

# TRIUMPH TRUMPETER

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



*Triumph Register of America*

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**PROMOTING TRIUMPHS AROUND THE WORLD**

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



Triumph Italia 2000 Coupe'

**March 2015**

**Vol 36, Issue 3**

<http://www.dctra.org>

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**NEXT CLUB MEETING**

Tuesday, March 10, 2015

**BUSINESS MEETING**

Starts @ 7:00 p.m.

**DENNEY'S RESTAURANT**

650 N Scottsdale Road; Tempe, AZ 85281

**2015 CLUB OFFICERS**

**President**

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480-786-0116  
debnstu2@yahoo.com

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**ADVERTISING**

**ONE YEAR** placement in the newsletter **AND** a link on the [www.dctra.org](http://www.dctra.org) **website:**

**AD SIZE – COST**

**FULL PAGE.....\$100**

**¼ PAGE.....\$ 35**

**½ PAGE:.....\$60**

**BUSINESS CARD:.....\$25**

**On the Cover:** Triumph Italia 2000 Coupe', photo taken by George Montgomery at  
Triumphfest 2013.

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## Prez Sez – February 2015

### Stu Lasswell, President

March is now upon us, and at least here in Arizona I consider this the peak season for enjoying our little British cars. Of course, as I write this, the sky is very gray and the weather report has predicted rain, although it hasn't happened yet. Still, I hope your Triumphs are all running and prepared for any of the many events going on around the valley.

The other day, as I was waiting for the TR3 to warm up a bit before going forth into the street, I thought how far cars have progressed. While I try to get to that point between warm enough to drive smoothly but not so long as to load up the spark plugs, I thought how this is completely unnecessary in my other cars. I'm even out in the driveway so I don't asphyxiate myself inside the garage! New cars make so much more power, and do it so cleanly and efficiently, it makes me wonder why people like you and me bother with our old cars! Well, I'll tell you why... IT'S A DESEASE!

I often start our meetings with the statement, "Hi, my name is Stu, and I'm an addict", and although I say it in jest, I'm beginning to believe it's true. And of course now any addiction is a disease, right? I've even come up with a pretty apt medical analogy for our affliction. Now, bear with me here...

When we were younger, we first had our exposure to the world of sports cars, either in the form of owning one (lucky!) or like most of us, merely lusting after them. This is the first form of the disease which I liken to Chicken Pox. Yes, it's pretty powerful, and to be stricken by it definitely leaves scars! We usually get over it, often because of life just getting in the way (wife, job, kids, new interests). Later in life, when we falsely believe we have become immune, we suddenly have that impulse to acquire a car like we had/wanted when we were younger. This is the "shingles" stage of the disease, because the virus was not really gone, but rather merely lying dormant within us!

I'm sure this interest we share is truly a disease, because why else would we subject ourselves to the perverse masochistic torture that living with a Triumph is. If we were truly rational beings we would all be driving Miatas! Ah, but then I need only go out to the garage and look at my Triumph, and I can only consider myself to be truly blessed to be the caretaker of such a fine automobile. It's not sadly dated looking, it has a timeless style! It's not cantankerous, it just has a personality! It's not too hot/cold/uncomfortable, it builds character!

I guess owning a Triumph isn't for everyone. We're not crazy... we're sick! I sincerely hope nobody discovers a cure. Motor on!

Stu Lasswell

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## EDITOR'S DESK

George Montgomery, Editor

The cover photo for this issue is one of the most beautiful Triumphs made. (IMHO) It is a late '50's – early '60's Triumph Italia. There were 329 of them built by Alfredo Vignale, a well-known auto builder in Turin, Italy. They designed by Giovanni Michelotti, who later designed the TR4. It was built on chassis provided by the Triumph Motor Company.

Former president, John Nuss, has recommended a point system and award program to encourage and recognize the efforts and participation of our members in Club activities. A program that he

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witnessed and participated in his former life in Ohio was a program called the Spark Plug Award. I think this will be an interesting endeavor and should or could be fun. The beginning outline for this program is presented in this issue. John has offered to start the program as tracking the points, himself, for the first year award.

