

TRIUMPH TRUMPETER

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



Triumph Register of America

◀ Back



PROMOTING TRIUMPHS AROUND THE WORLD

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



British Breakfast Run With The London Vintage Taxi Assn.

June 2014
Vol 35, Issue 6
<http://www.dctra.org>

NEXT CLUB MEETING

Tuesday, June 10, 2014

BUSINESS MEETING

Starts @ 7:00 p.m.

DENNY'S RESTAURANT

650 N. Scottsdale Road, Tempe, AZ 85281

2014 CLUB OFFICERS

President

John Nuss

480-983-3945

jknuss@live.com

VP & Events

Matt Reynolds

480-968-6078

bsatr6@yahoo.com

Secretary

Jody Kerr

480-612-5671

jodyfkerr@gmail.com

Treasurer

John Reynolds

480-968-6078

johntempe8@q.com

2014 Appointees

AAHC Reps

Jim Bauder (**East side meetings**)

480-309-9525

jimbpps@cox.net

Membership

Bev & Pete Peterson

480-488-4872

packratpete@gmail.com **OR**

bev@carefree.org

Joe Minnick (**West side meetings**)

602-214-0203

jminnick@cox.net

Webmaster

Dave Riddle

480-610-8234

dave@microworks.net

Historian

Armand LaCasse

602-904-1037

big.blue.truck@live.com

Newsletter

George Montgomery

480-290-1310

georgemonty32@gmail.com

Tech Advisors

Armand LaCasse

602-904-1037

big.blue.truck@live.com

Roy Stoney

602-231-0706

royston469@msn.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: Photo – by Kathy Nuss. Assembly of cars for the May British Breakfast Run led by the London Vintage Taxi Association.

Prez Sez – June 2014

John Nuss

Hello everyone,

What a great time this past month- The Route 66 Fun Run, our monthly meeting, a breakfast drive at the end of the month. It reminded me that there are two (at least) kinds of people- those that like to plan events and those that like to participate. I'm glad for both. No fun to plan stuff and no one shows up. No fun letting the Triumph stay in the garage. And judging by the turn out for the breakfast drive we are a social bunch- willing eager to share the fun and work of the hobby with others. I noticed after the last meeting, the meeting in the parking lot- that is a part of the club membership too. Fellowship is an important part of the meeting. Stick around, share what you're doing with your car, and check out what members have done with theirs.

By the way, there are no breakfast drives scheduled for the months ahead. In planning, I think the tough part is finding a place that will take thirty to forty people- in the latest drive forty-six- on a Sunday morning. There are several that have space- Mimi's, The Good Egg, and Five-n-Diner in cooler weather. Determining a route- often a drive of thirty to sixty minutes- is easy with the help of Google or <mapquest.com>. Finding/ buying door prizes, for me is the difficult part, but it is kind of fun spending other peoples' money. It is a good idea to drive the route making sure directions are clear and there is no construction or other surprises. The maps we had did not indicate Coulter was a one-way street where we wanted to drive. It seems that most people are willing to participate and enjoy the drive, the company, and breakfast. I've noticed, for the most part, once people arrive at the restaurant and have coffee, the inaccurate directions, the unexpected heavy traffic are forgotten. Enjoy the ride.

Drive the Triumphs.

EDITOR'S DESK

I don't know where the month of May went; can't believe that it is June already. I finally have the all of the pieces for the newsletter in and can now get it published. I now have an electric fuel pump on Jack and the trips that I have made with him since then appear that my persistent vapor-locking problem has finally been solved. I should have done this a couple of years ago. If I'd known that it was the vapor-locking re-occurring while I was starting the Rt 66 Fun Run, I could have just poured cooling water on the fuel pump, as had been my practice for the last couple of years and gone on. Jack really runs well now, smooth and with the acceleration that I was wanting and expected. Now, to find another rallye to drive before Triumphfest. Anyone want to drive the Rt 66 Fun Run again?

Look for the new official flyer for Triumphfest on pg. 7.

