



TRIUMPH TRUMPETER

The Desert Centre - Triumph Register of America
Founded: 1980



May 2012
Vol 33, Issue 3
<http://www.dctra.org>

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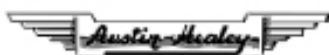


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Websites

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

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



TRiumph TRumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTER—TRIUMPH REGISTER of AMERICA

PROMOTING TRIUMPHS AROUND THE WORLD
WITH OUR SISTER CLUB,
THE ISLE OF WIGHT TRIUMPH CLUB, U.K.

<http://www.dctra.org>

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VOL. 33 Issue 3

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On the Cover:

Armand's GT6 in front of the Prescott
Court House on the 2012 BEAT Rally

NEXT CLUB MEETING:

May 8, 2012 @ 7:00 PM

Denny's Restaurant

650 N. Scottsdale Rd., Tempe, AZ 85281

Come Early to Socialize with other Members

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Advertising

One Year placement in the newsletter and a link on the
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FULL PAGE: \$100.00

1/2 PAGE:

\$60.00

1/4 PAGE: \$35.00

BUSINESS CARD:

\$25.00

EDITORS DESK

Dave Riddle

This has been a decided up and down month. Was looking forward to running the 2012 BEAT Rally and instructing down at the Inde Motorsports Ranch in Wilcox (if you have seen the show "Battle of the Supercars" on SpeedTV then you have seen this facility as the show is filmed down there. Fun track with lots of elevation changes and blind cresting turns). Alas it was not to be as life and obligations intruded.

had been imported on the Grey Market and then after being "Federalized" to be registered has been put back to Euro Spec. There was even an original Group 3 Race Car with race history at both Imola and Monza.

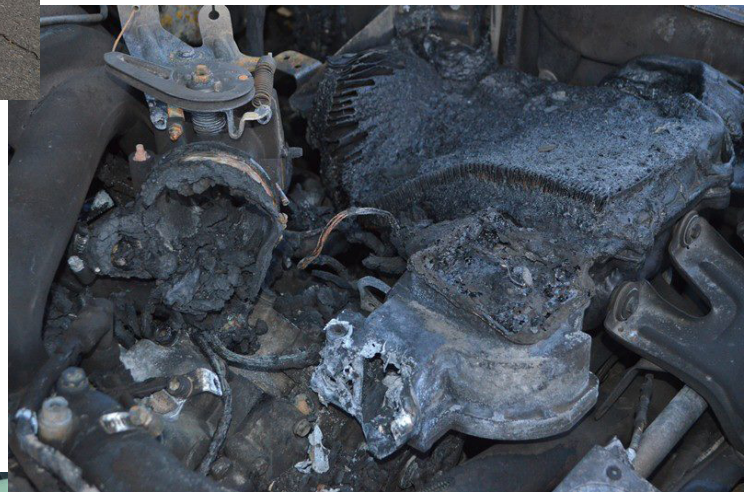
Some of you may have heard that my 944 is no more. Here are the pixs and the story that I related to go along with them

"Had just got the car back from the mechanic to deck the head and replace all the valves, new belts and hoses.



43 miles down the road and I had just pulled off the Red Mountain 202 and was headed up the slight hill at Gilbert Road when I felt the car losing power. Scan the gauges and nothing seems wrong other than the RPM's are dropping. Lori was directly behind me and unknown to me of course she is screaming for me to get out of the car as she can see I'm on fire and she can smell fuel.

I did get to teach a class for the Pantera Owners Club of America. They had their National Meet this year here in Phoenix and one of the days they reserved the Main Track at Firebird (no renting a parking lot for chasing cones for them). It was really cool seeing that many Pantera's in one location. Besides the standard



Just as I crested the hill I too could smell fuel which was followed instantly by a pretty loud explosion and flames that I could see under the cowl and by the driver's side door. (the time was around 10pm and I had been cruising down the Freeway with the windows down). There were fewer flames on the passenger side so after switching off everything over the center

Editor continued on page 12

US-Spec imported Pantera's was a real GT5 that

Prez Sez - April

George Montgomery

By the time that you get the April 2012 issue of Triumph Trails, it will be April and many of you will have already made your reservations for the B.E.A.T. You probably have already tuned up your soon to be sparkling beauty, ordered all of the spares deemed necessary for that little jaunt up to Flagstaff just in time to see if we can catch some snow (rare but it's happened). In about 3 weeks you be washing, waxing and bringing out that afore mentioned sparkle. That has always been my carrot. What's always got me through tax filing season. I spend long hours (7:30am – 10:30 or 11:00pm) working during the only 3 months of the year that I still work. It's not really that bad, any more. It has been in the past; but now I lead a more relaxed life. I take long walks, one in the morning, one in the evening/afternoon with the dog. Remember Ben? These are as much for my health as for Ben chance to sniff bushes and trees. Even in my semi-relaxed mode now there is still the pressure of getting my client's returns done and to answer and solve problems that they've brought in while trying to deal with our mutual adversary the IRS. But after the tax filing deadline, April 15th I get to relax and leave for a weekend on the B.E.A.T. Mike Goodwin has always followed our own Roger Grotowsky's (sp, sorry Rog), founder of the B.E.A.T., lead in waiting until after April 15th to hold the trip to Flagstaff. It could be because of the possibility of snow, too.

Why am I belaboring about my stress of going through "tax season"? To justify why I take so much pleasure in that simple little trip. To see what quirky British as well as European machinery show up each year. It's a big stress reliever for me. Also, this year I was to have the maiden voyage in "Jack" with the newly rebuilt engine (thanks Bruce Begley) and the new 5-speed transmission (thanks Bill Close), and the new carpet and seats (thanks George Montgomery).

