

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE-TRIUMPH REGISTER OF
AMERICA

Founded: 1980



Triumph Register of America

◀ Back



A MERRY TR6 XMAS

Santa's New Sleigh

December 2023

<http://www.dctra.org>

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NEXT CLUB MEETING

December 12, 2023

Dinner & Social @ 6pm

Business meeting @ 7pm

Denny's Restaurant

3315 N Scottsdale Road; Scottsdale, AZ

2023 CLUB OFFICERS

President

John Heisser
623-363-3616

1981kooltr8@gmail.com

Secretary

Mary White
518-265-3844
spook2488@yahoo.com

VP & Events

Roger Prior
480-550-2906
prior.roger@yahoo.com

Treasurer

Armand LaCasse
602-525-2602
big.blue.truck@live.com

2023 Appointees

Historian

Armand LaCasse
602-525-2602
big.blue.truck@live.com

Membership

Marvin Miller
602-380-5564
Miller2993@cox.net

Tech Advisors

Armand LaCasse
602-525-2602
big.blue.truck@live.com

Webmaster

Dave Riddle
480-610-8234
dave@microworks.net

Triumphest Co-Ordinator

Ron Cole
623-229-3997
ronlewiscole@gmail.co

Newsletter Editor

George M. Montgomery
480-295-9317
georgemonty32@gmail.com

One Year placement in the newsletter **AND** a link on the www.dctra.org website:

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Prez Sez – December 2023

John Heisser, President



The Holidays are here hope everyone had a nice Thanksgiving! The Christmas party is planned for December 10, at the same venue as last year. If you didn't attend last year this is your chance to see an amazing collection of cars! The club will provide the main course for dinner, but we will need side dishes and desserts, so let Roger know what you are bringing. Also, a gift exchange will take place, so if you want to participate a gift valued around \$20.00 is suggested. Thanks to Lyman & Tonya Scherer for hosting again this year.

Triumphest 2026, Ron Cole has agreed to chair the Triumphest committee again! He really set the bar high last time by doing such a fine job! Ron has already contacted Little America about being the host hotel and we should be able to have most if not all events on site! Please keep in mind that Triumphest will only be successful with LOTS of help from our membership.

Move from Denny's? The subject of changing our monthly membership meeting place has come up a few times during this past year. A few members have said to me they would like to find a different place for various reasons. Awhile back Scott Drysdale mentioned a new restaurant near the 202 and Scottsdale Rd, however, their meeting room was not completed at that time. I recently asked him to check with them to see if they could accommodate us. If anyone else has a suggestion, please let me know. Keep in mind that we need to stay in the Tempe / Scottsdale area since that is central to our membership.

Bogus Emails. I've received a message from a few members, telling me they received an email asking if they were available and to message back, but they did not recognize the email address. George Montgomery attached the email, which definitely was not from me. Since our club's officer's names, phone numbers and email addresses are listed on our website and the public has access, scammers will use this information. It's the world we live in. So, please beware. Remember, no club officer will ever request money for a charity from individual club members.

Andy Kurtz of the MG club has invited our club members to participate in "The Little MG Car Show". This is a show displaying British marque model cars. The 2024 show will included dioramas. The location and date have yet to be determined. I will try and send George the flyer to publish in this newsletter, if not look for it in next month's newsletter.

Hope you all have a wonderful Holiday Season; hope to see all of you at the Christmas Party and/or the next membership meeting.

Thx, John

EDITOR'S DESK

George M Montgomery, Editor

There weren't many if any events during the month of November. At least I didn't receive any articles or photos. I thought there was an Autism Car Show someone recommended for the 11th of November, but I haven't heard anything else about it. John Carroll told me on Monday that he was attending one on December 2nd. Maybe I got the dates mixed. That happened once before.

Since our material is light this month, when I put out a request for newsletter articles, I received three technical articles. They are good helpful information, necessary to help us keep our little cars running at peak performance.

We now have a Christmas party planned for the 10th of December. Lyman Scherer has offered his facility again for our venue. It's the same place as last year. If you missed it then, you don't want to miss this one. He has a museum of beautiful classic cars. Many are in the million dollar category.

Last month Roger Prior said he would try and get a list of DCTRA members that attended the British Wheels On the Green (BWOOG) car show and their awards. He did carry through with that promise and that list is presented herein this newsletter.

The Chamberlain Special Story is an article I copied (and gave credit) from the Hemmings daily news and posted here back in December 2014. It is not about Triumphs or even Triumph derivatives, but I found it a fascinating story. I hope you will too.

I hope you will be at the Christmas party. It is also a "white elephant" gift exchange.

George

December 2023 Membership Report:

Four new members joined the club in November. David Mulvihill of Scottsdale joins us with his 1971 TR6, which he has owned for more than 50 years. Walter and Anthony Roman from Casa Grande with their 1973 TR6. And finally, Dale Coffield of Sun City with his 1958 TR3A w/OD.

Adding these newest members to our membership list, it now shows we have 147 memberships with 203 members.

