

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE – TRIUMPH REGISTER OF AMERICA

Founded: 1980



Triumph Register of America

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A TR6 on the British Vintage Voyage

October 2015

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NEXT CLUB MEETING

Tuesday, October 13, 2015
BUSINESS MEETING
Starts @ 7:00 p.m.

DENNEY'S RESTAURANT

650 N Scottsdale Road; Tempe, AZ 85281

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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

½ PAGE:.....\$60

¼ PAGE.....\$ 35

BUSINESS CARD:.....\$25

On the Cover: Marie and Betsy arriving at the Coronado Vineyard.

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Prez Sez – September 2015

Stu Lasswell, President

Last month much of my "Prez Sez" column was about my chasing the source of an elusive ignition short. Well, if you were at the last meeting you know that Bill Close helped me resolve that issue. I still don't regret replacing my entire ignition system, as it really has improved the car's performance. In fact, at the last SCCA autocross it put so much more power to the wheels that I kept having to "feather" the throttle to keep the inside wheel spin to a minimum coming out of the turns! That had never really been a problem before, but now I think I'm getting more advance as I accelerate due to the new distributor. My times looked pretty darn good! Then for the "fun runs" I loaned the TR3 to a fellow competitor (a consistently top rung driver) to try it out. Damned if he didn't blow my times out of the water, scoring runs **several seconds** faster than my own. That's an eternity in autocross. He came away very impressed by how fast and smooth the car was, and swore that with a limited slip diff in the car he could knock several more seconds off his times! This all left me both elated and depressed... my TR3 can be really competitive... just with a better driver in it!

Well, now we have Triumphest to look forward to, and I know I can't wait to get over there to San Diego, out of this Arizona heat! It should be a great event, so I hope you all have made the necessary arrangements to attend. Stay over for Sunday's San Diego British Car Day if you can, as it's always a well-attended and well managed event. See you there!

Stu Lasswell

EDITOR'S DESK

George M Montgomery, Editor

This month we have the second half of an article, written some time ago, for the British club Triumph Sports Six Club (TSSC) and their monthly publication, *The Courier*. Our club member, Michael Bulfer, put me in contact with his friend, John Davies, who wrote the story about a trip to La Mans, France to participate in the Vintage International Festival.

The photo on the cover for this month is of three beautiful cover girls: Marie Thompson, Betsy Kavash and Marie's very photogenic TR6, as they arrived at the Coronado Vineyard Winery on the British Vintage Voyage. Those of you who could not make it missed a enjoyable drive with stunning scenery.

Elsewhere in this issue is a notice from Matthew Looney, Vehicle Operations Director for Russo and Steele Auto Auctions. He is inquiring for volunteers to help handling collector cars for them at the upcoming auction in Scottsdale next January. I have volunteered to help them for the last 5 years and find it a great deal of fun. There are some gorgeous cars there. These cars are not the million dollar cars that only the owner or his caretaker show as are at some of the auctions. These are cars that are easier to get close to. We get to park them, drive from the "paddock" area over to the staging area and sometimes across the auction block. There have been several DCTRA members who have worked with me in the past. For our efforts the R/S organization donates between \$500-600 to our club treasury.

See you at the meeting next week.

George

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DCTRA Spark Plug Award

By John Nuss

This is a monthly reminder of Spark Plug points earned. It appears that attending the meeting WITH your Triumph helps earn points. Furthermore, planning and writing about the event gets points, too. At this point there are many people with quite a few points. So drive the Triumph, take pictures and write a paragraph or two.

Calendar of Events

Matt Reynolds, V. Pres & Events Chairman

DCTRA & British Auto Events 2015

October 8-11-Triumphfest

October 13th - DCTRA Meeting

October 17th-Tucson's Classic Car Show

October 31st-Triumph Tribute to Linda Rally

October 31st-Trunk or Treat Car show-Glendale Cabela's Brighton Rally Nov 1st

On-going events:

Saturday Night cruise @ Kmart, Power Rd & Hampton.

