

# TRIUMPH TRUMPETER

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



*Triumph Register of America*



**PROMOTING TRIUMPHS AROUND THE WORLD**

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



1938 Triumph Dolomite

**OCTOBER 2014**

**Vol 35, Issue 10**

<http://www.dctra.org>

## **NEXT CLUB MEETING**

Tuesday, October 14, 2014

Meeting starts @ 7:00 p.m.

6:00 p.m. - Come Early to Dine & Socialize with Club Members

## **DENNY'S RESTAURANT**

650 N. Scottsdale Road, Tempe, AZ 85281

580-858-8276

## **2013 CLUB OFFICERS**

### **President**

John Nuss  
480-983-3945  
jknuss@live.com

### **VP & Events**

Matt Reynolds  
480-968-6078  
bsatr6@yahoo.com

### **Secretary**

Betsy Kavash  
480-586-8214  
betsy.a.kavash@cox.net

### **Treasurer**

John Reynolds  
480-968-6078  
johntempe8@q.com

## **2014 Appointees**

### **AAHC Reps**

Jim Bauder (**East Side Meetings**)  
480-309-9525  
[jimbpps@cox.net](mailto:jimbpps@cox.net)

Joe Minnick (**West Side Meetings**)  
602-214-0203  
jminnik@cox.net

### **Historian**

Armand LaCasse  
602-904-1037  
big.blue.truck@live.com

### **Tech Advisors**

Armand LaCasse  
602-904-1037  
big.blue.truck@live.com

Roy Stoney

602-231-0706

[royston469@msn.com](mailto:royston469@msn.com)

### **Membership**

Pete & Bev Peterson  
480-488-4872  
packratpete@gmail.com **OR**  
bev@carefree.org

### **Webmaster**

Dave Riddle  
480-610-8234  
dave@microworks.net

### **Newsletter**

George Montgomery  
480-290-1310  
Georgemonty32@gmail.com

**On the Cover:** A 1938 Triumph Dolomite registered at Triumphest 2014 in the Pre-'30's Class.

## Prez Sez October 2014

John Nuss

What a trip! A wonderful time in California checking in with Triumph friends. Triumphest reminds me of the musical, "Brigadoon." The townspeople awaken once every one hundred years, go about their day, and return to a one hundred year sleep. This year "Brigadoon" appeared out of the mists in the form of the Radisson Resort in Santa Maria, California. Unlike the mythical town, the activities continued for a few days and some stretched for miles around. The Autocross and Funkhaha courses were just outside the resort's back door. Across the street the Funcours parking lot had Triumphs parked, for the first time in years, with no other cars, motor homes, or trailers to interfere with the show. When renewing acquaintances, conversations take up where they left off the year before as an owner shows the rebuilt engine, or new interior. Fortunately, we don't have to wait all those years; for us, just one. On Sunday morning, we disappeared into the mists of the eastern mountains as we began our journey home.

One of the fun parts of the trip was talking to people we met along the way. Thursday morning we met an old fellow, Bill, traveling with his daughter. He was wearing a USS Tarawa cap. We chatted about his service and then where he was traveling to and from. Turns out he was from Joseph City, Arizona and was familiar with my former principal. He had the same opinion of the man I did. Sunday afternoon we stopped at a rest area and met some folks traveling by bus; a group of Asians and some French and French Canadians. They swarmed the car with one or two of the people offering to translate as George and I described our cars. Later the evening at the motel in Needles we met Jilly and Simon from Oxfordshire. They were riding a Harley from Chicago to the west coast, driving the old Route 66. We discussed the recent election in Scotland, the rigorous requirements for motorcycle and car licenses in the UK, distance, weather (Simon noted that he has put more miles on the rented motorcycle since he arrived in Chicago than he has on his own motorcycle in in England after owning it for five years), and how movies and television present a distorted view of each of our countries.

The next Triumphest locations were announced - Del Mar next October. Maybe it is time to begin our consideration for site, date, and committee for Triumphest 2017. But for now, enjoy the cool temperatures and drive those Triumphs.