More good news! DCTRA club leaders have agreed to waive annual membership dues for calendar year 2024 for all current members in good standing, as outlined in the November newsletter. What this means is all memberships expiring calendar year 2023 or later will be granted one additional year of membership *gratis*. I hope to have all membership expiration dates adjusted (pushed out 1 year) by early January.

A quick glance at our current membership list shows 81 memberships that would normally expire at the end of this year. If you would like to know what your current membership expiration date is, let me know and I will look it up for you.

Marv Miller
Membership
miller2993@cox.net
(602) 380-5564

Application form on page 23

DCTRA EVENTS

DCTRA Events December

Dec 2nd – MCC Car Show (details on BB later)
Dec 10th – DCTRA Christmas Party
Dec 12th -- DCTRA December Meeting
Jan ??? – DCTRA Election Brunch – Details to follow ASAP
Jan ??? – Centennial Celebration of Triumph & MG
Jan 20-22 Arizona Concours d'Elegance @ Scottsdale Civic Center
Feb 13th -- DCTRA November Meeting

Regular Occurrence Events

Second Saturday each month, October through April: Cars and Coffee 8:00 to 10:00am
The Shoppes at Casa Paloma, 7131 W. Ray Road Chandler

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

December 12, 2023, in-person, a Zoom link will be sent out also.

I'm trying to be independent, but no one will help me.

People found guilty of not using punctuation deserve the longest possible sentence.

The problem with political jokes is sometimes they get elected.



Desert Centre Triumph Register of America November DCTRA Meeting Minutes

November 14, 2023

The November meeting of DCTRA was held @ Denny's Restaurant Scottsdale Rd. Roger Prior, Vice President, called meeting to order, in the absence of John Heisser, President @ 7:01 p.m.

Members present: Michael Bulfur, Ron Cole, TJ Creath, Jim Dickey who drove his TR6, Scott Drysdale, Dave Faulkner who drove his TR7, Ron Gurnee, John Horton, Chuck Kerzan who drove his TR3, Mary White, Butch Koenig, Armand LaCasse who drove his GT6, Augustin Lopez, Marv Miller, George Montgomery, Jim & Denise Morrison, David Mulvihill, John Nuss, Scott Porter, Roger Prior, John Reynolds who drove his TR6, Jeff Van Skike.

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

Treasurer's report: Armand La Casse reported only expenditure for new Name Tags.

Membership: Marv Miller reporting 3 new members : Dale Caulfield - owns TR3, Walter Roman - owns TR6, David Mulvihill - owns TR6.

Newsletter: George Montgomery was appreciative of the numerous photos submitted from British Wheels on the Green.

Events: Roger Prior listed upcoming events : Nov 30 "6 Rivers Run" an event created by our own John Carroll and Greg Kastoll.

December 10 has been selected as our Club's Annual Christmas Party, to be held @ Lymon Sherer's Garage in Scottsdale, same great venue as last year.

Technical: Armand LaCasse's Tech Session focused on the negative aspects of using silicone sealant in a rear end housing, recommending instead, Permatex aviation sealant. John Reynolds suggesting an alternative: Gasket Cinch, creates less mess.

Triumphest: Ron Cole has contacted Little America in Flagstaff and is recommending our club reserve weekend of September 17 - 20, 2026 as our next Triumphest event. There will be no Triumphest next year and San Diego Club will host Triumphest in 2025. Our event in 2026 will mark 45 years of Triumphest. Ron asking that we begin now to fill the necessary committees.

Old Business: Roger Prior reported on a very successful British Wheels on The Green.

New Business: Roger asking that we begin consideration for a venue for our Annual Election Brunch in January.

Motion to adjourn @ 7:48 p.m.

Respectfully Submitted:

Mary A White, Secretary

BWOG Data for DCTRA

Here are the results for all Triumphs. Placed entries are in bold. '—' means the entry did not attend. Note that John Carroll's entry was not judged as he was a 2022 Heritage class member. (But he got a nice ribbon.)

Entry ID	Entry	Owner	Place
21	1973 Triumph TR6 (Green)	Paul Jordan	4th
18	1977 Triumph Spitfire 1500 (Brit Rong Green)	Cal Busenitz	7th
20	1968 Triumph TR4 (British Racing Green)	Craig Kastoll	--

Class 1200 (Triumph TR 2 & 3)

Entry ID	Entry	Owner	Place
1203	1957 Triumph TR3 (Black)	Edward Russell	1st
1204	1960 Triumph TR3A (British Racing Green)	Les Hardie	2nd
1201	1959 Triumph TR3 (Black)	Frank J Montone	--
1202	1959 Triumph TR3 (Red)	Mark Dibernardo	--

Class 1300 (Triumph TR6)

Entry ID	Entry	Owner	Place
1302	1970 Triumph TR6 (Green)	Wes Trayner	1st
1307	1974 Triumph TR6 (Yellow)	N Mark Kramoltz	2nd
1306	1974 Triumph TR6 (Yellow)	John Truttman	3rd
1308	1974 Triumph TR6 (Pimento Red)	Vince Vincent	4th
1301	1976 Triumph TR6 (Red)	Jim Dickey	5th
1304	1973 Triumph TR6 (Pimento Red)	Roger Prior	6th
1305	1972 Triumph TR6 (Pimento)	Cline M Reese III	--
1303	1974 Triumph TR6 (Red)	John Carroll	N/A

