

TRIUMPH TRUMPETER

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



Triumph Register of America

◀ Back



Hattie's maiden event!

March 2016

Vol 37, Issue 3

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NEXT CLUB MEETING

Tuesday, March 8, 2016

BUSINESS MEETING

Starts @ 7:00 p.m.

DENNEY'S RESTAURANT

1530 W. Baseline road; Tempe, AZ 85283

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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

On the Cover: John & Kathy Nuss's Harold at the Pancakes in the Park

Photo: Charisse Montgomery

Prez Sez – March 2016

Stu Lasswell, President

As we near the end of what we laughably refer to as "winter" here in Arizona, I can only say that it feels like we already went directly into summer! Weeks of 80-degree weather, even a day or two in the 90's, and it's still February! Go figure. Hopefully it's not an omen regarding what summer holds for us...

Still, it's really hard to complain when winter throws perfect convertible driving weather at you, right? While the rest of the country digs itself out of the snow, or worries about flooding, we get to be out and about in our Triumphs! I know I've been able to get the TR3 out for my commute to work at least once each week, and maybe for a few errand runs as well, but I haven't really had a chance to take a nice, long drive just for the pure enjoyment of it. Hopefully that will change soon.

Stu Lasswell

EDITOR'S DESK

George M Montgomery, Editor

I think that I am going to dearly miss the BEAT this year. I have participated in that event every chance that I got since 2000. Still remember ole Roger Gutowski, his neatly trimmed beard and the sparkle in his eye, like as if he had some unexpected mischief up his sleeve. He was a good hearted chap that was always willing to help a fellow LBC gear head. He had the type of garage/shop that most any of would die for. Two beautiful Triumphs, an early Spitfire and a TR250; a wide of tools beautifully and properly displayed, an extensive motor and Triumph library, and yes, model cars, ones with special meaning. The walls were fully decorated with period posters of cars, races and rallyes. Did I describe it correctly? I only got to visit twice, but each time I studied it intently as if I was afraid it would be my last visit. Unfortunately the second visit was the last time, after his untimely demise. Roger and friend Mike Goodman started the British-European Auto Tour as a fun rallye driving from North Phoenix to Flagstaff initially restricting the route to back roads and avoiding the Interstate highway as much as possible. They incorporated some of the most enjoyable roads in the state: AZ 89A around Bagdad and Oak Creek Canyon from Sedona to Flagstaff. After Roger passed away, Mike continued the tradition until the last rallye in April 2015. An exciting event that is now locked away in memories. I'm glad that I got to participate and have many trips to recall. Thanks, Roger.

Some of our members have made a different LBC trip to Las Cruces, N.M. at about the same time. The British Motor Club of Southern New Mexico (BMCSNM) hold a British Car Days annually, usually in a nearby town of Old Mesilla, NM. This year it will be held the weekend of April 29th-May 1st. You may find a website about it at: <http://www.bmc-snm.org/british-car-days/>. The event includes a rallye, car show, brewery crawl, banquet (\$35), awards breakfast (\$19). I have visited Mesilla many time when I lived in El Paso, back in the late '60s. It is a pretty, historic town with plenty of culture and art. An excellent restaurant, La Posta, with its parrot atrium, was a former Pony Express stop then a US Post Office was my favorite watering hole and eatery. I plan on going and there have several DCTRA members say that they would like to attend. I hope that we can get a caravan touring there.

Will you be at the business meeting next Tuesday, on the 8th

George

Calendar of Events

Editor's note: If you have had a favorite event or activity (ice-cream run, a drive for breakfast or dinner, a Hare and Hound Rallye, etc.) in the past that is not on the calendar let Clebe know and that you will help him to organize it and help put it on. I sure that he would appreciate your assistance.

