

# TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF  
THE DESERT CENTRE – TRIUMPH REGISTER OF  
AMERICA

Founded: 1980



*Triumph Register of America*

◀ Back



Here's a couple serious TR3As

**March 2022**

**Vol 42, Issue 3**

<http://www.dctra.org>

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**NEXT CLUB MEETING**

March 8, 2022

Meet us for dinner/social @ 6pm

Business meeting @ 7pm

**Denny's Restaurant**

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**Cover:** The sunlight almost makes this setting look surreal. Photo by Dave Riddle

## Prez Sez – March 2022

John Heisser, President

I have to start this column this month with a correction and an apology. In last month's column I mention the passing of Wayne "Kiwi" Treloar and said he was from Australia; however he was from New Zealand. "Kiwi" it is a nickname used by New Zealanders with a sense of pride. I also quoted a term that "Kiwi" used a few times "He's a real w--ker" someone at the last club meeting said they laughed when reading my column and asked if I knew what "w--ker" means? I assumed it meant someone that is not well thought of. So, I googled "w—ker" according to the Urban Dictionary the word is English slang for "someone excessively and annoyingly pretentious and/or false, someone useless, inefficient or time wasting". My assumption was mostly correct, however, it does have another meaning as well, but this is a "G" rated newsletter, so I won't go there. If I offended anyone please except my apology!

There was an episode of "My Classic Car" that aired on February 5th on Motor Trend network, which feature a large all British car show I believe in the New England area. It featured some really rare cars and is well worth watching. Speaking of car shows and gatherings, Roger Prior and I attended the Sun City West car show we saw a few other DCTRA members there and Chuck Kerzan displayed his TR3. This is quite eclectic car show featuring anything from rat rods to exotics there were almost 500 cars. Last Sunday was the "Pancake in the Park" breakfast run, it was well attended and is hosted by Arizona Mini Owners Association, all the proceeds benefit the Humane Society.

Any shop or tech tips or product reviews out there? Give me a call or sent me an email and I'll post them in this column, better yet write a short article with your Idea(s), or suggestions for the newsletter. Not much progress on my TR8 this month, I've been busy getting my house ready for company in March. My brother, nephew and 2 great nephews will be here for a week, 5 males under one roof what could possibly go wrong! Have a great month!

Thx, John

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**Aviation:** Keeping the number of of landings you make equal to the number of take-offs.

## EDITOR'S DESK

George M Montgomery, Editor

We have another continuation of the history of the Triumph Motor Company by our friend Allen Galloway. Allen is a member of the Indiana Triumph Club. He spends his winters here in the Phoenix Valley. He is not the editor of their newsletter, but he knows the editor pretty well. He has sent us another story about the beginning of Triumph.

Scott Granger has reported about Kiwanis a Catch A Wave Car Show. It will be at the Kiwanis Park at Mill and Baseline, Tempe on Saturday 3/19/2022.. Go to [catchawave@KiwanisNuevo.org](mailto:catchawave@KiwanisNuevo.org) for registration etc. The cars will be on grass.

Randy Koontz told me about another car show in the East Valley on Saturday, March 25<sup>th</sup>, from 9am to 1pm. It is south of Rural and Elliot Road on the East side of Elliot Road. Entry fee is \$25. He said they have attended before and enjoyed it. Maybe we can get a crowd of beautiful Triumphs there. Let's get this co-ordinated. Any one have a TRLR besides Marv?

As the weather warms up, we're going to see a lot more car shows popping up. Popping up until December. We sure need technical articles on keeping our treasures polished up again. I have a number of articles stashed on my computer but many are years old. Many are out of date. The polishes and techniques recommended have been supplemented with newer modern stuff. If you are working on your car, snap a few photos, Your camera is there on riuyour hip. Pull it out, take aim, oh wait shine a good light on the subject then text or email me a copy. Write out a little article and tell me what you were doing. Now was that hard? Go look at your calendar to see why. While you're there mark it and remember to come to Denny's and have dinner or a snack with us. See you there?

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## March 2022 Membership Report:

Three TR6's have joined the club in February. First is Bert Rubin with his 1975 TR6 from Scottsdale. David Alexander is next with his 1973 TR6 from Goodyear. And finally Jock Gauthier and his 1974 TR6 from Gilbert. Welcome to the club fellows.

These newest members place our membership total at 125 memberships with 177 members.

