

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE – TRIUMPH REGISTER OF AMERICA

Founded: 1980



Triumph Register of America

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Pete Peterson's TR6

May 2018

Vol 39, Issue 5

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NEXT CLUB MEETING

May 8, 2018

BUSINESS MEETING

Starts @ 7:00 p.m.

Denney's Restaurant

3315 Scottsdale Road; Tempe, AZ

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ADVERTISING

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Cover: Peterson's car at a Tech Session

Prez Sez – May 2018

John Nuss, President

Been playing up in the northwest. My son had several chores for us while he was working - mowing grass and other maintenance things at his house. We plan to be back to town about Wednesday, then away for the weekend and we should be at the monthly meetings and activities.

Greetings from the great Northwest. The green receptors in my eyes have been on overload for about two weeks. We visited friends in Bellingham, "The City of Subdued Excitement." Bellingham is close to the border and still cold, although the sun was shining most of the days we were there. We spent a little more than a week with our son, his fiancé and her two boys. Wow, I had forgotten what the days are like with work, homework, little league and living.

We watched two movies while here. One was a long (three hours sitting in the theater) Avengers movie; explosions, other special effects, loud music and inside jokes understood only to the faithful. The second was called "Leisure Seekers." Donald Sutherland and Helen Mirren play an elderly couple on a final road trip in their old Winnebago. What a contrast to the Avengers movie (no explosions); subdued music, and few special effects. Unlike the Avengers movie there was dialogue between the leading couple and the people they met on the trip. I will admit some scenes were hard to watch – Helen Mirren is seventy and Donald Sutherland is close to eighty and they portrayed individuals with all pain, love and humor that age brings.

Again, here in the Northwest, there are roads that change in elevation, and turn to get around a mountain. To get from "here to there," there may be several possibilities. It is too bad that a train does not offer the same service as on the east coast so that a person could ride the train to Seattle and have the car ride along.

I believe I will be back in Arizona for the next few months - our traveling days are over for a while. In the meantime, drive those Triumphs!

John

EDITOR'S DESK

George M Montgomery, Editor

If you have not renewed your DCTRA membership dues for 2018, please do so ASAP. If you have sold your car or have moved away and no longer want to be a member, please let Marv Miller know. I know Marv and he will hate to drop a member if unnecessary. Or, call or email me so I may refresh with you why you should stay a member with us. Okay?

The cover photo this month is of Pete Peterson's beautiful TR6 while at a Horton Tech Session in John's backyard. Pete had removed the windshield and was working on it just

inches back of this image. I really like the French Blue color. Pete has kept this car in pristine condition. It shows. I've had this photo for 2-3 years now. Just thought I would dig it out and show it off.

Last month the cover photo was of Mike Bulfer's Triumph Sport 6. This month we have a Meet Our Members article from him about his start with Triumphs and eventually acquired the car that was on that cover. Next month he'll have the "rest of the story" for us. Stay tuned.

I was so looking forward to a nice story and photos of Horton's Trip to the MIM. In case you aren't aware, that is the Musical Instrument Museum in Scottsdale. It is one of a very few if not the only such museum in the nation. I have been there 2-3 times with just Charisse and I and with each of the grandkids. I will go again. It is a very fascinating exhibit of musical artifacts from around the world and throughout history. Even if you are not interested in music with all of the historical and or international primitive instruments, there is something for everyone. It was nice of John Horton to get this arranged for us. Unfortunately, Ron Gurnee was the only DCTRA member who could join him. What a disappointment. I am taking a course on each Saturday from 10am to 2-3pm and could not make it or I would have been there. Thanks, John. He has some other ideas planned. Watch the Events Page.

There was a motion to review our DCTRA Bylaws and amend if necessary. A proposed Amended Bylaws has been prepared and is included herein. Please read it before our next meeting and be prepared to discuss it.

We'll have another meeting in about two weeks at Denny's; 3315 Scottsdale RD on the 8th of May. We usually meet at 6pm for supper and to socialize (great fun) then have a business meeting at 7pm. We are usually through by approximately 7:45 or 8pm. I hope to see you there.

George

May 2018 Membership Report:

DCTRA Membership Chair, Marvin Miller
Membership Report May 2018

Current Memberships are 107 with 161 Members. The April meeting attendance was 22 Members with 1 Visitor.

The Membership Renewal drive has been a success, however at this writing there are still 10 who's Membership expired at the end of 2017. Response to the reminders which have been printed here and my three months of email reminders has fallen off, and it seems these last few are choosing to remain expired. **Non-renewals will be removed from the roster the first week in May.** As has been said before, if you are removed from the roster, you are not being punished and you are welcome to return at any time. Reinstatement with full Membership is as easy as becoming current

with your dues payment. See the Application printed in this newsletter for Membership rates and renewal instructions.

A few Members have misplaced their **name badges** and we will be taking orders for replacements at the May 8 business meeting. Replacement badges are \$6 each, and we need an order quantity of 5 or more to place the order. There are 3 new Members waiting for badges already, so we should be able to order from the vendor. Please allow 4-6 weeks for processing.