The article on rust is a repeat from another website. We don't have rust as a problematic issue here in the desert. However, many of our member's buy Triumphs listed on the internet or otherwise marketed that come from very wet areas. Some have not been stored well and it behooves us to at least be aware of the problem, the causes, prevention and cures.

The weather is warming up. It's time to get the car tuned, polished and ready for the many spring tours. I hope to see you at Horton's Garage Day. Even is your treasure is ready after languishing in your garage all winter, come out for the camaraderie and the eats. He'll have some "adult refreshments" available, as well.

See you at the business meeting, on Tuesday the 10<sup>th</sup>.

George

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## Calendar of Events

Matt Reynolds

### DCTRA & British Auto Events 2015

March 10<sup>th</sup>-DCTRA Meeting

March 14<sup>th</sup>-DCTRA Garage Day-Horton's

March 21<sup>st</sup>-22<sup>nd</sup>-British Car Display at Highland Games-Phoenix

March 28<sup>th</sup>-Lunch Loop Ride to Globe

April 5<sup>th</sup> – Copperstate 1000 - DCTRA breakfast & send off

April-18-19<sup>th</sup>-BEAT Auto Tour-Phoenix to Flagstaff

May-2-4<sup>th</sup>-Rt.66 Fun Run

#### **On-going events:**

Saturday Night cruise @ Kmart, Power Rd & Hampton.

Scottsdale Pavilions Saturday evening car show

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### **NEXT CLUB MEETING**

(Second Tuesday of each month)

Tuesday, March 10, 2015

Business Meeting

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

Starts at 7:00 PM

Come at 6:00 PM to eat and socialize



# Minutes

## FEBRUARY 2015 DCTRA MEETING MINUTES

### DCTRA Meeting Minutes – February 10, 2015

President Stu Lasswell called the meeting to order at 7:00 PM at DENNY'S RESTAURANT, 670 N. Scottsdale Rd. Tempe, AZ

**ATTENDEES:** 47 total. 42 members and 5 visitors signed the attendance sheet. A total of 19 TRs were driven to the meeting, 17 by members and 2 by visitors.

#### Members:

Marlene and Virgil Cole  
Chuck Kerzan (drove a TR3A)  
John Johnson  
Nancy Johnson (drove a 74 TR6)  
George Montgomery (drove a 74 TR6)  
Ron Gurnee (drove a 79 TR7)  
John & Beth Horton  
John & Kathy Nuss (66 Spitfire, "Tilly")  
Bill Close  
Betsy Kavash  
Dave & Bev Freet (drove a 71 TR6)  
Bob Mazer  
Dave Frisby  
Bo Shaw (drove a TR3A)  
George & Chris Durkin (drove 66 Spitfire)  
Marie Thompson (drove a 76 TR6)

John & Matt Reynolds (drove a TR3)  
Wayne "Kiwi" Treloar  
Gene Glen  
Cheri and John Heisser  
Charles Kopacz (drove a TR6)  
Jim Harvey (drove a TR4A)  
Paul Dorman (drove a TR7)  
Clebe Best (drove a TR6)  
Dave and Denine Muré (drove a Spitfire)  
Ed & Peggy Jacobs (drove a TR3)  
Pete & Bev Peterson  
Dave Stephens  
Mike Dolimpio  
August Lopez  
Dennis Barnes  
Stu Lasswell (drove a TR)

#### Visitors:

Harry Price  
Bill Costaras (drove a TR8)  
Mark Leinweber (drove a TR6)

Bob Kopp  
Tom Bail

Welcome visitors! Here's some of the visitor information when introduced. Bill Costaras is from Ohio and has a TR8. Harry Price, from Kansas, is a guest of Bill Close and has a 1957 TR3 and others such as a 67 Mazda Miata. Tom Bail, from Phoenix, works for Mike at Delta Motorsports and has a 75 Spitfire. Mark Leinweber has a 76 TR6. Also noted, August Lopez a member in 1983 returned after a long absence and joined tonight.