Class 1400 (Triumph Combined)

Entry ID	Entry	Owner	Place
1404	1964 Triumph Spitfire Mk1 (Signal Red)	Barry Connally	1st
1407	1981 Triumph TR8 (Yellow)	John Heisser	2nd
1402	1964 Triumph Spitfire (White)	John Nuss	3rd
1405	1964 Triumph Sport 6 (Silver/Red)	Michael Bulfer	4th
1401	1977 Triumph Spitfire (Red)	Olivier Strimelle	4th
1403	1980 Triumph Spitfire 1500 (Brown)	Peter Hunt	5th
1406	1973 Triumph Stag (Black)	Clebe Best	--

Class 1500 (Triumph TR 4 & TR250)

Entry ID	Entry	Owner	Place
1504	1966 Triumph TR4 (Signal Red)	Richard Young	1st
1501	1968 Triumph TR250 (Green)	Robert McIlravy	2nd
1503	1962 Triumph TR4 (Red)	Gary Fleck	3rd
1502	1968 Triumph TR250 (Red)	Robert Mazer	4th
1505	1964 Triumph TR4 (Red)	Michael Hurley	5th

Technical Corner I

Article by Armand LaCasse

Checking your Clutch Engagement Points

At our last DCTRA meeting, George asked me about his clutch engagement. Specifically, he said the clutch disengages when the pedal is almost at the floor, and engages when the pedal is almost at the top of its return travel. After thinking about this for half of a month, here are my thoughts.

Clutch systems have many pivot points and linkages. Over time, these parts wear against each other, creating excessive clearance before actually transferring pedal movement to the clutch throw out bearing. Inspect all the pivot points for wear and excessive clearance. Restore the egg-shaped holes to their original round dimensions. Replace worn clevis pins with new pins that properly fit their corresponding round holes. (These items were covered during the summer tech session repairing George's clutch issues.)

Checking the clutch engagement points provides some indication about how well the clutch system is working. To check your clutch engagement points, you will need:

- A flat parking area
- Wheel chocks
- Low-profile floor jack or scissor type jack
- A willing assistant to turn a road wheel.

Follow this process to check your clutch engagement points:

1. Park the vehicle on the flat parking area with the engine off
2. Chock the **right front tire** at the front and rear of the tire
3. Place the vehicle in neutral and **check that your right front wheel chocks prevent any forward or rearward vehicle movement.**
4. Place the low-profile jack under the **left rear wheel** suspension.
5. Raise the jack until the tire clears the parking surface.
6. **Again**, check that your front wheel chocks prevent any forward or rearward vehicle movement.
7. Ask your assistant to turn the left rear road wheel to ensure it is clear of the parking surface.
8. Sit in the driver's seat and place the gearbox in fourth gear.
9. Ask your assistant to **try to turn the left rear wheel** as you slowly push the clutch pedal toward the floor.
10. The assistant should tell you when they can turn the road wheel - now you know the clutch pedal position where the throw out bearing **releases** the pressure plate holding the clutch disk.
11. Hold the clutch pedal to the floor while the assistant slowly turns the road wheel.
12. Slowly release the clutch pedal until your assistant tells you the road wheel stops - now you know the clutch pedal position where the throw out bearing **engages** the pressure plate holding the clutch disk

Anyone have a good step-by-step technical guide to troubleshooting an engine that is not running well? Please write a tech article and send it to George for the next newsletter.

Technical Corner II

Story and photos by Mark Kramoltz

Battery Cut-Off Switch

My 1974 TR6 wasn't starting consistently. It never started right up. Sometimes it would crank fine but other times nothing or a just a click. And on the way home from British Wheels on the Green the engine shut off on the freeway. I coasted to a stop and after a few tries it started back up.

Battery terminals were free of corrosion and the cables were tight. The battery was brand new. I had recently added a second ground from the negative terminal to the body as the other ground cable just went to an aluminum plate attached to the block. So, I was stumped as to what it could be.

I began my research on The Triumph Experience and found a thread about battery cutoff switches. I had a "green knob" one installed on my positive terminal. I was told this was a smart way to go because of Lucas electrics and the tendency of Triumphs to burst into flames due to "the prince of darkness." I always screwed it down tight before motoring.

From the TR6 Tech section of Triumph Experience, I learned they should be on the negative terminal. Next, I went to the Triumph TR6 Facebook page. There I found a recent post that the type of switch I had was problematical. Several owners posted stating they had removed theirs because of starting problems.

I decided to remove, but it did seem like an idea to have one. One recommendation came from a member of the Facebook group who said he put a better quality, marine type on his battery. I obtained one over the internet and installed it on my negative terminal (which is what the instructions said to do).

Problem solved. I have had no more ignition issues. It starts right up and stays on, so at this point I am going to assume the change solved it. Has anyone with the green knob type switch had a similar experience?