As always, if you have a question or concern about your DCTRA Membership, please let me know and I will get an answer for you.

Marv Miller
Membership Chair
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(602) 380-5564

Application form on page 19

NEXT CLUB MEETING

May 8, 2018

Dinner & Social Hour Starts @ 6:00 p.m.

Business Meeting Starts @ 7:00 p.m.

Denney's Restaurant

3315 Scottsdale Road; Tempe, AZ





Minutes

Desert Centre Triumph Register of America April 2018 DCTRA Meeting Minutes

The April 10, 2018 meeting of The DCTRA was called to order @ 7:03 @ Denny's Restaurant, Scottsdale Rd. by Vice Pres. John Horton in absence of Pres. John Nuss.

Members present: Jim Bauder, Pete Bowen, Michael Bulfer, Ron Cole, Philip Couture with a TR6, Henry & Mary Davitt, Dave Fore with a TR6, John & Cheri Heisser, John & Beth Horton, Craig Kenyon with a TR6, Chuck Kerzan, Mary White, Armand LaCasse, Bob Mazer, Marv Miller, George Montgomery, Mark Peters, Ron Price, John Reynolds with his TR6.

We had one visitor: Bill Wright.

Minutes: The Minutes from March's meeting were approved as they appear in The Newsletter.

Treasurer's Report: Armand LaCasse spoke about the continuing work & difficulty changing the signatory on The Club's accounts. He is also working toward completion of The Corporations Commission Report and The IRS regarding The Club's not-for-profit status.

There was a round of applause for Armand's work on these frustrating matters!!!

Membership: Marv Miller reported no new members and one member withdrew. Current membership now @ 107 with 160 members.

He asked if anyone is needing a new name tag as he is about to submit order. Cost for replacements tags are \$ 6.00.

Events: John Horton reviewed these upcoming events:

- April 13 -14 Little Antique Car Show (@ Greenway and I 17)
- April 14 Fountain Hills Show
- April 15 Rock Springs ride and lunch (@ 32nd & Shay 10:00)
- April 21 - 22 Bear Run Jaguar Club
- April 28 Musical Instruments Museum visit (@ 32nd & Shay 9:30)
- April 28 - 29 British Car Days New Mexico
- May 5 MG Club Picnic Event
- May 19 T - Bone Steak House Dinner

John also raised suggestion of attending area Farmer's Markets.

Old Business: Armand LaCasse raised the issue of there being several versions of The Club's Bylaws....2005 and 2008. He will condense these and publish to members along with proposal of

suggested changes to be put into The Newsletter to be reviewed by membership. A future vote on these proposals will be held. One such proposal concerns the suggestion to include one previous Club officer at all Executive Board Meetings.

New Business: Chuck Kerzan announced the new Club patches are ready & for sale @ \$ 5.00/ea.

John Horton is planning a fall Workshop Event.

John Horton asked for a discussion regarding possibility of not holding a meeting in the month of August. Armand LaCasse motioned for a vote, but the discussion was tabled.

John Horton asked for motion to adjourn. George Montgomery motioned and Ron Price seconded @ 7:55 pm.

Respectfully submitted
Mary A White Secretary

Our Web Master

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20% Labor Discount for DCTRA Members

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Calendar of Events

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

DCTRA & British Auto Events 2017:

May 2, 2018 - Jaguar club Blue Water grill 1720 East Camelback road meet at 5:30 P8

May 4, 2018 - Cars & Cones Dairy Queen; Chandler, AZ

May 4, 2018 - 5& Diner Car Show; Peoria, AZ

May 5, 2018 - MG picnic event

May 5, 2018 - OHSO Restaurant Scottsdale Dog Rescue; Bring your doggy

May 8, 2018 – DCTRA Business Meeting. 7pm (6pm for dinner and social)

May 12, 2018 - Jaguar club Breakfast at Rock Springs Meet at 08:30 at Tramonto market near McDonalds 3140 W Carefree Hwy. Drive up to restaurant Register on Jag site.

May 19, 2018 - DCTRA RUN to T-BONE STEAK HOUSE. Meet at 7th St. & McDowell, Walgreens parking lot at 5:30; leave around 06:00 to 06:15

May 19, 2018 - DCTRA T-Bone Steak House dinner

Aug. 5-6, 2018 - Watson Lake Prescott car show TBD

Sept. 1, 2018 – Mesa Marketplace Car Show -??

Sept 22-23, 2018 - MG, run to the pines. TBD

Sept. 27-30, 2018 – Triumphfest 2018; Sacramento, CA

Oct. 5, 2018 – British Vintage Voyage -??

Regular Occurrence Events

Cruz'n at Phil's - Phil's Filling Station Fountain Hills, AZ (every Sunday)

Cars N Coffee - 1st Saturday of the month, Mayo Blvd & Scottsdale Rd

Cars N Coffee – 2nd Saturday of the month, Alpino's at Troon

Cars N Coffee – 3rd Saturday of the month, Penske Auto Museum

Pavilions McDonald's - every Saturday night. 101 & Indian Bend.