#### MINUTES from last meeting:

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As an addition to January's meeting minutes, Betsy noted she had to provide special meeting minutes summarizing the Election Meeting Minutes to the bank in order for the bank to change the DCTRA checking accounts to Kathy Nuss, the new Treasurer. No other changes or corrections were made to the January 2015 meeting minutes. The December minutes with the addition of the Special Election Minutes were then moved and accepted as printed in the December Triumph Trumpeter Newsletter.

### **TREASURER**

Kathy Nuss, Treasurer, read the Treasurer's report. It was approved by the membership and a copy was presented to the Secretary.

### **MEMBERSHIP**

Stu mentioned this was Bev Peterson's last Membership report as Dave Freet will be taking over the Membership position effective today. Bev reported we have approximately 50 paid up memberships with at least that many still not paid up (dues were due January 1, 2015). Bev was collecting renewals at the meeting. Members are defined as those individuals who are current in dues and per the Bylaws the "Payment of dues to DCTRA entitles the member to participate in all functions sponsored by the Club for that year. Membership shall be terminated automatically for failure to pay annual dues by March 31<sup>st</sup> of each year. Any member dropped from the rolls for non-payment will be reinstated as if they were a new member after payment of dues."

### **NEWSLETTER**

George Montgomery reported the newsletter is published and available and to please contribute information, news and pictures.

### **A.A.H.C:**

There was no report from our representative on the Arizona Automobile Hobbyist Council (A.A.H.C). Their battle cry is: UNITED WE DRIVE, DIVIDED WE PARK!! They provide updates on Toll Roads and other Legislative Issues pertinent to the automobile hobbyist. The DCTRA usually sends a representative each month to their meetings. John Horton volunteered to look into The AAHC's next meeting and report any information next meeting. For more information on the A.A.H.C. see their website at this link:

<http://www.arizonaautomobilehobbyistcouncil.com/>

Or contact them [AAHC.org@gmail.com](mailto:AAHC.org@gmail.com) or phone: 623-204-9172

### **EVENTS**

Matt Reynolds, VP and Events, reported on upcoming events including the

- March 14 - John Horton's Garage Day on March 14 at his house (40<sup>th</sup> Lane & Greenway in Phoenix) from about 9-3; John will send details in an upcoming email; and thought that he would have several during the year. Also, look for emails from Matt of upcoming events.
- March 20 & 21 - Highland Games and Car Show at Indian Steele Park, where there is an opportunity to display your car on Saturday for free and register for a popular vote show on Sunday.
- April 18/19 - The B.E.A.T. The annual overnight run Phoenix to Flagstaff.
- May 1//2 Rt. 66 Fun Run

### **TECHNICAL**

No technical report as Armand LaCasse was not at the meeting, so we discussed collector car insurance in general, replacing the boot and license plate lights with LED lights, and the TR7/TR8 Wedge Owners face book page is a great resource. We were also reminded that DCTRA has a face book page and is found on the website.



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**OLD BUSINESS**

From last month, John Nuss talked to us about what he called the "Spark Plug" award where certain points would be awarded to members for participating in activities with the Club and your Triumph. The idea is to encourage driving your Triumph and spark interest in club activities. Much discussion was made on the point levels (up to 100 points), obtained, the cost for implementing and/or sustaining the program if many awards are made and the award itself (which could be a painted sparkplug mounted on wood, or a mug). Again, a motion was made to pursue (since John is willing to administer it) and John will provide an update as he continues to develop the idea.

**NEW BUSINESS**

Denine proposed and asked the Triumph Club to donate money to purchase various items to make up a basket or two that will be used as a raffle prize for the BEAT. Last year, the Club authorized \$100 and Denine made two baskets on behalf of the DCTRA for their raffle. There were questions on the reason and purpose for donating. A motion was made to donate \$100 and seconded. The motion did not pass. The discussions continued and may be revisited.