George Montgomery, Editor

Calendar of Events

Matt Reynolds

DCTRA & British Auto Events 2014

- June 7th Cars and Coffee – Gainey Ranch – Scottsdale
- June 8th Seats for Soldiers Car Show – Chase Field
- June 10th DCTRA Business Meeting
- July 3rd Lake Pleasant Fireworks and Cruise In
- Sept 25-28th Triumphest 2014 – Santa Maria, CA
- Oct 18-19th British Vintage Voyage

Minutes

DCTRA Triumph Club Meeting
May 13, 2014

Meeting called to Order by John Nuss, Club President

DCTRA Meeting Minutes: May 2014

Attendees: Grace Pennell, Ed May, Marlene & Virgil Cole, Pete & Bev Peterson, Dave Lawrence, Pete Bowen, Stu Lasswell, Dave Freet, Dave & Denine Mure, Jody Kerr, John Nuss, John Heissel, George Montgomery, Ron Gurnee, Pete Thompson, Matt & John Reynolds, Wayne "Kiwi" Treloar, Jim Bauder, John & Beth Horton, Betsy Kavash, Marie Thompson, George Durkin, Chuck Kerzan, and Dave Fore
of Triumphs Driven: 12

Meeting Called to Order:

New Members: Dave Freet – 1971 TR-6, Chandler, Arizona. Don Becker - 1974 Tr-6 (which he's still getting on the road).

Previous Month's Minutes: reviewed and accepted.

Treasurer's Report: Reported last month's expenditures for raffle donation baskets and Arizona Hobbyist Council. Treasurer also has Kroil available.

Membership Report: 94 Memberships totaling 144 people. New memberships in 2014 are 6. Question asked: How many Triumphs does that represent?

Newsletter report: Newsletter was published on the 1st. Special commentary on the photo of the TR-6 Shooting Brake (Station Wagon). Request for photos from the Route 66 Fun run and other events.

Hobbyist Council report: Neither members were available to attend this month. John Nuss and George Montgomery attended in their stead. This meeting was their Year-End annual meeting. Dr. Robert Falco PHD., the author of The Picture of Alternative Fuels, discussed the effects of fuel and emissions on people and the environment. The speaker considers Ethanol to be a major part of the future of fuel in the United States. A portion of the discussion was about the impact of this on our vintage cars. There is a movement to make E0 (no-ethanol vehicles) available for our vintage cars with some form of dispenser and licensing. The Next meeting will be held June 3rd.

Events Calendar: Upcoming events were discussed. They are on the Events calendar on the DCTRA web site (<http://WWW.DCTRA.ORG>).

Technical: Armin is still setting up his garage. John Nuss – While driving John and Kathy ran into a situation where the shifter came loose. The nylon bushing on the shifter had split in part. To do the roadside repair they superglued it together. John discussed forcibly disassembling the unit later and fabricating an aluminum replacement for the NLA Nylon Bushing (you can only get it as part of a whole assembly).

John Horton found a cellphone that was left behind at the garage day. If you're missing a cell phone contact John.

Regalia: There's still tons of regalia for sale.

Old Business: (none)

New Business: Autocross challenges for vintage cars. Any modifications cause our vintage cars to be handicapped. There's a consideration to create a special vintage car class for autocrossing. Stu will be pursuing the creation of a class for our vintage cars (with modifications) so contact him with questions.

The Secretary is moving to Washington State. So there will now be an opening for Secretary for the club. The existing secretary offered to provide meeting minute transcriptions providing that the club can provide him digital copies of the meetings (in either video or audio format).

The meeting was adjourned.

NEXT CLUB MEETING

Tuesday, July 8, 2014

BUSINESS MEETING

starts @ 7:00 p.m.

Come at 6:00 to eat and socialize.