Ah,...did you catch the "was to have"? I do a lot of my tax work off the internet with people who travel around the country and work while

they are "on the road". I did that myself for 15 years and know the tax problems those folks have. Thus I have been going to Arkansas each year in late April to give lectures to these folks. I had even planned to drive Jack to Arkansas after the trial run on the BEAT. Now, however, the Workamper organizers in Arkansas have had to move their Rendezvous up a couple of weeks. You guessed it. The same week end of the BEAT. I was crushed. Anger at first, then denial, remorse,... I have forgotten the sequence, but I think you get the picture. Nevertheless, while I'm flying to Little Rock, AR, I'll be thinking of you guys out on AZ 89A zooming up a hill and not knowing whether you are to turn right, left or go straight until the moment you crest the hill.

Prez Sez - May

George Montgomery

It must have been a very tough trip to Flagstaff on the BEAT this year. I have talked briefly with 4 or 5 members, and it seems that a dozen or so had some kind of break down. Everything from a fuel pump refusing to pump any more (an easy fix when you carry a spare) to the whole engine burning up. I'm sorry that I could not have made the trip. It has always been one of my favorite outings.

The Triumphest committee met Tuesday evening for a discussion on ongoing projects and tasks. I am impressed with the organization and delegation of various areas of responsibility that co-chair, George Durkin and Marie Thompson, have accomplished. Other committee members have been following through with their efforts as well and the whole agenda appears to be coming together within our agreed budget.

This weekend is the Rte 66 Fun Run hosted by the Historic Route 66 Association of Arizona. This is a 140 mile rally/drive/run, whatever you want to call it, that follows the old Rte 66 on Saturday morning from Seligman to Kingman (overnight) to Topock Sunday afternoon. It goes through several small towns on this historic route; some are kept alive only by the tourism throughout the year of Rte 66 visitors. Included

are Native American dances, barbeques, historic building and scenic vistas. Saturday, in Kingman, is a “shine and show” in the afternoon, music, a street dance and a cruise night that evening. I’m told there were 500 cars last year and 600 are expected this year. The event is open to all cars from hot rods, custom cars, sports cars, and anything your father drove “back in the day”. If it is licensed for the street, it’s eligible to enter. Since I did not get to drive my TR6 on the BEAT, all polished with the new engine, 5-sp transmission and the new carpet and seats, this was to be its maiden voyage. But, I have not gotten the interior in and the clutch still needs adjusting, so, I’m riding with Ron Gurnee in his beautiful TR7. Kinda like kissing your sister. Anyway it should be a fun weekend

Minutes of the March Meeting

Bev Peterson

President George Montgomery opened the meeting at 7:00 p.m. on March 13, 2012 at DENNY’S RESTAURANT at 670 N. Scottsdale Road in Tempe.

43 people signed the roster:

Jim Andres – drove a TR	
Armand LaCasse – drove a TR	
Stu & Deb Lasswell – drove a TR	
John & Kathy Nuss – drove a TR	
Gareth Parry-Jones – drove a TR	
Pete & Bev Peterson – drove a TR	
John & Matt Reynolds – drove a TR	
Dennis Barnes	Jim Bartels
Jim Bauder	Pete Bowen
Robert Branton	Trudy Crable
Virgil & Marlene Cole	George & Chris Durkin
Gene Glenn	Ron Gurnee
Deta Hampsch & Lee Loftin	Jim Hughes
John & Beth Horton	Betsy Kavash
Richard & Darla Kowalski	Bob Mazer
George Montgomery	Linda Nicholson
Roy Stoney	Marie Thompson
Mike & Janet Braegger (visitors)	
Bob & Marie Morey; Lee Morey; Rojendo & Remedios	
Alonzo (visitors)	

7 TRIUMPHS WERE DRIVEN TO THE MEETING!

VISITORS: Bob Morey, a former member from the early 1980’s until the 1990’s, along with his wife, son and in-laws.

Mike & Janet Braegger, who live in Mesa and are restoring a 1959 TR3.

MINUTES: President George Montgomery corrected an error in the February 14, 2012 minutes: It was Matt Reynolds who gave the treasurer’s report in John’s absence. The corrected minutes were approved.

TREASURER: John Reynolds reported on the club’s account balances:

EXPENSES totaled \$285: \$275 for insurance to VTR and \$10 for the yearly fee to the Arizona Corporation Commission. Those present also voted to approve paying \$60 for food & beverages provided at the work day at John Horton’s house on March 3rd.

RECEIVED: \$808.84 for dues and Triumphest registrations.

MEMBERSHIP: Trudy Crable reported that, of the 135 members on the membership list, only 43 are current with their dues. She will be sending letters and/or emails to everyone to either pay their dues or be removed as club members.

NEWSLETTER: Dave Riddle was not present to report on the newsletter.

AAHC: John Horton reported on current issues: A bill authorizing toll roads in Arizona failed.

Bill 2281 was withdrawn but may come back – it concerns the resale of used tires.

Red Flex, the photo radar company, is lobbying to get cities to authorize their cameras. Bill 1318 concerns requiring Red Flex employees to be licensed Private Investigators. Bill 1029 concerns voter approval for any city or town to have photo radar.

Bill 2313 concerns outlawing or limiting personalized license plates because law enforcement is having difficulties identifying the numerous differ-

ent plates offered.

OWNERSHIP UPDATES: John Reynolds recently bought a 1959 TR3A from former club member Chuck Wright. The car has been sitting since 1994.

John Horton sold Zane's TR7 locally and also sold a TR7 (no engine or tranny) on eBay.

Jim Hughes wants to sell either his 1960 TR3A or 1962 TR3B.