**Regalia:** We have Club Gear for sale that include Tee shirts, polo or twill shirts and items showing our official logo - grille badges, lapel pins, and license plate frames. See Betsy or Ron for details and purchase Club Gear.

**AJOURN**

A motion to adjourn was made and seconded; with no objection the meeting ended at 8:10 PM.

Respectfully submitted,  
Betsy Kavash  
DCTRA Secretary

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## February 2015 Membership Report:

**NEW MEMBERS:** Pete and Bev Peterson have stepped down as Membership Chairman for a much deserved rest. David Freet is our new chairman. Dave is fairly new to the Club. Less than a year. Please wish Dave a "Thank you!" for stepping up to the duties that Pete and Bev started.

**RENEWED:**

Dues are \$18.00 per year with a discount for multiple year's subscriptions.  
For membership information, contact: Dave Freet at 480-706-4943 (home) or 602-881-1860 (cell)  
or email: fxstsaz00@cox.net  
David Freet  
DCTRA Membership  
599 South Terrace Road  
Chandler, AZ 85226

**Application form on page 15**

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# DCTRA Spark Plug Award

The goal of the “Spark Plug” Award is to encourage / reward participation in club events. There is a high number of points given for attending events with the Triumph and even more for organizing an event. Many of us have heard from people who used to have a Triumph or know of one in their neighborhood, and think about reviving their interest. This may be a part of the club's “outreach.”

Officers: total of 5 points for the year.

Appointed/ volunteer positions for the year:

Newsletter editor: 10

Membership chair: 10

Club meeting attendance: 3 or Driving the Triumph to the meeting: 5

Recruiting a member, either a new one or a former that has been gone at least 5 years: 5

Organize a Club event: 15

Attendance at Club event/ activity: 5, with the Triumph: 10.

Attendance at non-club events with the Triumph, provide a photo and short article to the newsletter editor: 10.

Examples of non-club event: B.E.A.T., Autocross, Highland Games, British Vintage Voyage, Triumphest, Breakfast drives, Arizona Cannonball Run, Route 66 Cruise...

The awards will be presented at the January meeting of the club to those earning 120 points or more.

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# Tubac Car Show Two Daytrip

**By John Nuss**

After hearing about the Tubac show from members of the Mini Club we decided to go to the Santa Cruz Valley Car Nuts Show. The day, Friday January 30 started cloudy and rainy and only got worse. MapQuest stated we should be in Green Valley in about two hours thirty minutes. Four hours later, still raining, wiping the inside of the windows, we were approaching Green Valley. I'm glad we replaced the Lucas alternator with the GM single wire outfit. The blower fan, lights, wipers, over drive, and GPS on the entire trip. We stopped for gas in Florence, at the usual place, and the clerk exclaimed, “What a cute car. Does it get good mileage?” When I said we often get about thirty miles per gallon she said she thought it would get more, her Nissan mpg was forty. I pointed out that the Triumph was fifty years old and was never meant to be an “economy car.”



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The motel was away from I-19 and rather new. Interesting design- the rooms were around an air shaft with a small balcony with room for a chair or two. So rooms on the outside of the building had fresh air and so did the inner rooms.

The dinner provided by the Tubac Spa and Golf Resort was very good. We enjoyed BBQ chicken, pork and beef, beans and salad. We talked with owners of classic Ford Thunderbirds during the dinner.

Saturday morning dawned with less rain. We walked to the hotel's breakfast place- a great view of that resort's golf course. I've heard of the place and seen it advertised on the road but the land between the Interstate and the gate looks pretty barren. The Spa was really a nice place. We drove south to the Tubac resort and parked next to a 1992 Volkswagen Beetle, yes, the original rear air cooled engine type. As we were preparing the car for the show I noticed the rear window was not drying- water drops on the glass. There was so much water- rain from the day before the window was wet on the inside. It was neat to see cars from the other end of the state- aforementioned Thunderbirds, a few British cars (two MGs, a Spitfire MKIV, and a Land Rover) and hotrods. We cast votes based on what we considered rarity and color. Only one of the cars we voted for earned an award.



