

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE – TRIUMPH REGISTER OF AMERICA
Founded: 1980



Triumph Register of America

◀ Back



Union Jack

NEXT CLUB MEETING

Tuesday, July 12, 2016

BUSINESS MEETING

Starts @ 7:00 p.m.

DENNEY'S RESTAURANT

650 Scottsdale Road; Tempe, 85281

2016 CLUB OFFICERS

President

Stu Lasswell
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VP & Events

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602-579-0579
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Treasurer

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jknuss@live.com

2016 Appointees

AAHC Reps

Vacant (East side meetings)

480-888-8888
~~\$#@%*@cox.net~~

John Horton (West side meetings)

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triumphshoppe@gmail.com

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Webmaster

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Newsletter

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georgemonty32@gmail.com

ADVERTISING

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

AD SIZE – COST

FULL PAGE....\$100

½ PAGE:.....\$60

¼ PAGE.....\$ 35

BUSINESS CARD:....\$25

On the cover: Which fender?

Prez Sez – July 2016

Stu Lasswell, President

It's shocking to me that July is already upon us. I mean, sure, it's hot and all, but the fact that a whole month has gone by since I last wrote this column surprises me. In fact, I hate to admit that the last time I drove the TR3 was when Debbie and I took it to the June Club meeting! Not that I haven't been out and about aboard a Triumph... I've been riding the Speed Triple every couple of days for a half hour or so, before it warms up too much. Actually, I have been involved with the Triumph (car) in other ways... I'd ordered a new throw-out bearing last month. The car has made unpleasant noises whenever I engage the clutch since the trip to Triumphest last October, so it's high time I addressed the issue. So yesterday I took off the tunnel cover, unbolted the driveshaft, and unbolted the gearbox. Today I plan on pulling the 'box itself, and then see if the clutch disc needs to be replaced as well... might as well do it as long as it's apart.

While on the subject of Triumphest, I also (finally) got around to registering for Triumphest 2016 in Ventura... and I was happy to find that it wasn't too late to get a room at the host hotel at the discounted rate! I had thought to just go to a cheaper hotel, like Motel 6, until I checked around. The "cheap" hotels in the area either were rated very poorly or just weren't that much cheaper (or both) than the Marriott (with the Triumphest discount rate)! Don't forget, if you plan on attending this year, Triumphest is about a month earlier than usual, so don't procrastinate further!

While I was at it, I also went ahead and made arrangements for the VTR National Meet, taking place in Pottsboro TX this year. It's happening about the time Triumphest usually takes place early in October. We were planning to drive the Land Rover to North Carolina this fall to visit my brother, and decided going to VTR might be fun too. But it seems impractical to drive the Triumph to the Texas/Oklahoma border for a week, then back home, then turn around and go back cross country a few weeks later in the other car. Now we're thinking of driving the Land Rover while towing the TR3 to VTR, then leaving the Triumph and trailer somewhere there in a safe place and continuing east, picking up the car/trailer on the way back a couple weeks later. Now I just need to borrow/rent a suitable trailer!

Anyway, I guess the gist of this missive is that now is the time to be preparing for the upcoming driving season, even though it's too hot to be driving our Triumphs. Get registered for the Fall events. Get those mechanical issues resolved now. Plan for those shows, tours, and events coming up, or think about creating an event for our club members to share in. Summer will be over soon, so start getting ready now! Cheers!

Stu Lasswell

EDITOR'S DESK

George M Montgomery, Editor

Charisse and I bought a new house. It is only a block from the old house which is good or maybe bad. Good because we are moving ourselves and take our time arranging furniture, wall hangings, etc. as we go. I could move my office in pieces, moving storage items and non-critical items first then new office furniture, etc. When time to move the day-to-day operations, I'm ready to begin work with only one day down time. The bad side of this is, instead of one or two intense days in the heat and get it over with, we've taken 4 weeks, in the early mornings when its cool and we still have "stuff" to bring over, stuff like yard tools, shop tools, car parts, etc. I'm tired and want to get it through. Maybe I can finish this weekend.

