

# TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF  
THE DESERT CENTRE – TRIUMPH REGISTER OF AMERICA

Founded: 1980



*Triumph Register of America*

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**February 2016**

**Vol 37, Issue 2**

<http://www.dctra.org>

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**NEXT CLUB MEETING**

Tuesday, February 9, 2016  
BUSINESS MEETING  
Starts @ 7:00 p.m.

**DENNEY'S RESTAURANT**

1530 W. Baseline road; Tempe, AZ 85283

**2016 CLUB OFFICERS**

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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:** Triumphest 2012 Decal  
Photo: Clebe Best

## Prez Sez – February 2016

Stu Lasswell, President

The new slate of club officers has been duly voted in, so welcome to all, both new and returning. I guess it's really all returning but for our vice-president/activities director and secretary. I'm certain all are fully up to the tasks at hand, but please make an effort this year to help Clebe Best in his activity-planning role. If each of our active members could take on the planning and scheduling of just one activity this year, then we should have a full and fun year of events ahead of us. Tell him (us) what you would like to see us do... you know, what activities you most enjoy... and then see if you can't make it happen! Tours, picnics, maybe a weekend getaway or camping trip. Car rallies can be great fun, whether serious or "gimmick". Schedule a group display at one of our weekly car cruise-ins here in the Valley. Lead one of the monthly British Breakfast Runs to a favorite restaurant. Maybe a run out to the Arboretum before it gets too hot. Let's go out as a group to the local autocross! All in all, the Club is only as much fun as we are willing to make it.

On another note, if you haven't already done so, please remember to PAY YOUR DUES! Let's make brother Dave Freet's job as membership chairman easier while he works on his recovery from his recent motorcycle accident. And don't forget, the more years you pay for the cheaper the rate!

Stu Lasswell

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## EDITOR'S DESK

George M Montgomery, Editor

I have always enjoyed this time of the year. Even though the holidays are delightful with lots of parties, good food football games and getting reacquainting with friends, they're tiring after a while. Now, I can relax and soak up the peace and quiet. It's sad that all the football games are over for another season, save for the Super Bowl. Still I can get into planning out the rest of the year.

We have some new blood infused into the DCTRA board and I as a mere member am looking forward to their new ideas and input. You saw the cover for this month's newsletter. It's a reminder of the ever coming Triumphest 2017. Like the hands of a clock, slowly turning, our time will be here quicker that we want.... if we are not prepared for it. I ask that you review the signup sheet found elsewhere in this N/L (pg 12) and find an activity that could use your help, no matter how small you feel it would be.

My final thought tonight is to hope you are all prepared for the Ground Hog Day celebrations to be held next Tuesday. I trust that all your decorations are hung, parties' arrangements made and the appropriate snack made. I know, I know. Six more weeks of winter in the Valley of the Sun is not all that bad. It even extends the time that we get ice-cold water out of the kitchen faucet. Still it's a traditional thing, for me, and those of us that are transplanted from the northern climes. I hope to see you in a couple of weeks at the business meeting February 9<sup>th</sup>.

George

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## Calendar of Events

Editor’s note: Clebe Best has been elected as our Vice President and Events Chairman. Clebe is fairly new to the club (2-3 years, Clebe?) and will need some assistance from our members here in the beginning. If you have had a favorite event or activity (ice-cream run, a drive for breakfast or dinner, a Hare and Hound Rallye, etc) in the past that is not on the calendar let Clebe know and that you will help him to organize it and help put it on. I sure that he would appreciate your assistance.

### DCTRA & British Auto Events 2016

- February 7<sup>th</sup> -- Motoring Through Time (Heritage Square)
- February 9<sup>th</sup> -- DTRA February Business Meeting
- February 13<sup>th</sup> -- Concours in the Hills – Fountain Hills & Barrett-Jackson
- February 13<sup>th</sup> -- 4th Annual ARC Car Show (Sun City West)
- February 13<sup>th</sup> -- 2016 Kick-Off Car Show (Youngtown)
- February 21<sup>st</sup> -- Pancakes In The Park (British Cars Breakfast Run)
- February 21<sup>st</sup> - Spring Season Event #2 Arizona Motorsports Park
- March 5<sup>th</sup> -- Chester's 14th Annual Car Show (Phoenix)
- March 6<sup>th</sup> -- Spring Season Event #3 Arizona Motorsports Park
- March 13<sup>th</sup> - Karz for Kidz Car Show (Cave Creek)
- March 19<sup>th</sup>-12<sup>th</sup> Annual Catch a Wave Car Show (Tempe)
- April ??? - Spring Season Autocross event #4 TBA