## EDITOR'S DESK

Two weeks before Triumphfest a tree outside our house was struck by lightning. Fortunately it had been raining for 1 ½ hours. Everything was wet and nothing burned. However the top of the tree was stripped of bark and several household items (TVs, DVD/VCRs, computers, etc.) were melted. That teaches you a lesson in the size necessary for surge protectors. I've got some big ones now. While I had everything backed up, some of the backup/restore programs weren't the best. The "My Documents" files have not been restored in a usable format yet; still working on that. Thanks to Bev Peterson though, I was able to adapt a year old file that I could reconstruct a current newsletter. Sorry for having the newsletter out so late.

This was the first autocross at a Triumphfest, or autocross of any kind anywhere, that I experienced that was run side by side with a working flight line. It was kind of interesting to see airplanes landing and taking off less than 200 yards away.



I would like to thank all those who have helped to get this issue published: John Nuss for articles, Michael Blachut for articles and photos and Bev Peterson for the archived MS-Word version of a previous newsletter.

I hope to see you at the next business meeting, October 14<sup>th</sup>.

**George Montgomery, Editor**

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## **MINUTES OF THE SEPTEMBER 2014 DCTRA MEETING**

### **DCTRA Meeting Minutes September 9, 2014**

President John Nuss called the meeting to order at 7:03 PM at DENNY'S RESTAURANT, 670 N. Scottsdale Rd. Tempe, AZ

**ATTENDEES** 35 members and 6 visitors signed the attendance sheet.

**Members** present were Jim Bauder, Mike Blachut, Pete Bowen, Bill Close, Michael & Jackalyn Divine, George Durkin, Gene Glenn, Ron Gurnee, Deta Hampsch, John & Cheri Heisser, Ed & Peggy Jacobs, Armand LaCasse, Stu Lasswell, Lee Loftin, Ed May, Bob Mazer, George & Charisse Montgomery, Dave & Denine Mure, John & Kathy Nuss, John & Matt Reynolds, Ken Schmidt, David Stephens, Roy Stoney, Pete Thompson, Kiwi & Patsy Treloar, and John and Lila Truttman.

**Visitors** present were Mike and Bonnie Billotte of Oklahoma City, Dennis Collins (drove his Spitfire), John & Nancy Johnson (purchased and drove Kiwi's TR6) and Gary Revis (owner of a TR250 needing work and a TR4A which he drove). Six brave souls ignored the rain and rode in Triumphs (4 were visitors).

### **MINUTES**

Stu Lasswell moved and Kiwi Treloar seconded that we accept the minutes as printed in the August newsletter.

### **TREASURER**

John Reynolds gave the Treasurer's Report. The only change was \$90 that Ron Gurnee turned in for license plate frames (100 were purchased and 39 have been sold so far). A written report was received for the secretary. Kiwi Treloar moved and Ron Gurnee seconded that the Treasurer's Report be accepted as presented.

### **MEMBERSHIP**

There was no report on Membership due to the chairperson being absent.

### **NEWSLETTER**

George Montgomery, newsletter editor, reported that lightning fried all of his electronics but he hopes to get everything in working order soon.

### **AAHC**

There was no report on Hobbyist Council due to the chairperson being absent.

### **EVENTS**

Matt Reynolds reported an Ice Cream Run to Mary Coyle's on 7<sup>th</sup> Avenue with particulars to follow. The British Vintage Voyage is coming up on October 25<sup>th</sup> and 26<sup>th</sup>.

Stu Lasswell reported an SCCA Autocross at the Bondurant Road Course on Sunday, September 14<sup>th</sup> and encouraged all to attend.

### **TECHNICAL**

Armand LaCasse (Tech Chairman) thanked George Montgomery for the checklist he submitted for preparing to drive to Triumphest. John Horton is working on a design for tube shocks for a TR3. Ron Gurnee, while checking his car for the drive to Triumphest, discovered that his carburetor mounts were splitting off from the manifold. While checking that, he found a leak in the thermostat gasket. Mike Blachut has rebuilt his engine and transmission and is ready for the run to Triumphest.

### **OLD BUSINESS**

None reported.

### **NEW BUSINESS**

Under new business, Kiwi has lots of TR6 parts for sale and he will compile and send out a list on e-mail. John Nuss has a pile of magazines to give away.