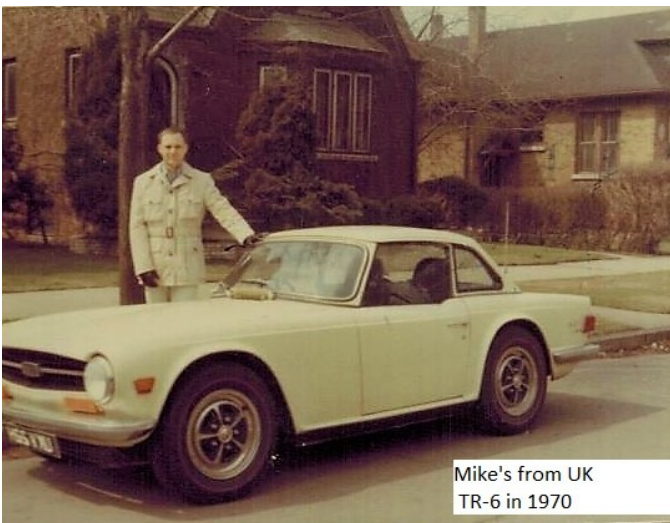
Meet Our Members

Article & Photos by Mike Bulfer

Back in the late Sixties, I liked sports cars. One of my high school friends had bought a Bug-eyed Sprite after high school. He drove me from Chicago up to Road American, Elkhart Lake, WI. for the SCCA National Races. I was really hooked on Sports Cars after that. My older brother had a nice from new Tr-4 light blue with Blue interior. He sold it to me, when it was 3 years old, and I drove it back and forth to Collage my Jr. and Sr. years Chicago to Columbia Missouri. A lot of nice trips on back roads of Illinois and Missouri, and the car never broke down. (as I recall!). Sold it to a friend and he kept it about 6 more years but traded it for a Chevy Vega. That was too bad, but the Tr-4 had terrible rust issues with the rocker panels. This was before we had rust preventive coatings.



Mike's 1st car TR-4
bought from brother
Andy, 1966



Mike's from UK
TR-6 in 1970

In 1968, I heard that Triumph (British Leyland) was building a new design Tr-6. My parents were going to England on Vacation in May of 1969, so I gave them \$3,300 for a Tr-6 with overdrive and a hardtop. I wanted a AC Cobra but that was about \$7,000 and I did not the savings for that. So, in late 1969 my Jasmine Tr-6 arrived on the boat to the port of Calumet City, Il. I was in the service then but did not get the car until about March of 1970. While in military training, I spent time in Kentucky and Georgia. I loved the top down driving there. The car had OD in 2nd, 3rd, and 4th gears, really nice. At that time, I was just learning about Triumphs and knew little how to maintain them.

Meet Our Members (cont.)

When I returned back to Chicago in the winter of 1972, I went to the auto show with my friend. He was the person who I sold my Tr-4. We met two guys he went to high school with and they had Triumphs too. They invited us to a meeting, and they wanted to start a Triumph Club. So, a few weeks later we met in a little pizza place in Homewood, IL. About 7 people total. I brought my Tr-6 and my friend Brian brought his Tr-4, we increased attendance about 25%! I applied to have the Club incorporated under a new name, Illinois Sports Owners Association and started a checking account, becoming the first treasurer of the Club. Back then, we only wanted performance and we all did modifications to our Triumphs.



My TR-6 had headers, non-smog Carbs, special shocks in front and we put heavy gear oil in the rear lever shocks. Plus, bigger sway bar in front and a rear sway added. American Racing wheels with Goodyear Comp T/A's. Kastner Brophy front air spoiler. 120 mph most days and 130 mph on a good day with the hard top on. As part of the ISOA Club we challenged some of the other clubs in Michigan, WI and Iowa, to a several days meeting, with Auto X, Road Rally, and Concours. That morphed into the North American Triumph Challenge 1, in Utica, IL in 1976. The Challenge event has continued on to today as the VTR Event, a national version of our Triumphest.

Above: ISOA - first Slalom Team Turn 1 Utica, IL. Summer 1974. Sheep used the grounds to graze, so if you when off course you would probably have a car spattered in Sheep Poop.

Above: Top 3 ISOA Triumph Racers in 1976, Bob Hubsch Red Spitfire, Doug Johnson (of Doug's infamous Doug's Ditch Story and Pictures in another issue) Candy Apple mostly fiberglass Tr-4 and Lee Matas's very fast TR- 6.

Meet Our Members (cont.)

Back to my history, my beloved Tr-6 it was stolen in late 1974 and never recovered. Very sad. A friend in the club, Lee Matas, told me he found an odd Triumph, Sport 6 in a garage, in Calumet City. He is pictured above. He owned the Tr-6 and had bought a light blue Herald to clean up and sell. The Herald was fast and handle "kinda" well but the swing axle was limiting. We knew about the Triumph Sport 6 but had never seen one in the USA.