After the prizes were awarded we started the journey home. Still in the rain, still using the fan, wipers, and lights. About the time we arrived in Florence the rain had subsided and there was actually sunlight through the clouds. I think I could go to the show again; it was for the benefit of the Santa Cruz County schools. Maybe without the rain there would be more cars in the show. Certainly the dinner was worth the price.

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## WISDOM FROM TRAINING MANUALS

“Whoever said the pen is mightier than the sword, obviously never encountered automatic weapons.”

- General Douglas MacArthur -



# Rust Prevention & Control Solutions

## *From the Experts At The Eastwood Company*

*Reprinted from the August '97 issue of Car Collector Magazine. For subscription information call (800) 376-2237, or link to our website [www.carcollector.com](http://www.carcollector.com).*

*Editor's note: This article may be dated but still important to revisit.*

One problem which every auto enthusiast has to handle is rust control. Unless you have done a complete frame-off restoration or can afford to part with some major dollars on a concours-quality machine, virtually every vehicle is going to have some rust on it somewhere. Even if rust is not visible on the outside, some is likely to be hidden away inside fenders and rocker panels, even inside the frame rails. In part, this is because it was just too expensive and impractical for auto manufacturers to treat every surface on every vehicle. American cars built in the late 1950s are particularly prone to rusting. The combination of complex sheet metal work, with lots of hidden nooks and crannies, as well as cutbacks in the quality of the steel that was used because of the recession at the time, led to the construction of some vehicles which were notorious "rusters" even when new. To their credit, many manufacturers took steps to slow rusting by such methods as using galvanized steel in rust-prone areas and better application of undercoating at the factory in areas not readily accessible after the car was assembled. However, these vehicles are now over thirty years old, and many of the rust control systems have failed. So the problem remains: how does the restorer control rust?

Very basically, here are three different ways to handle rust: removal and replacement of the affected metal, conversion of existing rust, or slowing the spread of rust on areas where the first two methods are impractical.

Ideally, replacing rusted metal with fresh metal is the best way to have a rust-free vehicle, but very few of us can afford the cost of new panels. Besides that many brand-new panels simply are not available anywhere at any price. The remaining alternatives, conversion and slowing its spread are more practical.

Rust conversion involves stopping the rusting process by chemically acting on the rusted metal and changing it into a more stable compound. The chief advantage to this method is that rust does not have to be completely removed for the converter to work. This makes rust conversion the ideal solution for large pieces like the chassis, or difficult-to-access areas, like inside rear quarter panels. The only surface preparation that's required is to brush off large rust flakes and get the surface free from grease and oil. It's even all right to use a water soluble degreaser to clean the surface before applying. Just be sure that you use plenty of water to rinse the degreaser away and that you let the piece you're working on dry thoroughly before treatment.

The treatment can then be either brushed on in areas where final finish is not important, or sprayed on for a smoother finish in areas which will show on the completed vehicle. Using a treatment that is compatible with virtually all types of paint systems allows painting can be done in a conventional manner. Also of benefit is a special moisture-displacing ingredient which acts to remove any residual surface moisture. This is where some products of this type can fail. Although they may do a successful job at rust conversion, there is still a small amount of moisture left on the surface which

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can cause rust, despite the previous treatment. It is entirely possible to have this rust form bubbles on the surface of your refinished vehicle in as short a time as a few months!

There are certain situations in which neither metal replacement nor rust conversion are practical solutions. Two examples are treating the inside of rocker panels and frame rails. These are both areas which are prone to rusting, but which are fairly inaccessible. In many cases, these areas only require the use of a rust retardant-type product which is both easy to apply and which will slow the spread of existing rust. Spraying it on makes it possible to treat difficult-to-access areas. The resulting coating seals the surface from exposure to air and moisture and thus slows the formation of new rust and the spread of existing rust. The process is perfect for areas which will not be exposed to direct weather, such as those mentioned above, though the coating is self-healing if it should get scratched.