Marv Miller  
Membership  
[miller2993@cox.net](mailto:miller2993@cox.net)  
(602) 380-5564

**Application form on page 21**



## Minutes

# Desert Centre Triumph Register of America DCTRA Meeting Minutes

February 8, 2022

The February meeting of DCTRA was held @ Denny's Restaurant, Scottsdale Rd. The meeting was called to order @ 7:09 p.m. by John Heisser, President.

**Members present:** Julian & Kerry Anderson who drove their Spitfire, Jim Bauder, Ron Cole who drove his TR6, Scott Drysdale, George & Chris Durkin, Jock Gauthier and Raymond Gauthier who drove his TR6, Rick & Linda Hartmann who drove their TR6, John Heisser, John Horton, Chuck Kerzan, Mary White, Randy Koontz, Armand LaCasse, Bob Mazer, Marv Miller, George Montgomery who drove his TR6, Pete Peterson, John Reynolds who drove his TR6, Dave Riddle. Battery failure on laptop prevented identifying those who joined on Zoom.

**Minutes:** Last month's minutes were approved as they appeared in The Newsletter.

**Treasurer's report:** Armand LaCasse reported the only expense last month was the purchase of the champagne served at The Election Brunch.

**Membership:** Marv Miller announced 2 new members : Burt Reuben who owns a '75 TR6 and David Alexander who owns a '73 TR6.

**Newsletter:** George Montgomery asking for articles for The Newsletter i.e. work or restorations members are doing on their cars.

**Events:** Roger Pryor reporting this evening for John Nuss on several upcoming events beginning w/ "Drive Your Triumph Day" . "Pancakes In The Park" is February 13 benefiting The Humane Society. "Cars & Coffee" will take place @ The Penske Racing Museum February 18. John Horton will host his "Garage Day" February 27.

**Technical:** Bob Mazar explained his work on his accelerator. Scott Drysdale recommending Delta Motor Sports and had questions about how to polish a wheel "beauty" ring. Julian Anderson wished to thank the members who assisted him w/ his rear shock connectors.

**Old Business:** Randy Koontz conducted the drawing for the gift certificate remaining from Triumphfest.

**New Business:** Dave Riddle inquired if there would be interest in a gathering @ Sonsan's Pasty Shop, E. Brown Rd. Mesa. John Horton announced that he is selling his Lotus 7 - asking price = \$ 8,000.

Motion to adjourn @ 7: 40 p.m.

Respectfully Submitted

Mary A White, Secretary

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# Calendar of Events

## DCTRA & British Auto Events 2022:

- Mar 5-6<sup>th</sup> '22 – Annual Highland Games & Car Show, Gilbert Regional Park
- Mar 8<sup>th</sup>, '22 -- DCTRA Business Meeting
- Mar 13<sup>th</sup> '22 -- DCTRA Tech Session at Hortons
- Mar 20<sup>th</sup> '22-- Sunday Morning Drive John Horton leads us and British cars
- Mar 26<sup>th</sup> '22 – ACC AZ Community Church car show 9am-1pm
- Apr 2<sup>nd</sup>-'22 – Copperstate Rally (start?)
- Apr 2<sup>nd</sup>-- '22 --Carefree Classic Wheels and Wings
- Apr 23<sup>rd</sup> '22 – Ray (and brothers) Gauthier's Bucket List Road Trip
- May 13<sup>th</sup> 2022 – Friends of Triumph to Payson
- May ? 2022 --Scottsdale, cruise in Indian Bend MacDonald's
- June ? 2022 – An indoor or evening activity?
- July ? 2022 – Pool Party – Time and place TBD
- Aug ? 2022 – Detail Your car session for TRphest – TBD
- Sep 8,9,10 '22 --Triumphest – San Diego
- Sept ? 2022 – Mesa Marketplace Car Show – AMO event
- Oct ? 2022 –British Vintage Voyage – AMO event
- Nov ? 2022 – Australian Ralley
- Dec ? 2022 – DCTRA Christmas Party
- Dec ? 2022 – Christmas Light Tour

### Regular Occurrence Events

#### **Status of All Events Are Unknown Presently**

- ~~Hunts Donuts – 3<sup>rd</sup> Thursday University and the Loop 101~~
- ~~Cruz'n at Phil's – (every Sunday) Phil's Filling Station Fountain Hills, AZ~~
- ~~Cars N Coffee – 1<sup>st</sup> Saturday of the month, Mayo Blvd & Scottsdale Rd~~
- ~~Cars N Coffee – 2<sup>nd</sup> Saturday of the month, Alpio's at Troon~~

## **NEXT CLUB MEETING**

**March 8, 2022, in-person a Zoom link will be sent out also.**

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### **Interesting Information**

Because of the speed at which Earth moves around the Sun, it is impossible for a solar eclipse to last more than 7 minutes and 58 seconds.