Carl Swanson raced a Vitesse (Sport 6 name in Europe) in the under 2 liter Category of the Trans Am Racing Series. I went to see the Sport 6 (signal red) had about 45,000 miles on it, belonged to the guy's niece. She had left state and moved to New Mexico. So, I bought it for \$375, and drove it to my garage on the North Side of Chicago. Picture of a very cold, about 5-10 degrees F first drive (below), but the heater worked great! Top was rotted, and the 1600 engine was running on 5 cylinders with a bad valve. I still was very happy, because I was back owning a Triumph!

The next years I spent some time working on the car, but also went through a Mazda phase. I had a fast but hard to drive RX-3 and then an RX 7. In the summers would work on the Sport 6 on again and off again. I bought and installed a used 2 liter High Port GT 6 engine, installed a Iskenderian cam, SAH Headers and fully adjustable twin 150 Zenith Stromberg Carbs (replacing the single Solex Carb). Different Radiator replacing the Reserve tank that sat on top of the intake manifold. Added some competition front springs (later had to take out too low).



Carl Swanson's Triumph Factory backed Kastner Brophy Trans-AM Racer.



Triumph Sports 6-my first drive Feb. 1974. Cold but the heater worked.



June Sprints 1974, at the end of the longest and fastest part of the course, heading down into turn 5. This was a huge national race and the 4.5 mile long Road America. The picture looks

like Dennis was by himself, but he was actually only about 3 to 4 seconds behind the leaders, Bob Tuilius in the Group 44 Tr-6 and Bob Sharp and Paul Neuman in factory Datsun 240 Z's. Dennis was in our Triumph Club, ISOA, actually spun off course on the next lap, because of a huge downpour which you can see coming. Dennis was really key in helping out club members get UK parts. You have to remember there was no internet at the time. So, if you want something, Dennis knew the Triumph Racing contacts, Kastner and Group 44. The Sport 6 also received a 1975 Spitfire 1500 Rear Spring and custom flared duel exhaust.

Meet Our Members (cont.)

By 1989, the Sport 6 stance was quite different after all the initial work we did. In the early 90's, I was working a lot on work, work and not much on the car. I did install a new "hood", but the car still lacked much needed eye appeal, paint work and more suspension tuning. It still needed a rear sway bar really bad. The next Chapter Late 90' and Early 2000. we will show, how I really got going on the car, my inspiration and all the addition improvements that we did to it, along the way.



Editor's Note: Mike's story will be continued next month, June.

Proposed Draft Bylaws

On April 10 Armand presented these points about the Bylaws to the members in attendance:

- The Website currently has Bylaws dated October 2005
- The February 2008 Meeting Minutes state "The Bylaws as amended have never been filed with the state. They will be review(ed) by the past Presidents & be submitted for filing)
- The March 2008 Meeting Minutes state "A committee of six updated our club bylaws..." The material changes at this time were about memberships and absentee ballots.
- The 2008 Updated Bylaws appear to have been approved however they were not updated on the website
- The October 2005 Bylaws and the 2008 Updated Bylaws were shared with the Executive Board earlier this year for their review
- John Horton suggested a few changes and subsequently emailed the 2008 Updated Bylaws with his highlighted changes to the membership in March 2018.

We discussed John Horton's proposed changes. George Montgomery also proposed a change in alignment with the October 2005 Bylaws.

After membership discussion about the proposed changes Armand agreed to incorporate the surviving proposed changes into the 2008 Updated Bylaws so the final proposed draft version could be published in the newsletter. In the May membership meeting we will continue the discussion and possibly approve the proposed draft Bylaws.

BYLAWS

THE DESERT CENTRE TRIUMPH REGISTER OF AMERICA

Proposed DRAFT as of April 11, 2018

Article 1: Name and Location

Section 1: The name of the Club shall be THE DESERT CENTRE TRIUMPH REGISTER OF AMERICA, known hereafter as the DCTRA.

Section 2: The Club shall be headquartered in Phoenix Arizona.

Article 2: Purpose and Objective

Section 1: The purpose of the Club is to encourage the preservation of the Triumph car. This also includes social interaction among its members and stimulating interest in and safety of Triumph car motoring. The club also strives to further member's knowledge of their vehicles.

Article 3: Membership

Section 1: Members shall be defined as those individuals or families who are current in dues payment and are in good standing in accordance with these Bylaws.

Section 2: Any person who is an enthusiast of Triumph cars and who has submitted a properly completed application with the appropriate dues to the Membership Chair shall then hold a Regular Membership. Regular Memberships may be either by individual or couple membership. The cost is the same for either membership.

Section 3: There shall be no discrimination tolerated within this Club for consideration of membership on the basis of race, religion, color, occupation, age, gender or sexual preference.

Section 4: All members shall be bound by the Articles of Incorporation, these Bylaws and other rules and regulations adopted by the Club.

Section 5: The payment of dues to DCTRA entitles the member to participate in all functions sponsored by the Club for that year.

Section 6: All membership privileges shall cease, and the member shall be dropped from the rolls if dues are not paid to the DCTRA. In addition, members who for any reason

cease to be members in good standing shall have no claim upon this Club, its properties, officers or funds.