If you have been fortunate enough to be able to install new replacement panels, you still have the concern of keeping them from rusting. Look for a product that contains 90 percent pure zinc and chemically fuses to bare steel and forms a very rust-resistant barrier. The perfect place for this application is inside new rocker panels and inside rear quarter panels - just about anywhere rust prevention of new metal is important, but where the part treated will not be painted. (it should not be painted over). In addition, this product acts as a great weld-through coating, too. It would be useful to apply it to sheet metal pieces which will be used in inner quarter panel repair, as the coating will not affect the quality of the weld, and will retain its rust-preventative properties.

To restore factory-style protection inside wheel wells and on the undercarriage, a rubberized undercoating can help. It adheres well to both bare metal and painted surfaces and forms a tough, resilient barrier against stone chips and road salt and spray.

The types of products mentioned can be found at shops that specialize in body shop restoration materials. For questions and answers regarding the process mentioned, call The Eastwood Company at (800) 345-1178. Or write to PO Box 3014, Malvern, PA 19355-0714.

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## **QUESTIONS THAT HAUNT ME!**

**RIP: George Carlin**

The statistics on sanity is that one out of every four persons are suffering from some sort of mental illness. Think of your three best friends -- if they're okay, then it's you.

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## CLASSIFIED ADS:

### FOR SALE:

1970 MG Midget, no rust, excellent to restore, build an autocross car or at the very least great parts. Previous owner had significant engine work done, but has not run in over a year. Should start right up with clean gas and a minor tune up. Minilite style wheels, MGB oil cooler, Lots of extra parts including a new interior panel kit and manuals. I wish I had the time, car is worthy of good home. \$1700.00 obo. Please call or text Jeff Fairman, 602-206-5101.

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### FOR SALE: TRIUMPH TR6 J TYPE TRANSMISSION - \$2100 (north phoenix)

#### INCLUDES:

J Type Overdrive Conversion Kit  
LUK Clutch and Pressure Plate  
Gunst Throw Out Bearing  
Aluminum Fly Wheel (needs machining)  
Column Switch and Escution  
Speedo Angle Drive  
Trans is rebuilt with 0 miles  
Syncros and Bearings and Gaskets  
Counter Shaft and First and Third Gears Case #CC1240 30

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

PLEASE CALL 602-569-4889 ASK FOR PATRICK

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### For Sale: Miscellaneous Triumph TR6 parts

1 – Rebuilt fuel pump for TR6.....	\$ 35
1 – 175-CD Stromberg, rebuilt by Palteck, micro polished throughout.....	\$ 275
1 – TR6 engine nut/bolt rebuild kit.....	\$ 30
1 – Heat shield, new .....	\$ 15
1 – Used TR6 Steering Wheel.....	\$ 10
1 – Rubber Boot #680-100.....	\$ 5
2 - New drive shaft, gaiter covers #680-105.....	\$ 10

Wayne "Kiwi" Treloar (480) 986-1268

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**For Sale: TR6**

72,000 original miles. Topaz with factory black striping. Runs very well. Over \$7,000 recently invested including new brakes, new hydraulics, new tires, new fuel lines, new water pump and more. \$13,900. Call or email me for additional details. Yes I am a Club member.

Patrick J. Feltes  
6505 E. Rancho del Oro  
Cave Creek, AZ 85331  
[Pfelses49@gmail.com](mailto:Pfelses49@gmail.com)  
623-312-5424



## 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 #
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Year	Model	Commission #
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Year	Model	Commission #
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### Other British car(s) owned:

Year	Make/Model
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**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 1<sup>st</sup>)**

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

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

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## Websites

Desert Centre-Triumph Register of America  
[www.dctra.org](http://www.dctra.org)

