

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE – TRIUMPH REGISTER OF
AMERICA

Founded: 1980



Triumph Register of America

◀ Back



1974 Triumph TR6

May 2019

Vol 39, Issue 5

<http://www.dctra.org>

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NEXT CLUB MEETING

May 14, 2019

BUSINESS MEETING

Starts @ 7:00 p.m.

Meet us for dinner / social @ 6: p.m.

Denney's Restaurant

3315 Scottsdale Road; Tempe, AZ

2019 CLUB OFFICERS

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jknuss@live.com

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ADVERTISING

ONE YEAR placement in the newsletter **AND** a link on the www.dctra.org website:

AD SIZE – COST

FULL PAGE....\$100

¼ PAGE.....\$ 35

½ PAGE.....\$60

BUSINESS CARD....\$25

Cover: Jack finally with his new top

Prez Sez – May 2019

John Nuss, President

I remember an editorial some time ago in Classic Motorsports magazine about getting on with projects. Tim Suddard, the writer, was suggesting that as we look over the cars (and other projects) and consider available time, energy, and resources to complete the project. Out of respect for the car maybe it is time to pass along the project. Not far from me is a TR4 – used to be red, I bet – now it is sun faded pink, the fabric top in tatters. The pack rats have most likely turned it into a condo. Yet when I approached the owner about buying it he said the he wants to keep it, “someday” starting a restoration. That was twenty years ago. The car is still on the back porch – no changes in the status. There may come a time when the car is beyond redemption. With that in mind, I am considering thinning my inventory. Several years ago I sold one of the Spitfires to a younger enthusiast, sold both GT6s, and chopped up a rusted Spitfire. As scrap I netted \$15.03. Now it is time to consider Bardot the Renault Dauphine and Hiram the London taxi. I think I will keep the 1963 DKW and of course the Spitfires and Herald. Now could be time to let someone else have the fun of taking things apart, chasing parts, and the enjoyment of a completed project.

John

EDITOR'S DESK

George M Montgomery, Editor

After two years with the old black top and a period of time without a top at all, I finally got a top on Jack. I thought it was time to put him on the cover of our newsletter. If you would like to have your Triumph on the cover send me a photo. The quality of the photo should be of high standards. This photo is the very minimum acceptable. Top example expected would be Keith Davis' TR3 on our September 2018 issue. Go dig that issue out of your archives. It is truly an outstanding photo.

Our technical column this month is article that I found on a web site five years ago. It may have been featured in our newsletter previously. I'm not sure. In any case, it is a topic that many of us will want to revisit in preparing our sweethearts for the car shows and Triumphfest coming up this summer and fall.

There is a short article of the lunch we had at George and Dragon Pub. I only got one photo of the interior with diners. I did not get any photos of the cars in attendance. They were scattered and not grouped together for a quick convenient shot. Maybe someone will send me some photos of the cars in the before this issue goes to press.

Our member Dave Frisby incurred some trouble when drove his TR6 back to Canada. Evie was kind enough to send us a story about his trip.

I would like to see each and every one of you at our business meeting this month on Tuesday May 14th.

George 4.30.19 8:55 pm

Calendar of Events

DCTRA & British Auto Events 2019:

May 14, 2019 – DCTRA Business Meeting. 7 pm (6 pm for dinner and social)

May 19, 2019 - Track Day @ Wild Horse Pass

Sept 12-15, 2019 – Triumphfest in Santa Maria, CA.

Regular Occurrence Events

Hunts Donuts – 3rd Thursday University and the Loop 101

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

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.

May 2019 Membership Report:

DCTRA Membership Chair, Marvin Miller

The annual membership renewal drive has ended. We had a good response to the renewal reminders, but still there were 14 who have chosen to not renew at this time. Reasons given were sale of their car, moved out of state, or other obligations for the time being. Some were long-time supporters of the club and we are sorry to see them leave. All non-renewal members are welcome to return to full member status when they feel ready.

With the adjustment of the non-renewals from the active roster, club membership total is now 95 with 144 members.

There is also the potential for a new member, Jeff Porter from Bullhead City with a Spitfire. Jeff is looking forward to joining the Club.

Marv Miller
Membership
miller2993@cox.net
(602) 380-5564

Application form on page 19

NEXT CLUB MEETING

May 14, 2019

Dinner & Social Hour @ 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 2019 DCTRA Meeting Minutes

The April meeting of The DCTRA was called to order @ 7:03 p.m. at Denny's Restaurant Scottsdale Rd. by Armand LaCasse Treasurer in the absence of President John Nuss and Vice President John Horton.