Technical Corner III

Article and photos by Roger A. Prior Jr.

'Hesitating Acceleration Leads to Spark Plug Cleaning/Change'

Background: After purchase of the TR6 in June 2020, the left side of the engine was reviewed by John Heisser and myself. The ignition and timing looked fine. However, over the past month, I noticed a slight hesitation in acceleration that was becoming more pronounced. The engine seemed to idle ok, however one could tell the hesitation was occurring even at idle. Not too many miles (<3k) had been driven since purchase and the PO told me the plugs had been changed during a tune up prior to being sold. Robt. Bentley recommends spark plug inspection and clean/adjust at 6k miles, and renewal at 12k. I suspected the plugs, which by the way were NGK BP6ES - again installed by the PO.

Procedure: On November 17th (a pleasant day to be in the garage), I pulled the plugs one at a time to ensure they were placed back into original location. Inspected each plug one at a time for condition i.e., obvious wear, 'fouling' and the gap. Photos were taken of the plugs after being pulled, pre and post cleaned. Plugs were cleaned slowly by hand with small brass bristle wire brush. A few places needed touch up on the brass wire wheel-again very gently. The gaps looked uniform and after measuring were a 'tad proud'. Not much effort to bring all back to the required 0.025" gap. Installed, the engine fired up, idled fine, took for a 10-mile spin. The firing hesitancy had been cleared up; acceleration returned to smooth.

Had been doing some reading on the *Triumph Forum*, and it had been suggested I try a 'hotter' burning spark plug. Thought I would try. A visit to O'Reilly in nearby Surprise, I purchased 8 Champion RN12YC (\$4.49 ea. + tax)-less expensive via Amazon) These were inspected, 'gaped' and installed. Engine fired right up, and have driven 25 miles so far. Too early to tell what if any positive difference to be honest. Will pull the plugs after have driven more, and inspect for anything obvious – but for the time being the issue of the firing hesitancy is resolved.

Conclusion: This process took minimal time and cost, not counting drive to O'Reilly and changing the plug type. Cleaning the plugs made a noticeable improvement and returned smooth acceleration – which was the original goal. Add to the short routine maintenance list.



Christmas Party and Gift Exchange 2023

The DCTRA Christmas Party will be on Sunday, December 10th.

Time: 3 to 7 p.m. Expect plenty of time to gather and socialize. Dinner about 4 to be followed by the much anticipated and fun Gift Exchange.

Location: This year we will be returning to Mr. Lyman Scherer's wonderful convenient location in Scottsdale, aka 'Bud and Laurie's Garage' To describe as a 'garage', is an understatement. Please allow time to brose the collection of exquisite autos and related memorabilia. Address is

7343 East Adobe Drive (#130 Rear) – 2 miles north of the 101
Scottsdale, AZ 85255

The Meal: As in the past, the main food item will be provided by the club. We ask you bring a side dish to be shared. Examples are hors d'oeuvres, salads, vegetables, potatoes/similar and deserts/pies. Reminder some have allergies, and a selection of Gluten-free items would be very thoughtful. Please include a 3"x5" card or similar to be placed in front of your dish to indicate as Gluten free or similar to reduce confusion. The main dish will be prepared by the Honey Baked Ham Co. If you wish to bring an additional main dish food item, that would be welcome.

Gift Exchange: The gifts to be of value of under \$50 as a general guideline. Themes of Triumph related, auto, British and naturally wines (or similar 'hi-test' somewhere in-between Regular mo-gas and aviation fuel liquid refreshments) are always big hits as gift suggestions. As in the past many gift items are indeed 'exchanged', and one never knows what one receives to be honest, adding to the suspense and fun of the exchange for all present. After dinner we will go over the process of the Gift Exchange, and the club Parliamentarian will be present😊 to assist.

RSVP: Please RSVP to Roger (prior.roger@yahoo.com), or leave a voice mail to Roger at his cell number of 480.550.2906. Your guests are always most welcome, so please include this information also. This will assist for several reasons - as we know how many to expect for the table arrangements/set up at Lyman's, in addition to the arrangements for the main dish.