Section 7: The Executive Board may expel any member for conduct unbecoming to the Club as a whole, such as, but not limited to, threatening the purpose and goals of the DCTRA, endangering the health or well-being of others, and/or jeopardizing or otherwise damaging the reputation of the Club, its officers and/or its members.

Article 4: Dues

Section 1: Dues shall be payable to the DCTRA. The amount shall be established by a vote of the majority of the membership at a meeting following a notice of their increase posted in the Club's Newsletter.

Section 2: Dues are due and payable on the first day of January each new year.

Section 3: Membership shall end for failure to pay annual dues by March 31st of each year.

Section 4: All dues and fees are non-refundable.

Article 5: Meetings

Section 1: Regular monthly business meetings shall be held on the second Tuesday of each month at a designated location except in the month of January.

Section 2: A quorum for a regular monthly business meeting shall consist of two-thirds of the membership or twenty (20) members, whichever is less. Monthly meetings with less than twenty members in attendance may be held but no votes committing DCTRA to any course of action may be taken.

Section 3: The Annual Election Meeting and Brunch of the DCTRA shall be held in January of each year, at which time the election of officers shall occur.

Section 4: Special meetings of the membership, when required for the discussion and resolution of situations affecting the DCTRA for any purpose, may be called by the President and the Executive Board, or upon the request of ten (10) or more members. The purpose of a special meeting must be stated in a notification to all members and no other subject may be discussed at that meeting.

Article 6: Executive Board

Section 1: The government of this Club shall be vested in an Executive Board comprised of the President, Vice-President/Events Chairperson, Secretary, and Treasurer. An officer

from the prior administration as outlined in Article 8, Section 5 may also be a member of the Executive Board.

Section 2: The Executive Board shall have the authority to conduct the business and manage the finances of the DCTRA and be responsible for control of the Club property in accordance with these Bylaws.

Section 3: The Executive Board shall meet at a time and place designated by the President. The President and the Secretary shall attend any Executive Board Meeting.

Section 4: A majority of the members of the Executive Board shall constitute a quorum for an Executive Board meeting. Meetings of the Executive Board shall be open to any Club member, although they may not vote.

Article 7: Officers and Appointed Positions.

Section 1: The elected officers of the DCTRA shall be a President, Vice-President/Events Chairperson, Secretary, and Treasurer.

Section 2: The President shall appoint members in good standing to fill the following positions; Newsletter Editor, Membership Chairperson, Technical Advisers, Historian, Arizona Automobile Hobbyist Council Representative, or any special committee.

Section 3: All officers of the DCTRA must be regular members in good standing. Their term of office shall be for one year. At the discretion of the Executive Board a previous officer may become and ex-officio, non-voting Executive Board member for an additional year after their term in office has expired.

Section 4: A vacant unexpired term of office shall be filled by a vote of the remaining Executive Board members.

Article 8: Duties of the Officers

Section 1: The President is responsible for the overall operation of the DCTRA. The President presides at all Executive Board meetings and has the power to call special meetings when necessary. The President also presides at regular monthly business meetings. The President has the authority to fill all appointed positions.

Section 2: The Vice-President/Events Chairperson will perform the duties of the President in his/her absence. In the event of the President's inability to complete his/her term, the Vice-President/Events Chairperson shall assume the President's duties until elections are held at the next Annual Election Meeting. In addition, the Vice

President/Events Chairperson shall develop and schedule all events involving the DCTRA.

Section 3: The Secretary shall attend Executive Board meetings and regular monthly business meetings including the Annual Election Meeting, record all proceedings, prepare minutes, and maintain written records. In addition, the Secretary is responsible for inter-Club correspondence at the direction of the President.

Section 4: The Treasurer shall have charge of all monies of the DCTRA and maintain the financial records in accordance with accepted accounting principles. The Treasurer shall provide a monthly statement of finances at the regular monthly business meetings and present all books and records upon demand to the President and Executive Board for review.

Section 5: The Chair of the Executive Board shall be the previous years' President or next highest-ranking officer of the prior administration should the previous years' President not be available. The Chair of the Executive Board shall act as a non-voting Executive Board member for an additional year after his/her term in office has expired however the Chair may vote to break a tie.

Article 9: Election of Officers

Section 1: At the November regular monthly business meeting, nominations shall be taken from the floor for all officer positions for the following year. Additional nominations shall also be taken at the December regular monthly business meeting.

Section 2: At the Annual Election Meeting and Brunch in January, additional nominations may be made from the floor before nominations are closed. Thereafter the election of officers shall take place by secret ballot. Each member of a couple sharing a Regular Membership may vote. Write-in and absentee ballots may be used in the election process. Ballots shall be counted by a special committee. Or if only one nomination is made for an officer position, then a voice vote may be taken. The candidate receiving the highest number of votes cast for each office shall be elected to that office.

Section 3: The new officers shall assume their duties directly after being elected to their office.

Article 10: Disposition of Finances

Section 1: All dues and fees collected by the Club shall be disbursed for the expenses of the DCTRA.

Section 2: At no time shall any officer or member of the DCTRA receive any payment for routine services to the Club. Expense reimbursement requests shall be submitted to the Board and/or membership for reimbursement approval.