I think Stu wrote an informative article this month on the happenings on the autocross scene. That is a topic that is near and dear to my heart since I use to autocross a great deal when I first started fooling with Triumphs back in the mid '60s. that was the whole reason that I bought my first Triumph. Each month I would be out at an event. While stationed in El Paso, Texas, there was a very active Triumph club that would sponsor autocrosses and an active Sports Car Club of America (SCCA) that sponsored their own series of races. Each complete with their own trophy presentation at a local pub or tavern. What a life for a young, single solider. Later in life, with a family to raise, I still found time to race a Spitfire 1500 (the one I drove daily for 30 years) 4-6 times per year.

This Sunday evening is the Peterson's 3rd of July not the 4th Fireworks Party. I hope that you have RSVP'd already. Today, the 1st, is the deadline to call Pete or Bev so they'll know how much food to prepare for. The invitation is on page 7. If you have never been to one of the Peterson's parties, you missing a treasurable event. Something that should be on everyone's bucket list. They are the most gracious host and hostess.

If I don't see you Sunday, I hope to see you Tuesday, July 12th for the DCTRA business meeting.

George

July 2016 Membership Report:

We have added 4 memberships and 6 members since last month. Please welcome Mark and Sarah Crashell, Kevin Warrick, and Ruben and Terri Flores. This brings our current memberships to 99 with 156 members. If interested in buying lapel pins, license plate frames, or grille badges I bring a few of each to the meetings.

Some of our members are not receiving emails due to high security on their computers. Please check your settings or spam folders once in a while or you could be missing information being sent to you from officers and or members of the club.

For membership information, contact: Dave Freet at 480-706-4943 (home) or 602-881-1860 (cell) or email: fxstsaz99@cox.net

David Freet
DCTRA Membership Chairperson
599 South Terrace Road
Chandler, AZ 85226

Application form on page 18

Calendar of Events

Editor's note: 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'm sure that he would appreciate your assistance.

DCTRA & British Auto Events 2016:

July 3rd – Fireworks Party at Pete and Pam Peterson's (invitation on page 8.).

July 12th – DCTRA May Business Meeting –Denny's Restaurant 6PM dinner, 7 PM meeting

September 8-11 - Triumphest 2016

Ventura, CA. For more info and registration go to: www.triumphest2016.com

October 15 -Tucson Classics Car Show

Tucson, AZ. 10am-4pm at The Gregory School. For more info go to: www.rotarytccs.com

September 21st – 24th, 2017 Triumphest 2017, Flagstaff, AZ.

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

NEXT CLUB MEETING

July 12, 2016

(Second Tuesday of each month)

Business Meeting

Starts at 7:00 PM

Denney's Restaurant

650 N Scottsdale Road; Tempe, AZ 85281

Our Webmaster



HTTP://WWW.MICROWORKS.NET

DAVID W. RIDDLE

20% Labor Discount for DCTRA Members

PO Box 30724
MESA, AZ 85275-0724

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DAVE@MICROWORKS.NET



Minutes

Desert Centre Triumph Register of America June 2016 DCTRA Meeting Minutes

The June 2016 meeting of the Desert Center Triumph Register of America was called to order by the president, Stu Lasswell (TR3) at 7:00 pm at the Denny's Restaurant, Scottsdale Road and Loop 202. Present were: Jim Bauder, Michael Blachut, Pete Bowen, Virgil & Marlene Cole, Philip Couture, Mark & Sarah Crashell, Mike Dolimpio, Jeffrey Fairman, Dave Freet, TR6, Ronald Gurnee, Chris & Anne Marie Hansel, John & Cheri Heisser, John & Beth Horton, Armand LaCasse, GT6, Stuart & Debra Lasswell, TR3, Bob Mazer, George Montgomery, John & Kathy Nuss, Mark Peters, Pete & Bev Peterson, John Reynolds, TR6, Pamela Rineholt, Bo Shaw, TR3, Roy Stoney, Gene Glenn. There were no guests present were. New members, Mark & Sarah Frashell, '76 TR6, have moved back to our area from Modesto, California.