Several groups are driving to Triumphest. Use e-mail to tell starting places, times and routes.

### **AJOURN**

With no other business the meeting adjourned.

Respectfully submitted,  
Kathy Nuss  
Acting Secretary

### **NEXT CLUB MEETING**

(Second Tuesday of each month)

Tuesday, October 14, 2014

BUSINESS MEETING

Starts at 7:00 PM

Come at 6:00 PM to eat and socialize

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## **Calendar of Events**

**Matt Reynolds**

14<sup>th</sup>-DCTRA Meeting

19<sup>th</sup>-Annual Orphan Car Show-Phoenix

25-26<sup>th</sup> British Vintage Voyage



# Triumphest 2014

By Michael Blachut

## **DCTRA was well represented at the 2014 Triumphest in Santa Maria California.**

22 members of DCTRA were part of the festivities from September 25<sup>th</sup> thru September 28<sup>th</sup>. Most DCTRA members brought their Triumphs and competed in the Autocross, the Funcours , the Funkhana, the Tech Session, Hospitality Party and the Awards Banquet. It was a pleasure to see all the cars that made the trip and it was a pleasure to meet and greet old friends from all around the west coast and Canada.



Radisson Hotel located at the Santa Maria Airport

The Autocross was held on the Santa Maria Airport tarmac right in front of the Hotel. The autocross was operated by a professional Autocross company with volunteers from the Southern California Triumph Owner's Association. The SCTOA sponsored the 2014 Triumphest. The theme of this year's Triumphest was celebrating the 40<sup>th</sup> anniversary of the TR7. One of the TR7 owners had an original as part of his display which showed a 1975 TR7 cost \$4,995.00 brand new.

Next year the Triumphest 2015 will be in San Diego from Oct. 8<sup>th</sup> to Oct. 11<sup>th</sup> at the Hilton Del Mar, see their website <http://www.triumphest2014.com>

The next page has photos of the 22 DCTRA members who attended this year's Triumphest.

## Triumphant Attendees by Michael Blachut



Al Elisco



Betsy Kavash



Bo & Laureen Shaw



John Heisser



Cheri Heisser



Clebe Best



Dave Fore



Dave Mure'



Denine Mure'



Ed Jacobson



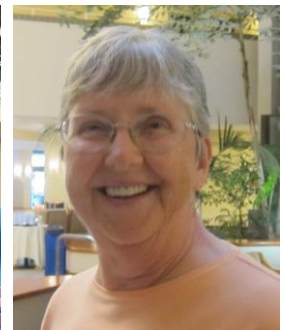
Peggy Jacobson



George Montgomery



John Nuss



Kathy Nuss



John Reynolds



Marie Thompson



Ron Gurnee



Stu Lasswell



Pete Peterson



Mike Blachut



Maggie Austin



# **A Tale of Two Woes**

by John Nuss

The cars George's TR6, Ron's TR7 and Kathy's Tilly, ran flawlessly all the way to Santa Maria, California. If we had it to do over, I think George and Ron would agree that leaving an hour earlier or later would have been better. Driving through Phoenix in early morning stop and go would have been eliminated. We decided to make the trip in two days - we spent Wednesday night in Bakersfield. We did not have to leave so early in the morning and had a comfortable drive across the mountains to Santa Maria. Turning onto California 166 the road was flat and straight but soon became interesting; a serious uphill and then descended to the valley with gentle hills and sweeping curves. It didn't hurt that the temperature was much more comfortable than the desert heat of the previous day.

We arrived at the Radisson just about lunch time, checked in, unpacked the cars and drove up Broadway to find a restaurant. About three o'clock I thought I would wash the road grime from the car. As I pulled from the parking place, the car jumped as I put it in gear. After washing the car I started to clean under the bonnet and noticed a puddle of fluid. Not good.

We took time from car repair to go the "Dine-around" set up by the hosts. There were many choices of dinner venues: steak house, Italian, Mexican and seafood restaurants. Kathy and I rode with Ron and George to The Original Roadhouse Grill and met some members of the organizing club and enjoyed delicious barbeque pork ribs.