DCTRA & British Auto Events 2016

- March 5th -- Chester's 14th Annual Car Show (Phoenix)
March 6th -- Spring Season Event #3 Arizona Motorsports Park
March 8th -- DCTRA Business Meeting
March 13th - Karz for Kidz Car Show (Cave Creek)
March 19th Annual Catch a Wave Car Show (Tempe)
March 19th - 6th Annual Southwest Regional Car Show at Desert Ridge Marketplace.
21001 N Tatum Blvd Phoenix, AZ. The show runs from 10am until 4pm and the cost is \$20.00 until March 12.
March 19th - British Car Display at The Highland Games
Steele Indian School Park, 300 East Indian School Rd. All cars must be pre-registered and in place by 9am and remain in place until 5pm
March 20 - 2016 British Wheels at The Highland Games
Steele Indian School Park, 300 East Indian School Rd. All cars must be pre-registered and in place by 9am and remain in place until the gates close. Cost is \$30.00 per car.
April ??? -Spring Season Autocross event #4 TBA

On-going events:

Saturday Night cruise @ Kmart, Power Rd & Hampton.
Scottsdale Pavilions Saturday evening car show
Impala Bob's Falcon Warbirds Breakfast Cruise – every third Saturday

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NEXT CLUB MEETING

March 8, 2016 2016

(Second Tuesday of each month)

Business Meeting

Starts at 7:00 PM

Denney's Restaurant

650 N Scottsdale Road; Tempe, AZ 85281

March 2016 Membership Report:

Hello all you Triumph buffs:

We have no new members this month. Current paid memberships stand at 84 consisting of 135 members. This does not include the 26 memberships that will fall off after March 31st due to lack of payment. If you have not paid your dues or are not sure if your dues are current, please contact me at fxstsaz99@cox.net . I have been working with Dave Riddle to get the Subscriber list up to date. If you have changed your email or are planning on changing your email it is very important that you keep me updated. You cannot get your newsletter or other important information if we have the wrong information for you. I have sent out reminders to all members we have on the list with read receipts attached but still have not received replies from some people. So if you know of someone that is still interested in being a part of the club and is not receiving the information please have them get in contact with me so we can fix the disconnect.

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

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

Application form on page 21



Minutes

Desert Centre Triumph Register of America February 2016 DCTRA Meeting Minutes

The February 2016 meeting of the Desert Center Triumph Register of America was called to order by the president, Stu Lasswell (TR3) at 7:00 pm at the usual meeting place, Denny's Restaurant, Scottsdale Road and Loop 202. Present were: Jim Bauder, Michael Blachut, Pete Bowen, Paul Dorman, TR&, Jeffrey Fairman, TR6, Dave Freet, Dave Frisby, TR6, William Graham, Ron Gurnee, TR7, Deta Hampsh and Leon Loftin, Scott Huff, TR6, Ed & Peggy Jacobs, TR3, Stuart Lasswell, TR3, Marvin Miller, TR6, George Montgomery, TR7, Dave & Denine Mure', TR3, John & Kathy Nuss, Spitfire, Mark Peters & Yi-wen Chan, Ronald Price, John Reynolds, TR6, Matt Reynolds, Pamela Rineholt, Bo Shaw, Roy Stoney, Marie Thompson, TR6, and Guest Rob Svoboda. New members present were: Mark Peters & Yi-wen Chan, who have a '67 TR4A and are also restoring a TR250; Marvin Miller, who has a topaz '76 TR6; and Scott Huff from Charlotte, NC, who has a carmine red '76 TR6.

A guest, Rob Svoboda from the Saskatchewan British Car Club (all marques) is the second owner of a '73 TR6, and brought a selection of SWAG for us. Stu presented him with a couple of our license plate frames to take back to his club.

Activities:

There were some corrections and additions to the activities reported in the newsletter. The Auto cross will be at the former Firebird race track in Chandler Feb. 21st. British Car Day is March 20th. The Highland Games will be that weekend. Entry is free on Saturday if you show a car. Stu Lasswell will attempt to lead an outing to Tortilla Flats in March if he has a Saturday off work. We have been contacted by a guy from the Texas Fogs. They will be in Arizona May 18th – 22nd, and would like to get together with DCTRA members. Paul Dorman asked how many have been to Cars & Coffee. He enjoyed it last weekend and will go again in March. It occurs the first Saturday of every month. Scottsdale Cruise-In at the Pavilions occurs on the first Saturday evening of every month and is one of the oldest. Jeff Fairman announced that Indianapolis-style racing will be returning to PIR, and it may become more of a motorsport park that will be more attractive for Triumph owners.

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

Treasurer's Report:

Kathy Nuss reported the income and expenses from the past month. The Club is solvent.