It takes glass one million years to decompose, which means it never wears out and can be recycled an infinite number of times!

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# Pancakes In the Park

Article and photos by John and Kathy Nuss

Bright sun, cloudless blue sky. Of course. It is Arizona. In February!

Kathy and I arrived early joining Philip and Shirley to help with the Mini Club's breakfast preparation: hauling stuff from the truck, folding napkins, pouring syrup into the serving pitchers and otherwise getting ready for breakfast. Most everyone else started at the usual place: 32<sup>nd</sup> and Shea Blvd. Betsy Kavash along with Marie Thompson were on hand to distribute the route instructions to the assembled drivers, navigators, and friends. So a convoy of British cars started on the long trek to Gilbert Regional Park, way to the southeast. Triumphs (Julian and Kerry, George M. George and Chris) and assorted brand Xs Gareth and family, Betsy, Marie joined with the Professor's MINI, Kathy and John Spitfires (yes, both Spitfires running at the same time!) Ron Gurnee (TR7), the Clements, and the Blahak vehicles in the parking lot. Several passers by were surprised by the number of vintage vehicles.

Compared Pancakes in The Park events in other years, the morning could not have been better. The sun shone the whole morning, the wind was just a soft breeze and as usual, the company was outstanding. After the raffle, other events were promoted: The Highland Games Friday evening Tattoo, the Games and car show on March 5 & 6, and DCTRA's breakfast drive on March 20, The raffle ticket sales and breakfast sales brought a good start to the Arizona Mini Owners' fund raising effort for the Arizona Humane Society.



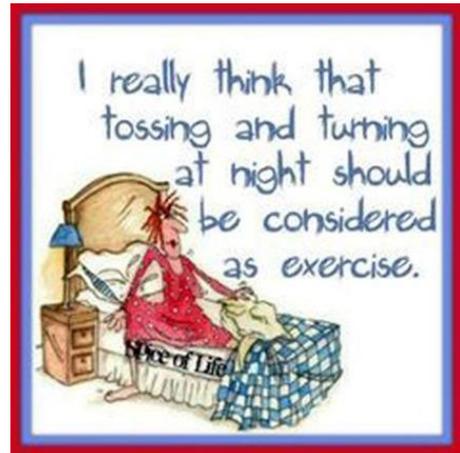
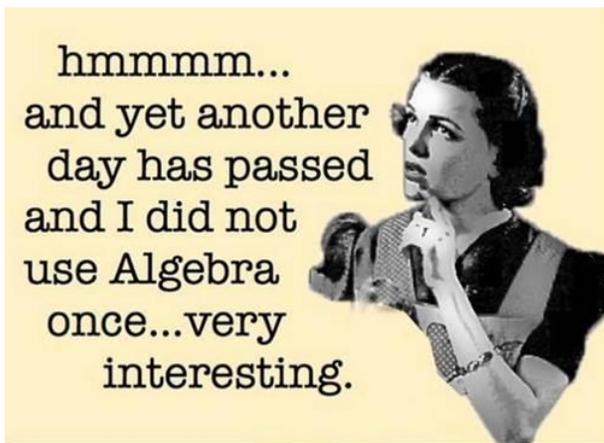
Gold is the only metal that doesn't rust, even if it's buried in the ground for thousands of years.

Your tongue is the only muscle in your body that is attached at only one end.

# Pancakes In The Park (cont)



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# It's a TR What?

By Marv Miller

My TR6 is now a TRLR

Or... Further Exploits with the AZ MVD

by Marv Miller

It was a clear & sunny day, the last week of December 2021...

I was standing toward the rear of my 1976 TR6 admiring the sleek lines designed by Karmann to further refine the Michelotti design of the earlier TR4/5/250's. I cannot help but notice the small crease in the center section of the rear bumper put in by a previous owner, right between the overriders that were meant to mitigate such impacts.

A casual glance at the license plate and I notice the registration sticker placed squarely in the upper right corner. Dec 20. I think to myself "looks like my registration is about to expire, better get on this". Wait a second! That says 2020, it's now 2021. My registration has been expired for over a year. I never received a renewal notice from the AZ MVD.