I was able to source a repair kit from Ron Gurnee and by early the next morning we were ready to go. Still the car jumped but no apparent crunched from shifting gears. At the autocross site the pedal pressure deteriorated and had to order a new clutch master cylinder from The Roadster Factory. Kathy and I, with help from Al Elisco, and Marie Thompson, pushed the car to the Funcours site and awaited the UPS truck. I was able to ride with Mary Turner, in her TR250 and provided balancing ballast for her autocross runs.

On Friday I attended the tech session then the hospitality event. A box lunch followed with live music and dancing. The box lunch seemed to eliminate the problem of the first people in line getting all the stuff and the end of the line finding empty serving platters. The only downside for me was no Guinness or New Castle. One would think a British themed event would provide such things.

We were out early Saturday morning to clean the car for the Funcours. The new master cylinder arrived about eleven o'clock and by early afternoon we were back on the road.

During Saturday's Presidents' Meeting we reviewed the rotation of the Triumphests. Our turn is 2017. The presidents chose the President's Trophy and then discussed any other concerns. All were pleased with the organization and the facility. I mentioned the classes

for the autocross. It seems that one tech person was classifying cars based on VTR classes and another person would re-classify them. The afternoon tech person did not. So there were drivers running TR3s with same engine, wheels and tires competing in different classes. Some suggestions to avoid that problem in the future were to have the same person tech all cars, or make sure all tech people understand the rules and adjust the car classes accordingly, and perhaps make the number of classes smaller.

At the awards banquet the various awards for the best of class was given out, the Funcours awards, the FTD from the autocross and the Digger Davitt Award. This year the Digger Davitt Award went to a DCTRA member: Armand LaCasse.

The group presenting next year's Triumphest invited everyone to Del Mar for their Triumphest. After that, the table decorations were given to selected people at each table. The group then adjourned to the lobby to collect the raffle prizes and engage in even more Triumph talk.

By the way, we weren't alone. Twenty two members of DCTRA driving twelve Triumphs made the trip: Al Elisco, Betsy Kavash, Marie Thompson, Bo and Laureen Shaw, Clebe Best (with a small cooler in the appropriate car color), Dave and Denine Mure', Dave Fore, George Montgomery, John and Cherie Heisser, John Reynolds, Mike Blachut and Maggie Austin, Pete Peterson, Ron Gurnee, Ed & Peggy Jacobson and Stu Lasswell.



# September 2014 Autocross

by John Nuss

The sun was shining brightly; there was a cool breeze. Of course there was at 6:30 on a Sunday morning in September. I stopped to top off Tilly's gas tank and mine - coffee is helpful at that hour.

I arrived at the Bob Bondurant site, signed the release, and paid my entry fee. This time at tech there was no discussion about wheel bearings - passed with no problem.

The Sports Car Club of America, concerned that people drive one event but don't return, has started to have experienced drivers ride with novices. I checked "novice" on the entry form (I participate so rarely that I think I qualify.) Besides, I usually end up at the bottom of the stack so I don't think anyone notices. This time I had a national champion ride with me on the first run. She was complimentary about my driving through the slaloms and then suggested that I move to the inside of the final curve - less distance to travel means an improved time. On the second run I tried keeping the car closer to the inside of the turn. Even though I had some distress in the last slalom (I spent too much time controlling the skid (witnesses tell me it was impressive), the time was a second better. The remaining runs were just tenths of a second better.

Also driving in the event were Gareth, his brother Andrew, and Jeff. Stu was driving his MINI. Jeff, in his TR6, improved his time by at least five seconds and finished with a first in class 58.194 (PAX 47.178). Gareth improved by a like amount and had a 59.515 (PAX 47.433). The PAX is an index of performance, sort of. It is a factor in adjusting times based on the car's capability. It means a Spitfire can be the slowest car on actual time, but still place above cars going faster. There is talk of a "Vintage Class," among SCCA members, but there needs to be more than two or three cars to make the class interesting. Now that the weather is cooler, doing the corner work will be more comfortable. Remember, one can ride along during competition and on the time only runs. Sign the waiver, wear the helmet, get in, buckle up and off you go.