EVENTS: Matt Reynolds reported on upcoming events including the Copperstate 1000 on April 15; the B.E.A.T. the weekend of April 21; and the Route 66 Fun Run the weekend of May 4 - check out their website at www.azrt66.com. Check for other event dates and get more information in the newsletter and on our website: www.dctra.org

TECHNICAL: Armand LaCasse gave away some magazines. There were comments from several members about welding and the day at John Horton's garage.

OLD BUSINESS: Triumphs were well represented at Wheels of Britain on March 11th with 11 TR6's, 1 TR3; 2 TR250's and 4 Spitfires.

NEW BUSINESS: Stu Lasswell reported on Autocross events and said he is having lots of fun. He also mentioned that the current edition of Sports and Exotics magazine has an article and pictures about club member Bill Close and his TR3A.

John Reynolds has Croil for sale for \$8.00/can.

John Horton reported there are rumors that BMW may re-issue "TRIUMPH" as a brand name for a new car.

TRIUMPHEST 2012 REPORT: George Durkin reported that they have received 6 registrations to date and the hotel is filling up nicely. Moss Motors has committed to be a Gold Sponsor. George handed out a detailed printed report at the meeting outlining progress to date and areas

where volunteer assistance is still needed.

With no other business, the meeting adjourned at 7:40 p.m.

Minutes of the April Meeting

Bev Peterson

President George Montgomery opened the meeting at 7:00 p.m. on April 10, 2012 at DENNY'S RESTAURANT at 670 N. Scottsdale Road in Tempe.

35 people signed the roster:

Armand LaCasse – drove a TR

Stu Lasswell – drove a TR

Dave & Denine Muré – drove a TR

John & Matt Reynolds – drove a TR

Kiwi Treloar – drove a TR

Jim Bauder

Bill Close & Bert Staddon

George & Chris Durkin

Ron Gurnee

Deta Hampsch & Lee Loftin

John & Beth Horton

Joe Minnick

John & Kathy Nuss

Ken Schmidt

Marie Thompson

Pete Bowen

Virgil & Marlene Cole

Bill Graham

John Heisser

Jim & Sue Jane Hughes

Jody Kerr & Tanith

George Montgomery

Pete & Bev Peterson

Roy Stoney

5 TRIUMPHS WERE DRIVEN TO THE MEETING!

VISITORS: Bert Staddon attended with Bill Close as his guest.

MINUTES: The March 13, 2012 minutes were read and approved.

TREASURER: John Reynolds reported on the club's account balances.

MEMBERSHIP: Trudy Crable was not present to report.

NEWSLETTER: Dave Riddle was not present to report.

AAHC: John Horton and Jim Bauder reported on

the April meeting:

Held at Discover Classic Cars, a very large specialty used-car lot located in the old Heard Chevrolet property on McDowell east of Scottsdale Road. At any one time, they have 140 +/- hot-rod, classic and sports cars, mostly on consignment. They also offer complete classic auto repair, tune-up, and body & fender work.

A couple of cars of note on display: a nice, very clean 1975 TR6, BRG over beige interior and top with 54K miles on the clock; and an extremely clean 1962 MGA red over black.

A buffet dinner was served at 6:30: brats, hot-dogs, coleslaw, French fries, drinks and cookies - the dinner was hot, fresh, and surprisingly good!

The meeting started at about 7:00 with an invocation and a salute to the Flag. One of the first things mentioned was the power available to us as auto hobbyists when we work and speak together. There are approximately 195 specialty car clubs in the greater Phoenix area. They represent a lot of votes and voices!

Legislative items of interest:

Toll Roads: There is a move around the country to increase the use of toll roads in general, as part of the move to more EZ Pass Commuter lanes like they have in CA. And yes even here in AZ! The legislature discussed opening a portion of I-15 on a toll basis. However, that was voted down and/or is on hold right now. But of course the legislature never rests... Any of this could come back at any time. The AAHC has put together, in conjunction with other similar organizations, a publicity campaign 'Free Roads for Free People!'

Ethanol: There is an on-going effort to approve E-15 (15% Ethanol) gasoline across the country. It is currently available in limited areas and only for use in later model (2007? and up) cars. Of course, all of that will change as we go along! E-10, which we already have over almost all of the country, is bad enough, but E-15 is way worse - not only for our cars but for the economy in general. Ethanol offers less power and costs more

to produce. But of course the Iowa corn growers love it, especially with the government subsidies!

Used Tire Ban: The AZ legislature recently proposed banning the sale of used and/or 'take-off' tires. Rather than writing a 'legal' definition of an unsafe tire, they apparently decided to ban them all. This bill will potentially put a lot of 'mom and pop' tire shops out of business completely and dry up the possibility of using older or used tires for trailers, spares, and roller tires for our cars during restoration, etc. However, cooler heads prevailed and this bill was not passed.

Up or Down Vote on Photo Radar: The proposal to put this subject on the ballot was not passed (again!)

There was a short discussion on the problem of the on-going deterioration of the Bonneville Salt Flats. For years, mining companies have been injecting water beneath the surface of the dry lake bed to dissolve potash deposits that lie beneath the surface. The brine is then pumped up and the potash reclaimed, then sold for fertilizer, etc. The problem is the surface of the lake is sinking and the 'dry' lake is disappearing beneath the chemical sludge of a wetter and wetter 'dry' lake bed surface. There is a campaign to stop the mining or at least make the mining companies come up with some way to prevent the loss of the lake surface and thereby save the salt flats for future speed records. More info can be found at: www.savethesalt.org

The last item discussed was The Dyno Shop: One of the service bays at Discover Classic Cars has an engine tuner's favorite accessory - a chassis dynamometer. The dynamometer is equipped with an eddy current brake for better accuracy and wider power handling range. They have a motorcycle adaptor plus all of the needed tie-downs to safely test nearly any size engine so there is no problem checking our smaller engines. The owner, Jeff Morrow, has been working with chassis dynos for over 30 years. Jeff offered to check club members' engines on the dyno and provide 'at the drive wheel power levels' for

