

TRIUMPH TRUMPETER

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



Triumph Register of America

◀ Back



PROMOTING TRIUMPHS AROUND THE WORLD

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



A TR6 Shooting Brake

NEXT CLUB MEETING

Tuesday, May 14, 2014

BUSINESS MEETING

Starts @ 7:00 p.m.

DENNY'S RESTAURANT

650 N. Scottsdale Road, Tempe, AZ 85281

2014 CLUB OFFICERS

President

John Nuss

480-983-3945

jknuss@live.com

VP & Events

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480-968-6078

bsatr6@yahoo.com

Secretary

Jody Kerr

480-612-5671

jodyfkerr@gmail.com

Treasurer

John Reynolds

480-968-6078

johntempe8@q.com

2014 Appointees

AAHC Reps

Jim Bauder (**East side meetings**)

480-309-9525

jimbpps@cox.net

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480-488-4872

packratpete@gmail.com **OR**

bev@carefree.org

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Tech Advisors

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big.blue.truck@live.com

Roy Stoney

602-231-0706

royston469@msn.com

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: Photo – Found on the cover of “Triumph 6-Pack” magazine.

Prez Sez – March 2014

John Nuss

Hello everyone,

One morning, one morning, one morning in May... Some members are off to the Route 66 Fun Run - an opportunity to drive top down and enjoy the weather. Some members participated in the "Loop the Valley" drive, though not always top down weather.

Which brings up the topic of Triumph activities. Some drives take some serious planning and organization. Triumphfest, for example, requires logistic, strategic, financial, and tactical planning a few steps short of the Normandy invasion. Other events require a starting place and date. Most of us bought the car to drive, then joined the club to share stories, learn repair/restoration techniques, commiserate when plans don't go as intended. Here's the plea/ plug: Members can plan and execute events! Matt reports activities available to us but it not his job to plan all events. Join together - ask for help, get a date and lets go.

EDITOR'S DESK

The cover of the latest Triumph 6-Pack magazine, the Winter 2013/2014 Volume XXXI Issue 4, features a TR6 with an "extended" Triumph factory hard top. This makes a sport wagon, estate wagon or the old historic British term: a shooting brake. It looks somewhat like an Aston Martin DB5, a Jensen Healey, or the Reliant Scimitar GTE, MGB-GT or the Triumph GTR4 Dove'. The article inside details the story of German owner, Bernd Amling, who spent over 2500 hours to cut and refit to get the correct dimensions. The car, unlike the Triumph Dove', looks like it was designed by Karmann and built by the Triumph factory. After spending so much time in trial and error, Amling has registered the design in the EU and sells a license and USB-stick with the pattern and some 500 detailed photos, but I could not find any contact information in the article. The value of a conversion like this is "all in the eye of the beholder", but I found it very appealing to be able to carry more luggage, tools and parts for a cross country trip. You lose the space for a spare tire though. Is that a big deal, Truttman?

With our members working on their cars getting them ready for late spring road trips and for the fall Triumphfest I thought now would be a good time to insert Jim Bauder's article on specialty tools. Thanks, Jim. Bo Shaw's chronicle continues about the restoration of his beautiful TR3.

Enjoy reading.

George Montgomery, Editor

Calendar of Events

Matt Reynolds

DCTRA & British Auto Events 2014

May 2nd - 4th AZ Route 66 Fun Run

May 3rd-Cars and Coffee –Gainey Ranch-Scottsdale

May 13th DCTRA Business & Social Meeting

May 25th-British Breakfast Run

Sept 25-28th Triumphest 2014

Oct 18-19th British Vintage Voyage

Minutes

DCTRA Triumph Club Meeting
March 11, 2014

Meeting called to Order by John Nuss, Club President

In attendance: Ned Bailey, Matt Reynolds, Pete Thompson, Gary Nelson, Bill and Kay Davenport, Dennis Floyd, Ron Cole, Bo Shaw, Roy Steney , Ed May, Jody Kerr, Jim Bauder, Pete and Bev Peterson, George Durkin, Ron Gurnee, John and Kathy Nuss, Dita Hampsch, Lee Loftin, Ken Schmidt, Cheri and John Heisser, Pete Bowen, Joe Minnick, Stu Lasswell, Bob Mazer, Michael and Jackalyn Divine, David Stephens, Chuck Kerzan, Mike Blachut, Dave and Denine Mure', Ed and Peggy Jacobs, Gareth-Parry Jones

Total in attendance: 38

Total Triumphs: 14

Secretary's Report:

Previous month's meeting minutes were accepted and passed.