The Minutes of the May meeting were approved as printed in the newsletter.

Treasurer's Report: Kathy Nuss gave a report of the income and expenses from the past month. The Club is solvent.

Membership Report: Dave Freet reported that there are five new members since last month, bringing us to 97 memberships and 153 members.

Newsletter: George Montgomery asked if everyone enjoys the member profiles, and asked for more submissions.

Activities: Bev Peterson reminded us of the July 3rd Party at their house in Carefree. It will be hot, but the fireworks will be terrific. The Mini Club will be sponsoring a car show benefitting animals at Mesa Marketplace on Saturday, September 3rd; it will be under the roof. Triumphest 2016 will be in Ventura, California the first weekend in September.

Bev & Pete also reminded us that they brought several free Fortress locking devices for those who would like them. They were available in the parking lot after the meeting.

Hobbyist Council: No meetings during the summer.

Triumphest 2017: It was reported that there is nothing new to report. More volunteers are still needed for planning and carrying out the event.

Old Business: A vote was taken on the issue of raising dues next year to \$20 for one year, \$37 for two years, and \$55 for three years. Discussion included that the additional money is not needed, but can be used for larger charitable donations, more underwriting of club events, paying PayPal fees, buying pins, etc. The main incentive was alleviating the necessity of making change when members pay by cash. The motion passed.

New Business: None was brought forward.

Tech Talk: Mark Frashell asked about current fog laws. Responses were that emissions tests are not required for cars built before 1967 and/or for those covered by collector car insurance. John Nuss spoke of the advisability of reading directions and of adventures in repairing Trevor's cylinder head. John Horton reported that repairing the window lifter in the door of a Wedge is no fun.

The meeting was adjourned.

Respectfully submitted,
Pamela Rineholt, Secretary

**YOU'RE INVITED
TO OUR
3RD OF JULY
FIREWORKS PARTY!
YES – THE 3RD –
NOT THE 4TH!**



**WHERE: PETE & BEV PETERSON's
37488 N PIEDRA GRANDE DRIVE, CAREFREE**

**WHEN: SUNDAY, JULY 3, 2016
7:00 p.m. – FIREWORKS START AROUND 8:30 – 900**

ON JULY 3RD Harold's Saloon in Cave Creek puts on a fireworks show. We have a good view from our patio and would love to have you join us. Dinner at 7:00 and then watch the show.

WE will provide hotdogs & brats, baked beans, water & soft drinks.

YOU can bring a potluck dish (if you want to) and **BYOB**.

You may also want to bring a folding chair and a flashlight.

**It will be HOT outside –
we don't have a pool –
so dress casual to keep COOL**

**PLEASE RSVP BY 7/1/16
TALK TO BEV TO COORDINATE POTLUCK DISHES
AND
SO WE KNOW HOW MANY TO EXPECT**

PHONE: 480-488-4872 (leave message)

Bev's CEL: 480-828-6008

EMAIL: packratpete@gmail.com

We will email directions & a map to those who request it.

SCCA Autocross for July

As I mentioned last month, the summer here in Arizona isn't conducive to activities such as autocross, so there are none scheduled here in the valley until September. There has, however, been activity of interest to us in the "old" sports car hobby. SCCA has laid out a class nationally for older sports cars (specifically non-American) built before the mid-seventies. The rules are fairly loose, allowing for most of the usual street modifications such as wider tires, headers, aftermarket air filters, and 5-speed conversions, that used to relegate such cars to an uncompetitive class with much more modern cars. This should be an incentive for owners of such cars to bring them out to play in a much more level playing field.