Members present: Jim Bauder, Pete Bowen, Cal Busenitz, Ron Cole, George & Chris Durkin, Ron Gurnee who drove his TR7, John Heisser, Betsy Kavash, Chuck Kerzan, Mary White, Bob Mazer, Marv Miller who drove his TR6, George Montgomery who drove his TR6, Mark Peters who drove his TR4A, Pete Peterson, John Reynolds who drove his TR6, Dave Riddle, and Marie Thompson.

We had 5 visitors this evening; 2 couples from The Triumph Travelers Sportscar Club. Doug & Diane Gold and Richard & Karyn Gibbon as well as Tony Dymond who used to belong to Triumph Travelers.

After the meeting, I discovered we had another visitor. Karyn brought her dog, a Chinese Crested named MayLee, who was content in her carrier under the table. She says MayLee travels everywhere with them.

Armand updated us on his mother who had fractured her femur and is now doing well.

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

Membership: Marv Miller reports no new members. Our Club now has 109 memberships and 165 members.

Marv thanked John Heisser for helping with the membership renewal phone calls. Marv reports that, despite their best efforts, the Club will still probably lose 16 members via lack of renewal. Marv also reports that Stu Lasswell, our past President, now living in South Carolina, has renewed his membership.

Treasurer: Armand reported that our Non Profit Tax Status is complete and can now be done Online as can filing for Corporate Status.

Only income this month was from Dues.

Newsletter: George Montgomery would like some new technical articles, issues, or questions for The Newsletter.

Events: John Ritter reporting that the planned Track Day @ Wild Horse Pass is being moved from May 18 to Sunday May 19.

Also, a reminder that this year's Triumphest is Sept. 14 - 15 in Santa Maria, California.

Old Business: None

New Business: Bob Mazer had a new box of spark plug wires he was giving away after cleaning his garage. And Ron Cole finished the front end suspension on his TR6.

Technical: Mark Peters described his seized camshaft.

Motion to adjourn @ 7:31 p.m.

Respectfully Submitted:

Minutes respectively submitted,
Mary A. White, Secretary

Our Web Master

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

DAVID W. RIDDLE
Parts at cost & 20% discount on labor to
DCTRA Members

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TEMPE, AZ 85281
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George & Dragon Lunch

Story and photos by George Montgomery.

Our Vice President and Activities Chairman, John Horton, organized a terrific lunch outing to the George & Dragon English Pub and Restaurant last Sunday at noon. There were twelve DCTRA members, in six Triumphs, that showed up individually for the event. Some members who said that they would be coming couldn't because of illness. Some couldn't for other reasons that they haven't let us know about yet. That happens and we are sorry that they couldn't make it they missed a great venue, meal and camaraderie. The menu was typical pub grub of bangers & mash, shepherd pie, fish and chips, variety of pasties, and many other items. They had a special brunch menu with breakfast items. One of which was the English breakfast. I have never had a "English breakfast", especially a breakfast that included beans, I thought I would try that. Tasted like Van Camp Pork N Beans. It went well with a Bass Ale, though. Everyone appeared to have enjoyed their item which ever it was. It was nice to have members Jim Converse and his wife (sorry I didn't get you name written down) from Cottonwood for the occasion. Our distant and out of town member do not get to visit with us often. Was pleasant to visit with them. Interesting folks. Wish you could visit us more often.



The Pub



The sign on the side



Twelve diners posing for a Glamor shot photo

Member Update

Editor's Note: One of our international members, Dave and Evie Frisby, sold their house here in the Phoenix Valley recently, and moved back to Canada. Dave drove his TR6 home. Evie sent us an update on his trip. We will miss you guys. Hope that you stay in touch.



"The Triumph broke down 45 miles east of Bend OR on the way from Sun City West AZ on Thursday afternoon. He had it towed to Bend, OR, Thursday late afternoon and that garage said they couldn't look at it until Monday, so our very good cruising friends Jon and Anne from Portland drove four hours to Bend and towed it back to Portland. David stayed the night and drove back to the Island yesterday with Jon's car and U-Haul trailer. There was a problem with CDN customs, but they phoned Jon to confirm that the car was loaned and that it would be returning to USA.

So, David at 85 in a few months, is still having adventures! Evie"



Thanks for the information, Evie. Glad to know that he made it there safely even if not in one piece.