#### On-going events:

- Saturday Night cruise @ Kmart, Power Rd & Hampton.
- Scottsdale Pavilions Saturday evening car show
- Impala Bob’s Falcon Warbirds Breakfast Cruise – every third Saturday

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### NEXT CLUB MEETING

February 9, 2016 2016  
 (Second Tuesday of each month)  
 Business Meeting  
 Starts at 7:00 PM

### Denney’s Restaurant

650 N Scottsdale Road; Tempe, AZ 85281

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## February 2016 Membership Report:

Hello all you Triumph buffs:

A New Year is upon us and as we finish up restorations, complete our preflight check lists, and or just enjoy the conversation and camaraderie amongst ourselves. We also need to remember to renew our dues. I received a few membership renewals from the Claim Jumper Luncheon on 01/10/2016, but as of today we still have 50 % of our memberships that officially expired on 12/31/2015. We will retain your membership till 3-31-2016 but after that I am required by the Bylaws to remove you from the roles. Please don't let your membership lapse, these wonderful vehicles need people like us to keep them alive and well for years to come. We also have the DCTRA club sponsored Triumphfest coming up in a couple of years and I am told that it is always a great time, but only because members like you contribute your time, energy, and financial support. Call or Email one of the board members or a Triumphfest chairperson to see how you can help. Remember we have loved and cared for these cars for well over 40 years and I for one would like to see it continue for many more. If you are not sure when your membership runs out, please do not hesitate to contact me at [FXSTSAZ99@cox.net](mailto:FXSTSAZ99@cox.net) and I will be happy to inform you. One last thought: a car club is only as good as the members who continue to contribute not only money but time and effort to keep these wonderful automobiles on the road and the events that keep them in the public eye. It does no good to keep them covered up in a garage or old barn hoping that someday they will be very valuable. Most vehicles in my humble opinion do not make for a good retirement plan especially if the next generation does not even recognize what you are driving.

Thanks again for your support and let's have a great 2016 season,

Dave Freet, DCTRA Membership Chairperson

For membership information, contact: Dave Freet at 480-706-4943 (home) or 602-881-1860 (cell) or email: [fxstsz99@cox.net](mailto:fxstsz99@cox.net)

David Freet

DCTRA Membership Chairperson

599 South Terrace Road

Chandler, AZ 85226

**Application form on page 22**

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# Minutes

## Desert Centre Triumph Register of America January 2016 DCTRA Meeting Minutes

The January 11, 2016 meeting of the Desert Center Triumph Registry of America was called to order by President Stu Lasswell at one o'clock. The annual brunch was held at the Claim Jumper Restaurant, Baseline and Price Road in Tempe, Arizona. Present were Jim Bauder, Clebe Best, TR6, Mike Blachut, Ron Cole, Virgil and Marlene Cole, Mike D'Olimpio, Paul Dorman TR7, George and Chris Durkin TR6, Jeff and Pat Fairman TR6, Riley Gay and Debby, TR6, Dave and Evie Frisby TR6, Gene Glenn, Ron Gurnee, John and Cheri Heisser TR6, John and Beth Horton TR6, Scott Huff TR6, Betsy Kavash, Armand LaCasse GT6, Stu and Deb Lasswell TR3, George and Charisse Montgomery, John and Kathy Nuss Spitfire, Pete and Bev Peterson, Ken Schmidt and Deborah Cooke, Marie Thompson TR6, John and Lila Truttman.

The minutes, as written in the Newsletter were approved. The Treasurer's report was approved.

Mike Blachut of the Triumphest Committee reported that the group has agreed to use Little America as the site and will confirm a date soon.

Paul Dorman let members know that Universal Lock and Key has N.O.S. Key blanks. Jim Bauder's sale of Triumph parts is January 30, 2016- TR parts and other "stuff." Ron Cole was advised to go to Lenhart's or Copper State Nut and Bolt for hardware for the gas cap on his TR3. Stu announced an SCCA autocross the weekend of January 16 and 17.

The results of the election:

President, Stu Lasswell Vice President, Clebe Best, Secretary, Pam Rineholt Treasurer, Kathy Nuss.