Scottsdale Pavilions Saturday evening car show

NEXT CLUB MEETING

(Second Tuesday of each month)

Tuesday, October 13, 2015

Business Meeting

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

Starts at 7:00 PM

Come at 6:00 PM to eat and socialize

October 2015 Membership Report:

We have not added or lost any members this month. We are holding steady at 160 members from 104 memberships. Name badge drawing was won by Jim Bauder. Prize was a computer brush donated by Kathy Nuss and a wrench pouch donated by Ron Gurnee. The 50/50 drawing collected \$84.00 and was won by Pam Rineholt of which her share was \$42 dollars which she kindly donated back to the club.

NEW MEMBERS:

For membership information, contact: Dave Freet at 480-706-4943 (home) or 602-881-1860 (cell) or email: fxstsaz99@cox.net

David Freet
DCTRA Membership Chairperson
599 South Terrace Road
Chandler, AZ 85226

Application form on page 22

This year The San Diego British Car Day is being held on Sunday after Triumphest. They are offering a \$20 registration for all Triumphest attendees. See comments below.



SANDIEGO 
BRITISH CAR DAY

All British Cars & Motorcycles Welcome!
Sunday, October 11, 2015
9am to 3pm (Show Cars @ 7:30am)
Embarcadero Marina Park North
Downtown San Diego 92101

Online Registration: \$25
Day of Event Registration: \$35
British Motorcycles: \$10
Spectators: Free!



We (TSCCSD) have negotiated a reduced rate of \$20 for British Car Day. The organizers of BCD have had a difficult time with their website functions so have not been able to put in a discount code. However, if you send a check for \$20 to us we will be able to get you registered. It would also be helpful if you can send a filled-out BCD registration form so that we can get your correct details to the organizers. Please let me know if you have any additional questions or concerns.

Cheers,
Mary Turner, Co-Coordinator
Triumph Sports Car Club of San Diego



Minutes

Desert Centre Triumph Register of America September 2015 DCTRA MEETING

The September 8, 2015 meeting of the Desert Center Triumph Register of America was called to order by President Stu Lasswell at 7:00 pm. Present were:

Jim Bauder, Mike Blachut, Pete Bowen, Bill Close, Virgil and Marlene Cole, Michael and Jackalyn Devine, George and Chris Durkin, Jeff Fairman, Dave Fore, Dave Freet, Gene Glenn, Ron Gurnee, John and Cheri Heisser, John and Beth Horton, Ed and Peggy Jacobs, Paul Jordan, Craig Kenyon, Chuck Kerzan, Stu Lasswell, George Montgomery, Dave and Denine Mure, John and Kathy Nuss, Pete and Bev Peterson, John Reynolds, Pam Rineholt, Rick Story, Pete Thompson.

A returning member, Jacob, drove his 1977 TR7.

The minutes as they appeared in the newsletter were approved.

The treasurer report was accepted as presented.

Activities presented were Triumphest, British Vintage Voyage, and an SCCA autocross. Jeff Fairman reminded members that the autocross at the airport in Marana is also an SCCA event and is often a little less technical than the local events. Paul Johnson said there is a car show at Cabela's in connection with Halloween - a trick or treat event on October 31. Jim Bauder encouraged members to go to out-of-state events and mentioned several in the northwest that he has attended.

Hobbyist Council:

John Horton reported on the Arizona Auto Hobbyist council that the toll roads seem to be on the way. He also reported that the council is having a car show on October 10.

Membership:

Dave Freet, membership chairman, reported 160 memberships, meaning 174 members, with thirty-seven members in attendance.

Technical:

John Nuss asked about a fuel pressure regulator for the Spitfires. The advice is to add a regulator so the fuel pressure is 1.5 to 2 psi.

Jim Bauder talked about replacing door seals on a TR4, TR250 or TR6 using the slot cover from a PC.

Stu said he replaced his electric tach and that Dick's Speedo and Tach in Tempe is the place to go.

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Old Business:

In preparation for Triumphest 2017, John Horton, John Nuss, Kathy Nuss, Dave Fore, Mike Blachut, and George Montgomery agreed to form a committee to begin exploring the event. At this time there is no one ready to be the committee head at this time.