Technical Corner

Detailing tips for vintage single-stage paint

Care and feeding of decades-old enamel paint

by Steve Berry

NOV 28TH, 2014 AT 8AM

We just sold our 1971 Volvo 142S after nearly 7 years of ownership. The original single-stage Safari Yellow paintwork is 43 years old and has always been, to me, the most interesting thing about this car. Before listing the car for sale, I challenged myself to elevate the paint to its fullest potential as a farewell project for the old Volvo.



My wife and our very-original Volvo 142 shortly after we purchased it in January 2008

Technical Corner (cont.)

In the past I'd taken very simple steps to care for the paint. The car is almost always parked in the garage and given an infrequent bucket wash and bi-annual wax job using paste wax or cleaner wax from the local auto parts store. The car would look amazing for approximately 2 weeks and then the finish would begin to dull. I've never tried using any multi-stage detailing or machine polishing on this paint simply because of its age and my own lack of experience with those products.

I started looking around for any detailing tips that specifically address old single-stage paint when I stumbled across Mike Phillips' epic multi-part tutorial which addresses the topic in-depth. It's worth a read – entertaining and informative. I used Mike's tutorial as a reference for this project.



Here is our starting point after washing and then drying with an absorbent microfiber towel: water spots, oxidation, scratches, and surface contaminants.

Technical Corner (cont.)

Step 1: The Clay Bar

I've known *of* clay bars as a detailing tool for some time but have never used one. For some reason it seemed like an intimidating technology, something too severe or exotic for ordinary car-cleaning. It turns out it's dead-simple and safe to use, and very effective at removing surface contaminants.

The clay bar, usually a synthetic compound, is meant to glide over the surface of the paint and pull out surface contaminants – metal dust, overspray, and road debris which all accumulate in the paint over time. If you put your hand in a plastic bag and then drag your fingertips gently over your car's paint you can easily feel those contaminants on the surface.

Wash and dry the car and then, working one panel at a time, spray the paint generously with a lubricant (usually some kind of spray detailer). Form a chunk of clay into a round patty and lightly drag it over the lubricated paint. You can actually *hear* it working as it removes surface contaminants from the finish. Move the clay up and down and side to side and it's pretty obvious when there is nothing left for the clay to remove. Move methodically from panel to panel until the you've done the whole car. Routinely check the clay's surface for contaminants and simply stretch and fold those back into the clay to expose a clean working surface. Wipe off the lubricant as you go. Don't drop the clay! Honestly, it's hard to screw this up.

After completing a section of the car, perform the plastic bag test again and the surface should feel very smooth. You now have a clean, contaminant-free paint surface ready for the next detailing steps.

I tried both Meguiar's clay bar kit and also the Body Bar kit available from Gliptone. For the most part it seems that "clay is clay" with some subtle differences. The Gliptone clay is more elastic and easier to fold, though stickier to the touch. Both kits performed their job and provided enough clay to do many cars.



Gliptone and Meguiar's Clay bar kits side by side.

Technical Corner (cont.)

Step 2: Cleaner

After removing the surface contaminants with the clay bar it was time to address the accumulation of water spots and oxidation on the paint. I diverged from Mike Phillips' instructions and decided to intervene with a light cleaner at this stage. If your paint is delicate, or you aren't sure of the paint's condition, I recommend following Mike's advice and skipping straight to Meguiar's #7 show car glaze as described in step 4 below.

I used Meguiar's #2 fine-cut cleaner and applied it by hand with light circular pressure, panel by panel, using a microfiber cloth. In one small area I stepped up to Meguiar's #1 medium cleaner to work on some deeper spotting, still applying very gentle pressure. I took great care when working on panel transitions or any edges where the paint is thin. I also removed the cleaner from the paint surface quickly while it was still soft and workable.



A menagerie of detailing supplies. A 10 pack of microfiber towels is a good investment.

Properly cleaning the paint takes a while and demands some attention and care. The results are obvious, and the cleaning process should eliminate water spots, oxidation, and other subsurface contaminants. Together, the cleaner and the clay bar create a smooth, consistent surface for wax to adhere to.

Technical Corner (cont.)

Step 3: Polish

I didn't want to invest in a DA polisher for this job and I was also very tentative to do any machine polishing on this old paint. I used a light, halfhearted hand application of Meguiar's Deep Crystal polish all over the car. This paint has accumulated years of various chips and scratches and I chose to focus on the lighter scratches and swirls, considering anything deeper as hard-won, authentic patina, and leaving well-enough alone.

At this point the paint looked really good. Clean, smooth, and bright with sharp reflections.