Triumph Sports Car Club of San Diego	<a href="http://clubs.hemmings.com/sandiegotriumph">http://clubs.hemmings.com/sandiegotriumph</a>
Portland Triumph Owners Association	<a href="http://www.portlandtriumph.org">www.portlandtriumph.org</a>
Tyee Triumph Club(Seattle)	<a href="http://www.tyee.triumph.org">www.tyee.triumph.org</a>
British Columbia Triumph Registry	<a href="http://www.3.telus.net/bc_triumph_registry">www.3.telus.net/bc_triumph_registry</a>
All British Field Meet (Portland)	<a href="http://www.abfm-pdx.com">www.abfm-pdx.com</a>
Vintage Triumph Register	<a href="http://www.vtr.org">www.vtr.org</a> AND <a href="http://www.vtr2007.com">www.vtr2007.com</a>
Triumph 2000/2500/2.5 Register	<a href="http://www.t2000register.org.uk">www.t2000register.org.uk</a>
Rimmer Bros	<a href="http://www.rimmerbros.co.uk">www.rimmerbros.co.uk</a>
Stag Owners Club	<a href="http://www.stag.org.uk">www.stag.org.uk</a>
TR Sports 6 Club	<a href="http://www.tr-register.co.uk/news.htm">www.tr-register.co.uk/news.htm</a>
British Auto Works (OR)	<a href="http://www.britishautoworks.com">www.britishautoworks.com</a>
British Wire Wheel	<a href="http://www.britishwirewheel.com">www.britishwirewheel.com</a>
Save Our Cars	<a href="http://www.saveourcars.org">www.saveourcars.org</a>
British Car Forum	<a href="http://www.britishcarforum.com">www.britishcarforum.com</a>
Triumph Travelers Sports Car Club	<a href="http://www.triumphtravelers.org">www.triumphtravelers.org</a>
Southern California Triumph Owners Assn	<a href="http://www.sctoa.org">www.sctoa.org</a>
British Motor Heritage Group	<a href="http://www.heritage-motor-centre.co.uk">www.heritage-motor-centre.co.uk</a>
6-Pack –USA Club for TR6/TR250 Owners	<a href="http://www.6-pack.org">www.6-pack.org</a>
Okanagan British Car Club (B.C.)	<a href="http://www.obcc.ca">www.obcc.ca</a>
Vintage Sports Car Club of Calgary (Alberta)	<a href="http://www.vsgccc.ca">www.vsgccc.ca</a>
Moss Motors	<a href="http://www.mossmotors.com">www.mossmotors.com</a>
Small auction and forum	<a href="http://www.britishcarauction.com">www.britishcarauction.com</a>
Classic Autosport Magazine	<a href="http://www.classicautosport.net">www.classicautosport.net</a>
International Spitfire Database	<a href="http://www.members.cox.net/spitlist">www.members.cox.net/spitlist</a>
British Motor Club of Utah	<a href="http://www.britishmotorclub.org">www.britishmotorclub.org</a>
Columbia Gorge MGA Club (Classic Gorge Rally)	<a href="http://www.columbiagorgemgaclub.com">www.columbiagorgemgaclub.com</a>
Victoria British	<a href="http://www.victoriabritish.com">www.victoriabritish.com</a>
Triumph Register of Southern California	<a href="http://www.socaltriumphs.org">www.socaltriumphs.org</a>
Hill Country Triumph Club	<a href="http://www.hillcountrytriumphclub.org">www.hillcountrytriumphclub.org</a>
Tucson British Car Register	<a href="http://www.tucsonbritish.com">www.tucsonbritish.com</a>
Central Coast British Car Club	<a href="http://www.centralcoastbritishcarclub.com">www.centralcoastbritishcarclub.com</a>
Texas Triumph Register	<a href="http://www.texastriumphregister.org">www.texastriumphregister.org</a>
Delta Motorsports	<a href="http://www.deltamotorsports.com">www.deltamotorsports.com</a>
C.A.R.S of Phoenix	<a href="http://www.englishbawbsclassics.com">www.englishbawbsclassics.com</a>



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