So, I get online at [servicearizona.com](http://servicearizona.com) to hopefully take care of it. Of course, the site asks for a username & password to logon. Username is my email so that's easy. I carefully search my scribbled list of assorted passwords for various sites and cannot find the password. I don't remember creating an "account" with them, so I attempt to create a new account. After filling out the form, which included name, email, driver license number, last four digits of my social security number, and probably a few other ID questions, I hit the "create new account" button. The response back was "unable to create new account, that username already exists. Go back and reenter password". I don't know the password and cannot create a new one, the site won't let me in even though I supplied 2-3 ID's on their form.

The site did allow me to view my registration, tracked down by registration number. Under year and make, it said 76 TRLR. My 3-year-old paper registration card from the glove said 76 Triu. Maybe they can fix the typo at the office?

Now I'm on my way to the nearby MVD office to pay my registration renewal fee. About 15 minutes in line and I'm at the teller. Along with paying my fees, I ask if she can correct the clerical error, my car is not a TRLR. "Oh, it's right" she says. See?" as she holds up the years old paper form that I gave her from the glove. I courteously inform her that's the document I supplied, not what is on their website. I then asked her if she'd be willing to tell the arresting officer everything is correct when I get pulled over and arrested because my registration says I'm driving a TRLR?

She now looks at her screen, sees the typo, and doesn't know what to do, so she interrupts the teller and transaction at the next cubicle. They talk for a few minutes and finally conclude neither one of them knows what to do. So, my teller abandons her station to go talk to the supervisor in the office. A few minutes later she comes back and says "Oh, it's right, blah, blah, it's just our new system" and assured me everything was okay. Once they get the new system online and working right it will be correct. Sure, it will, I mumble to myself, as I exit her workstation.

About 1 week later I receive my new registration and sticker in the mail. Year & make? 76 TRLR.

And so, it goes. Marv

\*\*\*\*\*

# Horton's Recipes

Submitted by John Horton

## RED WINE BRAISED LAMB SHANKS.

### INGREDIENTS

4 ONE POUND LAMB SHANKS  
COCONUT OIL FOR FRYING  
5 GARLIC CLOVES CRUSHED  
SALT & PEPPER TO TASTE  
8 CARROTS PEALED AND SLICED 1/4"  
3 MEDIUM CELERY RIBS SLICED 1/4"  
10 POTATOES PEELED AND CUT INTO 1" CUBES  
1 LARGE ONION COARSELY CHOPPED  
1 750 MILLIMETER BOTTLE SWEET RED WINE TISDALE  
3 BAY LEAVES  
12 PEPPERCORNS  
4 OUNCE TOMATO PASTE  
8 OZ OF MUSHROOMS SLICED OPTIONAL.  
1 STICK OF ROSEMARY 6" LONG  
MASA OR CORN STARCH FLOWER TO THICKEN

PREBOIL VEGETABLES, 20 MINUTES IN SALTED WATER, DRAIN AND SET ASIDE. BROWN SHANKS IN THE OIL TIL BROWNED ON ALL SIDES, TRANSFER TO LARGE CROCK POT, DEGLAZE THE PAN WITH SOME RED WINE, ADD ALL WINE, SPICES, AND SHANKS TO THE CROCK POT. PUT VEGETABLES IN CROCK POT, START ON HIGH, WHEN SIMMERING RESET TO MEDIUM AND COOK FOR 2 HOURS, ADD ALL VEGETABLES MIX AND COOK FOR 2 1/4 MORE HOURS. REMOVE ALL SHANKS AND VEGETABLES AND KEEP WARM, PLACE JUICE TO FRY PAN AND REDUCE BY 1/3RD. ADJUST SEASONING SALT & PEPPER, THICKEN WITH A LITTLE ROUX. SERVES TWO TO THREE.

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# The Beginning of Triumph



## “Triumph: 1920’s Quite a Decade”

By Allen Cem Galloway

Triumph’s auto history began with “Spindly, light, semi sporty cars like the 10/20”.<sup>1</sup> Try to find a car from the 1920’s here in the United States it is virtually nonexistent.

Notable autos from the 1920’s is the 13/35 (30 in other texts) made between 1924-26. The 15-50 or Fifteen built from 1926-30.



