

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE – TRIUMPH REGISTER OF AMERICA

Founded: 1980



Triumph Register of America

◀ Back



Vintage Car Racing

June 2017

Vol 38, Issue 6

<http://www.dctra.org>

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NEXT CLUB MEETING

June 13, 2017

BUSINESS MEETING

Starts @ 7:00 p.m.

Denney's Restaurant

650 Scottsdale Road; Tempe, AZ 85281

2017 CLUB OFFICERS

President

John Nuss
602-989-0363
jknuss@live.com

VP & Events

Clebe Best
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Secretary

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Treasurer

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jknuss@live.com

2017 Appointees

AAHC Reps

Pete Bowen (**East side meetings**)
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John Horton (**West side meetings**)
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triumphshoppe@gmail.com

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big.blue.truck@live.com

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Miller2993@cox.net

Webmaster

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Newsletter

George M Montgomery
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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

½ PAGE:.....\$60

¼ PAGE.....\$ 35

BUSINESS CARD:.....\$25

Cover: A Group 44 TR4 under speed at a Vintage Car Race on a wooded track.

Photo by permission of Michael DiPleco; SportsCarDigest.com

Prez Sez – June 2017

John Nuss, President

It finally happened. After years of doing my own Triumph repair, taking pride in the work I could do, and looking down on people that carried out “check book” restorations, I did it. Exactly what I did I will reveal in a bit.

Last summer I took the engine from Trevor, the white and red Spitfire, to the machine shop in Gilbert and had them measure and adjust the engine block and head. I was going to put things together myself but instead paid the shop to assemble the crank, pistons, and valves. Upon final assemble, the engine was leaking oil, more than the usual amount for a British car, and running hot. I took it to a repair facility recommended by club members and let a pro figure out the solution. The temperature problem is solved but there is still an oil leak. It could be the rear main seal, the front sealing block, or the oil pan and gasket. The engine needs to come out again. I looked at the job, my calender and the willingness of Jason, the mechanic, and let him do the work. That is not to say that I have given in to ,just writing checks, Hattie the Herald needs my attention. And I really think I can handle the work on Kathy's Spitfire. Maybe it is OK to consider time, expertise, other responsibilities and let a pro do some of the work.

Drive 'em if they run.

John

EDITOR'S DESK

George M Montgomery, Editor

I like this issue of the TRiumph TRumpeter because of the material in it. First the cover photo I found in my files of TR photos. I did not have a photo to use till this afternoon. I was desperate for something, promising when I started this duty 2-3 years ago that I would restrict the cover to a Triumph or a variation thereof. Three times in the past I had to go out to me car and take photos of Jack or parts of him. I have used all of my stock file of Triumph photos till I found one un-labeled and had been passed over. I opened it and found the cover shot that you see here. Ah, perfect...’cept for the little copywrite emblem down in the corner. I blew the image up so I could read it and found that it had been saved from a SportsCarDigens.com website. I search their website and found the photographer’s name and contact information. I sent him an email with a request to use the photo. This was about 4pm today and he is in New York city. In about 30 minutes I received a very gracious email back stating that I had permission to use the photo and thanked me for asking. He is an excellent photographer, go to the website some time, find his photos under Vintage Racing and pursue some of his work there. I may search his work again.

The second pleasure was receiving a “member profile” from a member who I have known for many years since I have been in this club. He just doesn’t get to attend often because of his work. I think that you will really enjoy reading about Julian. I did. Thanks, Julian.

Third we have a timely technical article from Craig Kenyon regarding LED tail lights. This and LED headlights are an improvement I have wanted on Jack for some time. The United Airline Mottos are courtesy of Jim Bauder.

We’ll have another business meeting next Tuesday, the 13th at Denny’s Restaurant on Scottsdale road. I hope that you can make it. I’ll be there and will be looking for you. If I don’t say “Hi!” to you, come up and tell me about it. George

June 2017 Membership Report:

DCTRA Membership Chair, Marvin Miller

I am pleased to announce our two newest members Byron Matten and his 1966 Spitfire, who joined at the May business meeting and Henry Davitt who also attended with his 1977 Spit. Welcome Byron & Henry, we look forward to getting to know both of you and your cars.