Membership:

Dave Freet reported that we have 75 current memberships, 119 members, and 40 memberships which are due for renewal. He has sent out multiple reminders to those non-renewals; one more reminder will be sent out this month, and then remaining non-renewals will be removed from the membership list. Dave also reported that there have been three months for members who do not wish to be included on the mailable membership list to request to be removed; by next month, we will have copies.

Newsletter:

George Montgomery reported that he is getting low on membership profiles, and encourages everyone to submit theirs, to include such things as how they became interested in Triumphs and in the club, etc.

There was no hobbyist council report.

Minutes: cont.

Tech Talk:

Ron Gurnee had his speedometer tested and rebuilt at Dick's Speedo Tach on Hayden in north Tempe. Jim Bauder suggested using roadside speed checks to check one's speedometer. Stu Lasswell uses a phone app to check and/or replace a speedometer. Paul related that his car had been running hot according to his gauge, but that turning off the lights cured the problem – Lucas strikes again! Bill suggested the heating problem may be related to the voltage regulator, and asked if Dick's has the machine that rolls the tires when checking the speedometer. The answer was, "Yes." Business:

John Nuss reminded us that there are still openings for committee members for planning our 2017 Triumphest. He pointed out that early and careful planning is necessary to ensure a well-organized and successful event.

Kathy Nuss suggested that we require anyone making purchases of membership or regalia from our website using PayPal to pay the fee. A discussion followed, including amount of the fees, the possibility of not allowing Triumphest fees to be paid by PayPal, the greater convenience offered by being able to pay membership fees via PayPal, etc. John Nuss moved to charge \$20, a \$2 fee, for memberships paid via PayPal. The motion was seconded, and passed after discussion.

Bo Shaw reported that September 21st – 23rd will be the dates of the 2017 Triumphest, and that the contract, including a price break, is currently being negotiated with Little America. Little America does not expect that to be the weekend of NAU Parent Day, although that date will not be set until summer of 2017. Bo recommends making reservations as soon as the contract is completed as that is a busy time for Little America. Stu Lasswell pointed out that a complete 2017 Triumphest packet will be available to attendees of 2016 Triumphest.

Jim Bauder thanked members for helping to rid him of "tons" of Triumph parts. He brought and has a set of headlight gaskets for the person who wanted them at the sale.

Ron Gurnee reported that there are still license plate frames for sale at a cost of \$15. There are also a few hat pins remaining. Kathy Nuss will be sending in a t-shirt order, and will accept orders if anyone wants t-shirts. John Nuss had Kroil. John also announced that the Herald will be at the meeting next month.

The meeting was adjourned at 7:58 pm.

Respectfully submitted,
Pamela Rineholt, Secretary

British Breakfast Run: Pancakes In The Park 2016

By George Montgomery, photos by Charisse Montgomery

Each year the AZ Mini Club host a British Breakfast Run usually in February. It is held in conjunction with a Pancakes In The Park, a fund raising event for the Arizona Humane Society. They meet at the usual parking lot at 32nd St and Shea Blvd. A rallye takes the participants around the city to wind up at a park (varies each year) where for \$7.50 you may feast on pancakes, sausage, orange juice, coffee. If you missed this one, put it on your calendar for next year.



This is where pancakes were cooked.



Early participants eating pancakes



Late arrivals eating pancakes



The Triumphs were well represented



A beautiful MGA.



TR7, Mini, and a very pretty Jag



Not a British car but a very nice '30s Plymouth



Our photographer, Charisse.



The cooks, Shirley and staff

SCCA Autocross for March

In Autocross news, we had three club members participate in the February SCCA autocross on the 21st, albeit none of us were actually driving our Triumphs. Jeff Fairman (Ford Focus ST) and Gareth Perry-Jones (Ford Fiesta) joined me and my MINI Cooper for the day. Member Dave Frisby and a friend came by for a bit to watch, as well as new member Mark (?) who showed up in his BRG TR4A. I'd like to say that we all drove with glory and distinction, but sadly that just wasn't the case. With all my experience autocrossing the last few years one would think I might be able to follow a course, but I failed to complete a clean run in any of my three competition runs. I think Gareth only got one complete run, and Jeff DNF'd at least one as well. It must have been a confusing course, because I can't remember seeing so many drivers DNF (Did Not Finish). Still, I'm embarrassed. Later in the day I achieved some vindication as I had no such problems in the "Time Only" runs, getting three solid, competitive runs in with only one marred by a "cone". Alas, too little too late. Still, a bad day autocrossing beats a good day at work!