Minutes continued on page 12



DCTRA Membership Application

Please print and return completed form to:
John Reynolds, Treasurer
806 E. Campus
Tempe, AZ 85282

Member Info:

Name: _____

Address: _____

City: _____ State: _____ ZIP: _____

Phone: _____ Phone: _____

email: _____
(required for newsletter notification)

Auto Info:

Make: _____ Model: _____ Commission #: _____

Make: _____ Model: _____ Commission #: _____

Make: _____ Model: _____ Commission #: _____

Length of Membership

☐ One Year
\$18.00

☐ Two Years
\$34.00

☐ Three Years
\$50.00

I would like to Receive the Newsletter via:

☐ Email
☐ US Mail

Comments/Suggestions:

Calendar of Events

To add or host an event, contact Matt Reynolds, VP and Activities 480-968-6078 / bsatr6@yahoo.com

DCTRA Events May 2012

- 8th DCTRA Club Meeting
- 12th Mini owners summer rally
- 13th AZ Diamondbacks
Seats for Soldiers car show
- 13th SCCA autocross event.
- 18th Freddy's St. Jude Benefit Car show
- 20th British Breakfast Run
(Summer Hours-Meet @7)

Arizona Auto Scene (www.arizonaautoscene.com) is Arizona's newest, most complete resource for automotive related events, cruises, news and more. We also feature free classified ads. Please take a look. If you like the site, please share it with your friends.

Update Your Triumph Membership

Trudy has posted the updated membership list on our DCTRA.org website (see files section). It's updated through the January '08 Brunch meeting. She is still accepting digital pictures of your car(s) to include on this list. Club members voted to remove unpaid listings, so these will no longer receive club emails. If you would like your membership to be renewed, bring your payment to an event, meeting or mail a check (made out to DCTRA) to our Treasurer, John Reynolds, 806 E. Campus, Tempe, AZ 85282.

JIM MEDLAND, President
JEFF GIROUX, Parts Mgr.



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Membership

Contact Trudy Crable at 480-734-5871 for membership information. Dues are \$18.00 per year

Recommended Vendors

A "Vendors" menu option has been added to the website. Selecting that menu option will show you a listing of vendors (services, parts, repair, etc...) that DCTRA members have had experience with and are recommending to other members.

If you have a Vendor to recommend you will notice at the bottom of the list that a form has been provided for you to fill out. When we receive your completed form we will add your recommended vendor to the list.

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a fixed, reduced fee. He mentioned \$50 per car, but that was an estimate, with no discussion as to day or evening times, and/or how many club members, etc. Perhaps we could pursue this as a club activity? Jeff can be contacted at: thedynoshop@cox.net

OWNERSHIP UPDATES: Bill Graham has to sell his TR4. It has a fresh engine, clutch & brakes – asking \$5,000. Call 602-989-2846.

Kiwi's friend Angus in San Diego, has a purple 1973 TR6 with overdrive for sale - \$8500. Call Kiwi for details at 480-986-1268.

Jody Kerr bought a 1980 TR7 (Spider with fuel injection.)

EVENTS: Matt Reynolds reported on upcoming events including the Copperstate 1000 on April 15; the B.E.A.T. the weekend of April 21; and the Route 66 Fun Run the weekend of May 4 - check out the website at www.azrt66.com. Check for other event dates and get more information in the newsletter and on our website: www.dctra.org

TECHNICAL: Armand LaCasse passed around a "whatsit?" – the general opinion was that it was something off an Austin diesel.

John Reynolds commended APPLE HYDRAULICS (in New Jersey?) for excellent work and fast turnaround.

Jim Bauder gave the latest update in his transmission saga and talked about replacing his turn signal switch.

John Nuss needs wheels for his Spitfire so he can autocross.

Jody Kerr has been experimenting with soda blasting – he said everyone is welcome to come over and try it out in his AIR CONDITIONED garage.

OLD BUSINESS: There was no old business.

NEW BUSINESS: Stu Lasswell asked about printing up some new club business cards to hand out to prospective members at car shows or whenever you meet someone.

TRIUMPHEST 2012 REPORT: George Durkin handed out a detailed report outlining progress to date and areas where volunteer assistance is still needed.

With no other business, the meeting adjourned at
Editor continued from page 5

console I went to the passenger's seat. Lori later said she was screaming for me to get out and that it seemed to take forever. I admit that once I had moved over to the passenger seat and was looking at the flames licking by the open window I was a little concerned about what I would find when I opened the door. I waited a bit (while it was growing hotter) to see if the flames would drop down some since I had switched off the ignition. They did and out I went.



If I had been wearing my nomex, etc... would not have been in problem. Wearing a short sleeve collared shirt, shorts and flip flops is not too conclusive to a peaceful mind while existing a vehicle in flames.

As she came running back to me she was nearly in tears and shaking really bad. I think she got a bigger jolt of adrenalin then I did"

TR3 Returns After a Long Absence

John Reynolds

This 1959 Triumph TR3a has sat idle since 1994 when it decided to start leaking brake fluid out of it's front caliper. The owner, a former DC-TRA member sighed and told me that after that, "The years just went by!"

Matt and I, using a car dolly formerly owned by Gene Glenn, rescued it and brought it home. It needed everything that had anything to do with fluid!

The calipers and rear shocks were sent to Apple Hydraulics who did a beautiful job rebuilding both with quick turn around. The orders went out for the parts to get it running. Three days later all requested parts were at the door! Then the fun could begin!

What was I thinking? It was more of an education than I expected.

Start with the simple stuff.....Water pump..oh the bolt stays in while you remove it!.....Fan belt change? What's that about having to loosen up the engine mounts to get room?????