With our latest additions, the membership count is now 99, with 149 members. "But wait", you say, "we were 113 memberships last month". After multiple reminders and other enticements for renewal, 15 of our members have apparently chosen to not renew. Some have sold their cars, others have their own reasons for not re-upping. Regrettably, I have removed the 15 from the roster for membership expiration. Their names and other info has not been discarded, merely taken off the list. If you're reading this and fear you may be one of these members, understand you have not been banished or expelled, it is simply a part of the Club rules. Reinstatement to Member status is as easy as becoming current with annual dues and we would welcome your return.

And, as always, should you have any questions or concerns regarding your membership, please do not hesitate to contact me.

DCTRA Membership Chair
Marvin Miller
(602)380-5564
miller2993@cox.net

Application form on page 17

NEXT CLUB MEETING

June 13, 2017
Business Meeting
Starts at 7:00PM

Denney's Restaurant
650 Scottsdale Road, Tempe 85281

United Airline's New Mottos

"Our prices can't be beaten, but our passengers can"

"We treat you like we treat your luggage"

Calendar of Events

By Clebe Best

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 2017:

June 13, 2017 – DCTRA Business Meeting. 7pm (6pm for dinner and social)

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

November 5th, 2017 - British Wheels On The Green; Peoria Centennial Plaza (AZMG Club)

On-going events:

Cruz'n at Phil's - Phil's Filling Station Fountain Hills, AZ (every Sunday)

Cars N Coffee – Show & Tel Coffee Shop Cave Creek, AZ (every Saturday)

Saturday Night cruise @ Kmart, Power Rd & Hampton.

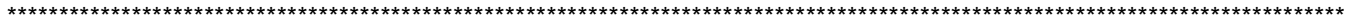
Scottsdale Pavilions Saturday evening car show 101 & Indian Bend.

Impala Bob's Falcon Warbirds Breakfast Cruise – every third Saturday

Car Corral - 4th Saturday of every month. Buy or sell a car in a relaxed atmosphere. Cave Creek & Pima



Our Webmaster



United Airline's New Motto
"Board as a doctor, leave as a patient"



Minutes

Desert Centre Triumph Register of America April 2017 DCTRA Meeting Minutes

The May 2017 meeting of the Desert Center Triumph Register of America was called to order by the president, John Nuss, at 7:00 pm at Denny's Restaurant, Loop 202 & Rural Road, Tempe, AZ.

Members present were Jim Bauder, Mike Blachut, Pete Bowen, Virgil & Marlene Cole, Phil Couture, Mark Crashell with a TR6, Henry Davitt with a Spitfire, George & Chris Durkin, Ronald Gurnee with a TR7, John & Beth Horton, Craig Kenyon with a TR6, Chuck Kerzan & Mary White with a TR3, Armand LaCasse with a GT6, Byron Matten, Bob Mazer, Marvin Miller with a TR6, George Montgomery with a TR6, John Nuss, Gareth Parry-Jones, John Reynolds, Matt Reynolds with a TR3, Pamela Rineholt, Bo Shaw. Katie Parry-Jones was visiting with her dad. New members were Henry Davitt with a 1977 Spitfire that he bought new, and Byron Matten whose recently purchased "pristine" 1966 Spitfire is not yet running.

John Nuss brought Kroil, aerosol - \$10, non-aerosol - \$8, and passed around a mystery part with a prize for the best guess.

The minutes of the April meeting were approved as printed in the newsletter.

Treasurer's Report: The treasurer's report was accepted.

Membership: Chairperson Marvin Miller reported that, with corrections and the loss of 15 unpaid memberships, we now have 98 paid memberships.

Newsletter: George wanted to use a photo of Matt's car in the newsletter, received several, but decided to use the one he had taken at the Copperstate Rally, a poignant moment for Matt.

Tech: Armand said, "Not really." Craig offered the opportunity to see his new Porsche tail lights in the parking lot after the meeting. John Horton thanked those who helped put the transmission back in his TR7.

Triumphest: Room night requirements have been more than met. We have 20 registrations in, with 150 projected. A payment of \$1,500 is due to the hotel in June. There will be a planning meeting at Armand's house at 1 pm on Saturday, May 20th.