Step 4: Magic Time: Meguiar's #7 Show Car Glaze soaking

Single-stage paint is permeable, unlike a two-stage clear-coat system where the paint is effectively sealed. For this reason, oils can leach out of single-stage paint over time, especially if the paint is poorly cared for. According to Mike Phillips' article, Meguiar's #7 Show Car Glaze contains restorative feeder oils which can be drawn into a permeable paint surface via capillary action, conditioning and rejuvenating the color. He suggests a vigorous, liberal application of Meguiar's #7 Show Glaze be left on the car for a period of 12-24 hours to feed important oils back into the paint.

I'll admit I was somewhat dubious when I first read about this technique but I figured it sure couldn't hurt and I set my expectations low.

I proceeded to apply a generous "wet and heavy" application of the glaze to the paint, soaking a microfiber towel completely in the glaze and rubbing it on with much more pressure than I'd used in previous steps. It seemed a little weird but I followed Mike's suggestions and left a heavy layer of #7 on the paint to soak for 24 hours.



Post-clean and polish. Overnight Showcar Glaze soak.

Technical Corner (cont.)

The next morning, I easily removed the glaze, which was still soft, and inspected the results. Yes: It had a dramatic effect. The paint color was noticeably richer and deeper. What initially was a pale yellow with sharp reflections had bloomed into something more complicated with hints of a warmer, more orange-ish yellow emerging. Of course, these things are subjective, and all of the effects of detailing are cumulative, but this phase made me a believer. God bless capillary action and feeder oils.

Step 5: Paste Wax

At this point I had nearly 12 hours of hand work in this car. Time to seal it up with wax. I looked at some of the boutique waxes available in the market but in the end I used a \$20 can of Gliptone, a professional paste wax recommended by a coworker. I applied two separate coats of wax with a foam applicator and wiped it off with microfiber towels. The Gliptone wax doesn't quickly dry to a hard haze, which is a nice change over the parts store waxes I've been using for years. It also smells nice.

The wax further deepened the color and softened the reflections, adding to the impression that the paint has an inner glow.

From here I dumped more hours into the fine details – cleaning the rubber, the glass, the interior, the engine bay. I have two young kids and I find this kind of work a very relaxing post-bedtime activity. It's nice to get lost in something so meticulous.

In the end this 43 year old paint looks amazing. It's hard to capture this transformation with my camera. The end result is an odd combination of glowing depth and patina unique to this car, something it earned over the decades that would be lost with a modern repaint. 20 hours well-spent and a fine send-off for an old friend. Check out the before and after shots below.



Technical Corner (cont.)



Here is the final shot used to sell the car in Hemmings. Why did I sell this car, again? Congrats to the new owner and thanks to Mike Phillips for sharing his detailing expertise

CLASSIFIED ADS:

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 \$100**



Mark Sapp (602)
625-8491

0617

FOR SALE:

4" simple vice - \$5; 1,500 pound ATV hydraulic lift - \$50; Spare tire 185SR15 redline tire – FREE

John Horton - triumphshoppe@gmail.com, 602-705-8678 0618

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

0818

FOR SALE:

1975 Triumph TR-6 (Java) Commission No. CF398454, Complete frame off restoration ~74,000 miles, but only 1000 since restored, Original Java green with black interior Many upgrades, too many to list here. Webbers and Overdrive. Leather seats Car is in the Dallas/Fort Worth area Asking: ~~\$29,500.00~~ Reduced to \$26,000

Contact me for other questions:

Jack Morris

(C) 817.401.2549

jack@ppitx.com

0918

CLASSIFIED ADS: (cont)

FOR SALE:

Triumph seat covers

Hi. My husband and I used to be members of the club many, many years ago but my husband always had health issues so we were unable to participate. We used to have a beautiful burgundy 1974 Triumph Spitfire. The car found a new home but we found out later that we still had 2 black front seat covers in black with a white Triumph logo. I am writing in the event that anyone in the club would be interested in purchasing them. I would sell them, for \$50. They were never used and are in perfect condition. My cell is 602-740-1088. Thank you.
Jill Burns, wburns@strategz.com

1018

FOR SALE:

1966 Spitfire Mk II, Great body, runs good, clean title, needs bushings in transmission replaced. I have poor health, need to be sold \$6,000 obo.



Harold Berger, Phone (513)-594-9235
bsberger@cox.net
10443 W. Roundelay Circle; Sun City, AZ85351

1018

FOR SALE:

TR6 Falcon Exhaust System \$575.00. This is a complete system unused from the UK. It comes complete with new pipe brackets, mounting plates and manifold gaskets.



TR6 Roll Cage. \$475.00. I cleaned it up. Sanded it down to remove paint. And applied 2 coats of grey primer. I was going to spray paint it black, but it's ready for someone to choose their color.