John Nuss presented Spark Plug awards for participation in club events. Points were awarded for attending club meetings, club events, attending non-club events and, of course, driving a Triumph. Additional points were awarded for submitting articles to the Triumph Trumpeter. Those earning Spark Plug Awards are: Jim Bauder, George and Chris Durkin, Dave Freet, Ron Gurnee, John and Beth Horton, George Montgomery, Dave and Denine Mure' Pete and Bev Peterson, John Reynolds, Matt Reynolds, John and Kathy Nuss, Armand LaCasse, and Stu Lasswell,

The meeting was adjourned at 1:25pm.

Respectfully submitted,  
John C. Nuss, Acting Secretary

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# Triumph Election Brunch 2016

By George Montgomery, photos by Charisse Montgomery

The banquet was held at the Claim Jumper again this year. There were 38 members in attendance which is slightly less than last year. There were several comments as to how good the food was. I think this is one of the best venues for our election brunch that we've had in the last 15 years. It is fairly well situated for access for our widely spread club members from the East, Apache Junction, to the West, Surprise, from the South, Casa Grande, to the North, Carefree. And, since it is right off the Interstate 10, it is a quick and easy access. Thanks, Ron Gurney. Ron said that this is the last year he will organize this dinner and arrangements. We will need someone to take on this for next year. Check with Ron as to the person to contact or find another suitable location and submit it to the Executive Board. This needs to be nailed down and confirmed before November or December in order to secure the location.



Early members gather for dinner.



Beautiful cars in the parking lot.



Our returning Pres greets new VP.



Scott, Jeff & Pat & daughter, Ron, George & Mike



Virgil & Marlene, Cheri & John, Dave & Evie, Stu & Deb.  
John & Lila & Armand

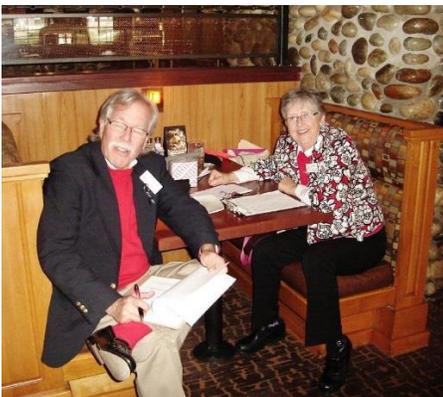
Charisse took photos for me and tried to get one of everyone in attendance. If you attended and don't find your picture here, we are very sorry. We tried.



Paul, Clebe, Jim & Mike



The Coles & photographer Charisse Montgomery



Acting Sect John & Treas. Kathy



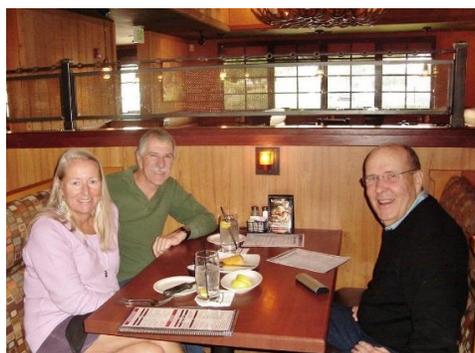
Gene Glenn



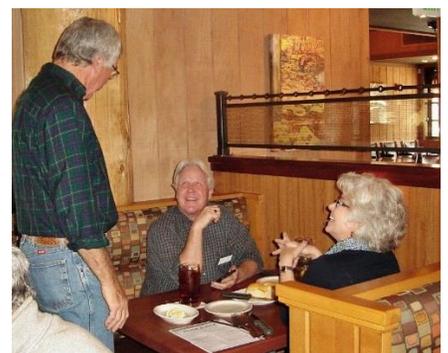
John & Beth and Bev & Pete



George & Chris and Betsy and Marie



Deborah & Ken and Ron Cole



Stu talking with Riley & Debby

I think everyone had a good time and enjoyed their meal. In all of these photos I don't see one sour face. Everyone is smiling. Thanks for the turn out. Here's to a vote of confidence to all of our new officers that are willing to step up to the plate to serve our club.