May 2014 Membership Report:

NEW MEMBERS: Donald Becker – TR6
Jeffrey Fairman – 1969 TR6
Granger Haugh – TR3B

RENEWED: Paul Bridgnell (member since 2008)
David Hastie (member since 2013)
Donald House (member since 2013)
Gary Nelson (member since 2013)

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

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

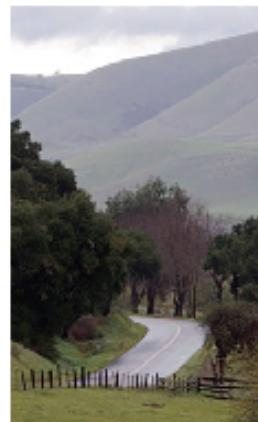
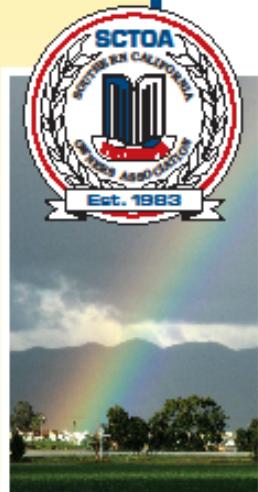
Application form on page 19:

SAVE THE DATE!

Thursday, Sept. 25, 2014 thru Sunday, Sept. 28, 2014

Triumphest 2014 will be held in Santa Maria, CA at the Radisson Hotel, 3455 Airpark Dr., Santa Maria, CA 93455 – (805) 928-8000

TRIUMPHEST 2014



Santa Maria, CA

Celebrating 40 Years of the TR7

The Radisson Hotel is located minutes from the coast, and next to the public airport. Take a tour of world-class wineries or get a taste of the area's famous Santa Maria-style BBQ. There will be lots of room to enjoy the games, contests, rallies, competitions and all of the things that make Triumphest great.

Reservations on line:

www.Radisson.com.

(Use code TSHOW for room discount.)

Or, call to make your reservations:

805-928-8000

(Mention Triumphest for room discount)

All of the details are at: www.Triumphest2014.com

If you have questions, contact our Triumphest Chairpersons:

Paulette Caudill – 310-322-2546 – paulette.caudill@att.net

Jerie Keller – 714-826-7724 – slipryelm@sbcglobal.net

Latest update from Bo Shaw:

This is the June segment of a series of 16 articles written by DCTRA member Bo Shaw about his experiences restoring his 1958 TR3A. Each month we will publish another article so you can see what it's like to spend a year or more recording your progress on a major project's ups and downs and the final Triumphant result. The last article should be published by the October 2014 issue.

TR3A Activity - June 2012

Latest update from Bo Shaw: TR3A Activity – June 2012

The past month saw good progress for both Roy's TR4A and my TR3A. Both Triumphs are getting very close to being on the road again. As always, I would like to thank West and Roy for their invaluable help.

Head Gasket Leak:

The problem with the head gasket coolant leaks has been resolved. The combination of fixes listed last month seems to have done the trick. The engine has been re-assembled and run with no coolant leaks from around the head or anywhere else, so far.

Progress:

With the head gasket leaks resolved, we were finally able to make progress in other areas. Prior to installing the intake manifold and carburetors, the brake line leak at the five-way connector, which is mounted on the frame, was also repaired with some judicious tightening of the connections, sanding of the used copper washers to a cleaner finish, and some Teflon plumber's tape for the plug where the brake light switch used to go. With the various under hood leaks fixed (or at least in abeyance) and the engine running well, it was deemed feasible to install the bonnet (hood). The bonnet could still use some adjustment, but it at least closes with minimal interference and can be secured via the dzus fasteners, which were also replaced on the bonnet prior to its installation. It was also a relief to note that the TR4A carburetor/intake manifold upgrade fit under the bonnet without having to modify (i.e., punch holes) in it.

Both doors have also been successfully hung (After I reversed the seat tracks so the seat pans could be attached. I've noticed that if there is a 50-50 chance to install something backwards, I get it wrong about 95% of the time.) Although both doors could still use some adjustment, it is very unlikely that they could ever be made entirely good. (The frame has a slight twist to it, and the body fit on Triumphs was never particularly good anyway.) The main

adjustment problem was that the aftermarket door latches and striker plates were not compatible and did not allow the doors to fully close or latch. This was remedied by filing some of the excess on the ears of the door striker plates so that the door latch could fit over them. Also, the capping for the top of the doors is too long by about 3/4 of an inch. I continually wonder why it is so hard for aftermarket suppliers to actually provide parts that fit!



