

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE – TRIUMPH REGISTER OF
AMERICA

Founded: 1980



Triumph Register of America

◀ Back



Triumph Stag Prototype

February 2019

Vol 39, Issue 2

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NEXT CLUB MEETING

February 12, 2019
BUSINESS MEETING
Starts @ 7:00 p.m.
Meet us for dinner / social @ 6: p.m.
Denney's Restaurant
3315 Scottsdale Road; Tempe, AZ

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ADVERTISING

ONE YEAR placement in the newsletter **AND** a link on the www.dctra.org **website:**

AD SIZE – COST

FULL PAGE....\$100 **1/2 PAGE.....\$60**
1/4 PAGE.....\$ 35 **BUSINESS CARD....\$25**

Cover: From British Classics Facebook Group

Prez Sez – February 2019

John Nuss, President

Once again, the start of the new year. Seems like we did this just last year.

Time for a small rant... Kathy's Spitfire, Tilly, wouldn't maintain oil pressure when we were driving to Run to the Pines at the end of last September. I took it to a shop figuring that if I did the work it might take two or three months rather than a two-week project for a pro. Now, the end of January and still not in our garage. The white Spitfire needed a clutch starting about the same time as the Tilly affair, still no clutch. Hattie the Herald is not in good order, low compression on the number three cylinder. I'm retired, one would think I would have the time. Finding time to do all that we would like is a problem for me. I get kind of resentful of going to rehearsals and concerts – time away from car projects, yet while I am involved, I really like the activity - playing the music, hanging out with other musicians. Maybe I need two lives.

We do have an advantage here in Arizona; almost every day provides us with good driving weather. The situation looks rather bleak in the upper mid-west. I was whining when the temperature was in the fifties when we were camping a Patagonia State Park three weeks ago.

Thanks to John Horton and Craig Kenyon for adding events to our calendar. In the meantime, keep driving those Triumphs.

John

EDITOR'S DESK

George M Montgomery, Editor

While on the Internet this week, I found on a British Classics auto website about unusual Triumphs. There were several photos about a Stag prototype. There were three models made. One was an all-wheel drive. They were never put into production. I'm undecided how I feel about this one. It looks like almost like a fast-back. I wish they had brought the roofline straight back, more like a shooting-brake. This one was found in a museum somewhere in England.

Early this month we installed our club officers for 2019. They are the same folks we had last year. I see a problem here. Although they do a very good job, they are going to get burned out at some time. While none of these volunteer positions take a great deal of time, they do take some time. And these folks are going to get burned out. Then we may not have anyone with the experience to take over. I have held each of these positions except secretary. That's because I cannot hear and write down minutes fast enough. Really, they are fun jobs. We have some new members that can learn the jobs. We have long term members who already know the jobs. They just need the courage to step up. They need one of us to encourage them. Any game to try next year? We'll all help you. You've got a year to get ready.

On the tenth of this month is the annual Drive Your Triumph Day. The day celebrates Sir John Black's birthday. He was instrumental in the development of the Triumph motorcar as we know it today. Do it now. Promise to get your Triumph out on the streets and drive it. By the way, that is the same date as the AZ Mini Club's Pancakes in the Park. There's an idea of someplace to drive your Triumph. Will I see you there? It will be before our February business meeting.

In any case, I'd like to see you at the club meeting. Come tell us how many pancakes you ate. Shirley and her crew do a very good job.

See you there. Both places.

George 1.31.19 10:55am

Calendar of Events

DCTRA & British Auto Events 2018:

February 10, 2019 – Pancakes-in-the-Park. Will be at Red Mountain Park in Mesa.

February 12, 2019 – DCTRA Business Meeting. 7 pm (6 pm for dinner and social)

February 16, 2019 - Historical Florence Car show parking on main street.

March 2nd – 3rd, 2019 – British Car Show & Highland Games

March 23, 2019 - date for a breakfast run Meet at 32nd Street & Shae Blvd.

Regular Occurrence Events

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

Cars N Coffee – 3rd Saturday of the month, Penske Auto Museum

Pavilions McDonald's - every Saturday night. 101 & Indian Bend.

February 2019 Membership Report:

DCTRA Membership Chair, Marvin Miller

Membership Report February 2019

Let's all welcome our newest member Gerald Burge who has a 1973 TR6 and lives in Apache Junction. Welcome to the Club, Gerald.