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# Russo Steele Auto Auction

By George M Montgomery

I don't know how many of our members sign up and volunteer to work at the Russo-Steele Classic Auto Auction. Apparently there's enough for the R/S organization sends our Club a check for \$500-600 each year in appreciation. I worked three days the first weekend (Jan. 23-25<sup>th</sup>). Marty Clark worked the same time but in a different staging tent. Bob Mazer signed up but I didn't see him. A lot of people sign up for a period during the auction itself. If you worked at the auction, please let me know.

I like to check in the cars when they first arrive, verify that they have insurance, the correct and matching vehicle identification numbers, and look intensively for and note any existing scratches and chips. We then drive and park the cars according to a auction date schedule. I have plenty of time to walk all four staging tents to gawk and take photos.



Below are some of my favorite cars.





Of the many cars that I drove, a couple of the most interesting were a early '60's Lister-Jag and a early Mustang driven by Clint Eastwood (no photo). The Lister-Jag was difficult to drive. It had a competition, stiff, clutch. The driver had been over 6' tall and the seat would not adjust fore and aft. I had to use the tip of my toe to get the clutch all the way down. It was a very direct clutch and had little play once engaged. It was either idling or Whoa, we're gone! The Mustang was from a 2012 movie when Clent was age 82. It had been a nice Mustang, '69 I believe, that was airbrushed to look old and faded. Clent was to drive the car into a minor wreck. Not wanting

him hurt, the producer put a sawed off roll cage to protect him. The car was banged up on the driver's side but the door would still open,... sort of.



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## SCCA Autocross for December

As for my favorite automotive activity, last month's autocross was a blast. I participated in the Mirrorkhana, which was run as an elimination/bracket event (sorry, I don't want to go into too much boring detail). It's kinda' like the way March Madness works in college basketball. Anyway, I succeeded in making it through the first couple of tiers, then lost a race. That got me into a second bracket, where I was finally eliminated. Still, it was a fun way to run an event, and really showed how much the handicap system can help or hurt your chances. In this case the cars were "staged" based on their handicap, with the "faster" car being moved back from the base starting line. It seemed funny to watch the modified Lotus Elan get pushed back 430 feet from some "lesser" cars, only to fly through the finish well ahead of his competitor! But it hurts when your "under-prepared" modified MINI has to give a "stock" 500hp Z-06 Corvette a 30ft head start! (I lost) I would be better off getting rid of my gee-whiz camber plates and going back to stock!

I know that Garreth Parry-Jones participated in Sunday's "conventional" autocross, but haven't heard how that event went. I know many more of our members would truly enjoy participating in Autocross, and assume that they will be embarrassed by the faster cars and drivers. In fact, I think you would find the crowd there quite welcoming and helpful. ALL novices are slow at first, regardless

of what they drive. No one will be watching you judgmentally. In fact, I've been invited to create a local competition class just for vintage sports cars... we just need a few people to come out and commit to competing on a regular basis. I know that if you try it you will see that the risks to your car are virtually non-existent, and the fun factor will keep you coming back. Now let's make this year an active, eventful, truly FUN year for our Club!

As always, feel free to contact me (Stu Lasswell) with any questions at [debnstu2@yahoo.com](mailto:debnstu2@yahoo.com) or (480)577-2685. Event info at: [azsolo.com](http://azsolo.com). Registration at: [mindthecones.com](http://mindthecones.com).

Stu Lasswell

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2012 DCTRA Triumphest Logo

## Countdown to DCTRA Triumphest 2017..20 months to go

The Triumphest 2017 Committee meets every second Tuesday at Denny's Restaurant at 5pm to plan our coming club event, all are welcome to join in and offer any suggestions or assistance. Some things have to be established far in advance. Established so far:

1. Location: Flagstaff.
2. Hotel: Little America.
3. Date: Exact date to be determined, narrowed down to late September 2017 or early October 2017.

### Working on:

1. Hotel: Final negotiations.
2. Logo Design: Need help of club members, bring your thoughts to the next meeting, we have contacted
3. Additional Committee members:

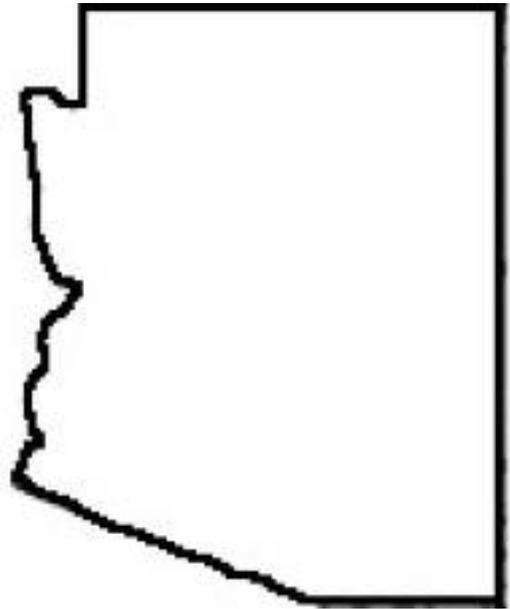
### Coming Deadlines:

1. June 2016, (6 months from now), we will submit a page to be published in the Triumphest-2016 booklet. Need several things set in stone by then; i.e: a) logo. b) events. c) theme. etc.
2. Plans & budgets from sub committees.
3. Theme, such as route 66? Please bring your ideas to the next meeting.
4. Speaker; i.e. Kas Kastner, Michael Cook, Chris Hansel, etc. need ideas here too.

**Please bring your Logo ideas to the next meeting**



Idea Icons



## Triumph Committee Staff Needed

Sub-Committees:

- Autocross:.....\_\_Jeff Faiman, \_\_\_\_\_
- Thursday Night Dinner Cruise.....\_\_John Reynolds, \_\_\_\_\_
- Venders:.....\_\_Mike Dolimpio, \_\_\_\_\_
- Scenic Drives:.....\_\_Pain Rineholt, \_\_\_\_\_
- Funcours & Judging:.....\_\_Armand LaCasse-Chairman, Pete Peterson, Bob Mazer\_
- Registration:.....\_\_Kathy Nuss, \_\_\_\_\_
- Hotel Liaison:.....\_\_Bo Shaw, \_\_\_\_\_
- Reception & Banquet: \_\_\_\_\_
- Hospitality: \_\_\_\_\_
- Raffle: \_\_\_\_\_
- Regalia: \_\_\_\_\_
- Walking Rally: \_\_\_\_\_
- Driving Rally: \_\_\_\_\_
- Awards: \_\_\_\_\_
- Photo-Craft-Model-Exhibits: \_\_\_\_\_
- Program & Printing: \_\_\_\_\_Mike Blachut, \_\_\_\_\_
- Tech-Session: \_\_\_\_\_

President's meeting: \_\_\_\_\_

Website: \_\_\_\_\_

Photographers & videos: \_\_\_\_\_

Speaker: \_\_\_\_\_

Spaces that are blank are opportunities to select an area that you wish to volunteer and help our club put together the best Triumphfest ever, great way to interact with other club members and learn. Print this page, write your name in the area that you would most like to participate and send it to Mike Blachut or Bo Shaw.

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## Meet Our Members

### Meet Our Member – Clebe Best

I inherited my passion for cars from my Dad. He worked on cars when he was young and we always had at least one convertible in our garage for as long as I can remember. The life changing moment for me came in 1963 when I saw a Jaguar XKE. I had never seen a car like it. The salesperson said they would not be arriving for some time, but that Triumph had a new model called the Spitfire and asked if we wanted that instead. "No Dad, hold out for the XKE". This is me in my driving clothes. We always dressed up to ride in the Jag. Time passed and in 1967 the Jag gave way to a Mustang convertible. In my teens and early twenties, I had many different cars & trucks. A GTO, 442, Cougar, Firebird, 240Z, Mazda RX7, Porsches, etc. I moved to Arizona in 1980 and was into German cars for a while. Fun, but parts are expensive.



In 2001, my Mom passed away. We decided that it make sense to have Dad move to Scottsdale. They had known each other since high school, so her passing hit Dad very hard. Since cars had always been a part of his life I said "let's get a sports car". My friend had two cars for sale; a Triumph TR4A and an MGA. We chose the Triumph. Dad & I started going on the BEAT & Vintage Voyage rallies and I joined DCTRA. At that time the meetings were down at a Chinese restaurant on Camelback & 16th Street.



We loved the TR4A but I wanted something different. This led to finding a 1970 MGB-GT in Palm Springs. An older gentleman was selling it and I drove out in July and brought it home. Huge plus was that it had overdrive.