Photo 1: Bonnet (Hood), Doors, Roll Bar, Seats and Wing (Fender) Mirrors Installed

Some other minor jobs have also been performed (never say completed). The seats and the wing (fender) mirrors have been installed. The roll bar has been temporarily fitted in order to take some measurements prior to the installation of the new tonneau cover. The side curtain brackets, which were chromed, were relocated and installed on the doors. A set of “bumble bee”, i.e., black and yellow, ignition wires were also cut to length and installed. These ignition wires are supposed to closely resemble the “performance originals”, although this TR will not be “original” in many other respects. (See Photo 2 below.)

Anti-Progress:

With every gain there always seems to be some corresponding loss, but the issues cropping up in the last month have been minor (at least compared with removing the head four times and replacing the piston liners, my new standard for job size) and could be considered part of the car’s shakedown.

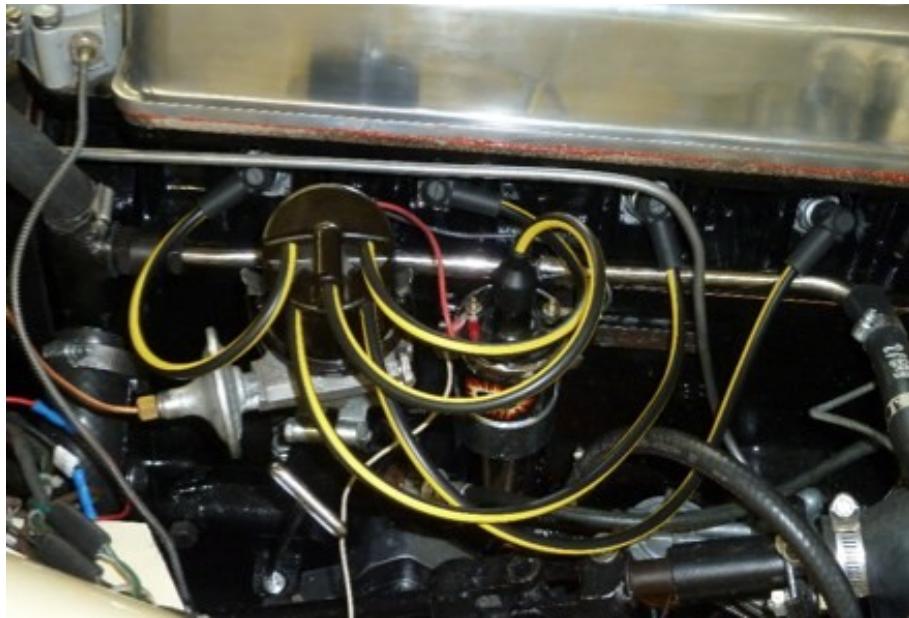


Photo 2: “Bumble Bee” Ignition Wires

Since all the lights were installed as well as the grill (TR3A lights will not work if the grill is not installed, don't ask), I decided to check the head lights, running lights, brake lights and turn signals. The running lights and brake lights worked. The correct function of the brake lights was particularly rewarding since the mechanism and wiring for activating them had had to be modified extensively to a TR4A configuration due to the installation of the headers. (Don't ask.) However, the passenger side head light did not come on even though a quick check of the voltages at the connectors under the bonnet indicated that it should. Also, the turn signals worked...after a fashion. Setting the turn signal switch to the left resulted in the front left signal flashing as well as the right rear signal! Just to make sure that the universe remained in balance, setting the turn signal switch to the right resulted (no prizes for the correct guess on this one) in the right front signal flashing in conjunction with the left rear. Huh, ..must have connected the wrong wires to the rear turn signals, but a quick check of the wiring shot down that (easy) theory.

In addition, it was discovered during the course of mounting the rear wheels that there is a leak of differential fluid at the right rear (passenger side). West and I replaced the driver's side seals on the differential a few years ago, so I guess that the passenger side got jealous. Fortunately, although it is not a simple job, it is not like removing the engine head four times and replacing the cylinder liners. The parts are already in hand.