Even if I don't see other cars show up in the numbers necessary to compete in our own class, the new class (Historic Sports Car) has a PAX (handicap) much fairer than previously used, so even in the "mixed" groups we can be more fairly treated. For example: A stock Triumph (TR3, 4, 6, or Spitfire) is in HS (H Street), a "slow" class with a handicap (PAX) of .798 (bear with me here, there's going to be some math involved). ANY modifications like I mentioned above would put the car into FSP (F Street Prepared) with a PAX of .840. By way of comparison, a Camaro 1-LT or Corvette Z-06 has a PAX of .835. The new class (HSC) has been given a PAX of .817. Doesn't sound like much, right? This is where the math comes in. Let's say you run a best time of 50 seconds, typical for a course at Arizona Motorsports Park. In the stock (HS) class your time would adjust to 39.9 seconds. If that car has some minor mods, it would have been placed in FSP, and the same time (50 sec.) would adjust (50 X .840) to a time of 42 seconds. With the new class (HCS) the 50 sec. run will adjust (50 X .817) to 40.85 seconds. That may seem trivial, but in a sport where placement can be measured in hundredths of seconds, it's huge!

In any event, having this new class suited to our cars as commonly modified should increase interest in autocross, as it's really the only area of competition accessible to the majority of car owners today, it's truly fun and gratifying to go out and use a sports car as it was meant to be used.... in SPORT!

If you would like to attend, whether to participate or just see what goes on (and ride along) you can contact me (Stu Lasswell) at (480)577-2685 or at debnstu2@yahoo.com. More event info can be found at azsolo.com. Registration at: mindthecones.com.

Stu Lasswell

Who's Driving!?

Since I live in America, and my Spitfire Mk. III is right hand drive, it is one of my favorite past times to drive down the highway, with a friend, and when someone is behind us, I tell them to put their hands up. Freaks 'em out every time!

Note: This is not a good thing to do in front of a cop...

From Chris Bruce, Wellington, KS.

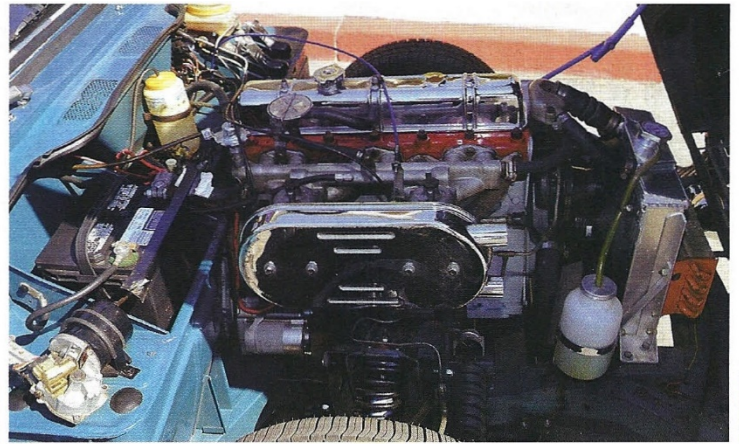
Meet Our Members

Our DCTRA Member!

'Desert Delight' by Armand LaCasse

July 2016

My first Triumph was a Spitfire, well actually it was a pair of Spitfires from which I made one good one. After a while, I looked around for a GT6 that I intended to be *in addition to*, but wife Ann reckoned it would be more sensible if such a car was bought on an instead of basis. In order to maintain domestic harmony, I kept an eye open for a GT6 and knew I would sell the Spit.



I ended up buying this car, a '69 GT6+, from a used car dealer in Phoenix. The car had been repainted in the original Valencia Blue, the interior was beige velour.

It seemed OK as far as the engine and gearbox were concerned. The headlamps worked, but that was about it as far as the electrics were concerned. It was outfitted with wire wheels, but upon close inspection I noticed the right side front wheel was held onto

Meet Our Members: cont.

the adapter by 13 sheet metal screws rather than being correctly mounted on the well-worn splined hub! I thought in the event of a puncture this would make changing the wheel by the roadside somewhat less than straightforward, but such shortcomings didn't prevent me from buying the car as it was.

I was certainly impressed with the superior handling of the GT6 over that of the Spitfire. The six-cylinder 1998cc engine with dual carburetors gave the model with quite a bit more urge, and with it being outfitted with the Rotoflex reversed lower wishbone rear suspension set-up, handling is a lot better than the Spitfire. The GT6 tends to remain flat on the road. It may be no speed rocket, though the better acceleration and handling were the main reasons for my opting to buy it.'