I went back to German cars, but I always knew I'd get another British car. A few years back, I saw a TR6 on eBay that I fell in love with. It was in Denver so I flew up and bought it. That was Deep Purple. My Dad and I were so excited to have it in time for the British Vintage Voyage. Unfortunately, looks can be deceiving. The car had triple Weber's which meant unless you were flat out it ran like a pig, tires that were too wide for the car, an extremely loud exhaust and a hood that popped open every few minutes. I did get my exercise that trip. After getting home, I ditched the Weber's, tires and rims, stereo, exhaust and went back to stock; right down to the AM radio.



I joined DCTRA again and have loved the camaraderie and help I have received for Deep Purple. My biggest problem has been that on the last few trips, it has not come home under its own power. Thank you AAA!

On the way back from The Route 66 Run, the wiring gave up (along with the battery, alternator and taillights). Then on the way to Triumphfest in San Diego, I crushed 3 valves. Oh well, at least I was able to get it parked for the show. Then to add insult to injury, the jerk who delivered my car drove it off the flatbed.

Big shout out to Mike & Jessie at Delta Motorsports, Dave, Marie and Ken who have gotten Deep Purple back on the road and had to put up with me, which according to my wife is a Herculean task. At least it keeps me out of trouble. When I grow up, I want to be like Mad Dave and have so many cars that it's hard to decide which one to drive.

Cheers!

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# How Not To Change A Spring

by Gareth Parry-Jones

Years ago the front spring on my spit had become out of shape (a bit like me), I decided I would change the front springs and shocks. Because I have confidence in my abilities I started to undo bolts, then some more bolts and perhaps a few more. I had the spring just hanging there with the shock still in place, everything still going smoothly and still confident in my abilities I undid the final bolt and at that split second I realized my confidence was much stronger than my abilities and the spring went off with a hell of a bang. You can picture it; I'm sat on the floor legs wide, crouched over a spring that is now moving at a crazy pace. Luckily the only part of me that the spring hit was my thumb, think about this, what if the spring had hit me in a special place, instead of 3 kids only 1 kid might have been possible (1 kid born prior to the accident, 2 kids post-accident).

The only damage the spring inflicted upon me was that it took the nail off my thumb, broke the bone and also cut the other side of the thumb. I went to the local hospital and they cleaned my oily hand, stitched the nailbed and the palm side of my thumb and stitched a bit of my nail back into the thumb as they thought that a new nail wouldn't grow without a bit of nail to guide the growth of the new nail.

A few weeks later with my confidence in my abilities returning to preinjury levels I decided to try and tackle the other side of the car and this time I read the manual to take it off in the correct sequence, however the plate at the top of the shock was worn in such a way that the spring pressure meant that I couldn't get the shock and spring out of the car as described in the book and I had to use my ingenuity to release the pressure of the spring. Again I should paint the picture of this procedure. I had a socket on the end of an extension bar on another extension bar, plus another extension bar etc. (probably 5 or more feet of extensions) so I could hide on the other side of the car while undoing the final nut. I was expecting something dramatic and I wasn't disappointed the damn thing shot off like a scolded cat and bounced around, but with 5 feet or more and the car between me and the spring I can report that there was no injury.

I bought the new parts and I was going to put the shocks in the springs using a cheap spring compressor (see picture 1 attached) from Harbor Freight but by this time I had great respect for the capability of the spring to cause me injury, so I took the parts to a car repair shop and had them put the shock in the spring (approx. \$20 if my memory is correct). I then installed the new parts in the car and everything was great.

A few months ago I bought my daughter a Ford Fiesta. The car was to be her daily driver but I also bought the car with the view to using the Ford to attend the SCCA, mind the cones racing with Stu Lasswell. The officials at the



A Cheap Spring Compressor

race said that I would have to change the ride height of the car to comply with the racing rules (Fiesta's are too tall compared to the width) and that necessitated replacing the shocks and springs. It has been years since the accident and with my confidence in my abilities back at

full strength I tackled the job by myself, but I did purchase a much better spring compressor, also from Harbor Freight, (see picture 2). This time all 4 springs were replaced without incident.



A Better Spring Compressor

Contact me if you would like to borrow either spring compressor.