It has now occurred to me that the TR has suffered leaks in all its major and minor fluid groups, i.e., coolant, fuel, brake, transmission, engine oil (always), and now differential. I even fixed a minor leak of the rack and pinion the other day.

Anti-Anti-Progress:

The problem with the reluctant headlight was easily resolved...err, for on removing the head lamp from its bucket I found that I had neglected to plug it in. The turn signal issue was a little more complicated. Apparently, I had removed the front signals from the grill to do some work (years ago now) and had switched them when I re-installed them. Since I carefully

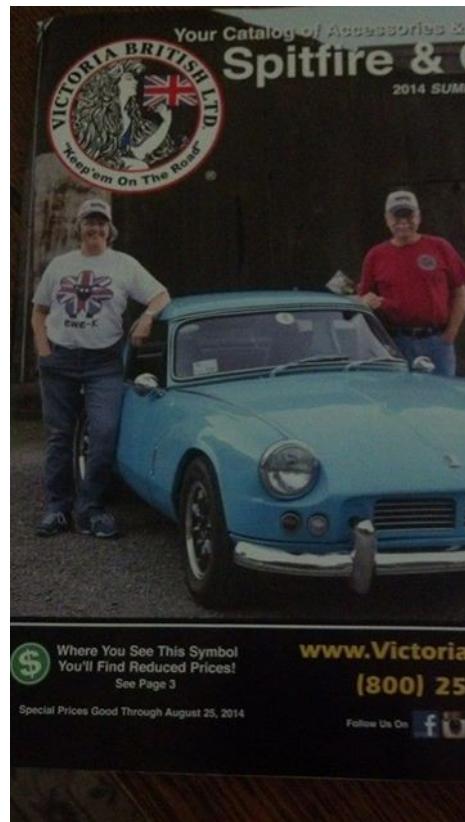
label each wire so I know how to reconnect them, I plugged each of the turn signal wires into the wrong socket under the hood. This is possible because the engineers at Triumph ran the circuit wires for both the right and left turn signals to plug connectors on both sides of the car (Don't ask, I really don't know why. Quantum wave theory perhaps?) thus enabling me in my mistake. Anyway, once I figured this out, I switched the wires, rotated my turn signal switch by 180 degrees and everything worked the way it should. For now.

Plan for Next Month:

Figure out what to do with the door capping fit problems. Install the new tonneau cover and get it modified for the roll bar. Replace the seals on the passenger side rear axle. Install the windshield and wipers. My goal is to drive the TR to the British Car Club meeting in July 2012 and start the shakedown/sorting process in preparation for attending Triumphfest 2012 in Flagstaff, AZ, to be held at the end of September.

We Have A Cover Girl in Our Midst!

It should be noted that John and Kathy Nuss and Tillie were featured on the cover of the Summer 2014 issue of Victoria British Cataloge. Congratulations, folks.



Rt 66 Fun Run May 2014

Story and photos by John Nuss

Beautiful blue sky, soft breeze, the car running well, we were on our way to meet Ron Gurnee, Trudy Crable, Betsy Kavash, Marie Thompson, George Montgomery, George and Chris Durkin, and Lynn and Bob Brown at the McDonald's at the I-17 and Carefree highway exit. After we topped off the petrol tank, we noticed the shift level twisted to an odd angle. The forty year-old formed nylon piece had cracked. Fortunately the convenience store had some super glue and duct tape. We glued the cracked parts together, glued the piece to my fingers and my fingers to my fingers. Kathy was thinking we'll be fine, as long as we didn't have to use reverse. George Montgomery had some issues with getting his TR6 started and joined us at Rock City for breakfast. Our next stop would be Munds Park south of Flagstaff. Unfortunately George's TR6 had other ideas with fuel issues. George decided to call AAA and return home.

The group went on to Flagstaff and I-40 west to Seligman. There we retrieved the "Goody Bag" which included a license plate, tee shirt, and map and schedule for the weekend. The town was crowded with other drivers and neat cars. Another short drive to Kingman and the motel. Great time with Happy Hour, then to the Dambar Steak House for dinner. Thanks to Betsy for the arrangement for the the motel and dinner.