The annual membership renewal roundup is progressing well. A mass-email was distributed Jan 21 and response has been good. There are still 39 Members whose Membership has expired. We have had 3 non-renewals that I know of due to health issues, selling their car, and relocating. It is hoped many others will come up-to-date at the February meeting. Our membership total is now 109 with 164 members.

While you have your checkbook out, don't forget we have regalia. License plate frames, grill badges, lapel pins, and embroidered patches are all available and proceeds go to the club Treasury. Just let me know how many of each you want!

Marv Miller

Membership

miller2993@cox.net

(602) 380-5564

Application form on page 20

NEXT CLUB MEETING

February 12, 2019

Dinner & Social Hour @ 6:00 p.m.

Business Meeting Starts @ 7:00 p.m.

Denney's Restaurant

3315 Scottsdale Road; Tempe, AZ



Minutes

Desert Centre Triumph Register of America January 2019 DCTRA Meeting Minutes Election Brunch

DCTRA Annual Election Brunch & Meeting was held January 6, 2019, at The Spoke & Wheel Restaurant N. Central Ave Phoenix at 11:00 a.m. Champagne Toast by John Horton.

In attendance: Julian & Kerry Anderson, Pete Bowen, John Carroll, Ron Cole, Phillip Couture, George & Chris Durkin, Dave Fore who drove his TR6, Dave & Evie Frisby, Ron Gurnee who drove his TR7, John Heisser, John & Beth Horton who drove their TR8, Betsy Kavash, Chuck Kerzan, Mary White, Armand LaCasse, Marv Miller, George & Charisse Montgomery, John and Kathy Nuss, Ken Schmidt, Deborah Cooke, Marie Thompson.

Minutes: Last month's Minutes were approved as they appeared in The Newsletter.

Treasurer's Report: Armand LaCasse thanked George Montgomery for his help with the end of year financial report. Armand asked for a motion that The Club pays for the Brunch's champagne. Motion passed.

Membership: Marv Miller announced 3 new members: Steve Elliott and, returning members, Chris, and Ann Marie Hansel. The Club now has 167 members and a membership of 111. 27 members in attendance today. Marv reminding that Membership Renewals are due.

Newsletter: George Montgomery would like more photos.

Events: John Horton not reporting events as he had withdrawn as Vice Pres./Events. John Nuss reminding of The Highland Festival in March.

Technical: Armand had a story regarding his heater valve. Armand displayed the stitches in his hand from his work on his RV.

Old Business: None

New Business: The presentation of Slate of Officers: John Nuss-President, Armand LaCasse-Treasurer, Mary White-Secretary, and John Horton has reconsidered his previous withdrawal as Vice President. The slate of Officers approved as presented. Jon Nuss asked for any Remembrances of Charles Runyan who passed away December 22, 2018, in Pittsburgh. owner of The Roadster Factory and The Coventry Inn. Armand told a story and John & Kathy Nuss recounted their tour of the factory and The Inn.

Motion to adjourn @ 12:45.

Minutes respectively submitted,

Mary A. White, Secretary

Election Brunch & Business Meeting

Photos by George & Charisse Montgomery

The Spoke & Wheel was set up for the election brunch on January 6th Sunday. There were 27 members in attendance and TWO Triumphs.



Election Brunch & Business Meeting (cont)



Christmas Party 2018

Ron & Diane Cole and Julian & Kerry Anderson hosted our Christmas party at the Cole's house last December. It was a beautiful house and the dinner, completely furnished by the Coles and the Andersons, was marvelous. Photos of the event were sent to me shortly thereafter, however, I lost them; can you believe it? They may still be inside my computer somewhere. At the January meeting, I requested they be sent again. I received these photos from Armand LaCasse, Dave Frisby, and Julian Anderson. Thanks, guys.



Christmas Party 2018 (cont)



JOE RITZ

SPORTS & COLLECTOR CAR CENTER

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TEMPE, AZ 85281
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Drive Your Triumph Day Feb 10th, 2019

Dear Fellow Triumph Owner,

It's time to make plans for Drive Your Triumph Day, February 10, 2019.

My name is Rye Livingston and I'm with the Triumph Travelers Sports Car Club in Northern California, which is celebrating our 60th anniversary.