The concerns about the newsletter were brought up again. Members are concerned that the newsletter be out in a timely manner and that questions about the web site are answered in a way they can understand, without judgment. The matter was tabled with several suggestions- Dave Mure said he would talk with Amanda LaCasse, Jim Bauder suggested hiring a company and Dave Fore would ask some of his associates.

Miscellaneous:

Mike Blachut and Clebe Best are organizing a caravan to Triumphest from the east side of the Valley. Use the DCTRA e-mail list to inquire.

Gene Glenn is looking for a TR3A, TR3B or TR4 for a friend. The friend is wanting a running / driving car - not a project.

Jim Bauder presented some information regarding "Preservation Class" cars. He left magazines for members.

John Horton moved to adjourn.

Jim Bauder won the membership badge raffle. Pam Rineholt won the 50/ 50 drawing and graciously returned the prize to the club.

John C. Nuss, Acting Secretary
(John stood in for Betsy who could not attend)

Our Webmaster.



The Classic Le Mans, 2006.

Story and photos by John Davies

(Editor: This is the second ½ of a story sent to us by John Davis about a group trip to La Mans, France for the Vintage International Festival, to support a fellow club member compete in the race there and for a chance to drive on the race track. The story is in two parts. Last month covered the trip there and the experience of driving on the track. This month will cover the actual race itself.)

Our mission to Le Mans was partly to support the entry of ADU 1B, a replica of one of the famous Le Mans Spitfires that were entered by Triumph in the original Le Mans in 1964 and 1965. This car did not finish either race due to accident but the team came 1st in class in 1965. Now owned by Mark Field of Jigsaw Racing, and driven by the husband and wife team of Colin and Helen Elstrop, we had great hopes of ADU 1B, which had been at the first Classic in 2004.

However, hope does not make reality, and first time out for evening practice on Friday, Colin lost power from 1B's engine, and coasted to a halt at Tertre Rouge, less than one lap out. Once it was trailed back to the pits, Jigsaw set out to diagnose the problem, but the head wouldn't come off.



Pic 1



Pic 2



Pic 3

They needed a special, thin ring spanner to undo the two nuts on the short studs of the eight port head. Urgent calls around the pits and to the TSSC/TRR camping area found nothing suitable, but Jonathan had a right sized spanner and a hacksaw and he set-to to cut it to the right thickness. (Pic 2) Just then a battery powered angle grinder appeared and Mark took over, sparks flying as he fettled the spanner down to size, stopping only for water cooling of the poor spanner. (Pic 3)

That did the job, and the head was off. Initial diagnosis was a blown head gasket, a repairable problem, but then a slip of alloy was seen on the front face of bore 1. Clearly the alloy piston had picked up on the bore and deposited it there, smashing the rings and losing compression. No hope of repair, so the spare engine was called in, while a team of donkeys from the TSSC campsite stripped the now useless race engine. A chain was found from the campsite and using the lever of Mark's hi-lift trolley jack, the engine was lifted up and out, away from the car. (Pic 4)



Pic 4



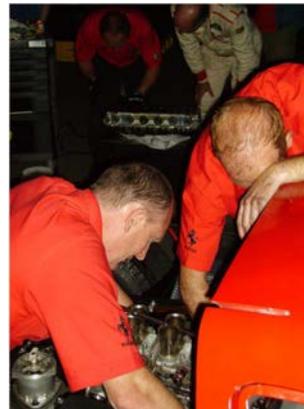
Pic 5



Pic 6

That to one side, the new engine, a 'short block' with the crank, pistons and camshaft in place, was prepared to replace it. We fitted the studs - but one stud hole had no thread. Another appeal around the pits found a right sized tap and the stud went in. So did the clutch and then the engine was lifted into place, aided by some massive persuasion by Dave Jones. (Pic 5) We crowded around, fitted the other engine ancillaries and bolted up the engine rear plate to the bell. All stepped back then to let Mark and Jonathan fit the very special head gasket. Two such heavyweights sitting on the front tyres were a necessary balancing act. (Pic 6) We then left the Team to do their thing of setting up the engine. Beers all round for a job well done.