The March autocross event is Sunday, the 6th, out west at AMP (Arizona Motorsports Park). Info at azsolo.com or give me a call or email for details if you are interested in participating or just checking out the scene. Hopefully Clebe will have a list of other fun local car activities this month, and if you don't see something you'd enjoy, then make it your mission to sponsor such an event for the club members to enjoy... the club is only as active and fun as the members are willing to make it! Now get out there and enjoy driving your Triumph before it really gets HOT!!!

As always, feel free to contact me (Stu Lasswell) with any questions at debnstu2@yahoo.com or (480)577-2685. Event info at: azsolo.com. Registration at: mindthecones.com.

Stu Lasswell



Does any reader recognize their car from a July 2015 Meeting?



2012 DCTRA Triumphfest Logo

Countdown to DCTRA Triumphfest 2017..... 19 months to go

The Triumphfest 2017 Committee meets every second Tuesday at Denny's Restaurant at 5pm to plan our coming club event, all are welcome to join in and offer any suggestions or assistance. Some things have to be established far in advance. Established so far:

1. Location: Flagstaff.
2. Hotel: Little America.
3. Date: Exact date to be determined, narrowed down to late September 2017 or early October 2017.

Working on:

1. Hotel: Final negotiations.
2. Logo Design: Need help of club members, bring your thoughts to the next meeting, we have contacted
3. Additional Committee members:

Coming Deadlines:

1. June 2016, (6 months from now), we will submit a page to be published in the Triumphfest-2016 booklet. Need several things set in stone by then; ie: a) logo. b) events. c) theme. etc.
2. Plans & budgets from sub committees.
3. Theme, such as route 66? Please bring your ideas to the next meeting.
4. Speaker; i.e. Kas Kastner, Michael Cook, Chris Hansel, etc. need ideas here too.

**Please bring your Logo
ideas to the next meeting**



Idea Icons



Triumph Committee Staff Needed

Sub-Committees:

Autocross:.....__Jeff Faiman, _____

Thursday Night Dinner Cruise.....__John Reynolds, _____

Venders:.....__Mike Dolimpio, _____

Scenic Drives:.....__Pain Rineholt, _____

Funcours & Judging:.....__Armand LaCasse-Chairman, Pete Peterson, Bob Mazer__

Registration:.....__Kathy Nuss, _____

Hotel Liaison:.....__Bo Shaw, _____

Reception & Banquet: _____

Hospitality: _____

Raffle: _____

Regalia: _____

Walking Rally: _____

Driving Rally: _____

Awards: _____

Photo-Craft-Model-Exhibits: _____

Program & Printing: _____Mike Blachut, _____

Tech-Session: _____

President's meeting: _____

Website: _____

Photographers & videos: _____

Speaker: _____

Spaces that are blank are opportunities to select an area that you wish to volunteer and help our club put together the best Triumphfest ever, great way to interact with other club members and learn. Print this page, write your name in the area that you would most like to participate and send it to Mike Blachut or Bo Shaw.

Meet Our Members



My Live In Triumphs – Jim Bauder
Photos curtesy of Wikipedia & George Montgomery

In 1965 I was in the Navy and stationed at Alameda NAS in the S.F. bay area. One of my squadron mates owned a yellow MG TD, a really pretty little car. At the time I was driving a '58 VW beetle a nice enough car but certainly no sports car! I was encouraged to get with the program and get a sports car!

After searching most of the used car lots in the Oakland area I found a bright red '55 MG TF 1500 and it had wire wheels. I put a deposit down and talked to a friend that had expressed an interest in my VW, a deal was struck and I bought the MG. My 1st sports car! Over the next few months, I drove all over the SF Bay area, "over hill and dale" so to speak, I even ran a couple of Autocrosses.