As you may remember a few years ago, I encouraged members of our club to drive their Triumphs on February 10th, to celebrate Sir John Black's Birthday, the man who organized Standard's purchase of Triumph after the war and went on to make the cars we enjoy driving today.

The first year about half a dozen members participated, and it's been building momentum every year since. Last year I received about 250 photos from all over the world: Scotland, Ireland, the UK, New Zealand, Australia, South Africa, Uruguay, Netherlands, Switzerland, Finland, Canada, Holland, Czech Republic, and of course all over the USA. I'm hoping to double that number this year!

The concept is straightforward. On February 10th, go for a drive in your Triumph. Take a scenic drive on a country road or out to lunch, to the market, to work, where ever. Go for a drive alone or in a big group from your local Triumph Club. Take your spouse, buddy, child, grandchild or your dog; then take a photo. The photo is mainly of the car, and the owner if possible, ideally in front of a cool spot, landmark, scenic view or in your driveway. If it's the middle of the winter where you live and your car is in hibernation, or in the middle of a restoration, take a photo of it anyway.

Next step is to email a high-resolution photo to driveyourtriumphday@gmail.com, along with some basic information: owner's name, year and model of car, and place photo was taken (city, state, country). The photos will then be published not only in our club newsletter, but also in USA's national magazine: Vintage Triumph Registry, and on the Drive Your Triumph Day website: <https://driveyourtriumphday.shutterfly.com>

This year February 10th falls on a Sunday, so let's make this a big worldwide event with club drives and lots of photos. Remember, it's a new photo taken on February 10th, 2019.

Please feel free to send this on to other Triumph Clubs you may know of, and your club Activities Chairman and Newsletter editor. Last year a few Standard Clubs joined in too, which is all good.

Be sure to contact me with any questions you may have and thank you in advance for getting the message out to your members and friends to Drive Their Triumphs on February 10th.

Regards, Rye
Triumph Travelers Sports Car Club in Northern California

Meet our Members

By Rick Hartmann

My interest in cars began with my Dad. He was always thrifty and did a lot of his own work on our car. When I got my license, circa 1965, my parents realized the need for a second car. We started with a 1956 Chevy Bel-Air with a 265 cid. V-8 and a Power-glide transmission. The engine was great, but the Power-glide was shot. My Dad couldn't find anyone that would fix it cheaply. We sold that junk for \$125.



That's when the foreign car bug bit us. We bought a Renault R4, suicide doors, tiny 4 cylinders, transaxle 4-speed. My Mom had a big Oldsmobile '88 and my Dad and I shared the Renault. He drove it to work and I drove it on weekends. It was a fun little car, but it ate clutches and head gaskets. We got most of our parts from Warshawsky's in Chicago. We were lucky as we lived in the South Suburbs of Chicago and could drive up to the store and get the parts. We had a coal stove in our garage and could warm it up quickly, so working out there in the cold wasn't a problem. We had a set of Craftsman metric sockets, screwdrivers, a large adjustable end wrench, and a small adjustable end wrench. We also had an old used hydraulic jack and a nice set of wooden ramps that my Dad made he was a cabinet maker. I worked closely with him and learned how to pull the engine out, remove the head. When we found that we were spending more and more time on that car, we unloaded it.

Our next venture was into the world of Renault Dauphines, not too much different than the R4. Parts were still a problem, but my Dad had every junkyard scouted and some Saturdays were filled with pulling parts from dead Renaults, in nasty junkyards. We even bought a second Renault to pick parts from. My Mother was not happy with a junk car in the side yard. Our local parts place, Dixie Auto Parts, started carrying after-market foreign car parts. That made caring for the Renault much easier. We were able to scrap the side-yard junk. Mother was happy again. I was driving to my part-time job selling shoes one Saturday, and the car literally broke in half. It had rusted through behind the front wheels. I could move the whole front end of the car up and down by pushing on the steering wheel. Needless to say, that thing was history. My Dad was forced to buy another car.

I was now on my own for a set of wheels in 1967, a senior in high school, with no money to speak of. My Grandfather lived down the street from us and had a two-tone pea green 1957 Chevy 210. It had a straight six, and a Power-glide, but this one worked. He let me have it, in trade for helping him out now and then. The only work I had to do on it was an oil-sending unit and a steering column safety switch. Great car till I was t-boned in it while going to Junior College. The car was totaled, but I only ended up with a broken shoulder blade and a mild concussion.