### *Triumph 13/35*

*1872 cc, four cylinder*

*36bhp*

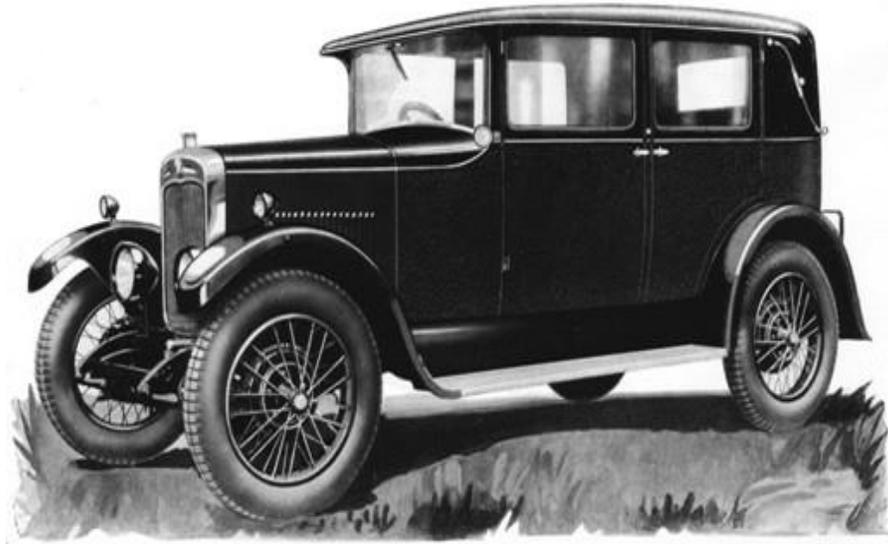
*Cost £375-495*

*Five Seat Tourer*

*Wheelbase 108 in*

*Length 151 in*

## The Beginning of Triumph (cont)



*Triumph 15-50 or Fifteen*

*2200 cc*

*Length 151 in*

*Wheelbase 108 in*

*Weight 2577 lbs.*

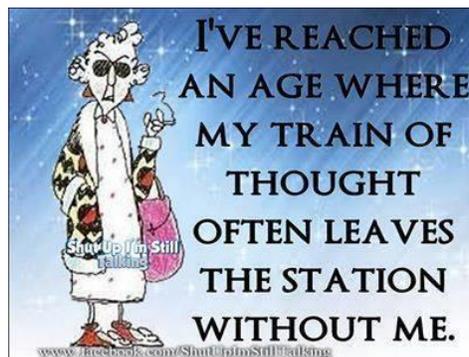
*Four Speed Gear Box*

*Production Total: 2,000*

*Cost £500*

As of 2012 there are only two known examples left in existence of a Triumph Fifteen and both have been owned by the same person since 1959.

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## The Beginning of Triumph (cont)



*Triumph Super Seven*

***0-60 mph (96km/h): n/a***

***Top Speed 85 km/h (48-53 mph)***

***Engine: 832 cc (51 cu in), four cylinder***

***Power: 21 bhp (16kw) at 4000 rpm***

***Weight: 1,250 lbs.***

***42 mpg***

***Production Total: About 17,000***

“The Super Seven, which actually began production in 1927, was offered through 1932.”<sup>2</sup> The 1920’s was truly boom years for the British Auto Industry. “Between 1919 and 1924 the number of cars on the road in Britain multiplied by four times and between 1924 & 1930 it doubled again, topping the million mark.”<sup>3</sup>

The public really took to automobiles in a big way. There was no fewer than 100 British car manufacturers before the great world depression of the late 1920’s. This number was reduced to 31 once the depression was fully underway.

The Triumph company moved from their Priory Street factory buildings (unsuited for final vehicle assembly) to the newly purchased (1921) Dawson Car Company facilities also of Coventry on Clay Lanes. But the Priory Street factories were utilized for new car’s mechanical components production. Now Triumph were all organized to rush into car design and production for the rest of the 1920’s.

I would write more about the 13/35 and 15/50 but I have not found much information on these two models. The only information that I found was that in “1924 Triumph introduced the 13/30 (35—in some other texts) and one year later its successor, the 15.”<sup>4</sup>

## The Beginning of Triumph (cont)

“Each model was larger than its predecessor in every way; the wheelbase had grown to 112 inches, the engine to 2.0 liters, and the top speed to 55 miles per hour. Triumph’s high-quality standards remained intact, which drove the price up to £500”<sup>5</sup> “(Compare that to Austin’s Seven price of £145, garnering 37 percent of the British car market. On a side note, the Austin Seven popularity was one factor in killing off the side cars and cyclecars for good.)”<sup>6</sup>

Sigfreid Bettmann recognized the slumping sales of Triumph in the mid 1920’s. Much of the British car buying public were looking for moderately priced automobiles. Triumph responded again by “entering the “light” car market like the pre-World War I cars.”<sup>7</sup>

To make this transaction non-complicated this car was essentially identical to the current production cars but on a smaller scale---“almost like shrunk-down kiddy cars but for adults.”<sup>8</sup> However Sigfreid Bettmann was determined to maintain the same high quality of his full-sized lines.