Looking forward to **seeing you** at our Christmas Party and Dinner,

Roger

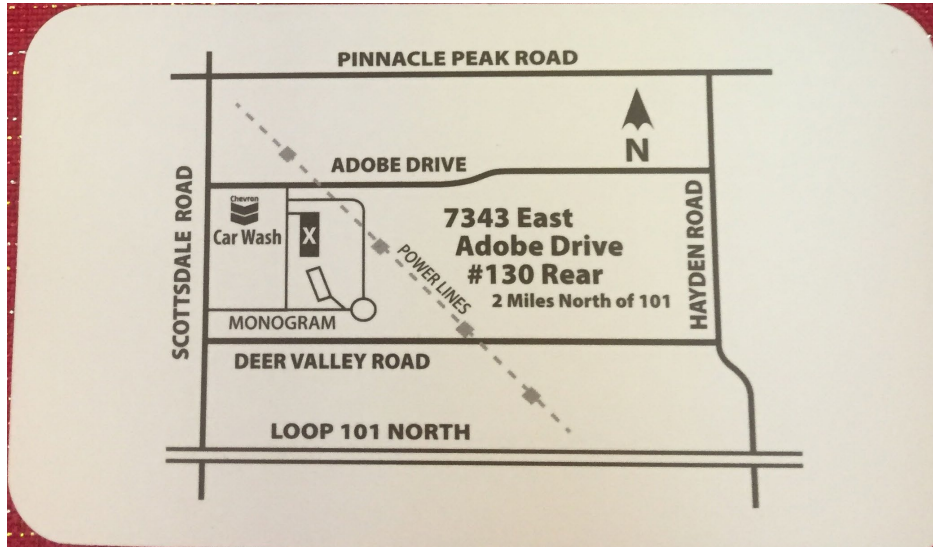
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2023 DCTRA Charitable Giving

By Armand LaCasse, Treasurer

As we consider our 2023 Charitable Giving, I thought some financial information, and our past giving history would be helpful so we can make an informed decision at our December membership meeting.

Triumphest 2021 created a \$4000+ surplus thanks to all the members who made this event such a success. We are financially sound and recently decided not to collect membership renewal dues in 2024.

Regarding our account balances, we will maintain our usual Triumphest account balance. Our main account balance remains somewhat stable. We generally spend more money than we take in during a non-Triumphest year mostly due to our Charitable Giving.

A reasonable charitable giving amount this year would be \$1500 - the same as last year. Please consider the financial future of DCTRA as we decide upon our Charitable Giving this year.

Here is our charitable end-of-the-year giving history for the past five years:

2022 and 2021 - \$1,500 total - \$500 each to:

- Andre House
- Hospice of the Valley
- St. Mary's Food Bank

2020 - \$500 total to:

- St. Mary's Food Bank

2019 - \$2,000 total - \$400 each to:

- Andre House
- Hospice of the Valley
- St. Vincent DePaul
- Sojourner Center
- U.S. Vets - Phoenix

2018 - \$1,600 total - \$400 each to:

- Andre House
- Hospice of the Valley
- St. Vincent DePaul
- Sojourner Center

The Chamberlain Special Story

Daniel Strohl at 8:00 am | 5 comments

I was in the Northern Ohio Valley Region of SCCA years ago and they presented a “Spark Plug Award” to members at the end of the year. Points were given for attending meetings, holding office, organizing an event and participating an event. I'm willing to organize that.



Photos by Don Chamberlain, courtesy Jeff McKay.

All too often we're left either without a clue about many of the homebuilt sports cars of the 1950s and 1960s, or else we're left piecing together their histories from breadcrumbs and moldering photos. Not so with the Don Chamberlain Special, which we included in the Lost and Found department in the April 2014 issue of [Hemmings Classic Car](#), which should be hitting newsstands and mailboxes about now.

See, Jeff McKay, who wrote us about the car, had recently bought it from Don Chamberlain himself and got Don to not only supply some photos of the fiberglass-bodied Studebaker-powered roadster when it was new, but also write down the car's complete history. We provided a hyper-quick summary of that history in Lost and Found, but felt it deserved to be told in full. So pour yourself a cuppa (when we say complete history, we mean complete) and spend some time learning about a spectacular car from the man who built it with his own two hands.

The Chamberlain Special Story (cont)



My name is Don Chamberlain and presented here is a history of the small fiberglass roadster that I built many years ago, known variously as The Chamberlain Special, Chamberlain's Chariot and a few others – but mostly known as “The Little Blue Car.” While this is intended to be the story of the car itself – the concept, design, construction and the several years that I drove it over 22,000 miles, it is also necessarily autobiographical at times. There are three chapters to the story, the Studebaker engine chapter which lasted for about seven years and 22,000 miles, and the Buick engine chapter which, unfortunately, was never completed. The final chapter came In January 2013, when I sold the car, somewhat reluctantly, to Jeff McKay. I felt much better about the deal when he said he intended to restore it, even with a Studebaker engine! Also part of the deal was that I would document the history of the car to the best of my recollection, so here goes.

I have always been fascinated by anything mechanical or with wheels, from roller skate sidewalk coasters to motor scooters to building my own sports car. My father was a school superintendent and being born in 1930 I was a “child of the depression.” While we always had a roof over our heads, food and clothing, there was very little money for things like toys, scooters, bicycles, and such, so I very early became a do-it-yourselfer. In addition to the car, I built a couple of boats, furniture and some spacecraft panels (which may still be in orbit) in my garage.

When I was about 7 or 8 I saw my first motor scooter and dreamed of owning one. A man down the street had an outboard motor, which he had been running in a barrel, so I went home and drew up plans for a scooter with an outboard motor. Obviously, that never got

The Chamberlain Special Story (cont)

beyond the paper stage, although many other designs followed for cars, boats and airplanes. When I was 15, one of my schoolmates was given a Whizzer powered bicycle, so I wanted one. I rebuilt my old Shelby Flyer Bicycle to accommodate a Whizzer motor, but was never able to come up with the \$125 cost. When I was 17, I was given a 1942 Cushman motor scooter, a real basket case – with the engine in a box and completely disassembled. I was able to put it back together and get it running, without the help of any manuals or instructions. I rode it to high school and around town for about a year, and then sold it for \$95. I used the proceeds to buy a 1929 Plymouth, my first car.