Events: The MG Club is planning to revive All British Wheels on the Green November 5th. Craig went on the MG Beat last month; they said maybe DCTRA would like to go next year. Cars & Coffee has moved to 101 & Scottsdale June 3rd. Run to the Pines in Pinetop Lakeside is the same weekend as Triumphest. John Reynolds participated in the Nora 1000 Baja and watched some guy complete the race with a TR3.

Old Business: None was brought forward.

New Business: John Horton reported that two California Triumph clubs are combining and that Triumphest will go on as planned for the next two years, but the future after that is uncertain. Jim Bauder talked about the history of the five clubs that alternate hosting Triumphest, which usually draws 100-150 cars and includes a Funcours, rallye, autocross, dinner, etc. Next year, Triumphest will be hosted by the Bay area club, possibly in Sacramento. Further discussion followed.

The meeting was adjourned at 7:32 pm.

Respectfully submitted,
Pamela Rineholt, Secretary

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By Clebe Best

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- Impala Bob’s Falcon Warbirds Breakfast Cruise – every third Saturday
- Car Corral - 4th Saturday of every month. Buy or sell a car in a relaxed atmosphere. Cave Creek & Pima

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United Airline’s New Mottos:

“We put the hospital in hospitality

“We have First Class, Business Class and No Class”

Brighter TR6s

Craig Kenyon

The TR6 tail lights are much bigger and brighter than those of a TR2. Likewise, today's cars have tail lights that are so much more noticeable than the TR6's both in size and brightness. Some of us have tried LED replacement bulbs in our tail lights to make our small cars more noticeable in the sea of SUV's. These replacement bulb style LED's suffer from two limitations. First, they can be no larger than the incandescent bulb in diameter as they have to fit through the bulb holder opening in the tail light. Second, they are using the stock reflectors which were designed to reflect light from the incandescent filament position. "Spoke" has designed a printed circuit board "PCB" replacement that addresses these and other issues.

These PCB LED's are mounted on the outside (lens side) of the tail light reflectors. They are the same size as the reflectors. When viewed from the rear, the whole PCB is a bright spot instead of just the bulb like the incandescent bulb or the bulb replacement LED's. With all this area of the PCB, "Spoke" was able to mount a much greater number of LED's, further enhancing the brightness. The PCB LED's are not dependent upon the condition of the reflector surface either. Many of our tail light reflectors are in poor shape as a reflector which diminishes the brightness of the incandescent bulb. The combination of size and brightness make the PCB's so much more noticeable that even the distracted drivers of today might perceive them.

Another benefit of the PCB LED's is that the installation plugs directly into the stock wiring harness connectors. That is the PCB's has male push on connectors like the stock bulb holders. One merely pushes their wiring harness connectors onto these male spades just like the bulb holders. The bulb holders are eliminated. This removes any issue with old and failing bulb holders and the shoddy quality of the current reproductions. The PCB LED's do require a ground wire for each board and have connectors that can be affixed under one of the tail light mounting nuts. A small area of the body sheet metal will need to be cleaned of paint so that these connectors get a good ground.

Installation is a very straight forward process and one can easily install the PCB LED's in an hour. The tail lights are removed from the car and the turn, brake, and reverse lenses are removed. The PCB LED's boards are fixed to the reflectors with the wires fed through the bulb holder opening in the tail light. The lenses are reinstalled and the tail lights are put back on the car. The three wires are connected to the harness and the two ground wires go under the mounting nut. This installation does offer the impetus to polish or replace the lenses and renew those pesky tail light to body and lens to tail light seals at the same time.

These PCB's work fine with the stock traffic indicator in the speedometer and stock flasher units if the car has incandescent bulbs in the front turn signals. If one installs LED bulbs in the front turn signals an electronic flasher will more than likely be required along with removing the speedometer trafficator indicator.

Editor's comment: I tried to find out from Craig where these could be purchased or whether LED headlights were available but he was out of town and I could not get a response. A couple of years ago someone sent me this link <https://qtrlighting.com/led/led-headlight-bulbs>. I don't know whether they are a good source or not. Check with Craig.

Meet Our Members

My British Car Journey

Julian Anderson



When I was in my youth, it was a fair observation that, with the exception of Rolls Royce and Bentley, British cars had a reputation for poor build-quality and challenging reliability. This was not as damning as one might think because most vehicles of the time had build-quality issues and many had less than stellar reliability.