Gareth.  
480 388 6335

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## **CLASSIFIED ADS:**

### **Jim Bauder's TR4A, TR250, and TR6 Parts, New and Used**

Intake Manifold, grungy and stained but it is useable TR6  
250 black carpet

250 Black top (also fits the TR4A) in very good condition

---- Sold --

250 door panels, kick panels and all of the interior panels

Box of misc. TR hoses some used, most are new TR6

Small cardboard box of misc. new and used parts TR4A - TR6

Larger cardboard box of misc. new and used parts TR4A - TR6

Rubber seat pan, new TR4A - TR6

Vinyl shift boot TR4

Ash Tray, restored TR4

Turn indicator and side marker lenses TR4

Two clutch operating forks, in very good condition, may even be new, TR4A - TR6

One tail light lens for TR4 in very good condition

Two, under dash vent hoses, new TR4A

Hand full of front suspension shims, probably flits all TRs

Center console support radio blanking plate TR4A - TR6

Hand full of new small wire type hose clamps All TRs

Small box with complete distributor (disassembled!) with many new and used parts includes new distributor cap and plug wire set TR6

Four TR250/TR6 door mount rear view mirrors in good to excellent condition  
New steel steering column U-Joint TR4A - TR6 (?)  
New brake caliper rebuild kit TR4A - TR6 (?)  
New drive shaft U-Joint TR4A - TR6  
New gear box cover gasket. This is the rubber gasket the goes between the fiberglass or plastic gear box cover and the floor  
Set of the black plastic 'nacelles' that cover the steering column switches TR6  
New TR6 starter brush kit  
New Stant S-335, 180 degree thermostat, most TRs  
New points, condenser, and rotor for TR6  
Used heater control valve for TR6  
Two new aluminum/chrome (?) capping pieces for the top of the TR4 door posts  
ARE S/S Carburetor Heatshield for SUs TR6  
Solid Aluminum steering rack mounts TR6  
Tubular shock mount kit, complete TR6  
Heavy chrome license plate frame for your daily driver?  
License plate light, fits many TRs  
Restored steering column, new paint, new bushings, etc. TR6  
Column mounted turn indicator switch (needs reassembly, I'll help!) TR250  
Column mounted O/D switch TR250  
The Club steering wheel lock, with key  
Partial set of freeze plugs TR6  
Two rubber headlight trim gaskets, new fits many TRs  
Voltage 'reducer' 12 Vdc to lower voltage for LED lamps

## **CLASSIFIED ADS: continued**

Set of disc brake pads, new TR6  
TR steering wheel TR4 (?)  
Three sun visors, one very used, one excellent, one fair, TR4-6 (?)  
Sheet metal parts for TR4 (?) trunk floor  
Box of misc. used and new parts body, trim, under hood, etc.  
Box of misc. plugs, grommets, and gaskets, some used, most new  
24' X 47" steel drip pan

**Sold**

All of these parts were originally on the TR250 or were bought or traded for the TR250. All most all of the body parts would or should, fit later TR4s and the TR4A. Almost all of the engine parts would or should fit the early TR6s. As you all probably know, through all of the models and years of TRs many changes were made over the years, and even through many model years. So my comments on what parts might fit what car are at best, educated guesses. Although many of the new parts have been cross checked for the correct car model, but not all...

If I haven't stated 'new' in the description, you can assume the part is used. If the part is described as restored or rebuilt, it was ready to be installed on the TR250, but was replaced by a new part or better a part in some way or another. Also some of the parts were replaced with modern technology, vs. 'stock' TR parts. If it's in a box the whole box goes!

I am planning on having a Garage Parts Sale and Parts Gifting party sometime in early Dec. or mid Jan. with the hope of getting rid of all or at least most of these parts. I will give you all at least a week or so notice.

**Jim Bauder**  
**480-309-9525**  
**jimbpps@cox.net**

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**FOR SALE:**

1974 TR6 Runs, drives & stops.  
Currently registered.  
Needs TLC.  
\$5500.00

Pete Peterson 602-615-3640



\*\*\*\*\*

**CLASSIFIED ADS: continued**

**FOR SALE:**

1966 Dodge D100 PU Short bed, step side,  
slant six, 4 speed. Needs carburetor work, but  
does run and drive. Currently registered.  
\$2500.00

Pete Peterson 602-615-3640



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**FOR SALE:**

Gene Walentiny of Glendale, AZ has 3 TR-7s for sale; 2 coupes and 1 roadster.  
623-931-9159 or 623-247-0355

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**FOR SALE:**

I have a spitfire racing head - don't know how much has been skimmed off of it but it's ready to go completely rebuilt. Also a Weber 40 carb and a Vitesse gas tank. I want \$50 each on these.  
Thanks. John Lindly  
lindly1907@gmail.com

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**FOR FREE:**

I have four 'excess-to-my-needs' original TR6 wheels available if someone can use them for spares and would like to pick them up from my home. (I wouldn't recommend these wheels for daily use as they are not all perfectly straight).