About six months after buying the MG I received orders to Memphis, TN for the advanced electronics school. Nothing to do but pack my meager belongings into the MG and drive Route 66, east to Memphis. The MG did really better than I did. In AZ I had to put the top up as it was way too hot, especially at the Grand Canyon! But the MG just kept going all the way to Memphis. No problems at all.

In Memphis I was immediately introduced to the base sports car club 'Le Auto Petit'. They had meetings twice monthly and had about 40 active members. They also were closely affiliated with other car clubs in the Memphis area, the Corvair Club, the VW Club, and SCCA. We went to their meetings and they came to ours, so in a few months I knew pretty much everyone in the local sports car scene. Each club tried to put on one event every month, be it a rallye, gymkhana, autocross or a fun tour, etc. It was easy to be really busy doing all these events.

I tried to run as many of the events on the calendar as I could. But the events I liked the most were the speed events. The Memphis SCCA put on what they called a 'Club Race' and in those days these were run with no insurance, no spectators, we just raced! It was run on an abandoned WWII airfield, very rough but it was a blast! I ran two of these events that first year and the TF did well, but the competition did better. The problem was a logistics problem in that the classes in all of the speed

events were determined by engine displacement; the MG with its 1500 cc engine was put in the under 2000 cc class, which put me up against the TR3s! The MG was definitely out classed!

The Memphis TR Dealer had a red '57 TR3 small mouth with over-drive and wire wheels, for sale and he offered me a trade-in for the TF1500. Again a deal was struck and I had my first TR3! During the first winter that I owned the TR3 I did some major work on the TR3. The SCCA club had scheduled a Racing Driving School for the next spring and I wanted in the worst way to attend that school! I rebuilt the engine and did as complete a 'race preparation' rebuild as I could, I replaced all of the coolant hoses, all of the hydraulic hoses, and rebuilt anything that would put me out of the race if it failed.



The Race School was really valuable and several Navy people joined me in the course. In the afternoon of the first day they had controlled (sort of!) races with the instructors observing us students closely especially in the more complex corners. On Sunday afternoon they held a Regional Race and it was Katie Bar the Door! The TR3 did very well and I really had a ball!

Over the next, four years that I was stationed in Memphis I drove the TR 3 on all most every rallye, gymkhana, tour, etc. that was within driving distance of Memphis that I could, bearing in mind that I did have some Navy responsibilities, and I was also married with a son at this point.

My orders for the next duty station were for NAS Alameda (again!) and the TR3 was not going to be able to handle the family nor was the VW that we had purchased a year before. I sold the TR3 to a club member and we ended up trading the VW on a Corvair Spyder Convertible, not a sports car per se, but very close! We drove that car until we traded it on a new '67 Camaro right after they came out. We drove the Camaro until I got out of the Navy and joined a high tech electronics company in Palo Alto, CA. I was making more money then and we bought a house and needed two cars and ended up with two American 'commuter' cars.

I realized that I really missed having a TR3 and over the next two or three months looked at a whole bunch of TR3s but none were as nice as the '57 we had in Memphis. However, we finally found a yellow '58 TR3 that was really clean ran perfect and had overdrive!



I had that car for about three years and wonder of wonders, my new job provided a company car and best of all the company was very progressive and all of the sales people had Mercedes, BMWs, etc. However, as the new guy I had to settle for a Datsun 260Z! After about three months with the new job and car I realized I had not driven the TR3 since I got the Datsun! Of course the 260Z was a great car to drive and I was able to drive it full time just as if it was mine, with the company picking up all of the expenses! Eventually I changed jobs and lost the use of the Datsun, but it was certainly

fun while it lasted!



Over the next several years I was unable to replace the TR3 but, again, I was still lusting after a TR3. I found a '69 TR6 again with overdrive, that was very clean and all original, no rust, reasonably clean interior and it ran really well. I bought it for a good price. Shortly after, a friend called and told me about a '58 TR3 that a friend of his owned, and needed to sell, my friend and I had worked together and he was a car guy, and knew TR3s. So I had to go look at it. It was painted a horrible ORANGE! But it was as original as you could imagine. Excellent interior, the engine compartment was nearly spotless, all the original tools were in the 'boot, it had wire wheels, and they were in nearly perfect condition. The car ran great. The

owner was in a hurry to sell and we settled on a price that I thought was a real bargain!