Treasurer's Report:

Current account values were reported as were previous month's expenses. All expenses have been seconded and approved by the club.

Hobbyist Council:

No report for this month.

Events Calendar:

Current events were shared with the club and will be updated on the club website calendar.

Technical:

Discussion of cooling temperatures of TR3s and how to maintain appropriate cooling.

Meeting adjourned.

NEXT CLUB MEETING

Tuesday, March 11, 2014

BUSINESS MEETING

starts @ 7:00 p.m.

Come at 6:00 to eat and socialize.



April 2014 Membership Report:

NEW MEMBER: Dave Freet

RENEWED: Bob & Penny Branton

Michael & Jackalyn Divine

Chris & Ann Hansel

John & Cheri Heisser

Chip Hidinger & Caren Osborn

Kathy & Court Slabaugh

Roy & Jean Stoney

Dues are \$18.00 per year with a discount for multiple years subscriptions.

For membership information, contact: **PETE or BEV PETERSON**

at **480-488-4872** or email: **packratpete@gmail.com or bev@carefree.org**

Pete or Bev Peterson
DCTRA Membership
PO Box 3126
Carefree, AZ 85377

Application form on page 19:

Latest update from Bo Shaw:

This is segment of a series of 16 articles written by DCTRA member Bo Shaw about his experiences restoring his 1958 TR3A. Each month we will publish another article (or two if they are short) so you can see what it's like to spend a year or more recording your progress on a major project's ups and down's and the final TRIUMPHant result.

TR3A Activity - May 2012

Overall, the past month started badly but has ended on a good note.

Head Gasket Leak:

The last few weeks have been almost entirely dedicated to resolving the coolant leaks around the head gasket noted last month. These leaks appear to have been the result of a combination of issues. I'd like to thank West and Roy for all of their help in tracking down and, hopefully, resolving these problems.

One of the first things that we suspected was that the surface on the head had ridges on it that were too deep (easily felt with finger or caught with a finger nail). We spoke with the specialist who had done the machining on the head and he thought that the ridges were necessary to get "bite" between the head and the head gasket. But those areas that seemed to be leaking the worst were those around the head where the ridges were deepest (i.e., the front and rear of the head), and thus too deep for the head gasket to compensate. Our specialist had almost exclusively worked on MG's prior to this. MG's have a different head/block interface, and so a head surface finish that would be good for MG's may not work for Triumphs. In any case, I ran the head down to San Bernardino to have it reworked, and picked it up the next week with the head surface having a smooth, satiny finish that is expected to be better.

The second issue noted was that the wet liners for the cylinders were protruding too far above the surface of the block. (The cylinder liners for the TR2 thru TR4A are removable. This makes it handy to modify the engine displacement or replace worn cylinder bores, but care must be taken upon reinstallation to verify that the liner protrusion above the block is within specifications.) The spec for liner protrusion above the block in a TR is nominally 3 to 5.5 thousandths of an inch with some sources stating that it can be as low as 2 thousandths. What we measured for liner protrusion in this case was from 3 to 9 thousandths of an inch! Obviously this is a problem. If the cylinder liners sit too high, then the head gasket will not be able to make a complete seal with the head. Another observed problem was that the top of one of the cylinder liners was slightly damaged—it looked like someone had tried to seat it with a ball peen hammer. This same cylinder also appeared to have coolant leaking into it when the others did not. At this point, I decided to bite the bullet and replace the old liners

with a new set of Mahle cylinder liners/ pistons ordered from TRF. (Mahle later informed me that I was extremely lucky to get them as the cylinder liner assemblies for the TR were manufactured by Mahle only every several years when the demand was great enough!) Removing the old liners necessitated removing the pistons, of course, but once this was done we were able to remove the old liners without removing the engine from the car. (We also found some wear in the #4 piston rod bearing, perhaps caused by a contaminant or a tight fit. The remaining rod bearings were fine. The #4 bearing will be replaced.) In any case, an afternoon was spent installing, switching and/or rotating the new cylinder liners until all were installed and within specifications for protrusion. The liner protrusions now measure from 2 to 4.5 thousandths of an inch.



