a jolly old elf  
I laughed when I saw him; I drive a Triumph myself.  
A wink of his eye and a twist of his head  
soon gave me to know I had nothing to dread.

He spoke not a word, but Triumph parts he did toss  
from Welch, Cape, Rimmer, and Moss.  
All the stockings were filled and he turned to reflect,  
I sure hope I got those part numbers correct!

Up the chimney he rose, ready to depart,  
he said the Triumph prayer: Lord please let them start .  
I was amazed when they started on the first try,  
and like the down of a thistle away they did fly.  
But I heard him exclaim ere he drove out of sight,  
Triumph Christmas to all, and to all a good night!



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## CLASSIFIED ADS:

### FOR SALE:

- TR7 Complete Official Manual
- TR2 & 3 Manual
- Service Instruction Manual - TR2 & TR3
- Complete Triumph Manual – 1953-61
- Spitfire Workshop Manual
- Shop Manual TR2-TR4A
- Spitfire Maintenance Manual

**CALL: Grace Pennell 928-537-3355**

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**FOR SALE:** This info was sent to me by a woman who inherited a Mk III Spitfire. She wants to find a good home for it.



Asking \$2800.00. 80% complete. Great for someone that wants to finish starts runs. Will Need Trailer to Haul. needs electrical hooked up. Location 59th Ave Thomas Contact Chris Johnson or Barbara Johnson 623-293-0656. Clear Title will need to Notary for title Transfer. Cash Or Cashier's Check accepted.

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**FOR SALE:** TR7 Spyder and parts and Rover V8 motor & 5speed- (engine sold)

Attached are the craigslist adds I've posted

<http://phoenix.craigslist.org/evl/pts/4390117664.html>

<http://phoenix.craigslist.org/evl/cto/4390116372.html>

<http://phoenix.craigslist.org/evl/pts/4365736222.html>

you can call or text me, 480-694-5014

Don Akiyama [akiyamatr7@yahoo.com]

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## CLASSIFIED ADS-Cont:

### FOR SALE: 1965 Triumph Herald

I was DCTRA newsletter editor from December 1992 until January 1998. Yeah, it was/is a great little car. I'm still not sure about selling it but I've got a TR3 that should be done later this year and I haven't driven the Herald since I put it in storage 10 years ago. It's powder blue, 1965, put aftermarket carb and headers on it to get a little more oomph out of it but I have all the old parts. Won the Judges Special Award at Triumphest in 1994. But, like I said it's been in storage for 10 years. I was figuring on asking \$3000 for it



John Lindly [lindly1907@gmail.com]

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### FOR SALE: TRIUMPH TR6 J TYPE TRANSMISSION - \$2100 (north phoenix)

#### INCLUDES:

- J Type Overdrive Conversion Kit
- LUK Clutch and Pressure Plate
- Gunst Throw Out Bearing
- Aluminum Fly Wheel (needs machining)
- Column Switch and Escution
- Speedo Angle Drive
- Trans is rebuilt with 0 miles
- Syncros and Bearings and Gaskets
- Counter Shaft and First and Third Gears Case #CC1240 30

(TRANSMISSION ONLY, SELLS FROM QUANTUM MECHANICS FOR \$2375.00)

PLEASE CALL 602-569-4889 ASK FOR PATRICK

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## CLASSIFIED ADS-Cont:

**For Sale:** Miscellaneous Triumph TR6 parts

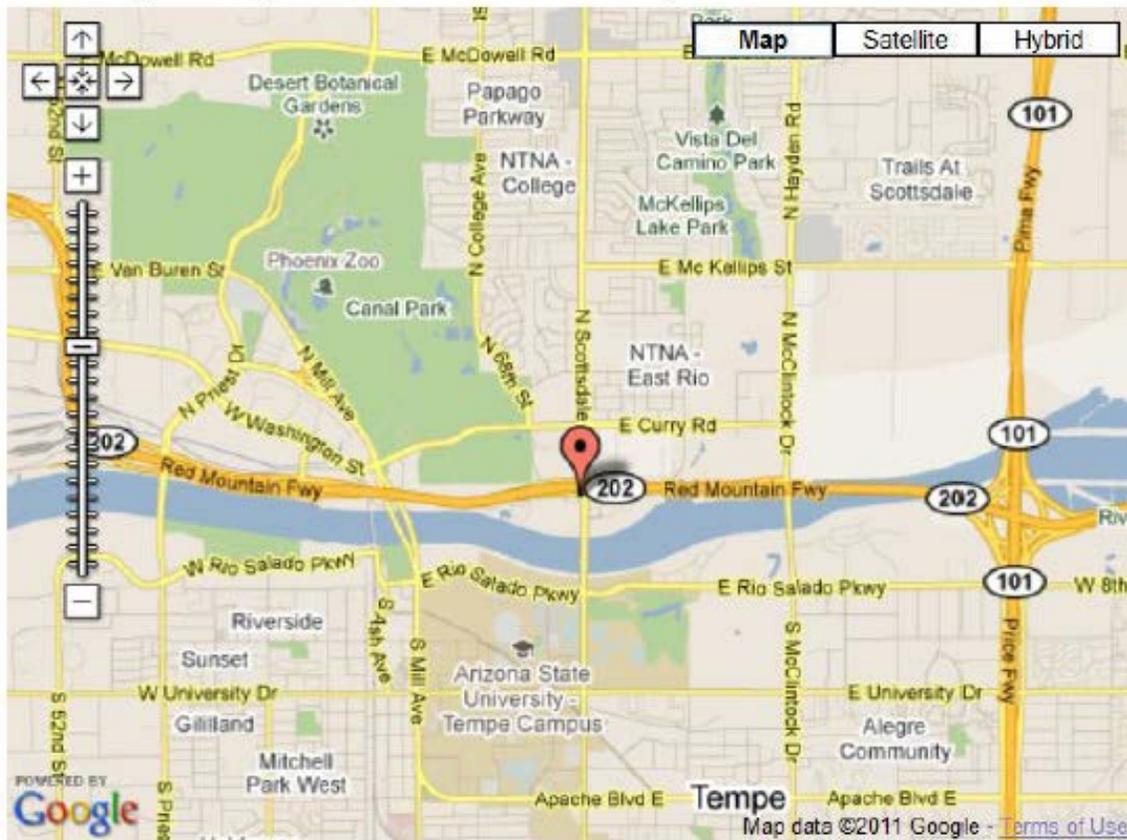
- 1 – Rebuilt fuel pump for TR6..... \$ 35
- 1 – 175-CD Stromberg, rebuilt by Palteck, micro polished through out.....\$275
- 1 – TR6 engine nut/bolt rebuild kit.....\$ 30
- 1 – Heat shield, new ..... \$ 15
- 1 – TR6 rear shock conversion kit w/ KYB GR2 gas shocks  
with new rubber mounts.....\$ 50
- 1 – Rubber Boot #680-100.....\$ 5
- 2 - New drive shaft, gaiter covers #680-105.....\$ 10

Wayne “Kiwi” Treloar (480) 986-1268

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## DCTRA Club Meeting Location:

Note that regular Meeting locations are on the second Tuesday of the Month:



**Denny's Restaurant**  
650 N. Scottsdale Rd.  
Tempe, AZ 85281



# DCTRA MEMBERSHIP APPLICATION

PLEASE PRINT and return completed form with dues to:

DCTRA  
Bev Peterson, Membership  
PO Box 3126  
Carefree, AZ 85377

or

DCTRA  
John Reynolds, Treasurer  
806 E. Campus  
Tempe, AZ 85282

## MEMBER INFO:

Name(s): \_\_\_\_\_  
(as you would like it to appear in the roster)

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_  
Home Cel

Email Address: \_\_\_\_\_

## Triumph(s) Owned:

Year	Model	Commission #
_____	_____	_____
_____	_____	_____
_____	_____	_____

## Other British car(s) owned:

Year	Make/Model
_____	_____

**NOTE:** if this membership is for a couple – do both members plan to attend meetings/events and require a name tag?

YES

NO

If NO - name wanted on tag: \_\_\_\_\_

**Dues: \$18/year (due January 1<sup>st</sup>)**

**NEW MEMBERS: dues are prorated for the first year at \$1.50 per month.**

**REDUCED FEES: \$34/2 years OR \$50/3 years**

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## Websites

Desert Centre-Triumph Register of America  
[www.dctra.org](http://www.dctra.org)

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



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[www.TriumphWedgeOwners.org](http://www.TriumphWedgeOwners.org)  
[info@TriumphWedgeOwners.org](mailto:info@TriumphWedgeOwners.org)

Formerly the TR8 Car Club of America



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