Section 3: The Club shall maintain a bank checking account for all monies received. Disbursements made on behalf of the DCTRA shall be made through this checking account. A petty cash fund of less than sixty dollars (\$60.00) can be established by the Treasurer for minor expense payouts with submission of a receipt.

Section 4: All checks written against the DCTRA bank account shall be signed by the Treasurer or other authorized signer, and if directed by the President, by another member of the Executive Board.

Article 11: Amendments

Section 1: These Bylaws may be replaced or amended or new Bylaws adopted at any regular monthly business meeting of the Club as required by Article 5, Section 2 provided the notice of revisions or replacement has been published in the previous months Club newsletter.

Section 2: A copy of these Bylaws shall be made available to all members. The Bylaws may be examined at the direction of the Executive Board by a committee to determine if any revisions are necessary. This committee shall consist of the Executive Board and three (3) members at large.

Article 12: Dissolution of the DCTRA

Section 1: In the event of liquidation, dissolution or abandonment of the DCTRA, the President shall direct the Treasurer to pay any debts of the DCTRA, liquidate or dispose of any club property, and distribute all remaining funds to a charity, community chest, or organization under the provision of Section 501 (c) (3) of the Internal Revenue Code. No member shall benefit from any monies from the DCTRA treasury.

This DRAFT was revised from member input at the April 10, 2018 Membership Meeting.

Material changes from the 2008 version Bylaws are **highlighted in yellow**.



Rust Prevention & Control Solutions

From the Experts at The Eastwood Company

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

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

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

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

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

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

Rust Prevention & Control Solutions (cont.)

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

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

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

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

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

Editor's note: This column is a reprint of a reprint first published 20 years ago. The Eastwood Company is still in business, though I don't know whether the contact information is still correct. I did not try to contact them. I just thought this information was still valid and worthwhile.

Will Rogers, an Oklahoma part Cherokee native, who died in a 1935 plane crash, was one of the greatest political sages this country has ever known. Originally a cowboy rope-trick artist he traveled with road shows through S. America; Africa, Europe and became a star in the Ziegfield Follies upon his return to USA. He became so popular for his humorous observations given on stage between rope tricks he was invited to the White House; wrote hundreds of newspaper columns; appeared in numerous movies and was a true American hero when he and pilot Wiley Post perished when their plane crashed in Alaska.

Some of his sage advice:

1. Never slap a man who's chewing tobacco
2. Never kick a cow chip on a hot day.

CLASSIFIED ADS:

1971 TR6 Available for Purchase:



This car was restored by British Car Service prior to being purchased by the current owner in 2004. After purchase, boot liners, interior

carpets, seat upholstery, convertible top, wood instrument panel, belts and hoses were replaced, and the car was painted, among other things. Subsequently, work has been done on wiring, odometer has been replaced, etc.

Lucas battery, tools, grille badges, and other regalia. · It won a Gold trophy at Triumphest 2004, Lake Tahoe, Nevada. It won First Place for Triumph TR6 at Wheels of Britain 2005, Phoenix, Arizona. Letter of valuation set value at \$17,000 in 2004. Asking \$17,000 within DCTRA (non- DCTRA: \$18,500). Contact Pam at pueblodesign@gmail.com for more photos, questions, etc.

FOR SALE:

Top for TR3

White on top is where I started to sand. The top hasn't been repaired. I'll take \$350 for it the way it sits.

Now Reduced to \$300



Mark Sapp (602) 625-8491

FOR SALE:

Gene Walentiny of Glendale, AZ has 3 TR-7s for sale; 2 coupes and 1 roadster.
623-931-9159 or 623-247-0355

CLASSIFIED ADS: continued

FOR SALE:

TR7 top, fiberglass, appears to be in good condition and some assorted TR7 parts- including a set of TR7 carbs. The owner is a former club member, also selling the Renown. One hundred dollars takes all the TR7 parts. The same person is helping the widow so call Don Johnson 602-931-2859.



FOR SALE:

1962 TR3. A restoration, but a few years old. The gentleman that restored is willing to part with it. It started easily and drove around the neighborhood. The underside is clean, no rust and no oil or grease visible. The car is being sold by the owner's son-in-law and daughter. Call Mike West 480-325-3246.



FOR SALE:

Selling a brand new Mohair top (twillfast, see haartz.com) with zip out window in black. From Rimmer Bros and comes already attached to rear metal bar. Better grade top than the Moss stayfast. It has a very nice inner surface in tan and the outer fabric looks and feels much nicer. Unfortunately, it is incompatible with my custom designed hood cover/tonneau system I made, which I have over 300 hours in making. \$475. Never installed, much cheaper than the Moss top and discount off Rimmer price, and no shipping costs! First text gets it.