Julian Anderson  
1975 TR6

\*\*\*\*\*

**CLASSIFIED ADS: continued**

**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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**FOR SALE:**

Well, the time has come to part with our 1987 Jaguar XJ6. This is the last year of the Series III cars, with the "real" Jaguar 4.2 motor. You may remember seeing it, but not often as we don't drive it very often. I bought it for Debbie for Christmas back in Nov. of 2007 from local Jaguar Club member Geoff Clark. It had 111,000 miles on it. In the eight years since the purchase we have raised that mileage to 115,000... As I said, we don't drive it much.

We paid Geoff \$5,500 for the car in 2007, a price we felt was fair for such a clean, rust free car. When we bought it the transmission slipped a bit (a lot) in the first to second shift, which we hoped could be fixed with a flush or adjustment. No, we ended up having the Borg Warner transmission rebuilt for \$1400. Now it shifts and drives just fine. It's just that Debbie prefers her Ford truck, and I find it rather boring to drive compared to my Mini or Triumph!

I still think that it's a great looking car, but it's an extra car for us and it's not getting the use or attention it deserves. I recognize that they haven't appreciated to any great extent, but there aren't that many out there in better shape than this one. I expect to take a loss... I'm thinking \$5,000 is quite reasonable. If you or someone you know it interested, contact me for more info, pictures, or whatever.

Stu Lasswell  
(480)577-2685  
[debnstu2@yahoo.com](mailto:debnstu2@yahoo.com)

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**CLASSIFIED ADS: continued**

**FOR SALE:**

1965 TRIUMPH TR4. Red with white top & red interior. Body and paint in very good condition. Engine and mechanicals are solid and in very good condition. Original 2138 c.c. engine with two SU side-draft carbs & 4 speed trans. Engine recently serviced, tuned and new timing chain. New top and tires. Wire wheels recently refinished, wood dash recently refinished. Has chrome luggage rack. Runs and drives great. All original except for seats. Interior is a little faded and worn. I've owned car for 16 yrs. In AZ until 2012. Odometer shows 32,040, I believe it has turned over once. A great car to drive and enjoy or easy to turn into a show car or vintage racer. I have over \$20,000 invested not including my labor. I have a complete history since purchase available upon request. I have decided to sell and it is one of the best TR4s available anywhere near this price. Asking \$15,250.



Car is in San Diego, CA Michael Sparkman, owner 602-750-5207. (Former DCTRA member)

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**Our Webmaster.**

		<a href="http://www.microworks.net">HTTP://WWW.MICROWORKS.NET</a>
<p><b>DAVID W. RIDDLE</b>          20% Labor Discount for DCTRA Members</p>		
PO Box 30724 MESA, AZ 85275-0724	TEL: 480-610-9234 DAVE@MICROWORKS.NET	

**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

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## ***DCTRA MEMBERSHIP APPLICATION***

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

DCTRA  
Dave Freet, Membership Chairperson

599 South Terrace Road Chandler, AZ 85226  
Phone: 480-706-4943 MSG Email: fxstsz99@cox.net

**NEW MEMBER:**

**RENEWING MEMBER:**

**MEMBER INFO (please print):**

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

**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): \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE NOTE:**

If you are joining DCTRA for the first time (not renewing your existing membership), dues are \$18.00 if joining between January 1 and September 30 if after September 30 the cost is \$23.00 which takes you December 31 of following year (15 months) , so that everyone's dues become payable on January 1<sup>st</sup> each year. If you want to take advantage of the multiple-year discount, add \$34 or \$50 to your first year's tiered fees.

## Regalia

We have grill badges for \$25.00 each and lapel pins for \$5.00 each available for purchase.



Grille badge (3 inch diameter)    Lapel pin (3/4 inch diameter)

Membership fee \_\_\_\_\_  
 Name tags @ \$6.00 each \_\_\_\_\_  
 Grille badges @ \$25.00 each \_\_\_\_\_  
 Lapel pins @ \$5.00 each \_\_\_\_\_  
 Total enclosed \_\_\_\_\_

Additional Space for more information:

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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>