Photo 1: New Mahle Cylinder Liners Installed

Plan for Next Month: Finish installing the liners with sealant, install the pistons and head. Check for coolant leaks. Install the bonnet (hood), both doors with their associated capping, new tonneau cover and the seats. There is still a minor brake fluid leak to resolve.

Some of My Special Tools

By Jim Bauder

Over the years I have built up a fairly large collection of modified tools plus some specially built tools - so many, in fact, that I can no longer remember why I modified some of them. I wanted to share them with friends and club members, as I have found that a modified tool can be of tremendous help and sometimes the only way to get a job done! You probably have already started your own collection of modified tools. If not, or even if so, you may get some ideas from my collection.

The first and most important thing you will need in order to build your own collection is the strength of will to take a perfectly good tool out of your toolbox and bend it, grind it, or otherwise modify it in order for it to fit the particular task at hand. The second most important thing is a supply of extra tools that you don't care as much about, so you don't need so much strength of will! What I have done, thanks to my brother Randy, who picks up mixed boxes of tools at garage sales at bargain prices, is to have a box of miscellaneous wrenches, sockets, screwdrivers, etc. that typically are off-brand, maybe beat up, but still serviceable and are suitable for modification. I do have a few really good tools that I have modified, but most are 'no-name.' Third, you will need some imagination to determine that it is better to modify or make a tool from scratch than to struggle with a standard tool that just doesn't quite fit or doesn't quite provide the torque needed for the particular job at hand.

Photo 1: End Wrenches



Sometimes a standard wrench won't 'swing' far enough (or at all!) because of interference from some other part, etc. I used a bench grinder and a hacksaw to modify the wrenches shown in Photo 1.

Photo 2: End Wrenches



The three wrenches in Photo 2 are modified only on the 'working' end, to provide essentially a 'new' wrench that I didn't have or one that now fits a non-standard fastener. The 15/16th wrench is not only ground from a smaller wrench but is also bent to about 45 degrees. The 9/16th wrench has been ground down to less than 1/8 inch thick.

Photo 3: Modified Screwdrivers



The screwdriver at the top of Photo 3 has a small notch ground into the edge of the blade to provide a strong two-prong tool that I made to do a specific job, but don't remember exactly what. The second screwdriver has a sharp chisel point ground into the blade to provide a stiff, sharp scraper to remove paint or, in this case, some very hard gasket material. It also came in handy when I was resealing the shower in the house.

Photo 4: Modified Screwdrivers



In Photo 4, the tool on the left is an off-the-shelf standard scratch awl. I use it and all of the others as center punches or screw starters for wood and as alignment tools when using self-tapping and machine screws through two or more layers of material. I am not sure why I have so many!

Photo 5: Modified Screwdrivers



In Photo 5, the two modified tools were made from throw-away promotional/advertising screwdrivers. But, I never throw them away! The white tool is used as a small scraper, while the red handled one is used as a 'push' tool for small springs, using the small notch (it's hard to see) on the bottom edge. If the notch is not big enough, the next time I will enlarge it.

Photo 6: Hooks and 'Grabbers'



The tools in Photo 6 are made from coat-hangers, soft iron wire, a bicycle spoke, etc. They can be used to pull springs into position, etc. The second one down is fairly long, and I mostly use it to pull a specific wire out of a 'bundle' of other wires under the dash, ie: the 'Lt.Green/Red' one, not the 'Purple' or 'Red/White' one, etc.

Photo 7: Un-Modified Special Tools



The two tools shown in Photo 7 are essentially unmodified off-the-truck Snap-On tools. Both could be easily made from almost any screwdriver in your tool box. I could have saved a lot of money if I had done so, rather than buying them 'off-the-truck'! However, I bought them both in the early '70s when I owned a full-service 'service station' so perhaps they have paid for themselves!