My involvement with British cars started in 1973 with the purchase of a 1948 battleship-gray Morris Oxford Series MO (similar to the one in the photo) purchased for \$150 from a little old lady who, allegedly, only drove it on Sundays. Its 1500 cc side valve four cylinder engine produced a little over 40 bhp and could allegedly reach a top speed of 70 mph. I drove that car to high school, work and university for around 18 months before moving up market to a 1,000 cc Mini; the Mini was a great little car but not close to either the Triumph TR6 that a school buddy owned or the Holden Torana GTR XU-1 that was worshipped by all Australian touring car fans (with the exception of the small and perpetually despondent band of Ford fans).

Once reliability gained precedence over finance, I started the first of two breaks from owning British autos. That first break was short lived as marriage, and the accompanying need for two cars in the family, led me to purchase a Holden station wagon and two Wolseley 4/44s (one for parts).



The Wolseley 4/44, close cousin to the MG Magnette, "...used the 1,250 cc (76 cu in) XPAW engine a version of the XPAG engine previously seen in the later MG T-type series of cars but detuned by only having a single carburetor. The power output was 46 bhp (34 kW) at 4800 rpm.[1] The four speed manual transmission had a column change". (I love that term 'de-tuned', it seeks to explain what? Why an under-powered vehicle performed like, well, an under-powered vehicle?). Top speed was reportedly 73 mph (but I happen to know they could be pushed to a little more than that if the wind was in the right direction). I drove my metallic green 4/44 to and from work daily and three nights a week to and from university (Kerry and I had move towns by then and university was now 65 miles away) for around four years until I was fortunate enough to be promoted and get a company car. The worst thing about the Wolseley was that things would go wrong, catch fire, break off or fall off, at the most inconvenient times. That said, it never actually failed to get me home, I learned a lot about car repair and I actually enjoyed owning it.

Meet Our Members (continued)



Into the 1980s, my old boss offered us the opportunity to buy the 1950 Daimler Consort that had been our wedding car. It was a very pretty light blue and Kerry and I drove it on weekends and special occasions. It's the only car that I have owned that had a pre-selector gearbox which made it 'entertaining' to drive and virtually theft-proof. I should point out that my friend standing on the passenger side of the Daimler (the right hand side of the photo), owns a stunning 1926 Bentley 3 litre...now that is a car!!!

When we moved to the States the car moved onto a friend's farm but one can only impose on friends for so long and so in 2004 we (sadly) sold it. The sale of the Daimler brought Kerry and I to our second happy break from owning British metal; a time peppered with Mazdas, Nissans, Mitsubishi's (Dodge badged), Audis and the joy of totally reliable motoring.

Then, in May 2007, we visited longtime friends who were temporarily living in Ohio. My friend, who has always been a car-nut, proudly showed me his newly acquired white Triumph Spitfire 1500. He took me for a delightful drive in it and then offered me the chance to drive. Disaster...I loved that car. As I



I had been looking for a hobby for some time, I decided to buy a Spitfire for myself; not a fully restored one but rather one that was basically good but needed some work. After a couple of rounds on eBay, I purchased the little Carmine red 1978 Spitfire that Kerry and I still own. We love that car! It starts right up, zips around, and gives us lots of smiles. At different times, I have put considerable effort into myself and spent more than a few shekles with professionals. Improvements include an engine rebuild, a rotisserie repaint, rechroming of bumpers, new interior and the addition of an overdrive gearbox.

In August of the same year (2007), I accidentally (no, really...accidentally) acquired a Maple (brown) 1975 TR6 on eBay. I put in a stupid low bid for a car that, judging by the weird two tone paint job, had been in a serious accident. I was not the high bidder but those who bid higher than me gradually refused the car and, after a pleading call from the seller, I purchased it with the naive idea of cleaning it up and reselling it. Happily, on delivery of the car, I realized that it



had not been in a wreck – the weird two-tone paint job was merely an illusion; the seller had parked it next to a green min-van and the reflection from that vehicle gave the impression of the weird paint job. 10 years on, Kerry and I still own 'Hershey' (as well as 'Spitty'). We have put a little over 10,000 miles on 'Hershey' since we purchased her. Of our two Triumphs, 'Hershey' is our preferred car for highways and long distance runs. We have kept it modestly original; the departures being the addition of twin SU carbs (not sure that I'd recommend that change) and the addition of the HVDA 5 speed gearbox conversion (I thoroughly recommend that upgrade).