480-706-4644

Craig Kenyon

CLASSIFIED ADS: continued

FOR SALE:

Beautiful, shiny black 1952 Triumph Renown; right hand drive, three speed transmission. The interior is tan with refinished wood on the dash and window surrounds. It appears to be an Arizona car with no rust on the undercarriage, no evidence of severe fluid leaks on the car or the floor of the garage. There are some bubbles in the paint on the left hand rear door, and the chrome is not perfect in that same area. The car started and drove smoothly around the neighborhood. The brakes, being drum brakes, took more effort than one might be used to, but seemed appropriate for the year of the car. The owner believes the condition and rarity of the Renown makes her price \$19,500.

The car is being sold by a family friend, Don Johnson 602-931-2959, in Arizona



CLASSIFIED ADS: continued

FOR SALE:

Selling a brand new Mohair top (twillfast, see haartz.com) with zip out window in black. From Rimmer Bros and comes already attached to rear metal bar. Better grade top than the Moss stayfast, It has a very nice inner surface in tan and the outer fabric looks and feels much nicer. Unfortunately, it is incompatible with my custom designed hood cover/tonneau system I made, which I have over 300 hours in making. \$475. Never installed, much cheaper than the Moss top and discount off Rimmer price, and no shipping costs! First text gets it.

480-706-4644

Craig Kenyon

FOR SALE:

I bought a car with two sets of wheels and tires and would like to pass on this set of vintage KN wheels with Dunlop SP Sport A2 tires. The wheels seem to be in as-new condition and have the classic olive branch Triumph logo. The Dunlop's are 195/65R15's with more than 3/16 tread left. The wheels/tires are in Sedona. \$799 for all. Please ask if any questions. 928-284-1646 or 135krpm@q.com.

John Cahill; Sedona, AZ



Wanted:

Wanted TR250 or TR6 (no 3 / Very Good) condition that is looking for a good home, garage kept and will be well fed. You can reach me at timothyemaxwell@gmail.com

Tim Maxwell, Texas Triumph Register Member, TTR Houston, TX

CLASSIFIED ADS: continued

FOR SALE:

I am a member of the Vintage Triumph Register and am interested in selling my 67 Spitfire MK2 which I have finished 95% of the renovation. I'm asking \$15k (but will be a little flexible since there are a few last items to finish, like the glass for the hard top, etc.



I live in Anthem, AZ and would love to put my car up for sale to members. Thanks!

Matt Burrow
623-330-4270 cell
mattburrow2@gmail.com

FOR SALE:

My father-in-law has a TR4, 1965, in need of restoration. We have an interest in selling the car. I wasn't sure how to approach getting it sold so I thought I would inquire with you, your organization, as to what options I might have. I live in the Phoenix area. I see you have a meeting coming up on March 13th at Denny's.

Robert Brown <Rob.50statesrealty@gmail.com>

CLASSIFIED ADS: continued

FOR SALE:

1972 Triumph GT6 Mk III. Much work has already been completed and a binder with receipts/data is included. Floors appear to have been replaced but the battery tray needs to be replaced--someone made it flat across the top instead of having it recessed a few inches as per original.

Have Florida title for the car. Looks as though the engine lower end was gone through. Cylinder head is merely sitting in place and should be inspected. Appears as though there are new front suspension bits, brake calipers, etc. All glass is included with the car.

Period-correct cast aluminum "turbine" wheels (4) go with the car and not the stock steel ones as depicted in some photos.

The price for the car is \$2,900.00. Car is in the Kemah, TX, area and was safely parked in Spring, TX, when Hurricane Harvey hit. This is not a flood car.