I went without wheels for a while, but I could get my Mom's car when necessary. I joined the Army in 1967 and didn't need a car.

The next 4 years of military service found me getting married to Linda and buying a 1959 Ford 4 door sedan, 292 cubic inch V-8, 3-speed auto. The car came from my 80-year-old great uncle. It was a low mileage car. The first time I drove it over 50 mph, it damn near blew up. The rocker arms weren't getting any oil, but you could get an after-market overhead oiler kit. I installed it. My new wife and I drove it to Ft. Hood, Texas, no problems. The Ford ran okay

for a while, but the constant oiling problems led us to trade it in on a 1966 VW 1300 Beetle. We drove the Beetle cross country to Ft. Devens, Massachusetts. We picked up a 1969 Opel Kadett L, for a second car. After Massachusetts, I went overseas in 1970, and my wife drove the VW Beetle for all of the year, 1970. I sold the Opel to my Dad before I left.

When I got back, I had cash in my pocket and my wife was working, so we bought a new 1970 Plymouth Valiant Scamp, another problem car. I got out of the Army in 1971. I went back to school. Traded the Scamp for a 1972 Lincoln Mercury Capri, and bought a Fiat 124 Sports Coupe for a second car. We sold the Fiat and bought a 1973 Toyota Corona Station Wagon. After selling the Capri, we bought a Fiat 128 station wagon, another problem child. In 1974 we bought our first of three Subarus – 1974, 1976 and 1977. Anyway, a series of cars to suit our needs.

My Triumph experience began in 1967 with a friend of mine. He owned a TR3 which I really liked. He gave me a couple of rides and I was hooked, but back then there just weren't many Triumphs around. In 1972 while back at school, another friend of mine was driving a TR6. He wanted to sell it and wanted me to drive it, feeling I might be an easy sell. I drove it and loved it, but it wasn't practical for a second car in Illinois, especially in winter. In 1977 I met Lee Matus. Lee was a Triumph fanatic of sorts. He had a Red one with O/D. The car was extremely quick and handled great. I had seen the Triumph light. I was in business with another guy. In 1991 he bought a 1973 TR6. He was on vacation and was having it worked on by a sports car outfit in Evanston, IL. He asked me if I couldn't pick it up for him and bring it to our shop. So I drove up there with my other business partner and picked it up. I drove it back to our shop on the expressway through the Chicago Loop, parked under an overpass in a thunderstorm until I could get the top up. Got wet from a leaky roof and windscreen gasket. I had to have one.

I started looking at car shows and found our TR6 at the British Car Union annual car show in the fall of 1992. I've owned the same TR6 ever since. There were only two years where I didn't take it out of my brother's pole barn where I would store it for the winter. I usually put about 1500 miles a year on it, but I'm getting to drive it a lot more now that I'm in Arizona.



I had been doing all my own work on it, clutch, camshaft, electrical, etc., but now I have most work done by Dave at Delta Motorsports.

I've had two other collector cars - a 1968 Camaro, with 14,000 original miles, purchased in 2003, and a 1987 El Camino SS Choo-Choo Custom. I've included pictures of all three cars. When we decided to move to Az. I sold my other cars and kept the TR6. Great choice in my book.



Technical Corner

How Old Are Your Tires?

*Very interesting article from ABC News making its way across the internet.
(Article circa 2008)*

Contrary to popular belief, you can't judge a tire by its cover. Researchers and most experts agree that along with tread depth and proper tire maintenance, tire age is also crucial to your safety on the road.

This tire was bought as new — it has never been on the road — but was nearly 14 years old when purchased. Despite its deep treads, this tire's inside layers have been slowly decomposing and drying out, what experts say make it like "a ticking time bomb."