Ok how about the radiator hoses? Why aren't there two bolts holding the bottom of the radiator to the frame??? Because you can only turn the wrench on turn at a time and some Previous Owner decided to leave it off!

At least it's got a oil filter adaptor. Filter wouldn't come off after almost 20 years of attachment. 45 min later the mangled "can" was off! During the Brake and Clutch master cylinder replacement I learned what Crow's feet flair wrenches are. Regular wrenches fit on the lines but you can't turn them! The "door" on the fire-

wall helps and exercises your neck muscles as you reach inside to work on the lines. Matt meanwhile, with the help of Jim Hughes pulled the old carpets out of the TR along with the seats. Matt replaced the carpet and seats making the interior look great!

The "fight" continued highlighted by: Replacing the brake calipers including shims that a sadist must have designed Rebuilding carbs but delayed by the warning note to "soak cork washers for 24 hours before installing".



Getting the rear brake shoe relined but too thick!

The 5 gallons of gas standing all those years was really foul!!!!!! A donation to the City of Tempe's hazardous waste collection site!

And let's not forget the bad coil that really hid an ignition misfire.

Finally got it running!!! And all the electrics work including the heater fan, horn and windshield wipers!!!!

Non standard bling Dayton tubeless wire wheels were worth the frustrating wait!

Now to sort out the foibles.....if they're ever truly sorted!!!!

New Car Show in the North Valley

Norterra 2nd Friday Car Show

Makes:All

Models:All

11 May 2012 (6-9pm)

Location:

2460 West Happy Valley Rd

The Shops at Norterra

Phoenix, AZ 85085

Contact:

The Shops at Norterra

Phone: 623-582-9599

sbugno@reddevelopment.com

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Event Info:

Norterra Car Show: The second Friday through May, 6-9 p.m. Join us on The Shops at Norterra's Main Street for a luxury and classic car show on the second Friday of every month through May. Enjoy live music, prize drawings, food sampling and a wide variety of cars on display. The shopping center is located at the northeast corner of I-17 and Happy Valley Road in North Phoenix. The event is FREE and registration is not required.

They usually start letting cars in at 5:30 or so.



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TR6 complete engine/parts for sale

Variety of used TR6 parts and complete 1970 engine on stand for sale. Also an aftermarket TR6 Hardtop. Will sell all for \$1250. Please forward to all who may be interested.

Contact Rick 520-780-1948

rschuarizona@yahoo.com

GT6 Engine

1968 GT-6 engine complete bought from wrecking yard in Flagstaff \$250.00 Scottsdale 602-377-8559

My TR3A project parts: is just about finished and there are many parts left over. Here are several that are ready for a new home:

1 used TR3 windshield (clear) \$50.00

1 New TR3 windshield (clear) Roadster Factory \$154 + about \$100 postage & shipping \$200.00

1 rear seat (leather)(Moss), black with white piping \$349.95 ready to install \$300.00

1 hard top shell with drip rails/w rear window that came with the top \$ 350.00

1 Heater reconditioned \$350.00

1 set of seats (core only) \$100.00

1 set of side curtain frames \$75.00 There

are several fenders and doors in good

to fair condition priced accordingly.

Pick up only or call and maybe something can be worked out. Jim Hughes 480 924.3565

Original 1976 TR6 for sale with very good condition factory Topaz (orange-yellow) paint and only 70,983 original miles since new. Interior and soft top are also in good condition. Has circa 1976 dealer installed luggage rack and racing stripes. The frame is rusted under passenger side and the rear-end clunks under acceleration (U-joints? Differential?). Car has not been driven or started since 2008. \$4000, as is. Call John at 602-762-1320 or email jlindly@cox.net for more information or for photos.

1974 Triumph Spitfire 1500

20K original miles, new top, never driven in the winter. Good condition, some rust, been sitting for awhile and Not currently road ready - \$2500 or best offer. I bought this car when it was 6 months old and shipped it here from Ohio.

Rick Humiston

3708 E. Briarwood Terrace

Phoenix, Az. 85048

480-759-6840

Local Cruise Nights

from the Safeway Property management - food - Every Saturday night from 5pm-???

Fridays:

Chandler - East Valley Cruise-In at Fulton Ranch Towne Center - S.W. corner of Arizona Ave. & Ocotillo Rd. - 6-9pm - Info: Stephanie 623.582.9599

Glendale - KOOL Radio Car Show 3rd Friday of Month at Sanderson Ford Lincoln Mercury (6400 N. 51st Ave) - 4pm-7pm - live music and great KOOL prizes - Info: Nick 602-488-8163

Mesa - Cruise Downtown Mesa 2nd Friday of Month (West Main Street from Country Club Drive to Center Street) hosted by Downtown Mesa Merchants Group - Come down, join the fun and show off your car!! It's FREE!! - Info: Sharon 480-890-2613 or Anita 480-924-7887

Mesa - Mesa First Car Show at Mesa First Assembly (1303 S Lindsay Rd) - Meets 1st Friday of every month beginning Jan. 2nd from 6-9pm - Live music, BBQ, soft drinks, huge parking area, great lighting - All vehicles welcome - Info: Greg 480-678-2209

Peoria - Friday Night Lights Car Show/Cruise In - 91st Ave just of Northern behind Auto Zone (8350 N. 91 Ave.) - 300 parking spaces - 100 to 200 cars attend weekly - 5:30pm - ? - open to all cars, trucks, food, music, trophy for best car - Info: Bryn 480-229-2918

Phoenix - West Side Cruisin' - 35th Ave. & Northern - Info: 602-246-3906

Phoenix - Rod and Custom Cruise (SW corner of 59th Ave. and Beardsley), prizes, raffles, music, and clean fun - Info: 623 362-8282