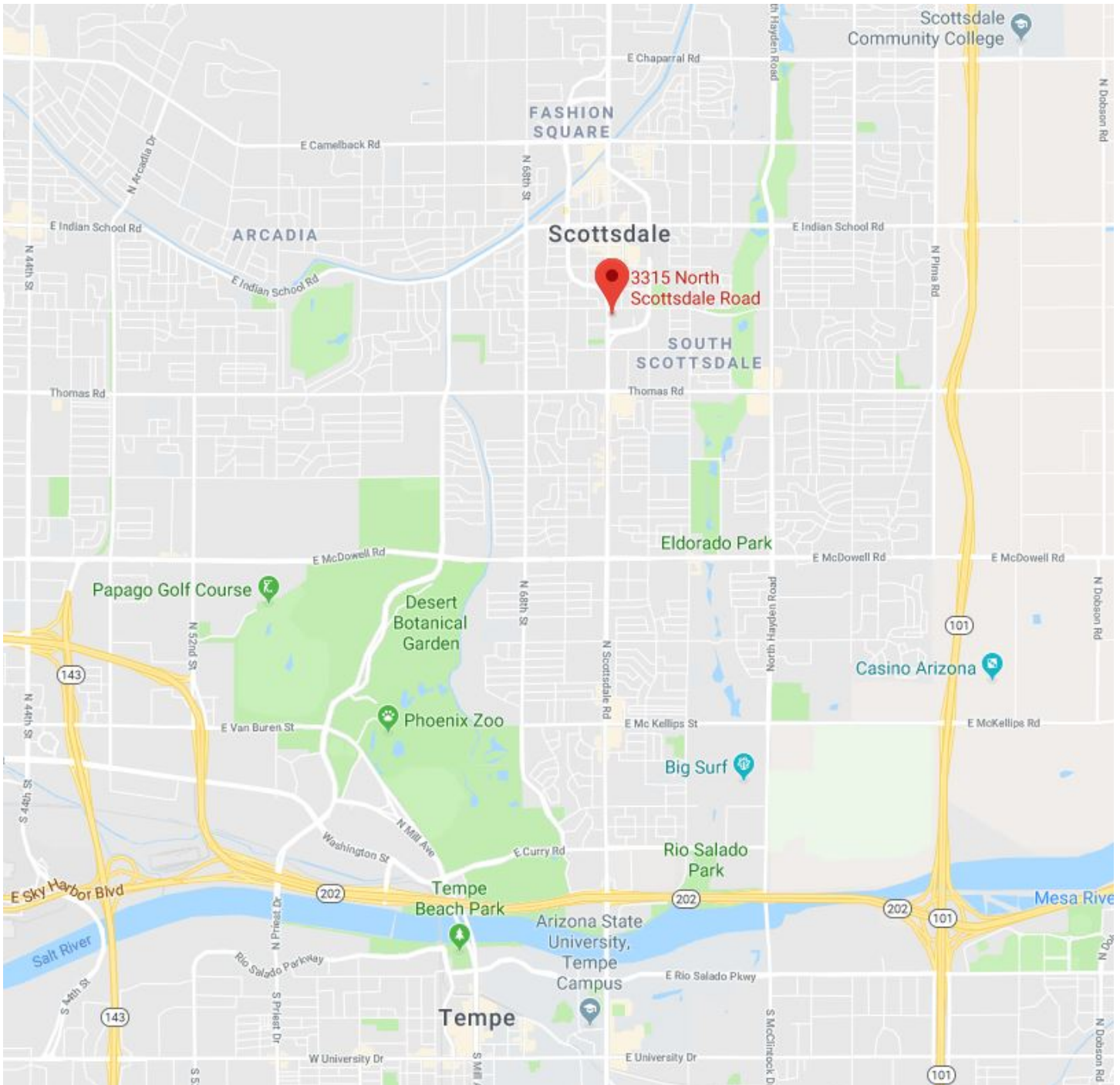


Thanks,
Mike Hado, TTR Houston, for
Steve Wirtes
(713) 516-4978
steve65cobra@gmail.com

Notice:

If we run an ad here for you and you sell the item, please **let us know when it has been sold** or at least no longer for sale. I'm sure that you don't want potential customers to keep calling you but if you don't let us know... we won't know. Don't just telephone but send an email so we'll have a record of it. Thanks, Editor.

DCTRA Club Meeting Location:





DCTRA MEMBERSHIP APPLICATION

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

DCTRA
Marvin Miller, Membership Chairperson
780 W. Coolidge St. Phoenix, AZ 85013
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)

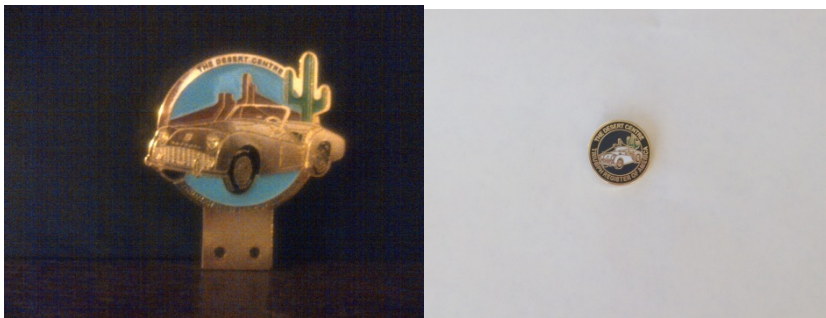
PLEASE NOTE:

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)

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

Additional Space for more information:

Websites

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

Triumph Sports Car Club of San Diego	http://clubs.hemmings.com/sandiegotriumph
Portland Triumph Owners Association	www.portlandtriumph.org
Tyee Triumph Club(Seattle)	www.tyee.triumph.org
British Columbia Triumph Registry	www.3.telus.net/bc_triumph_registry
All British Field Meet (Portland)	www.abfm-pdx.com
Vintage Triumph Register	www.vtr.org AND www.vtr2007.com
Triumph 2000/2500/2.5 Register	www.t2000register.org.uk
Rimmer Bros	www.rimmerbros.co.uk
Stag Owners Club	www.stag.org.uk
TR Sports 6 Club	www.tr-register.co.uk/news.htm
British Auto Works (OR)	www.britishautoworks.com
British Wire Wheel	www.britishwirewheel.com
Save Our Cars	www.saveourcars.org
British Car Forum	www.britishcarforum.com
Triumph Travelers Sports Car Club	www.triumphtravelers.org
Southern California Triumph Owners Assn	www.sctoa.org
British Motor Heritage Group	www.heritage-motor-centre.co.uk
6-Pack –USA Club for TR6/TR250 Owners	www.6-pack.org
Okanagan British Car Club (B.C.)	www.obcc.ca
Vintage Sports Car Club of Calgary (Alberta)	www.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