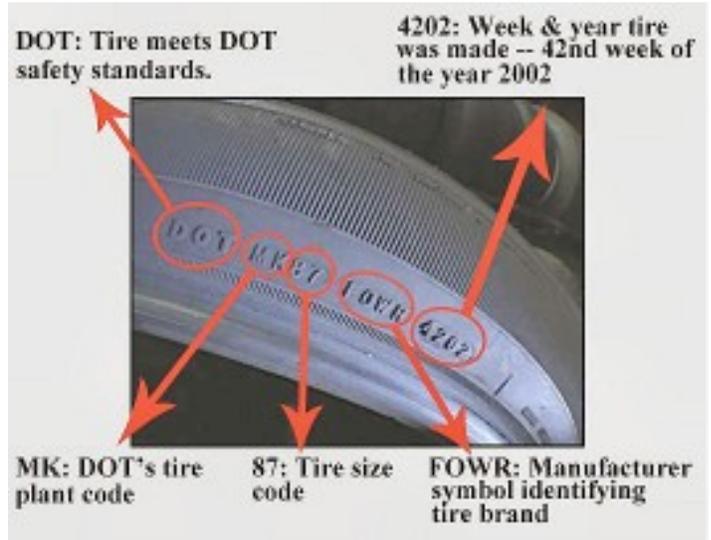


This graphic breaks down the various codes in the Department of Transportation's serial number for tires. A cryptic code of four numbers at the end of the 12-digit DOT serial number can tell the consumer which week and year a tire was manufactured. Can you tell when your tires were made?



This tire's DOT code indicates that it was made in the 41st week of 1994. Tires made in the 1990s have three numbers at the end of the DOT code, while tires made after 2000 have four numbers.

Technical Corner (cont)



This tire is more than seven years old. It was made in the 13th week of 2001. According to experts like Sean Kane, who runs a private auto safety research firm, tires older than six years get increasingly more dangerous regardless of how long they've actually been on the road.

ABC News' "20/20" sent producers undercover, rigged with hidden cameras, to tire retailers all over the county to see if any old tires are being sold as new. The undercover producers found half a dozen tires older than six years at this Sears in Jersey City, N.J. — some were even older than a decade.

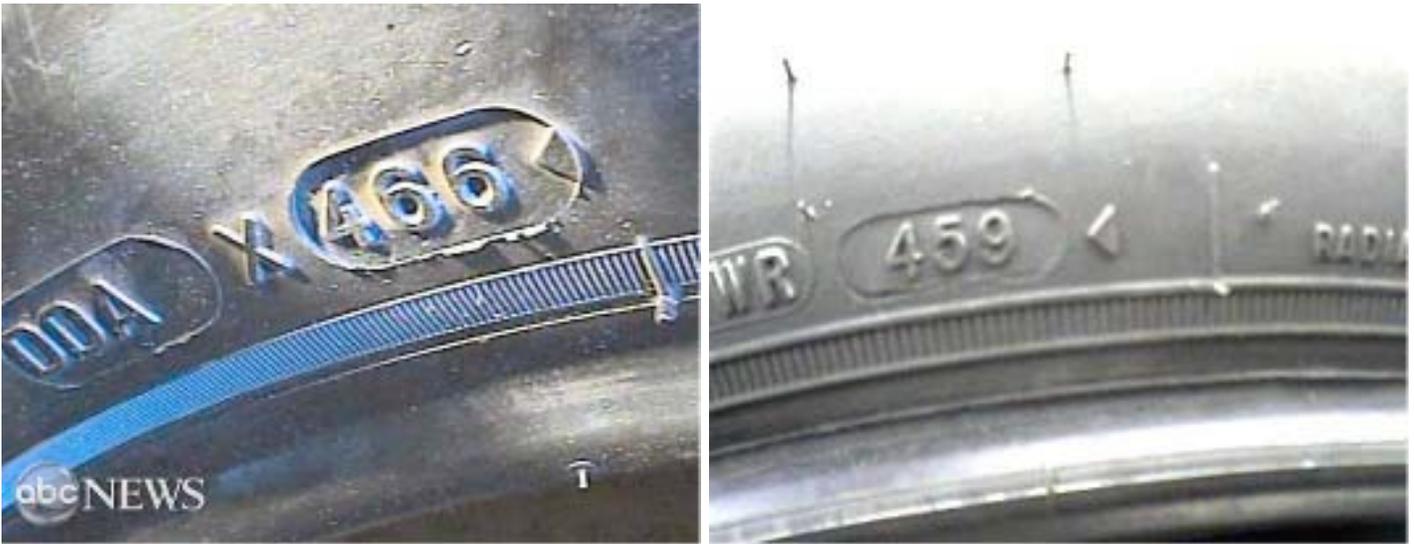


ABC News affiliates all over the country did their own investigations collaborating with "20/20" and the Brian Ross Investigative Unit for this report. In Indianapolis, WRTV-TV found old tires at three tire distributors. This tire was made in the 31st week of 2001.