Surprise - Fry's Marketplace parking lot (13982 W. Waddell Rd.) - 5-9pm - all makes and years - Corner of W. Waddell Rd. and Litchfield Rd., behind the Sonic Drive-In - Sonic, Fry's and Subway for food and beverages - Info: Larry 623-476-8098

Saturdays:

Chandler - Chandler Christian Church (1825 S. Alma School Rd.) - 1st Saturday of every month - Coffee and Donuts - Cars, Trucks and Motorcycles welcome - 9am-11am - Info: Tom Donahue (480) 510-3145

Glendale - Safeway - 83rd Ave. just off the 101 (west) 1/2 mile north of Union Hills - hundreds of parking spaces, plenty of light, permission



Laveen - Wienerschnitzel (5220 W. Baseline Rd.) from 5p-9p - Info: Shane 602-605-8101 or 949-433-1251

Mesa - Cruisin' on Main Street presented by Hot Rod Planet and Concerned Mesa Cruisers (Country Club to Mesa Dr.) - 6-10pm - Info: Lance 480-229-5691 - Mesa To be held the 4th Saturday of every month

Mesa - Power & Hampton on Saturday Evenings near Superstition Springs by K Mart

Peoria - Safeway Shopping Center - 20713 N. 83rd Ave. (83rd Ave. and Lake Pleasant Road) - 5-9pm - Everyone Welcome - Info: Gary 623-203-5752

Phoenix - Cruise-In at SO-CAL-AZ (3427 E. McDowell Rd.) - Second Saturday of month - 7-9am - coffee, donuts, car talk and a Small Swap - Drive your classic car or truck to qualify for swap space - No Trailers or Truck loads - Info: Don 602-275-7990

Scottsdale - McDonald's, Scottsdale Pavilions Shopping Center, 4pm-10pm, 9140 E. Indian Bend Rd. (Pima & Indian Bend Road)

Sundays:

Chandler - Every Sunday morning at 7am at Starbucks in downtown Chandler ((1 San Marcos Place) just west of Arizona Ave, south of Chandler Blvd.) We're kinda hard to miss, just look for the Hot rods! Can I hear an AMEN? - Info: Craig Pike 480-220-6687

Fountain Hills - Fountain Hills Automobile Club Cruise-In at KFC & A&W RESTAURANT (16805 E. Shea Blvd.) (Target Center) - 1:00 PM - Open to all Antique, Classic & Special Interest Vehicles (No Shows during the summer)

Phoenix - Hotrod Jokers Cruise-In and Car Show - Ramjets Speed Shop (13701 N. Cave Creek Rd.) - 1-4pm - free hot dogs and beverages - Info: Ron 602-574-4059

Scottsdale - Old Guys Hot Rods Hotrod Show at Handlebar J's (7116 E. Becker Lane) - 1st Sunday of Month - car show on the street in front Handle Bar J's patio, Live music - all years and makes welcome - Info: Mike 602-291-8374

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Route 66 Fun Run

George Montgomery

Friday morning, May 4th, eight of us, George and Chris Durkin, Linda Nicholson and grandson Tim, Marie Thompson and Betsy Kavash, and Ron Gurnee and myself left North

memorabilia and souvenir shops while ogling the hot rods, customized '50's cars and pony/muscle cars of the day. There was a reported total registration of 837 cars in attendance.

After beer and cocktails in the Gurnee/Montgomery Suite at the Deluxe Inn we had a leisurely stroll to a local Church for a wonderful spaghetti dinner, after which we made plans for breakfast. The Williams contingent headed back to their hotel to arrive before dark and Ron and I watched the cars cruise up and down Main Street outside our hotel in Seligman.



Phoenix headed for Seligman, AZ. Seligman was the starting point for the 25th Annual Route 66 Fun Run, sponsored by the Historic Route 66 Association of Arizona. More was written about this rally in the May Pres Sez column. We arrived about noon. Ron and I registered at the luxuriant Deluxe Inn Hotel in Seligman, while

Saturday morning cars began to line up almost the whole length of town, three rows deep to head out at about 10:00AM. We had a pleasant drive along the old Rte 66 stopping at various places for resting and shopping at again the Rte 66 souvenir shops. There were a lot of them and this tourism traffic is their main source of income. So this was, in a sense, their "Christmas Season".



the others stayed in Williams, AZ. After polishing off a buffalo burger lunch, Ron and I met with the other DCTRA member to explore the Rte 66

We arrived in Kingman early afternoon. After checking into our respective hotels we headed downtown for the street parking and a "shine and show". I think it's a hot rod term of some technical meaning. Ron and I toured the Route 66 Museum and were refreshed on the history Rte 66 and its historical meaning to the development of the Western part of this country during the early half of the Twentieth century. There were a lot of artifacts of the era and an excellent diorama of a typical "Joad Family" scene from John Steinbeck's book The Grapes of Wrath. Afterwards we met at a local Cinco de Mayo facility to celebrate an American Restaurant Association's version of our neighbor's little known holiday. Everyone then headed for the of-



Dodges, etc and in each of 10 year division or such. Besides our cars (a TR4, 2 ea TR6's and a TR7) there was an unknown TR3 and a Spitfire. Other British cars were a MGA and a couple of MGB's. One had a Ford 429 V8 shoved into it. What a beast with 500 hp.

official welcoming banquet except Ron and I. We rather opted for a gourmet dinner at a local JB's Restaurant; then viewed the hot rods and cars next door at a Sonic Drive-In.



It was a fun weekend for me, being totally immersed in cars of that I don't normally get to see much of, cars that I once drooled and lusted over as a young teenager. As I grew older I migrated to cars that had better handling and cornering capabilities. Sometime I wonder what I might be driving now had I not drifted toward sports cars, British cars and Triumphs.