The problem, of course was I now had two TRs the '69 TR6 and the '58 TR3! Talk about feast or famine! Well I was in a quandary for only a couple of months as I was in the midst of a divorce so the TR6 was sold with the proceeds going to her and I kept the orange TR3. I drove that car for the almost thirty years! It was the car my brother Randy and I did a frame off a few years before Alice and I moved to Scottsdale. I spent many hours doing research and painstakingly trying to get the TR3 just 'right' as I wanted it to be Concours winner, and it was several times! We had it painted a beautiful Jaguar British Racing Green and it won many awards both here and in California!



I was close to retiring and was not very busy and Alice suggested that I should buy another car and restore it. So the quest for the TR250 and its restoration began. This time though I chose to do a kind of a 'Rest-o-Rod' rather than keeping it stock. The rest of the story most all of you know already!



Over the years that I owned TRs I always did all of the ordinary repair and service myself. I also did all of the restoration work with the exception of re-chroming, paint and body work.

With the Miata that I drive now, I am not planning on doing any work on it except detailing and keeping it clean. If it breaks, I will take it into Mazda and say 'Fix it!'

Our Webmaster

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

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DAVE@MICROWORKS.NET

TR3 High Speed Attempt at Bonneville.



This is from the Revington TR site, in England. THEY know this guy in Mesa, AZ... why don't we? Anybody know about this? – Stu Lasswell

Editor's Note: Our club president, Stu Lasswell, posted this on the DCTRA BBB some time ago. He's had no response yet. I thought if it did not get views at that time I'd repost it here.

Mike McGee purchased a Rally Kit TR2-4 shield sump + g/box and a front shield for his TR 3 for the purpose of configuring his TR 3, the same as the 1953 TR 2 that set the 124.1 mph speed record at Jabbeke. Rain caused the Bonneville world of Speed event to be cancelled last year; however, this year the weather was perfect. He had a great time at Bonneville.

It was the best car event I have ever attended. Even the long waits in line (4-6 hours) were enjoyable because I got to meet a lot of people from all over, even Europe and Australia. It was kind of humorous when I registered and I was asked how many pit passes I needed for my crew. Most entrants have a throng of support people and do not go solo.

The car performed as expected until I shifted into over drive at 105 mph. Then the car started hesitating like it was not getting fuel. I activated the auxiliary fuel pump, but that made no difference. Through the end of the course it would only turn 4,500 rpm. Before the run during warm up, there was no problem indicated at 5,000 rpm under no load. After the fuel problem during dyno testing last year, I had double checked fuel flow this year. The car ran great as always at highway speed on the way back to Mesa, AZ, 725 miles.

Next time, I am taking along a British mechanic. Otherwise, everything went well. My car drew a lot of interest. I think it has kind of a retro look in the aerodynamic configuration. At least 75-100 people took a picture of it and I talked to as many as 50 people who have, used to have or are restoring a TR 3. No one mentioned a time when a TR3 had been at Bonneville. I really appreciate your support last year when I was setting up the car. The professional video of the event produced includes you and your company in the list of credits. It was almost as much fun meeting people while preparing the car as the event.

The above was from a customer of ours, Mr Mike McGee. I would like to thank him for the picture and his comments and allowing us to include them in our newsletter.

CLASSIFIED ADS:

FOR SALE:

1974 TR6 Runs, drives & stops.
Currently registered.
Needs TLC.
\$5500.00

Pete Peterson 602-615-3640



FOR SALE:

1966 Dodge D100 PU Short bed, step side,
slant six, 4 speed. Needs carburetor work, but
does run and drive. Currently registered.
\$2500.00

Pete Peterson 602-615-3640



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

CLASSIFIED ADS: continued

FOR SALE:

I have a spitfire racing head - don't know how much has been skimmed off of it but it's ready to go completely rebuilt. Also a Weber 40 carb and a Vitesse gas tank. I want \$50 each on these.

Thanks. John Lindly

lindly1907@gmail.com

.....

FOR FREE:

I have four 'excess-to-my-needs' original TR6 wheels available if someone can use them for spares and would like to pick them up from my home. (I wouldn't recommend these wheels for daily use as they are not all perfectly straight).