In the fall of 1927 Triumph introduced what is called “the last word in the smallest class”, the Super Seven. By sheer luck and astute marketing maneuvering the car established Triumph as a prominent auto manufacturer.

Available in several different styles, such as the popular Tourer, Tourer de Luxe, Two-Seater de Luxe, Fabric Saloon and the streamlined “Gordon England Fabric Saloon”, the 832 cc (51 cu in) Super Seven soon became popular.

“The new little car had a wheelbase of just 81 inches and a width of 51 inches, yet it had room for four adults. The ladder frame featured semi-elliptic springs at the front, shock absorbers at all four wheels, and Lockheed hydraulic brakes. The customer had a choice of 19-inch, 10 spoke stamped steel wheels or more sporting wire wheels. A bare chassis could be purchased for just £113 and a completed car for only £149.”<sup>9</sup>

“A fine performer for its size, the Seven accomplished notable feats on endurance runs. Despite a miniscule engine and 21hp, Sevens regularly lapped Brookland’s Auto Circuit at over 75 mph. But the car’s great venue was the rally circuit. These racing feats attracted a wide audience.”<sup>10</sup>

Triumph built over 17,000 Super Sevens counting the close cousin: Super Eight (which lasted until 1934). “Today the Super Sevens do present difficulty with regard to parts, but the bodies were so simple and functional, that repair and even reproduction is not difficult.”<sup>11</sup>

“During this period the Clay Lane factory in Coventry had been expanded to include a building on Briton Road which—being back-to-back with the Clay Lane works—could be rapidly integrated into it. The new complex was seven times as large as the original ex—Dawson plant bought ten years earlier, it brought the number of Triumph factories in Coventry up to six, and it ensured employment in those difficult days for no fewer than 3,000 people, a very large workforce indeed for Coventry’s motor industry at the time. No production records remain, but probably up to 100 or 150 cars a week was the best achieved by Triumph when the Super Seven was selling in healthy numbers. Putting this achievement in perspective, it is worth remembering that by the end of the 1920’s decade there were no fewer than eleven separate car-producing companies in Coventry (Alvis, Armstrong-Siddeley, Daimler-Lanchester-BSA, Hillman-Humber, Lea-Francis, Riley, Rover, Singer, Standard, Swift, Triumph—and SS (Jaguar) was soon to join in), while a further forty had been started, had risen, and had then fallen away in the years since 1919.”<sup>12</sup> The next in the series of my articles for The Coventry-Crier will be Triumph in the 1930’s, “The age of luxury saloons & coupes”.

# The Beginning of Triumph (cont)

## Source Notes

- 1) Triumph Buyers Guide, Richard Newton, 1984, page 14
- 2) Ibid, page 14
- 3) The Story of Triumph Sports Cars, Graham Robson, 1973, page 12
- 4) Triumph Sports Cars, William Krause, 1998, page 13
- 5) Ibid, page 13
- 6) The Encyclopedia of Classic Cars, Craig Cheetham, 2007, page 30
- 7) Triumph Sports Cars, William Krause, 1998, page 13
- 8) Ibid, page 13
- 9) Ibid, page 13
- 10) Triumph Buyers Guide, Richard Newton, 1984, page 14
- 11) Ibid, page 14
- 12) The Story of Triumph Sports Cars, Graham Robson, 1973, page 20-21

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## Automotive Restoration Club

Info and photos by Mary White



Our member Chuck Kerzan has been out collecting trophies again. At the Sun City West Car Show, he won both the Best European Import and the Bronze Sponsor's Choice. Way to go, Chuck. You do have a pretty car.

\*\*\*\*\*

# VINTAGE VEHICLES OF SUN CITY

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# CLASSIFIED ADS:

## FOR SALE:

Retired auto body man looking to find a buyer for a decent 73 tr6.anybody can contact me for more info Number 3 car, runs super high-performance additions added, lots of extra parts including new top, pressure plate and clutch, door panels, service manuals, roll bar, leather seat covers and pads, and more. Call or text for more info. Pics are available. Asking \$8,700 obo cash

Mike Lesniak  
1701 S Yellow Brick Rd  
Chino Valley AZ 86323  
928-710-4259



2/20

\*\*\*\*\*  
**For sale:** Clutch Master Cylinder – new  
For '63-'80 Spitfire \$30

David Faulkner - 480-656-4366  
[rottendave@cox.net](mailto:rottendave@cox.net)

12-19

.....  
**For sale:** or Trade

I have a pair of TR6 black seats (high back) in good condition, which I would like to trade for a pair or TR4A or TR250 low back seats. Black and in good condition would be perfect, but I'm willing to rebuild/recover low back seats if I can find them.