Technical Corner (cont)

In San Francisco, KGO's reporters found a nine-year-old tire, made in the 45th week of 1999, sold as new at a tire dealer.

And in the New York area, our undercover "20/ 20" shoppers found several Sears stores selling tires older than six years. Sears says it is unusual to have old tires in their inventory and told ABC News, "Consistent maintenance, proper inflation, and regular inspection for tread wear patterns and damage are the keys to good tire performance. For consumers who are concerned about the age or condition of their tires, it is recommended they let us evaluate their tires regularly, which we'll do free of charge."



At another Sears store, we were told that a tire made 12 years ago, in the 46th week of 1996, was perfectly safe. Sears said, "We follow an inventory process of first in, first out, and we turn our tire inventory an average of more than three times a year. We note that there is a difference of opinion in the tire industry...about the service-life limits of tires. The safety of our customers is a top priority for Sears, and we'll continue to work with all interested parties to push for a consensus on tire service limits."

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2019 British Wheels at the Highland Games British Car Show

Saturday, March 2nd, 2019

in conjunction with the 55th Annual Highland Games at
Steele Indian School Park, 300 East Indian School Rd. (Just east of

Central Ave.) **This Event will be held rain or shine**



This Event is an Open Display for All British Built Vehicles - from Show Vehicles to Daily Drivers.

All British built vehicles are invited by the Caledonian Society to come & display their vehicles on Saturday 2nd. Each vehicle will get FREE entry for two people, any more & you will be asked to pay \$10.00 per person when purchased in advance.

Gates open @ 7:00am and close @ 9:00am. **All vehicles must be in place by 9:00 am sharp when the gates open to the public. Due to heavy pedestrian traffic @ Steele Park, the City of Phoenix requests that vehicles remain on display until the gates close to the public.** There will be a Ceilidh (Scottish concert) afterward which you are welcome to attend.

REGISTRATION

Registration: \$30.00 for the first vehicle (includes two people), \$20.00 each additional vehicle to the same owner (includes one person), into the Highland Games.

Extra tickets can be purchased at a discounted price (but must be done in advance).

Registrations are limited to the first 125 registrations received or as space allows!

Please complete one registration form for each vehicle entered. Registrations must be postmarked by Friday, **February 22nd**, 2019 and will determine vehicle classes and awards.

There will be NO day of show registrations

AWARDS: - Presented at 3:00 pm

- * **Vehicle classes & Trophies** will be based upon the number of registrations post-marked by February 22, 2019.
- * **Best of Show** - Best of Show will be determined by a committee of fellow British Vehicle Owners.
- * **President's Choice & Chairman's Choice** - Both the President of the Caledonian Society & the Games Chairman will choose the cars they like the best.
- * **Visitor's Choice** - The vehicle that the General public votes the best.

Judging - is by popular vote of the entrants with the exception of the Best of Show.

All decisions by the Organizers
are final.

Dash Plaques: will be provided to all registrants.

Vehicles **MUST** be driven onto the field under their own power.

Registration Acknowledgement: An e-mail will be sent to acknowledge receipt of your registration

Registrants will receive an e-mail with a map & gate pass approximately one week prior to the event. Forgotten maps & gate passes cannot be replaced. At this time any extra tickets will be sent out.

Please bring the gate pass to the event. Passes cannot be duplicated at the gate!

For information about the Highland Games-British Car Display & Show call
Phil or Shirley @ (480) 985-2531

CLASSIFIED ADS:

1971 TR6 Available for Purchase:



This car was restored by British Car Service prior to being purchased by the current owner in 2004. After purchase, boot liners, interior carpets, seat upholstery, convertible top, wood

instrument panel, belts, and hoses were replaced, and the car was painted, among other things. Subsequently, work has been done on wiring, the odometer has been replaced, etc.

Lucas battery, tools, grille badges, and other regalia. - It won a Gold trophy at Triumphest 2004, Lake Tahoe, Nevada. It won First Place for Triumph TR6 at Wheels of Britain 2005, Phoenix, Arizona. Letter of valuation set value at \$17,000 in 2004. Asking \$17,000 within DCTRA (non- DCTRA: \$18,500). Contact Pam at pueblodesign@gmail.com for more photos, questions, etc.