## 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

**CALL: Grace Pennell 928-537-3355**

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### FOR SALE:

Spitfire Mk III, 80% complete, needs electrical hooked up, Asking \$2,800.00  
Location: 59<sup>th</sup> Ave & Thomas, Contact Chris Johnson or Barbara Johnson  
Phone: 623-293-0655

\*\*\*\*\*

### FOR SALE:

TR7 Spyder and parts, call or text Don Akiyama at 480-694-5014  
Or email: [akiyamatr7@yahoo.com](mailto:akiyamatr7@yahoo.com)

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### FOR SALE:

1965 Triumph Herald, former Judge's Special Award at Triumphest 1994, powder blue,  
Stored 10 years. John Lindly : [lindly1907@gmail.com](mailto:lindly1907@gmail.com) , asking \$3,000.

.....

### FOR SALE:

Triumph TR6 w/ J Type overdrive transmission - \$2,100, (North Phoenix)  
Call: 602-569-4889 – ask for Patrick.

\*\*\*\*\*



## Websites

Desert Centre-Triumph Register of America  
[www.dctra.org](http://www.dctra.org)

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



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[packratpete@gmail.com](mailto:packratpete@gmail.com)

or

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**Application form on next page:**



## ***DCTRA Membership Application***

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

### ***Member Info:***

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Address: \_\_\_\_\_

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Phone: \_\_\_\_\_ Phone: \_\_\_\_\_

email: \_\_\_\_\_

(required for newsletter notification)

### ***Auto Info:***

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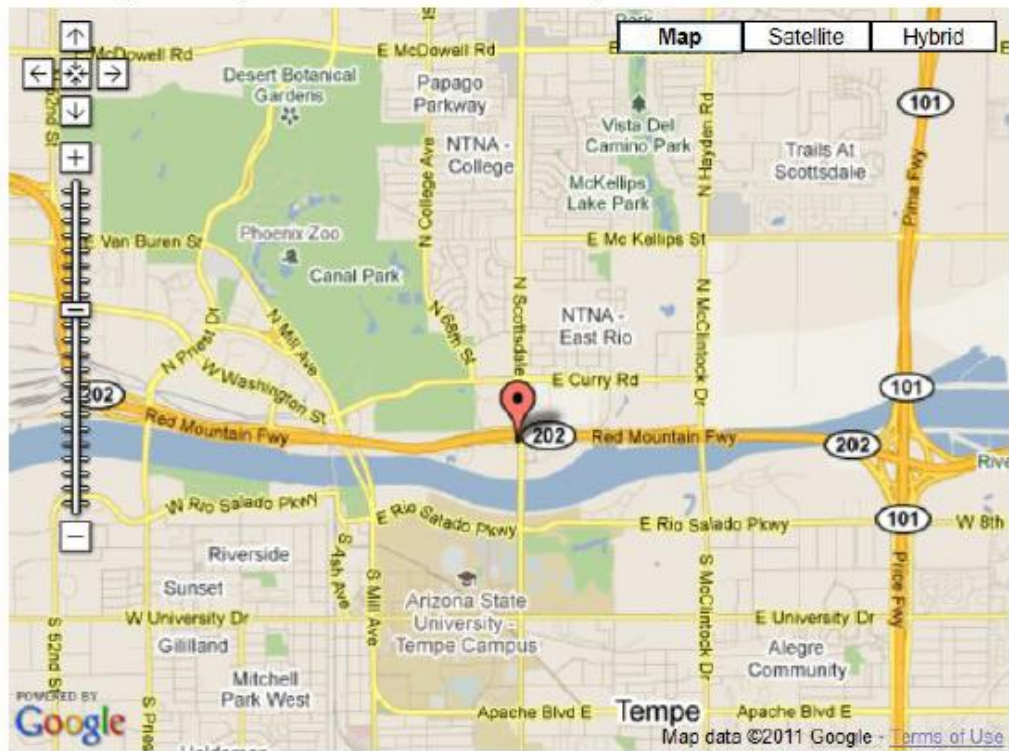
[www.englishbawbsclassics.com](http://www.englishbawbsclassics.com)

or

[www.classicautore restorationphoenix.com](http://www.classicautore restorationphoenix.com)

email: [bobbranton@hotmail.com](mailto:bobbranton@hotmail.com)

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



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