Over the years, I have added some personal touches, amongst which are period-correct Appliance 13x5Y2 bolt on mag wheels mounting Pirelli Cinturato P3000 175.70 radial rubber. Its the widest tire that fit without giving any clearance problems with the lipped wheel arches. The rims currently sporting a pair of original steel center caps and two Center Line plastic caps that happen to be the right size and serve the task just fine.

A further exterior enhancement is a polished aluminum panel that bolts above the air intake behind the louvered bonnet and funnels cooling air through the fresh air intake grille and out through the dashboard vents and footwells. This may not be the ideal cooling system when tooling around the Copper State capital in mid-summer when ambient temperatures can exceed 110°F, but with no air-conditioning it has to be better than the stock arrangement. The paintwork has held up pretty well over the years. I add a full set of mud flaps to minimize stone chips. There's a modicum of dings and dents, but this is a car that gets a fair amount of use, even though it stopped being a daily driver in the mid-1990s.

As far as motive power is concerned, the engine that was insitu at time of purchase and

lasted for many years. I got around to fitting a replacement when it began to burn a quart of oil every hundred miles or so. Before changing the power plant, however, I installed a crankshaft-triggered Megajolt ignition, something that is computer programmable with Ford electronic ignition components and offers output capacity at the spark plugs of 55,000 volts, considerably more than a sport coil's 12-15,000. Deletion of the distributor allows for rock solid timing, and as far as I'm concerned, this system is a definite plus, giving the old engine an estimated 30% more power. And with the substitute six-pot also giving sterling service replete with the Megajolt, it's fair to say the modest outlay for the aftermarket electrical item was well worth it.

An oil cooler has been fitted and the filter moved to a remote location, the air filter box has been chrome plated and there's now a modern gear reduction starter motor installed.

A late-model 105amp General Motors alternator has been installed in place of the assembly-line dynamo. For safety reasons, I added an additional fuse box to the electrics to cater to the increase in amperage output and the electric fan on the custom aluminum radiator.

I also added a bullet-type mirror on the driver's door Much better than relying solely on the two on the wings, as well as substituting a large Chrysler rearview mirror in place of the small interior one that was a standard fitting back in the 1960s. A pair of spot lamps offer additional illumination when required, and eagle-eyed readers may note the pair of brackets poking out from beneath the front bumper. These were installed for emergency use should the car conk out and need to be pulled home, the tow hitch for which tucks neatly away behind the front seats.

Speaking of seats, they're are original stock three-point positive latch belts fitted, something that Armand says gives one a feeling of being very snug when belted in. This is the type of car you wear rather than just get in,' he stated, 'and I can reach the parcel shelf-



ABOVE:



mounted (AM/FM/CD) player with a couple of inches to spare, as well as being able to reach around and open the quarter window if required. A couple of custom speakers reside behind the front seats on a lift-up panel concealing storage where an occasional seat would have

been fitted. Opening the rear hatch reveals a capacious storage area which can readily accommodate weekend luggage or groceries galore.

The dashboard incorporates a passel of Smiths supplementary gauges where the radio would normally be centrally fitted, and there are a couple of lacquered wooden embellishments in the form of a gear-lever knob and handbrake handle.

The polished aluminum original drilled spoke steering wheel features a self-stitched leather cover that buffs up nicely with a bit of elbow grease.