Rt 66 Fun Run Breakfast at Rock Springs



Arrival in Seligman

Saturday morning we drove to Grand Canyon Caverns intending to join the other Fun Run drivers and return to Kingman for the afternoon car show. I met another Spitfire owner and as we were talking about other cars, I mentioned my DKW. He said, "I've got one of those - a '57." I was surprised and gave him some web sites for DKWs but forgot to get his e mail. Kathy and I toured the caverns, then drove to Seligman for lunch. The town was nearly empty now. On the way out of town we stopped to get a candy bar and in front of the store was a Beardmore cab. Isn't there an Eagles song?

"Standing on the corner in Seligman Arizona,
Such a fine sight to see,
There's a girl my Lord in a "*Black Beardmore*",
Slowing down to take a look at me."

The owner of the store and Beardmore were not members of the London Vintage Taxi Association. (Any other taxi enthusiasts? It might be for sale.)

Saturday afternoon we parked on Beale Street where she demonstrated her agility as she bounded out of the car and pushed us backward into position for the car show. We walked the short distance to the Route 66 Museum. Parked on the street were some really terrific cars- street rods, muscle cars, and a few British cars. Saturday evening we indulged in happy hour again and then fine dining at the nearby Denny's. After dinner we went to the Sonic Drive-in for some more auto viewing.



On Old Rt 66



Burma Shave Signs at Rt 66 Museum

Sunday morning Bob and Lynn had a fleeting fuel issue with their Jaguar- Bob said he loosened and tightened a connection and it ran with no problems the rest of the trip. We drove to the Oatman Hotel for breakfast. The road is a sports car road



Experts helping Bob Brown

We had to stop for a donkey that was trying to sit on Betsy's lap. I have trouble imagining the folks driving over that road escaping the Dust Bowl of the Thirties. The hotel experience (breakfast) was less fun. I will say breakfast was good when it finally arrived. Watching the parade of cars in front of the hotel helped pass the time.



Burro in Oatman, AZ



Mk 1 Lotus 7 in Seligman, AZ

We drove on to Topock and headed east on I-40 to the SR 93 exit. Rest break in Wikiup and on to Wickenburg for a late lunch at Anita's Cocina.

All the cars completed the trip with no other complications. The shifter worked well- no reverse. Bob's air conditioner functioned after tightening a belt; no further fuel concerns. Ron's air conditioner worked well the whole trip. Marie and Betsy drove top down all the way- soaking up the warm Arizona sun. A great Fun Run.

CLASSIFIED ADS:

FOR SALE:

TR7 Complete Official Manual
TR2 & 3 Manual
Service Instruction Manual - TR2 & TR3
Complete Triumph Manual – 1953-61
Spitfire Workshop Manual
Shop Manual TR2-TR4A
Spitfire Maintenance Manual
4 Spitfire roll-down windows
Assorted Tools

CALL: Grace Pennell 928-537-3355

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



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

FOR SALE: My name is Bill Graham. I would like to sell one of my TR4s. It needs a full restoration, but it has all new floors and sills and has never been in an accident. It will require final welding of the panels but it is aligned and ready. It comes with a wire wheel conversion too. I am only asking \$1000.00 plus one of Bill Close's 5-speed conversion kits. I can be reached 24/7 @ 602-989-2846.

The car body is at a shop in Scottsdale, aprox. 73rd ST. and Earl. All of the other parts are at my house (56th ST. and Bell Rd). No photos, but I could take some. Yes I would like \$1000. + the 5-speed kit, or about \$2,500.

Bill [bgraham426@hotmail.com]

CLASSIFIED ADS-Cont:

FOR SALE: TR7 Spyder and parts and Rover V8 motor & 5speed
Attached are the craigslist adds I've posted

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

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

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

you can call or text me, 480-694-5014
Don Akiyama [akiyamatr7@yahoo.com]

FOR SALE: 1965 Triumph Herald

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



John Lindly [jlindly1907@gmail.com]

FOR SALE: Michelin redline tires, wheels & trim rings

I have a set of Michelin redlines mounted on wheels with trim rings. Tires have a lot of tread left and are in really good condition. I have no idea their value but will negotiate a price.