In the late 1940s, Life magazine featured a picture of a beautiful Cisitalia coupe. I believe it is still on display in the Museum of Modern Art. Soon after, I saw a Jaguar XK 120, an MG TC and a Buick customized by Frank Kurtis and featured on the cover of the first issue of MotorTrend Magazine (which I still have) and I started seriously planning to build my own sports car, because buying one was totally out of the question.

I bought specialty books with pages and pages of beautiful British and European cars, I subscribed to Road & Track, Sports Cars Illustrated (later to become Car and Driver), Motor Trend Magazine and others, soaking up all the exotic design features while continuing to dream about the car I hoped one day to build.

In the early fifties there were a number of fiberglass bodies available for the home builder, most of them intended to be installed on modified 1930s or 40s Ford chassis. One of the first, and most popular, was the Glasspar G-2 which was designed by Bill Tritt. Bill was a very talented designer who was also responsible for the line of Glasspar fiberglass boats (one of which I still have) and by coincidence was a college classmate and friend of my uncles. Interestingly, the Kaiser-Darren began life as a Glasspar G-2, then was highly modified by Dutch Darren. As a side note, Bill did not like Dutch very much and referred to him as a “wizened little toad of a man”. I think Dutch took unfair advantage of Bill.

Another descendent of the G-2 was the Woodill Wildfire. Woody Woodill was a Willys dealer in Orange County and planned to market the Wildfire as a complete car, built using contemporary Willys components and a slightly modified G-2 body made by Glasspar. Woody was also a neighbor of one of my uncles who lived in rural Santa Ana.

But I digress, so back to the story; by 1953 I was married with two small children and even the least expensive fiberglass body was beyond my means and I wasn't too crazy about the Ford chassis anyway. I had by then pretty well settled on my design and built a 1/10 scale model. I was thinking of a full-size plaster model and a fiberglass female mold to make my own body.

Then in January 1954, I had a chance to buy a rolling, running chassis from a 1936 Willys model 77. The model 77 was built from 1933 to 1936 and was a small, light car with a 4 cylinder engine. Because they were small and light, a lot of them still appear at drag strips, although modified and fitted with monster engines. Introduced in the depths of the depression, the 77 was relatively cheap, economical, but under powered. It was also, in my opinion, ugly. It was supposed to resemble some of the small European cars but with its odd rearward slanting grille, the weird wheels resembling large Jell-O molds and the headlights nestled between the hood and fenders apparently searching the sky, it was never a big seller. For my purposes however, it was perfect and since the body was gone, I didn't really care about the styling and it was cheap. When I brought it home on New Year's Day, 1954, we celebrated by driving it around the ranch with an apple box for a seat. Soon after, we moved back to San Diego and lived in a rented duplex for several years, with a separate one car garage. Looking back, it is amazing that almost all the construction of the car took place in that one car garage.

The Chamberlain Special Story (cont)



The Willys had a wheelbase of 100 inches, simple leaf spring suspension and when the frame was "zee-ed" and shortened, the wheelbase became 94 inches and with a tread of 51 inches it was almost identical to the dimensions of the MG TD. So, my final design was downsized a bit to fit the modified Willys chassis. I had begun to envision building and selling fiberglass bodies to MG owners, a popular modification at the time. Ultimately, I did make two bodies and sold one to a close friend who did indeed install it on an early fifties MG TD. He sold the car a couple of years later but unfortunately, it has long since disappeared and when I recently spoke with my friend he had no idea of its whereabouts.

To continue the story; since 1951, I had been working for Convair in San Diego as a design engineer in the fuselage design department and in 1955 I was assigned as the liaison engineer between the fuselage group and the mockup shop. The shop was building a wooden mockup of the F-102A interceptor (later designated the F-106). They used plywood bulkhead formers covered with plywood sheets and strips, and with lots of filler and a coat of paint, it made a very presentable looking airplane. Being made of wood, it was easily modified when the Air Force came for their reviews. After that experience, the plaster model idea went out the window and I began planning my plywood mockup. I received a lot of useful hints on the details of construction and finishing from some of the old-timers in the shop.