If you don't want to trade please contact me if you are willing to sell.

Thanks,

Ray Gauthier  
Sent from iPhone  
503-260-4137

1-22

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## CLASSIFIED ADS: (cont.)

### FOR SALE: Spitfire, GT6, & TR Drivetrain Parts

Cleaning and organizing the garage means it is time to sell the following parts located in Scottsdale, AZ. Call Armand at (602) 525-2602 for more details:

- 1296 Engine – Spitfire MK 3 - # FC 20771 E
- 1296 Engine – Spitfire MK 4 - # FK 2222 HE
- 1296 Engine – Spitfire MK 4 - # FK 3085 HE
- 4.11 Differentials – Spitfire MK 1-3 – Small Flange
- 3.89 Differentials – Spitfire MK 4 / 1500 & GT6 – Large Flange
- 3.27 Differential – GT6 & Spitfire MK 4 / 1500 – Large Flange
- 3-Rail Gearboxes - Spitfire MK 1-3 – Small Flange
- 3-Rail Gearboxes - Spitfire MK 4 – Large Flange
- Single Rail Gearboxes- Spitfire 1500 – Large Flange
- TR3B Gearbox – All Synchro – # TS 1338
- TR4A Gearbox – All Synchro – # CT 57916
- TR6 Gearboxes
- TR6 Engine - # CC26635 HE

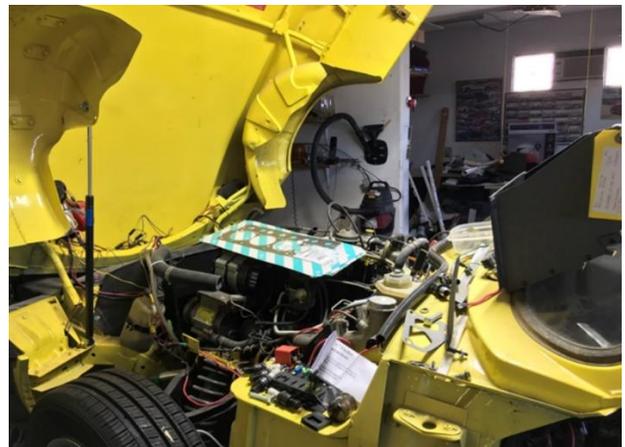
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8 Ton Hydraulic Press for sale - \$40  
Call Armand at (602) 525-2602.

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### FOR SALE: Spitfire

Former member Cliff Philpot has two Triumphs for sale. A 1974 Spitfire 1500



Cliff is in his 90s and wants to sell both cars. Make him an offer.  
Prospective buyers may contact Jan at 623-810-5511

9-21

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## CLASSIFIED ADS: (cont.)

### FOR SALE:

Outside Micrometer Set 0 - 6" (\$100)

Chuan Brand 0-6" Outside Micrometer Set w/ Box Wrenches Standards -  
Minimally used - Clean / no rust in original box / original literature.

If interested, please contact: [randy.koontz@cox.net](mailto:randy.koontz@cox.net)