With usage over the more than two decades of ownership varying from hill climbs - along with entertaining stories about the employment of white liquid shoe polish to monitor tire scrub - to commuting and club excursions far and wide, the GT6 has more than earned its current status as a fun toy that occasionally comes out to play. I guess there are likely to be further Triumph trials and tribulations in the LaCasse family for some time to come. I

TRIUMPHEST-2017

Flagstaff Arizona September 21st to 24th



Triumphest-2017 committee contacts

Kathy & John Nuss	jknuss@live.com
Bo Shaw	boshaw@live.com
George Montgomery	georgemonty32@gmail.com
Mike Blachut	mblachut@yahoo.com

Triumphest-2017 Committees

- | | |
|------------------------------------|---|
| 1. Autocross: | Jeff Fairman |
| 2. Funcours: | Armand LaCasse, Pete Peterson, Bob Mazer |
| 3. Hotel Liaison: | Bo Shaw |
| 4. Registration: | Kathy Nuss |
| 5. Program & Brochure: | Mike Blachut, Pam Rineholt |
| 6. Vendors: | Mike Dolimpio (602) 265-8026 deltams1977@gmail.com |
| 7. Hospitality: | Peggy Jacobs & Denine Mure' |
| 8. Thursday Night Dinner Cruise: | John Reynolds |
| 9. Scenic Drives: | Pam Rineholt |
| 10. Funkhana: | |
| 11. Walking rally: | George Montgomery |
| 12. Photo, model & craft contests: | |
| 13. Driving Rally: | |
| 14. Ads & Goodie Bags: | |
| 15. Banquet & Awards: | |
| 16. Raffle: | |
| 17. Regalia: | |
| 18. Ads & Goodie Bags: | |
| 19. Walking rally: | |
| 20. Photo, model & craft contests: | |
| 21. Driving Rally: | |

Spaces that are blank are opportunities to select an area that you wish to volunteer and help our club put together the best Triumphest 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.

CLASSIFIED ADS:

FOR SALE: TR6



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, odometer has been replaced, etc. Included are a hardtop,

Lucas battery, tools, grille badges, and other regalia. · It won a Gold trophy at Triumphfest 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 \$20,000 within DCTRA (non- DCTRA: \$22,500). Contact Pam at pueblodesign@gmail.com for more photos, questions, etc.

FOR SALE:

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

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 10.5 gal. gas tank. (Spitfire holds 7.8 gal.) I want \$50 each on these.

Thanks. John Lindly
lindly1907@gmail.com

CLASSIFIED ADS: continued

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

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

FOR FREE:

I need to make room in my shed. Free for the taking, rear differentials (2), TRF high rate spring set (all 4), water pump and housing (2), fan extension, yellow fan (brand new), flywheel, left trailing arm, set of half shafts, tube shock conversion mounts, radiator, and fuel tank.

Craig Kenyon
480.706.4644

CLASSIFIED ADS: continued

This is a 1973 TR6 with factory overdrive and factory hardtop, original tonneau, boot and tools (new OEM jack and handle). Everything works, it's been my daily driver for a year and a half.

Everything is in good condition and I have tons of spares including water pump, fuel pump, digital voltage stabilizer and so on from belts, bearing, seals to oil filters and points. I've added a Pertronix ignition and Flamethrower coil, spin on oil adapter and foam air cleaners but still have original equipment in good shape. Original mileage is 99,300 (the car was stored for 22 years). Drivetrain refurbish and full repaint at 90,000. This car has always been garaged and a Southwestern car, no rust at all. The previous owner tells me it has won car shows...I know it's a nice clean Triumph.

I also have tons of documentation.... original window sticker and glovebox/drivers manual, parts invoices since about 1992.

\$18,500 firm. It will go in Hemmings or BAT in a couple weeks.



I'm in Sedona if anyone wants to take a look. I have about 70 photos for those who are seriously interested.

Cheers, John

135krpm@q.com

FOR SALE:

Stock of TR6 parts and a burned 1974 TR6 body. John Maslak. 602-320-6088

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)

DCTRA Club Meeting location:

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



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



DCTRA MEMBERSHIP APPLICATION

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

DCTRA
Dave Freet, Membership Chairperson
599 South Terrace Road Chandler, AZ 85226
Phone: 480-706-4943 MSG Email: fxstsaz99@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 #	_____
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): _____

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 1st 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:

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.vsgccc.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.texastriumphregister.org
Delta Motorsports	www.deltamotorsports.com
C.A.R.S of Phoenix	www.englishbawbsclassics.com