Julian Anderson

1975 TR6

FOR SALE:

TRIUMPH TR6 J TYPE TRANSMISSION - \$2100 (north phoenix) Includes:

J Type Overdrive Conversion Kit

LUK Clutch and Pressure Plate

Gunst Throw out Bearing

Aluminum Fly Wheel (needs machining)

Column Switch and Escution

Speedo Angle Drive

Trans is rebuilt with 0 miles

Syncros and Bearings and Gaskets

Counter Shaft and First and Third Gears Case #CC1240 30

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

PLEASE CALL 602-569-4889 ASK FOR PATRICK

CLASSIFIED ADS: continued

FOR SALE:

Well, the time has come to part with our 1987 Jaguar XJ6. This is the last year of the Series III cars, with the "real" Jaguar 4.2 motor. You may remember seeing it, but not often as we don't drive it very often. I bought it for Debbie for Christmas back in Nov. of 2007 from local Jaguar Club member Geoff Clark. It had 111,000 miles on it. In the eight years since the purchase we have raised that mileage to 115,000... As I said, we don't drive it much.

We paid Geoff \$5,500 for the car in 2007, a price we felt was fair for such a clean, rust free car. When we bought it the transmission slipped a bit (a lot) in the first to second shift, which we hoped could be fixed with a flush or adjustment. No, we ended up having the Borg Warner transmission rebuilt for \$1400. Now it shifts and drives just fine. It's just that Debbie prefers her Ford truck, and I find it rather boring to drive compared to my Mini or Triumph!

I still think that it's a great looking car, but it's an extra car for us and it's not getting the use or attention it deserves. I recognize that they haven't appreciated to any great extent, but there aren't that many out there in better shape than this one. I expect to take a loss... I'm thinking \$5,000 is quite reasonable. If you or someone you know it interested, contact me for more info, pictures, or whatever.

Stu Lasswell
(480)577-2685
debnstu2@yahoo.com

FOR SALE:

1965 TRIUMPH TR4. Red with white top & red interior. Body and paint in very good condition. Engine and mechanicals are solid and in very good condition. Original 2138 c.c. engine with two SU side-draft carbs & 4 speed trans. Engine recently serviced, tuned and new timing chain. New top and tires. Wire wheels recently refinished, wood dash recently refinished. Has chrome luggage rack. Runs and drives great. All original except for seats. Interior is a little faded and worn. I've owned car for 16 yrs. In AZ until 2012. Odometer shows 32,040, I believe it has turned over once. A great car to drive and enjoy or easy to turn into a show car or vintage racer. I have over \$20,000 invested not including my labor. I have a complete history since purchase available upon request. I have decided to sell and it is one of the best TR4s available anywhere near this price. Asking \$15,250.



Car is in San Diego, CA Michael Sparkman, owner 602-750-5207. (Former DCTRA member)

DCTRA Club Meeting location:

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



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



DCTRA MEMBERSHIP APPLICATION

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

DCTRA
Dave Freet, Membership Chairperson
599 South Terrace Road Chandler, AZ 85226
Phone: 480-706-4943 MSG Email: fxstsaz99@cox.net

NEW MEMBER:

☐

RENEWING MEMBER:

☐

MEMBER INFO (please print):

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

Address: _____

City: _____ **State:** _____ **Zip:** _____

Phone: _____
Home Cell

Email Address: _____

Classic Vehicles Owned:

Year	_____	Model	_____	Commission #	_____
Year	_____	Model	_____	Commission #	_____
Year	_____	Model	_____	Commission #	_____

Each household membership includes one name badge additional name badges are available at the cost of \$6.00 each

Name wanted on badge(s): _____

PLEASE NOTE:

If you are joining DCTRA for the first time (not renewing your existing membership), dues are \$18.00 if joining between January 1 and September 30 if after September 30 the cost is \$23.00 which takes you December 31 of following year (15 months), so that everyone's dues become payable on January 1st each year. If you want to take advantage of the multiple-year discount, add \$34 or \$50 to your first year's tiered fees.

Regalia

We have grill badges for \$25.00 each and lapel pins for \$5.00 each available for purchase.



Grille badge (3 inch diameter)



Lapel pin (3/4 inch diameter)

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

Additional Space for more information:

Websites

Desert Centre-Triumph Register of America
www.dctra.org

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