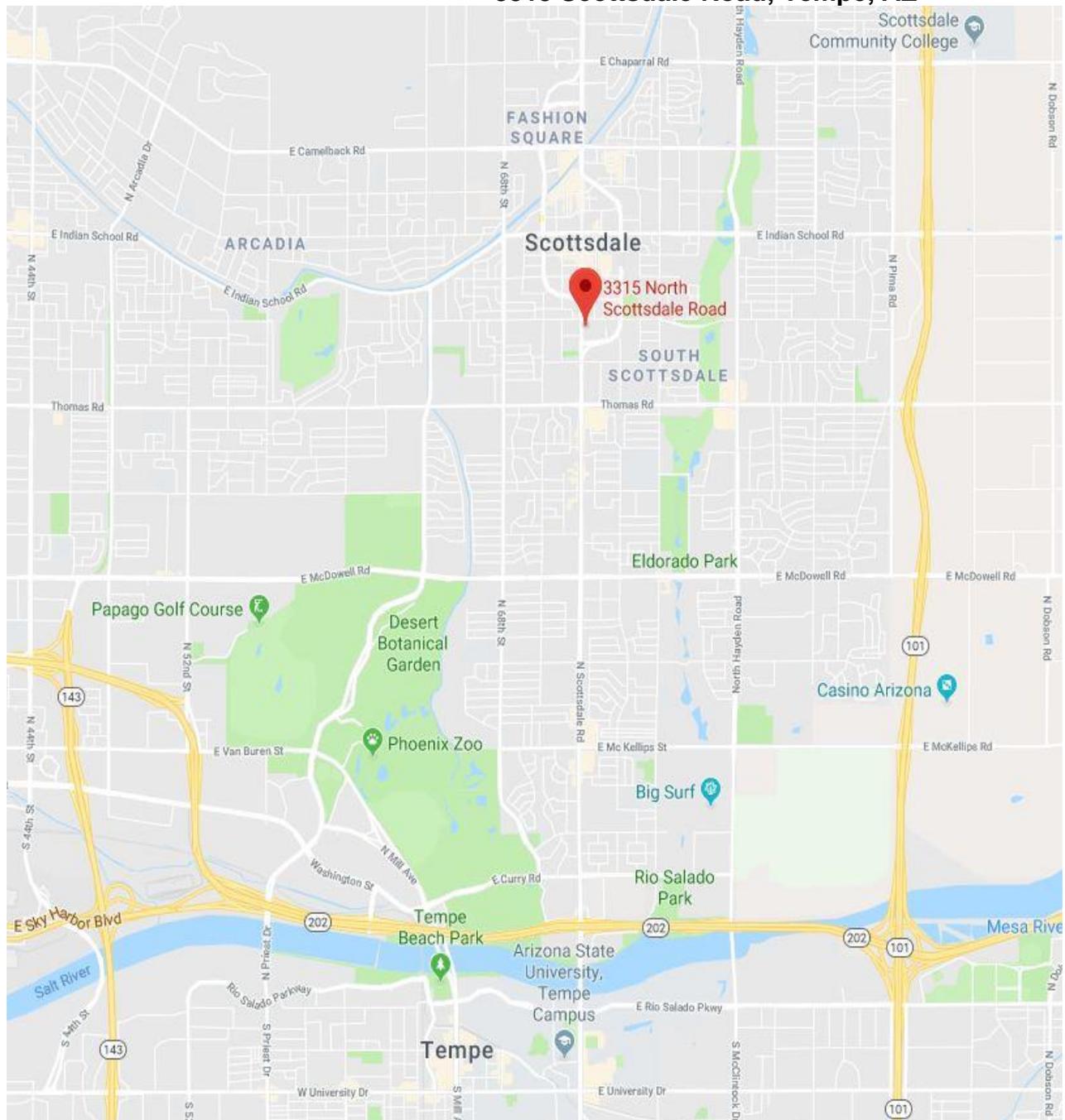
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# DCTRA Club Meeting Location:

Note: Regular business meets are held on the second Tuesday of each month.

At: **Denney's Restaurant**

**3315 Scottsdale Road; Tempe, AZ**





# DCTRA MEMBERSHIP APPLICATION

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

DCTRA  
Marvin Miller, Membership Chairperson  
18811 N. Ginger Dr. Sun City West, AZ 85375  
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 \_\_\_\_\_

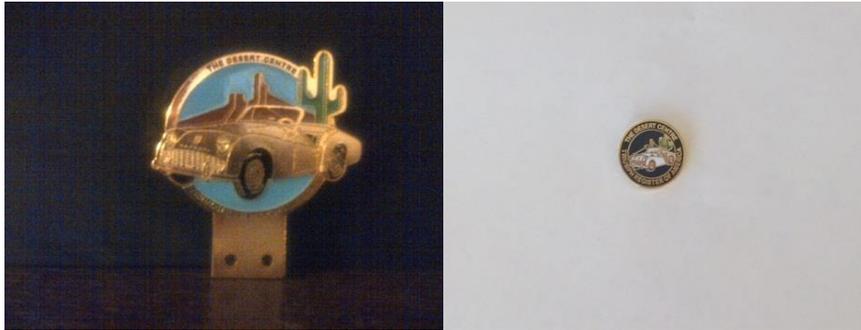
How are you paying your dues: CHECK \_\_\_\_\_ CASH \_\_\_\_\_ PAYPAL \_\_\_\_\_ (add \$2.00 process fee)

### **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.

# 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)

Licenses plate frame

Membership fee	_____
Name tags @ \$6.00 each	_____
Grille badges @ \$25.00 each	_____
Lapel pins @ \$5.00 each	_____
License plate frame @ \$15 each	_____
Total enclosed	_____

Additional Space for more information:

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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.vsgcc.ca">www.vsgcc.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.texas triumphregister.org">www.texas triumphregister.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>