Sunday morning we continued the tour but only stopped at Oatman, AZ. We did not get to see the wild burros that Oatman is so famous for. We were told that being late sleepers they did not come into town until 10:00 AM or so. We finally arrived in Topak for the finale about 11:00 AM. We had a lunch of hamburgers and hot dogs then waited for the awards ceremony. Since none of us won a trophy for the "Shine and Show" (see I told you it was a technical term) we left early before all of the 66 trophies were awarded. There was only one for all of the British car class, one for the German class and one for the Japanese. The other 63 classes were for Ford, Chevy's,

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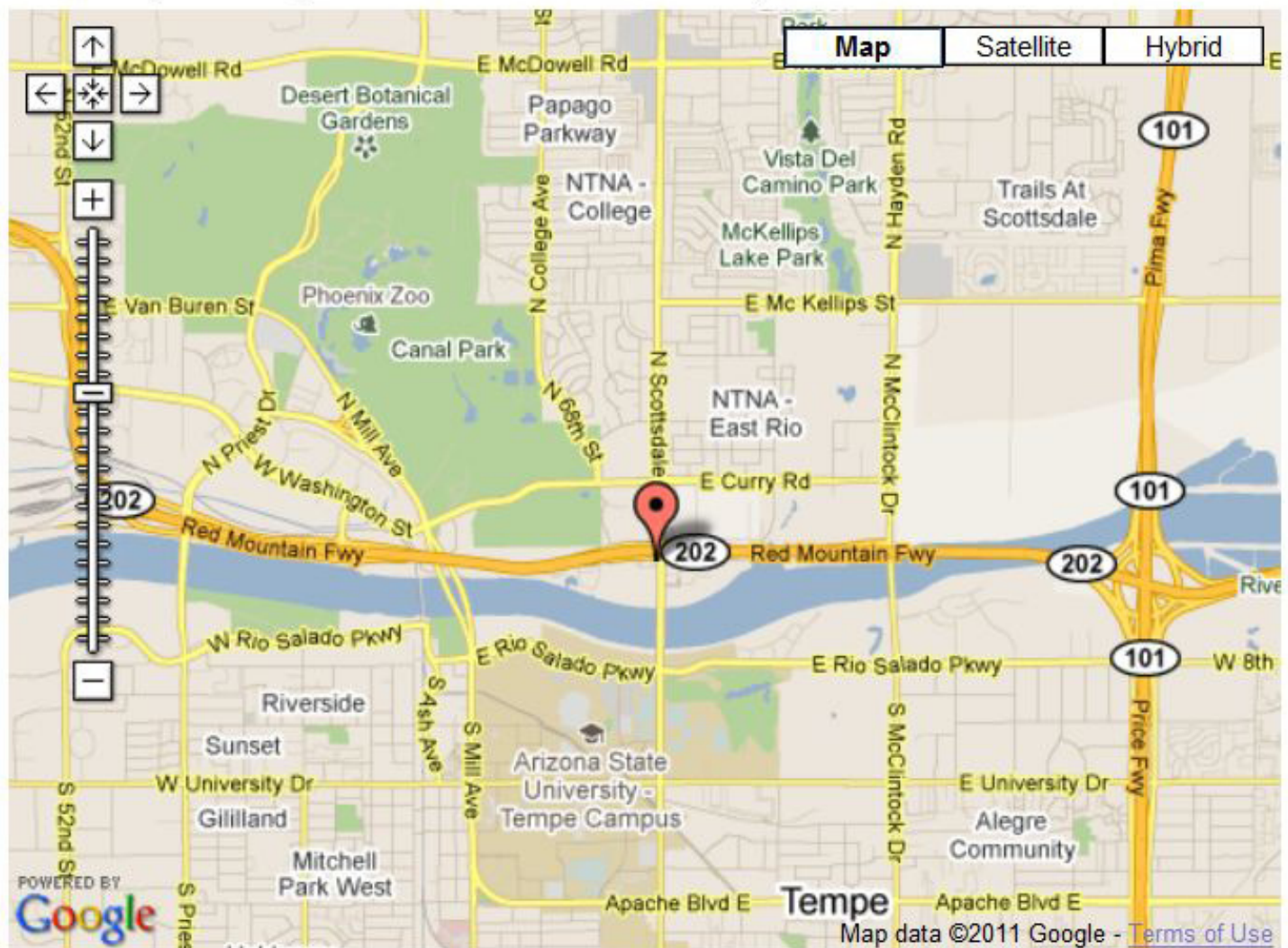
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Note that regular Meeting locations are on the second Tuesday of the Month:

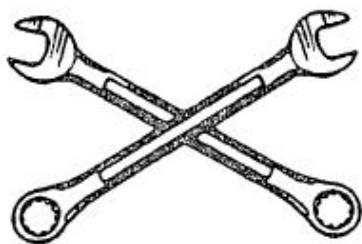


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2012 BEAT Rally







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Which Size Fits?

Whitworth and BA Wrenches on the MGA

Recently, I helped someone on the internet with a wrench size problem on his MGA. He was working on the oil cooler flare nuts and discovered that a $1\frac{1}{16}$ inch wrench was too small and a $1\frac{1}{8}$ inch too large. He didn't know if a $1\frac{3}{16}$ inch size existed. A quick check of a chart I had made up showed that a $\frac{5}{8}$ Whitworth is sized between $1\frac{1}{16}$ inch and $1\frac{1}{8}$ inch. In the oil cooler problem, finding a loose $1\frac{1}{16}$ wrench might fit as would grinding open the jaw gap. As for the closed end of a combination wrench, cutting out part of the ring would make the wrench into a flare nut wrench. At the same time, perhaps the cutting would make the closed end loose enough to fit since part of one side is now open.