Anyone interested in them contact me.

Grant Holzworth [gholzworth@gmail.com]

Tel: 704-560-0700

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 Escutcheon

Speedo Angle Drive

Trans is rebuilt with 0 miles

Syncros and Bearings and Gaskets

Counter Shaft and First and Third Gears Case #CC1240 30

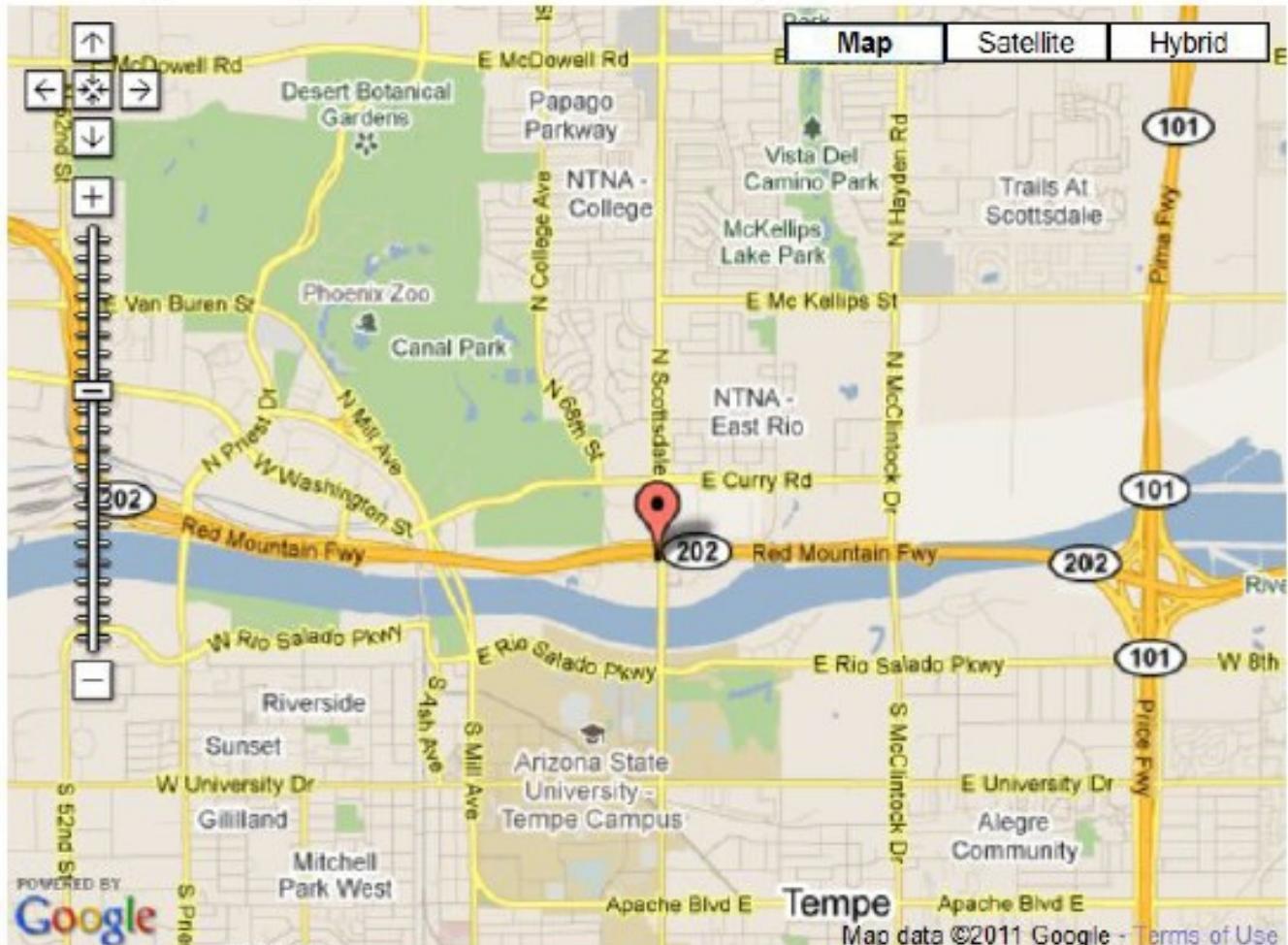
(TRANSMISSION ONLY, SELLS FROM QUANTUM MECHANICS FOR \$2375.00)