In the meantime, I was working on the Willys chassis. The weird original wheels were jettisoned in favor of more conventional 15 inch wheels from a 1940's Plymouth and shod with 5.50 X15 tires - retreads, much less expensive than new. I had purchased an oxy-acetylene welding outfit and taught myself to weld. Without the welding set the project would have been dead in the water. The frame

The Chamberlain Special Story (cont)

had channel section side rails and a channel x-member stiffener, typical of the day. I began by removing the x-member, "zee-ing" the frame over the front and rear axles which as mentioned before, shortened the wheelbase to 94 inches. It also lowered the center section to an acceptable floor height for a sports car. The x-member pieces were then used to box in the side rails; slightly smaller, they nested perfectly into the frame sides and when welded in place, formed box section side rails. The purpose of the x-member was to provide torsional stiffness for the frame, so with its removal, something else had to be done. The answer was a couple of 3 inch diameter tubular cross members; one up front which also provided the base for the rear engine mount, and one at the rear, also serving as the forward mounts for the rear springs. These tubes were found at the Convaire salvage yard, were made of chromemoly steel and were originally intended for use as the connecting torque tube for the elevators on the ill-fated Convaire R-3Y flying boat. The salvage yard was a valuable resource, providing many bits and pieces during construction.

In addition to the cross members, I began to weld on superstructure framing, constructed mostly of various sizes of electrical conduit. Salvage yard again. This secondary structure supported the radiator, firewall, instrument panel, floor boards, door hinges and the bulkhead behind the seats.

Even with the frame modified, the arch of the springs made the chassis sit up too high. The answer was to disassemble the springs and over an improvised anvil, beat them into a flatter profile, following a chalk outline on the garage floor. Crude, but effective, and after more than fifty rears, those springs have retained their modified shape. Monroe tubular shock absorbers were fitted (new ones) to replace the oddball original friction shocks.

The next item was to choose an engine. Small engine choices were limited in the early fifties, at least anything that was within my budget. Rated at only 48 horsepower and with no overdrive, the original Willys engine was out. The Ford V8 60 was an option and a number of them had been installed in MGs. However, with the Ford torque-tube drive it required extensive modification to adapt it to an open driveline and it also had no overdrive option. An overdrive was essential because the Willys rear axle ratio was 4.3 and at freeway speeds engine revs would be unacceptably high. That left the Studebaker Champion; it was a small six-cylinder engine, 80 horsepower instead of 48, had an overdrive transmission and weighed only slightly more than the original Willys. Other small engines were around, but most of them were too new to have found their way to the wrecking yards at reasonable prices.

Thus began the engine search; I located a 1948 Studebaker Champion sedan, running, but with a pretty well bent up body. I got it for 35 dollars. Besides the engine, transmission and overdrive, the car donated the radiator, headlight rims, steering column, shift mechanism, drive shaft, windshield wipers, turn signals, gas tank, bumpers and other miscellaneous parts. The rear window became the first windshield, but it proved to be too small. It was replaced with one from a '55 - '57 Chevy with the wraparound corners cut off as explained later.

The Borg-Warner overdrive, common to many cars of that era, was electrically shifted; when the car reached a predetermined speed, the driver would momentarily lift his foot off the gas and the overdrive would click in. With the addition of a switch, one could activate the overdrive at any speed and have overdrive first and second gears in addition to its intended use as the top gear, effectively providing a rudimentary six speed transmission. First gear overdrive wasn't good for much, but second over was very useful in traffic and climbing moderate hills.

The engine nestled right into the frame, but the carburetor stuck up too high. A glass bowl Holly carburetor from an early 50's Ford flathead six was much shorter, bolted right on to the Studebaker manifold and solved the problem. The car ran perfectly with this carb and it never needed any further adjustments or attention.

A friend cut the drive shaft to length on his lathe and the u-joint fitting for the Willys rear axle was arc welded on, the only professional welding on the car. No attempt was made to balance the drive shaft but I had been lucky and never had any driveshaft vibration problems.

CLASSIFIED ADS:

Do you have a Triumph or some Triumph parts to sell? This is the place for your ad. Are you looking for some unusual Triumph parts? You can place a want ad here. The DCTRA shares this newsletter with many other Triumph Clubs so your ad will have lots of exposure.

George M Montgomery editor: georgemonty32@gmail.com.

For sale:

I have a Triumph Windblocker for sale. It's a Moss item. It's in new condition. I'm asking \$100 for it.

Rick Hartmann

Cell 708-724-5238

ltzatr6@gmail.com



5-23

Free:

John Truttman has a collection of shop manuals and competition manuals for various cars. He only want them to go to someone who wants to use them.

John Truttman: 480-695-2591,

truttmanj@gmail.com



4-23

For sale: or Trade

I have a pair of TR6 black seats which I would like to trade for a seats. Black and in good I'm willing to rebuild/recover low

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

Ray Gauthier

Sent from iPhone

503-260-4137

Sold

(high back) in good condition, pair or TR4A or TR250 low back condition would be perfect, but back seats if I can find them.

1-22

CLASSIFIED ADS: (cont.)