I also know that some of the smaller components such as the distributor and carbs still used BA fasteners. I put together the chart on the right from several pieces of information I found showing the jaw sizes of SAE, Metric, and Whitworth wrench sizes.

Some tool manufacturers have begun making their sockets and closed end wrenches with "flank drive." Sears calls theirs "head

Wrench Jaw Gaps

Jaw Gap (in)	Wrench Size	Jaw Gap (in)	Wrench Size
0.250	$\frac{1}{4}$ in AF	0.938	$\frac{15}{16}$ inch
0.276	7 mm	0.945	24 mm
0.313	$\frac{5}{16}$ inch	1.000	1 inch
0.315	8 mm	1.010	$\frac{9}{16}$ Whitworth
0.344	$\frac{11}{32}$ inch; $\frac{1}{8}$ Whitworth	1.024	26 mm
0.354	9 mm	1.063	$1\frac{1}{16}$ inch, 27 mm
0.375	$\frac{3}{8}$ inch	1.100	$\frac{5}{8}$ Whitworth
0.394	10 mm	1.125	$1\frac{1}{8}$ inch
0.433	11 mm	1.181	30 mm
0.438	$\frac{7}{16}$ inch	1.200	$\frac{11}{16}$ Whitworth
0.445	$\frac{3}{16}$ Whitworth	1.250	$1\frac{1}{4}$ inch
0.472	12 mm	1.260	32 mm
0.500	$\frac{1}{2}$ inch	1.300	$\frac{3}{4}$ Whitworth
0.512	13 mm	1.313	$1\frac{5}{16}$ inch
0.525	$\frac{1}{4}$ Whitworth	1.390	$\frac{13}{16}$ Whitworth
0.551	14 mm	1.417	36 mm
0.563	$\frac{9}{16}$ inch	1.438	$1\frac{7}{16}$ inch
0.591	15 mm	1.480	$\frac{7}{8}$ Whitworth
0.600	$\frac{5}{16}$ Whitworth	1.500	$1\frac{1}{2}$ inch
0.625	$\frac{5}{8}$ inch	1.575	40 mm; $\frac{15}{16}$ Whitworth
0.630	16 mm	1.614	41 mm
0.669	17 mm	1.625	$1\frac{5}{8}$ inch
0.686	$\frac{11}{16}$ inch	1.670	1 inch Whitworth
0.709	18 mm	1.688	$1\frac{11}{16}$ inch
0.710	$\frac{3}{8}$ Whitworth	1.811	46 mm
0.748	19 mm	1.813	$1\frac{13}{16}$ inch
0.750	$\frac{3}{4}$ inch	1.860	$1\frac{1}{8}$ Whitworth
0.813	$\frac{13}{16}$ inch	1.875	$1\frac{7}{8}$ inch
0.820	$\frac{7}{16}$ Whitworth	1.969	50 mm
0.866	22 mm	2.000	2 inch
0.875	$\frac{7}{8}$ inch	2.050	$1\frac{1}{4}$ Whitworth
0.920	$\frac{1}{2}$ Whitworth	2.165	55 mm
		2.362	60 mm

lock." This type of construction allows more space where the corners are so the wrench applies its force a little off the point. If you can get combination wrenches and sockets with this type of design, it would be easier to grind them open some. You could then make Whitworth combination wrench or socket from an SAE or metric combination wrench or socket. The BA sizes presented a bigger problem. I spent some time on the internet and was able to locate the dimensions for some of the sizes. I then remembered that my brother had some BA wrenches and sockets. I borrowed these and measured them. Arranged below is a chart showing the measured sizes of these tools, stated sizes of BA, SAE, and metric wrenches. Also listed is the maker of the tool. Terry's Tools is/was an English company. These wrenches are stamped from sheet steel and difficult to measure. They were purchased by my brother to help machine and assemble a model steam engine from castings.

How is this helpful? Based on these numbers you can probably find a metric or SAE wrench to fit those BA sizes. Some of these sizes aren't very common, but I found them listed as individual items in Sears' *Industrial Tool* catalog. If you want to put together a dedicated set of BA tools without going to a specialized source, you could buy the needed sizes from a discount store, grind off the existing numbers and label them using an etching tool. I have a tool that runs from a 12 volt battery and "etches" by burning with electrical arcing. ♦

Measured Jaw Gap vs. Stated Size

Jaw Gap (in)	Wrench Size	Tool Measured
0.155	8 BA	Terry's Spanner
0.1563	5/32 inch	
0.1575	4 mm	
0.177	7 BA	Terry's Spanner
0.1773	4.5 mm	
0.1875	3/16 inch	
0.1970	5 mm	
0.201	6 BA	Terry's Spanner
0.2031	13/64 inch	
0.2167	5.5 mm	
0.2188	7/32 inch	
0.224	5 BA	Terry's Spanner
0.2344	15/64 inch	
0.2362	6 mm	
0.2500	1/4 inch, 4 BA	
0.252	4 BA	Terry's Spanner
0.2756	7 mm	
0.2800	3 BA	
0.2813	9/32	
0.285	3 BA	Snap On Socket
0.3125	5/16 inch	
0.3150	8 mm	
0.324	2 BA	
0.330	2 BA	Snap On Socket
0.331	2 BA	Terry's Spanner
0.3438	11/32 inch	
0.3543	9 mm	
0.3650	1 BA	
0.369	1 BA	Snap On Socket
0.370	1 BA	Snap On Wrench
0.3750	3/8 inch	
0.3937	10 mm	
0.4130	0 BA	
0.416	0 BA	Snap On Wrench
0.4330	11 m	

(This article was submitted to the "A-Antics" Journal of the Michigan Rowdies by Gordie Bird. He found this on an MG mailing list on <www.team.net>.)



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