The tool at the top is used to remove and/or loosen radiator-hoses. After loosening the hose clamp, simply slip the short right-angle portion of the tool under the hose and slide it all the way around the radiator hose outlet fitting and twist the hose off. Saves tons of time! The bottom tool is a spring push/pull tool. I got the idea for the small tool shown in Photo 5 that I made, from this tool.

Photo 8: Custom-Made Special Tools



The two tools in Photo 8 are made from standard flat-washers. After cutting them approximately in half with a hack-saw, I have shaped the open edges to fit into the notches in the pictured chrome bezel nut for, in this case, the ignition switch of the TR250. I think that the other one shown was for the TR3. To use the tool, simply clamp it in the jaws of a pair of small locking pliers and fit it into the notches then unscrew the nut. Using this type of modified tool will hopefully prevent damage to the covering and/or paint on the dash.

Photo 9: Custom Made Special Tools



In Photo 9, the tool at the top was used to install the 'waist-seals' and 'window seals', in the doors of the TR250. It was made from a piece of steel just like the piece in the middle. Anyone that has worked on a bench-top PC has seen these 'filler-panels' for the expansion bus cards/adaptors. The problem with the tool I made is the steel is too soft and it bends when you are trying to install the seals! I plan to make a new one using the more robust filler panel.

Photo 10: Custom-Made Special Tools



This last tool is actually not custom-made, but custom 'used'. The tool is a square piece of brass stock purchased at Ace Hardware. It is $\frac{1}{4}$ inch square and I used it to drive the felt seal into the aluminum rear seal housing on the TR3. You dip the seal into gasket sealer (I use Aviation Permatex No. 2) and feed it into the $\frac{1}{4}$ inch hole and tamp it home with the tool. You need to fill the hole with as much felt as it will hold. Cut the felt flush and install the oil pan and gasket. It might still leak, but not as much!

I have many more modified tools in my tool box, but these illustrate the main points for thinking outside the (tool) box when it comes to getting the job done. Good luck with your tool box!



Loop The Valley Rallye

By George M Montgomery

With my TR6 back on the road, I wanted to put some mileage on it quickly before taking it on the Route 66 Fun Run. Ron Gurnee and I planned to drive up to Payson last Saturday to have lunch, then return. On Thursday, the weather in the “high country” did not look good. We decided to just drive around Loop 202 and 101. We’d start going up to Saguaro Lake for breakfast, drive around the Valley then stop for lunch. We invited another couple to go with us. Then,...why not invite the rest of the DCTRA Club. Thus the one time, probably never to be repeated, “Loop the Valley Rallye” was born. Ron laid out the route. I invited everyone and otherwise got it organized. Ron did a much better job than I did. There were only three car that showed up; Ron Gurnee, John & Kathy Nuss and myself. We met at a Park “N Ride at north Power Rd and the Loop 202. We had a nice cool, top down (at least one of us did) drive to Saguaro Lake for breakfast. Ron had the top up on his TR7 and John was driving Tillie, the Spitfire, with a blue hard top Half way through a Denver omelet, it began to rain. John helped me rush out to erect the top on Jack. After breakfast the rain ceased to a very light mist. We drove Hwy 87 south to the Loop 202, then headed west to Loop 101 then up to the North Valley then headed west. Traffic was moderate; a surprise for a rainy Saturday morning at a time of the year when most of our winter visitors have left.

Gusty wind was blowing very hard while we were going up the 101. Blowing so hard, in fact, a bird flying ahead of me and up wind about 100 ft, got caught in a gust and was blown down within 5-7 ft of my windshield but got away off to the right. It surprised me and scared the hell or something out the bird. He left a residue on my windshield. The rain continued off and on all the way to the West Valley and south where we picked up I-10 on the way to the east bound Loop 202 across the South Valley. We stopped for lunch at a Chick-fil-A a S. Power Road, then disbursed to our own afternoons activities. The most surprising fact learned: if driving west on the north side of town, it takes two hours at 65 miles per hour, to drive from North Alma School Road on the 202 to east bound 202 to South Alma School Road. That’s only half the circumference of the metropolitan area. That will give you some perspective on how large this valley is. The most valuable lesson learned: Jack, my TR6 runs great!!! Thanks Carl. I did not try to push it too hard. It is still in the break-in period. Can’t wait to get past that point this weekend on the Route 66 Fun Run.