It's been a great experience owning the Triumphs from the perspective of being a good hobby and an interesting learning experience but especially because we have met so many neat people in the DCTRA.

Fortunately, on this latest expedition into the world of British cars, Kerry and I own reliable daily drivers (oddly enough also British) and so don't need to rely on the Triumphs for daily transport – not that it would worry me, the Spitfire and the TR6 have given us sterling service and are considerably more reliable than I expected.

Julian Anderson

TRIUMPHEST-2017

Flagstaff Arizona September 21st to 24th



Registration at: Triumphest.com
Triumphest 2017 Steering Committee



L to R front row: John Reynolds, Armand LaCasse, Bo Shaw, Denine Mure', George Montgomery, Jim Bauder, Mike Blachut, Dave Riddle. L to R back row: John Nuss, Kathy Nuss. Photo by Dave Mure'

The 2017 Triumphest is only 109 days away from June 1st.

Eleven volunteers met for the second planning meeting at Armand's garage on Saturday May 20th to work on the upcoming event. We expect approx. 125 cars to arrive at the Little America Hotel in Flagstaff on Thursday September 21st, this would translate to approx. 250 participants.

The entire planning is divided among 20 committees with 15 Committee-chair-people, (some are doubled-up). We estimate it will take 30 to 50 volunteers from our club to work with the committees to make things run smoothly for the 3-day event. If each volunteer from our club worked one shift per day it would make things operate smoothly and the volunteer could also enjoy the Triumphest as well. Sign-up as a volunteer at the next DCTRA club meeting Tuesday June 13th.... pick your favorite committee and enjoy contributing time with friends.

Our next planning meeting will be 94 days before the Triumphest on Saturday June 17th 1:00pm at Armand's garage, (Armand's garage is cooled by an evaporative cooler). Call Armand at (602) 904-1937 for directions.

Triumphest-2017 Committees

<p><u>Advertisers, Vendors And Sponsors</u> Bo Shaw boshaw@live.com</p>	<p><u>Autocross</u> Dave Frisby enetai_max@yahoo.com Bob Holt marynbobh@yahoo.com Paul Couture</p>	<p><u>Awards</u> Kathy Nuss jknuss@live.com</p>	<p><u>Banquet</u> Chuck Kerzan clkpodunk@yahoo.com Mary White</p>
<p><u>Driving Rallye</u> Dave Riddle dave@microworks.net</p>	<p><u>Funcours</u> Armand LaCasse big.blue.truck@live.com Pete Peterson packratpete@gmail.com Bob Mazer tillub_99@yahoo.com</p>	<p><u>Funkhana</u> John Nuss jknuss@live.com Mike Blachut mblachut@yahoo.com</p>	<p><u>Goodie Bags</u> Kathy Nuss jknuss@live.com</p>
<p><u>Hotel</u> Bo Shaw boshaw@live.com</p>	<p><u>Hospitality Party</u> Peggy & Ed Jacobs edwinjacobs@gmail.com Denine Mure' dBBBB@cox.net</p>	<p><u>Program Booklet</u> Mike Blachut mblachut@yahoo.com</p>	<p><u>Photos, Models & Crafts</u> Bob Holt marynbobh@yahoo.com</p>
<p><u>Raffle</u> Ann & Chris Hansel longsail7@yahoo.com</p>	<p><u>Regalia</u> Kathy Nuss jknuss@live.com</p>	<p><u>Registration</u> Kathy Nuss jknuss@live.com</p>	<p><u>Scenic Drives</u> Pam Rineholt pueblodesign@gmail.com Chris Hansel (Sedona) longsail7@yahoo.com</p>
<p><u>Tech Talk</u> Craig Kenyon craigkenyon@msn.com</p>	<p><u>Thursday Night Dinner Cruise</u> John Reynolds JohnTempe82@yahoo.com Ron Gurnee</p>	<p><u>Walking Rallye</u> George Montgomery georgemonty32@gmail.com</p>	<p><u>Website</u> Dave Riddle dave@microworks.net</p>

United Airline's New Mottos:

"We treat you like we treat your luggage"

"Not enough seating, prepare for a beating"