PLEASE CALL 602-569-4889

ASK FOR PATRICK

DCTRA Club Meeting location:

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



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



DCTRA MEMBERSHIP APPLICATION

PLEASE PRINT and return completed form with dues to:

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

or

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

MEMBER INFO:

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

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____
Home _____ Cel _____

Email Address: _____

Triumph(s) Owned:

_____ Year _____ Model _____ Commission #

_____ Year _____ Model _____ Commission #

_____ Year _____ Model _____ Commission #

Other British car(s) owned:

_____ Year _____ Make/Model

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

YES

NO

If NO - name wanted on tag: _____

Dues: \$18/year (due January 1st)

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

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

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.vsccc.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



The International Club for TR7 and TR8 Owners

From showroom stock con-
courses to ground pounding con-
versions, serving all Triumph
Wedge Car owners.

4 color newsletters per year,
plus national and regional
gatherings at major shows. 25
year archive of technical infor-
mation to help you keep your
car on the road.

Dues: \$15 per year

Triumph Wedge Owners Assn.
1591 People's Creek Rd.
Advance, NC 27006
(336) 998-6501

www.TriumphWedgeOwners.org
info@TriumphWedgeOwners.org

Formerly the TR8 Car Club of America



9211 N. 9TH Ave., Phoenix, AZ 85021

JOIN US FOR FREE COFFEE & DONUTS
EVERY SATURDAY MORNING FROM 9AM
ENJOY A RELAXING GET-TOGETHER
WITH YOUR FRIENDS.
OUR ENTRANCE IS ON HATCHER
WHERE 8th AVENUE WOULD BE
(IF THERE WAS ONE) - C'MON DOWN!
e-mail: delta-ms@earthlink.net



[HTTP://WWW.MICROWORKS.NET](http://WWW.MICROWORKS.NET)



DAVID W. RIDDLE

20% Labor Discount for DCTRA Members

PO Box 30724
MESA, AZ 85275-0724

TEL: 480-610-8234
DAVE@MICROWORKS.NET

moss

**Moss
Motors**
CLASSIC BRITISH PARTS



**FREE
Catalogs!**



**EVERYTHING FOR
YOUR BRITISH CLASSIC**

- FREE Catalogs
- Same Day Shipping
- 24 Month Warranty
- Customer Loyalty Program
- Warehouses on East and West Coasts
- 50,000 Part Numbers

**24
MONTH
WARRANTY**

ON ALL CLASSIC BRITISH PARTS.
LONGEST WARRANTY IN THE BUSINESS.



SECURE ONLINE ORDERING!

www.mossmotors.com

DIRECT ORDER
HOTLINE
OPEN 7 DAYS
A WEEK!

ORDER BY 3:00 PM WEEKDAYS YOUR LOCAL TIME FOR SAME DAY SHIPPING!

CALL TOLL FREE:
800-667-7872

INTERNATIONAL CALLS: 805-691-3400



BRITISH MASTER MECHANIC & AUTO ELECTRICIAN



REBUILDING & TUNING, CARBURETORS, BRAKING, SUSPENSION,
STEERING, INSTRUMENTS, DISTRIBUTORS, SWITCHES ETC!

AUTO ELECTRICAL REPAIR & FAULT FINDING!

FULLY CERTIFIED WITH OVER 30 YEARS EXPERIENCE!

Specialising in Austin Morris, MG, Triumph, Jaguar, Sunbeam, Lotus, TVR, Riley, Wolseley, Rolls Royce, Bentley, Land Rover, Alfa Romeo, Fiat, Lancia and more...

C.A.R.S of PHOENIX ,LLC

2625A E. University Drive

Phoenix, AZ 85034

(623) 824-3777

www.englishbawbsclassics.com

or

www.classicautorestorationphoenix.com

email: bobbranton@hotmail.com