CLASSIFIED ADS:

FOR SALE:

TR7 Complete Official Manual
TR2 & 3 Manual
Service Instruction Manual - TR2 & TR3
Complete Triumph Manual – 1953-61
Spitfire Workshop Manual
Shop Manual TR2-TR4A
Spitfire Maintenance Manual
4 Spitfire roll-down windows
Assorted Tools

CALL: Grace Pennell 928-537-3355

FOR SALE: This info was sent to me by a woman who inherited a Mk III Spitfire. She wants to find a good home for it.



Asking \$2800.00. 80% complete. Great for someone that wants to finish starts runs. Will Need Trailer to Haul. needs electrical hooked up . Location 59th Ave Thomas Contact Chris Johnson Or Barbara Johnson 623-293-0656 . Clear Title will need to Notary for title Transfer. Cash Or Cashier's Check accepted .

FOR SALE: My name is Bill Graham. I would like to sell one of my TR4s. It needs a full restoration, but it has all new floors and sills and has never been in an accident. It will require final welding of the panels but it is aligned and ready. It comes with a wire wheel conversion too. I am only asking \$1000.00 plus one of Bill Close's 5-speed conversion kits. I can be reached 24/7 @ 602-989-2846.

The car body is at a shop in Scottsdale, aprox. 73rd ST. and Earl. All of the other parts are at my house (56th ST. and Bell Rd). No photos, but I could take some. Yes I would like \$1000. + the 5-speed kit, or about \$2,500.

Bill [bgraham426@hotmail.com]

CLASSIFIED ADS-Cont:

FOR SALE: TR7 Spyder and parts and Rover V8 motor & 5speed

Attached are the craigslist adds I've posted

<http://phoenix.craigslist.org/evl/pts/4390117664.html>

<http://phoenix.craigslist.org/evl/cto/4390116372.html>

<http://phoenix.craigslist.org/evl/pts/4365736222.html>

you can call or text me, 480-694-5014

Don Akiyama [akiyamatr7@yahoo.com]

FOR SALE: 1965 Triumph Herald

I was DCTRA newsletter editor from December 1992 until January 1998. Yeah, it was/is a great little car. I'm still not sure about selling it but I got a TR3 that should be done later this year and I haven't driven the Herald since I put it in storage 10 years ago. It's powder blue, 1965, put aftermarket carb and headers on it to get a little more oomph out of it but I have all the old parts. Won the Judges Special Award at Triumfest in 1994. But, like I said it's been in storage for 10 years. I was figuring on asking \$3000 for it



John Lindly [jlindly1907@gmail.com]

FOR SALE: Michelin redline tires, wheels & trim rings

I have a set of Michelin redlines mounted on wheels with trim rings. Tires have a lot of tread left and are in really good condition. I have no idea their value but will negotiate a price.

Anyone interested in them contact me.

Grant Holzworth [gholzworth@gmail.com]

Tel: 704-560-0700

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

INCLUDES:

J Type Overdrive Conversion Kit

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Gunst Throw Out Bearing

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Column Switch and Escuton

Speedo Angle Drive

Trans is rebuilt with 0 miles

Syncros and Bearings and Gaskets

Counter Shaft and First and Third Gears Case #CC1240 30

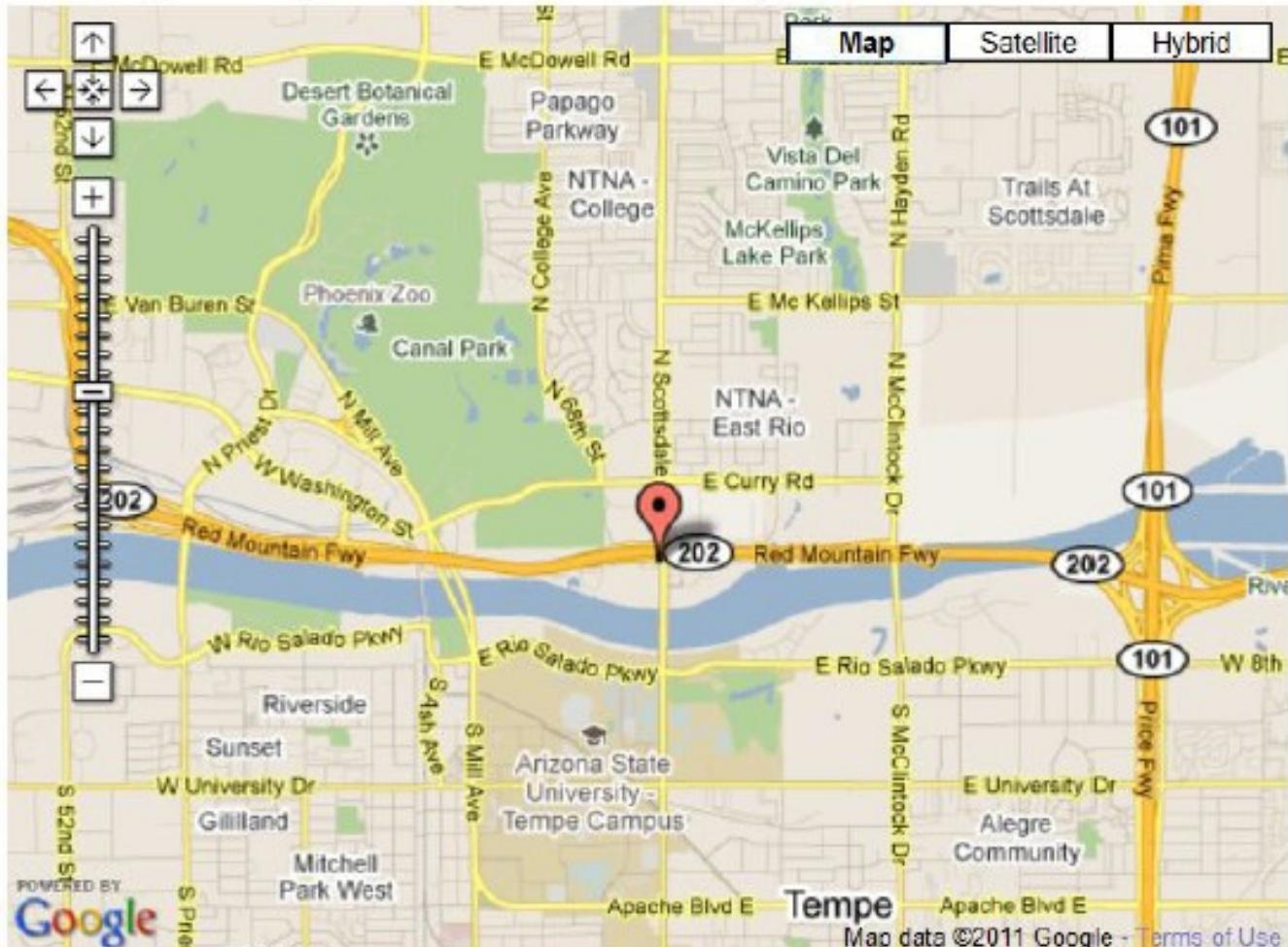
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PLEASE CALL 602-569-4889

ASK FOR PATRICK

DCTRA Club Meeting location:

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



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



DCTRA MEMBERSHIP APPLICATION

PLEASE PRINT and return completed form with dues to:

DCTRA
Bev Peterson, Membership
PO Box 3126
Carefree, AZ 85377

or

DCTRA
John Reynolds, Treasurer
806 E. Campus
Tempe, AZ 85282

MEMBER INFO:

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

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____
Home _____ Cel _____

Email Address: _____

Triumph(s) Owned:

_____ Year _____ Model _____ Commission #

_____ Year _____ Model _____ Commission #

_____ Year _____ Model _____ Commission #

Other British car(s) owned:

_____ Year _____ Make/Model

NOTE: if this membership is for a couple – do both members plan to attend meetings/events and require a name tag?

YES

NO

If NO - name wanted on tag: _____

Dues: \$18/year (due January 1st)

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

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

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.vsccc.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



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