Triumphest 2017 – Schedule of Events

<u>Event</u>	<u>Location</u>	<u>Time</u>
<u>Thursday</u>		
Registration	Hallway outside Flagstaff rm.	12 noon – 5pm
Dinner Cruise	Sign-up at Registration	6pm departure
Car Wash	Lodge-4 Parking Lot	All Day
Scenic Drives	Self-Guided	Anytime
Walking Rallye	Hotel Lobby start	Anytime
Raffles and ticket sales	Flagstaff Room & Around Hotel	All Day
Vendor Exhibits	Flagstaff Room	2pm – 6pm
Regalia	Flagstaff Room	12 noon – 5pm
<u>Friday</u>		
Registration	Hallway outside flagstaff Rm.	8am – 5pm
Autocross	East Parking Lot	8am – 4pm
Funkhana	Lodge-4 Parking Lot	12 noon – 3pm
Tech Session	Ponderosa Room	3pm – 4:30pm
Hospitality Party (cash bar)	Grand Ballroom	7pm – 10pm
Vendor Exhibits	Flagstaff Room	8am – 5pm
Car Wash	Lodge-4 Parking Lot	All Day
Photo, Craft, Model Exhibits	Flagstaff Room	8am – 5pm
Scenic Drives	Self Guided	Anytime
Walking Rallye	Hotel Lobby Start	Anytime
Raffles & Ticket Sales	Flagstaff Room & Around Hotel	
<u>Saturday</u>		
Funcours	Lodge-4 Parking Lot	8am – 11am
Driving Rallye	Start @ Lodge-4 Parking Lot	12pm – Answers by 4pm
Presidents meeting	Ponderosa Room	5pm – 6pm
Happy Hour (cash bar)	Grand Ballroom	6pm – 7pm
Banquet & Awards	Grand Ballroom	7pm – 7pm – 10pm
Car Wash	Lodge-4 Parking Lot	All Day
Scenic Drives	Self Guided	Anytime
Walking Rallye	Hotel Lobby Start	Anytime
Vendor Exhibits	Flagstaff Room	9am – 5pm
Information	Phone Contact	Anytime
Photo, Model, Craft Exhibits	Flagstaff Room	9am - noon
<u>Sunday</u>		
Pick-up Prizes	Flagstaff Room	8am – 10am
Schmooze & Farewell		

United Airline's New Mottos
"Now offering one free carry off"

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

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 \$20,000 within DCTRA (non- DCTRA: \$22,500). Contact Pam at pueblodesign@gmail.com for more photos, questions, etc.

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 \$300



Mark Sapp (602) 625-8491

CLASSIFIED ADS: continued

FOR SALE:

1968 Triumph TR 250, 3rd owner, solid rust free Arizona Car, 5 Speed Toyota W58 Transmission Conversion, Dual Weber 32/36 DGV Carburetor Conversion, Tube Shock Conversion, Tourist Trophy Steering Wheel, Made in GB Alloy wheels with Toyo tires. Runs and drives reliably and fast. I have and you may have with purchase of the car

Triumph 4 speed Transmission
Pair Zenith Stromberg 175 cd2
Carbs
Lever Shocks
Misc. Parts, Manuals and Spares

\$19000

Jim Andres (480)628-7635



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

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 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
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)

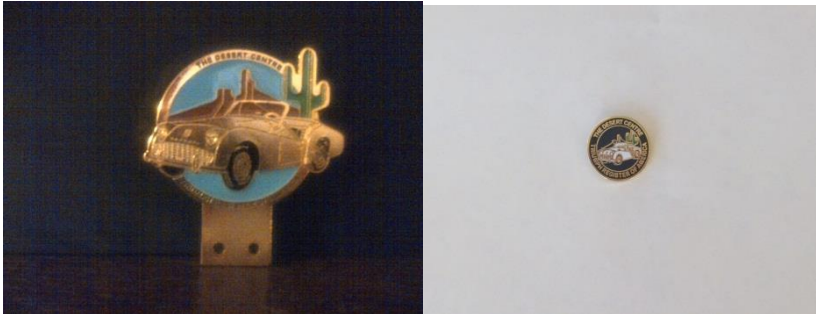
PLEASE NOTE:

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.

We also have Grill badges (\$25.00 each), Lapel pins (\$5.00 each) and License plate frames

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