FOR SALE:

1958 TR3A – project car, clear AZ title, \$1,400, needs a lot of work.
Pete Peterson (602) 615-3640

1954 TR2 (Long Door) – project car, all correct sheet metal, clear AZ title, \$2,500
Pete Peterson (602) 615-3540

1961 TR3A – project / parts car, no title \$500.
Pete Peterson (602) 615-3540

Weber carburetor (pair), down drafts, with intakes and air cleaners, for TR6, \$100.
Pete Peterson (602) 615-3540

5-23

FOR SALE: Sheepskin seat covers for a TR6 Black. Skins are excellent.
Elastic is worn out but easily replaced. \$20 or best offer. PETE PETERSON
602-615-3640 carefreebev@gmail.com



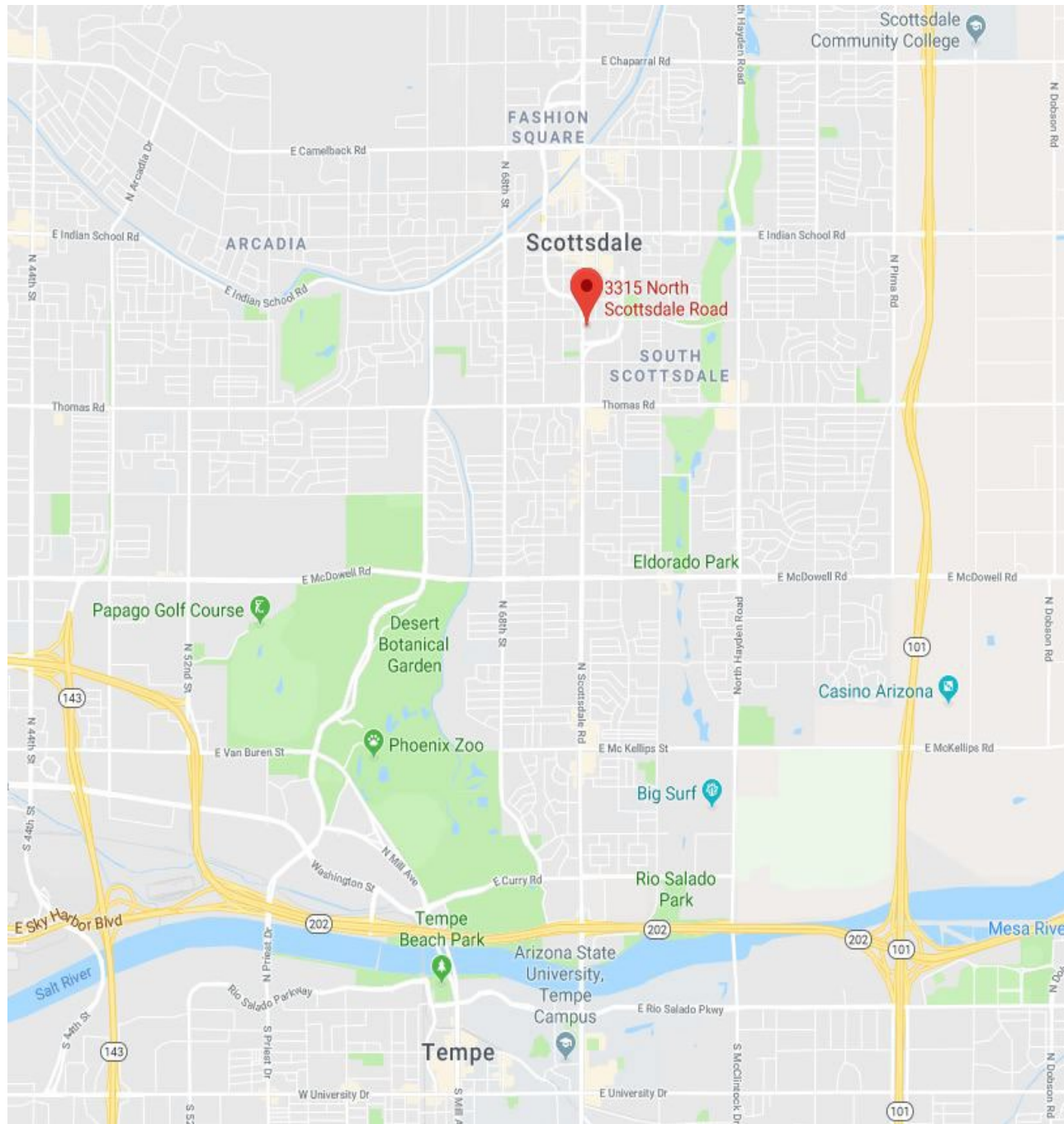
FOR SALE: After-market fiberglass hardtop for a TR3. WYSIWYG \$20
or best offer. PETE PETERSON 602-615-3640 carefreebev@gmail.com



10-23

DCTRA Club Meeting Location:

Note: Regular business meets are held on the second Tuesday of each month at:
Denney's Restaurant
3315 Scottsdale Road; Tempe, AZ





DCTRA MEMBERSHIP APPLICATION

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

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

NEW MEMBER:

RENEWING MEMBER:

MEMBER INFO (please print):

Name(s): _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

Home

Cell

Email Address: _____

Classic Vehicles Owned:

Year	Model	Commission #

Year	Model	Commission #

Year	Model	Commission #

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

Name wanted on badge(s): _____

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

How are you paying your dues: CHECK _____ CASH _____ PAYPAL _____

(add \$2.00 process fee)

PLEASE NOTE:

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

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

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

Regalia

We also have 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