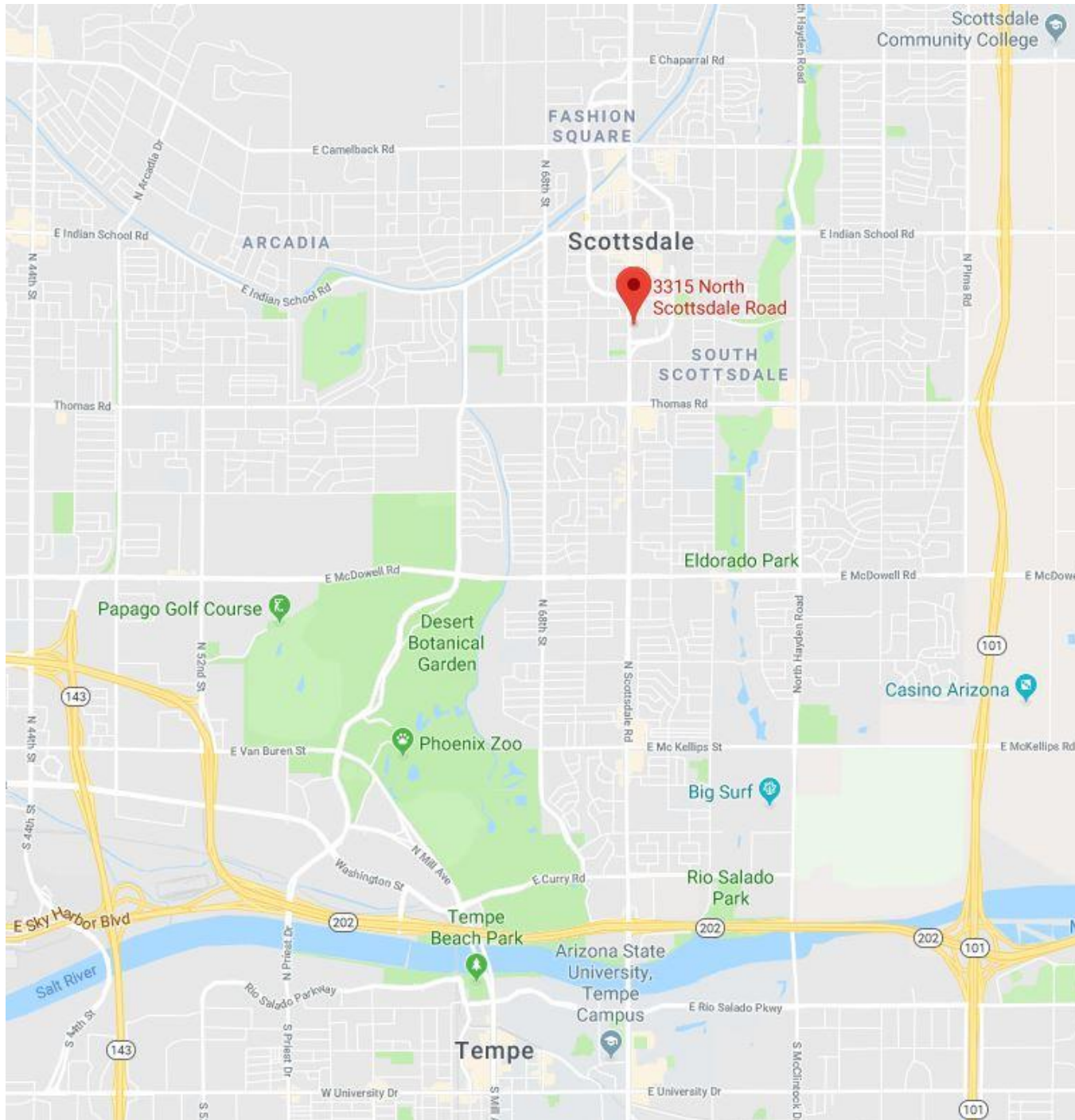


Please contact me either on email at:
john.carroll@wbhsi.net
or text at [480 622 8502](tel:4806228502)
John Carroll. 03.2019

DCTRA Club Meeting Location:

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

At: **Denney's Restaurant**
3315 Scottsdale Road; Tempe, AZ





DCTRA MEMBERSHIP APPLICATION

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

DCTRA
Marvin Miller, Membership Chairperson
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.texas triumphregister.org
Delta Motorsports	www.deltamotorsports.com
C.A.R.S of Phoenix	www.englishbawbsclassics.com