0617

FOR SALE:

Top for TR3

White on top is where I started to sand. The top hasn't been repaired. I'll take \$350 for it the way it sits. **Now Reduced to \$100**



Mark Sapp (602)
625-8491

0617

FOR SALE:

4" simple vice - \$5; 1,500 pound ATV hydraulic lift - \$50; Spare tire 185SR15 redline tire - FREE

I am selling 6'5" by 12 feet two wheel trailer for my daughter. it cost almost \$2,000 She wants \$1,500.

John Horton - triumphshoppe@gmail.com, 602-705-8678 0618

CLASSIFIED ADS: (cont)

For Free:

When I bought the TR250, it came with a full set (5) of stock wheels with Michelin X tires, undoubtedly the original wheels, and maybe the tires too! The wheels on the car were nice looking 'mags' with very worn radials. I replaced the tires on the car but I kept the wheels with their old and worn Michelin tires. When I sold the car the new owner did not want the wheels nor the old tires, so just kept them on the side of the house until just a few months ago. I replaced the tires on Alice's Subaru and as part of the deal had the tire seller break down the old TR250 wheels, recycle the tires and the two bent wheels. I kept the best three wheels to offer to anyone in the club that might need a wheel or wheels! If you are interested please give me a call or email and maybe we can get together...

Jim Bauder
480-309-9525

1218

Wanted:

Wanted TR250 or TR6 (no 3 / Very Good) condition that is looking for a good home, garage kept and will be well fed. You can reach me at timothyemaxwell@gmail.com
Tim Maxwell, Texas Triumph Register Member, TTR Houston, TX
0818

FOR SALE:

1975 Triumph TR-6 (Java) Commission No. CF398454, Complete frame off restoration ~74,000 miles, but only 1000 since restored, Original Java green with black interior Many upgrades, too many to list here. Webbers and Overdrive. Leather seats Car is in the Dallas/Fort Worth area Asking: ~~\$29,500.00~~ Reduced to \$26,000

Contact me for other questions:
Jack Morris
(C) 817.401.2549
jack@ppitx.com

0918

FOR SALE:

Triumph seat covers

Hi. My husband and I used to be members of the club many, many years ago but my husband always had health issues so we were unable to participate. We used to have a beautiful burgundy 1974 Triumph Spitfire. The car found a new home but we found out later that we still had 2 black front seat covers in black with a white Triumph logo. I am writing in the event that anyone in the club would be interested in purchasing them. I would sell them, for \$50. They were never used and are in perfect condition. My cell is 602-740-1088. Thank you.
Jill Burns, wburns@strategz.com

1018

CLASSIFIED ADS: (cont)

FOR SALE:

1966 Spitfire Mk II, Great body, runs good, clean title, needs bushings in transmission replaced. I have poor health, need to be sold \$6,000 obo.



Harold Berger, Phone (513)-594-9235
bsberger@cox.net
10443 W. Roundelay Circle; Sun City, AZ85351
1018

Notice:

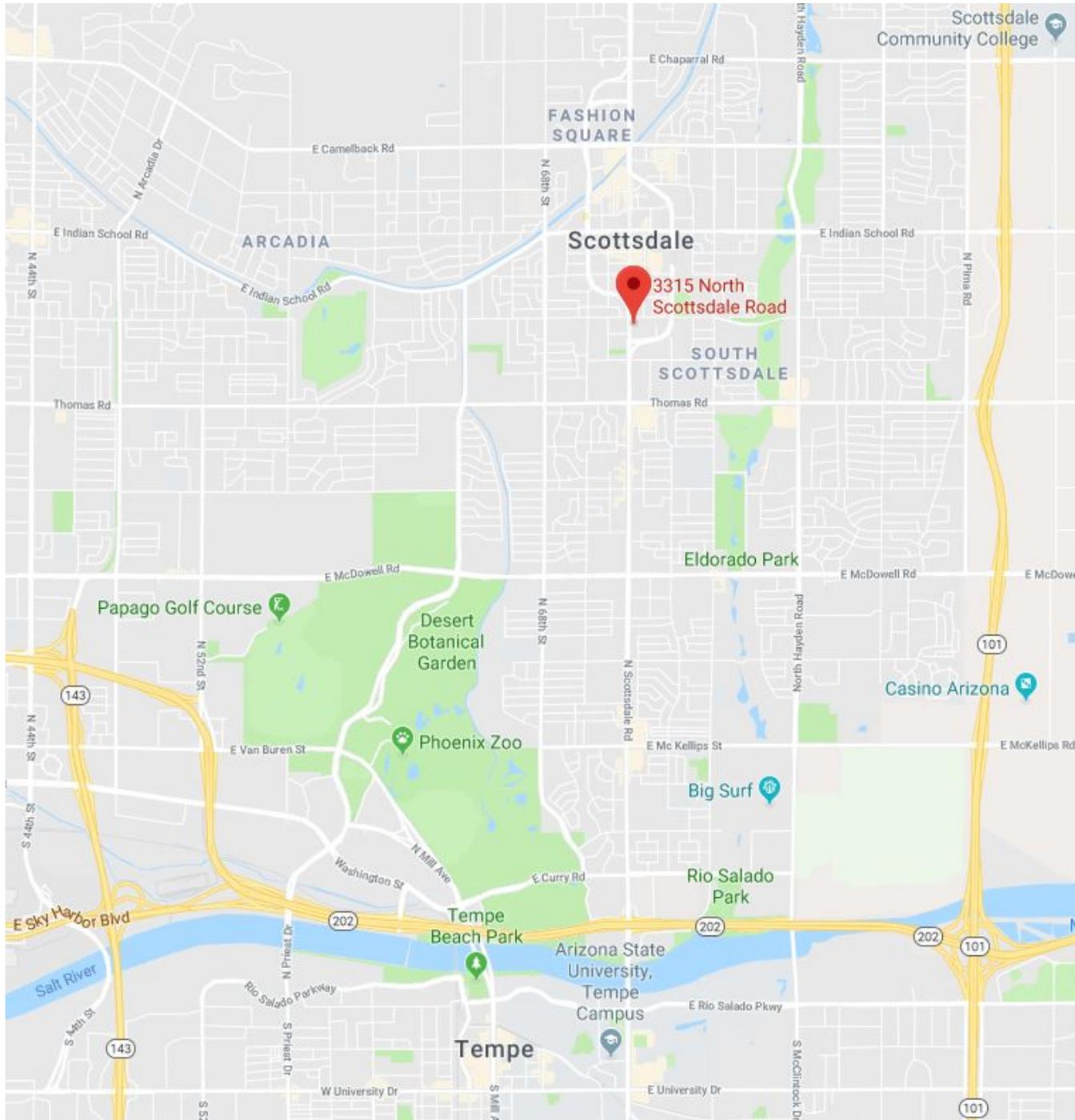
If we run an ad here for you and you sell the item, please **let us know when it has been sold** or at least no longer for sale. I'm sure that you don't want potential customers to keep calling you but if you don't let us know... we won't know. Don't just telephone but send an email so we'll have a record of it.

Thanks, Editor.

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
780 W. Coolidge St. Phoenix, AZ 85013
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 _____

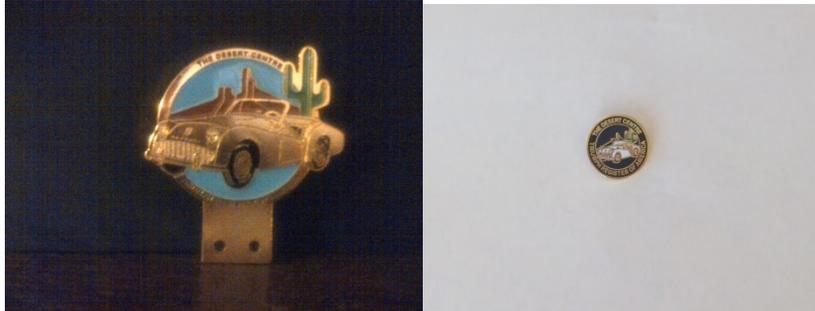
How are you paying your dues: CHECK _____ CASH _____ PAYPAL _____ (add \$2.00 process fee)

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)

Membership fee	_____
Name tags @ \$6.00 each	_____
Grille badges @ \$25.00 each	_____
Lapel pins @ \$5.00 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