Meanwhile, it should not be thought that Jigsaw were the only team struggling with engine problems. Right across the pit area, a Ferrari team, resplendent in red shirts and black trousers, were having similar problems. (Pic 7) But problems were not over for Jigsaw.



The Team fettled and fettled the engine. But it wouldn't start. They tried everything, even Kwikstart and butane from a camping stove. The engine was trying but wouldn't fire, and Mark decided that it was too late now to do any more. It was now near midnight, and the Team were exhausted. An early start tomorrow would sort it.

Aided by a nights rest. Mark had made the decision. Having tried all else, the only possibility was that the camshaft was not accurately timed, so off with the head and Mark saw evidence that he was correct - the valves had been kissing the pistons. A very near thing, it must have been, short of complete engine destruction.

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The morning's task was to time the cam but now the crankshaft nut was immovable. This nut is always very tight, 150 ft-lbs, but this was a new engine. The Team's crankshaft nut socket BROKE, split in several places, just blown apart by the tightness of the nut. We set out again on a 'Search and Borrow' mission that led us to the American Army. In fact, French World War Two re-enactors, driving US Jeeps and army trucks, dressed in various stages of appropriate attire, from singlet and dog tags to a full Colonel in his Number Ones, complete with General Patton corn-cob pipe. Thanks to the help of the French-speaking partner of an MGB entrant, the need

was explained, and I was whisked away, riding nonchalantly with my foot on the fender to the Army's camp. (Pic 8)



Here Glen Miller played instead of Duran Duran, and top sergeants and red-crossed army nurse lieutenants strutted their stuff. The French equivalent of, "Hey, Bud? You gotta big socket on your rig?" found gold. You may like to make a note for future use - a Jeep wheel nut is the same size as a Spitfire crankshaft pulley nut.

But this was a socket for use with a tommy bar, and all that came with it was a rather battered soft iron tent peg, so we set off again on pit-scrounge duties, and it was the MGB pit that helped once again. A beautiful, steel jemmy (aka tyre lever) was recruited as a tommy bar, and the trolley jack handle as lever. Even with Mark on one side and yours truly on the other, pulling and pushing on five feet of alloy tube, that nut was TIGHT. But not tight enough and it finally gave way. Nut off, timing cover off, and the delicate work of cam timing was again left to the Jigsaw Team, while the TSSC crew retreated to the campsite and some refreshment.

Meanwhile, ADU 1B had missed the start of racing proper. This was a 'real' Le Mans start, sprint across the tarmac, leap into car, start engine and drive away. Door open, safety belts undone - NOT. In fact, and cunningly, this was the 'false' start to a green flag or parade lap, during which the drivers sorted themselves into grid order behind a pace car. They had plenty of time to check doors, check belts, check, check, before a rolling start as the pace car drew into the pits. Much safer, but the sound of all those engines, many of them 8s or twelves, pulling maximum power as they entered the canyon of the start/finish straight, between the cliffs of the grandstands was – well, eye-watering, bowel-moving earth-shattering doesn't begin to describe it.

The next outing possible for ADU 1B was the night session. Twenty to five in the morning, when all good people should be abed. And in fact most of them were. The tribunes were nearly deserted, except for some gallant or demented souls who stayed up until then, and some others, overcome by heat, tiredness or falling-down water, who lay across four or five seats in the stands, sleeping until the day should come. It must have been the falling-down stuff, as most did not stir when again the earth moved and the GT40s let loose all the way along the straight. As they passed, we waited for the blue light that 1B would have on its roof. There it was. But no, it was the TR4 that had also borne a blue light, then and now. And again, there it was, no bigger than a man's hand, showed the familiar shape of ADU 1B, piloted by Helen Elstrop, once again at Le Mans. It ran the length of the straight and disappeared, over the brow and through the Dunlop Bridge. A lap is nearly eight minutes at Le Mans, unless you are a GT40, so we waited for the next coming. And waited. And waited. But 1B was not to come again. As it entered the Mulsanne straight, it again lost power, oil pressure and electrics and

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Helen was forced to pull in and retire.

At the end of the session it was trailered back to the pits and a brief inspection showed that a core plug had dropped out, losing all the water and probably the electrics. (Pic 9) As the engine died, so would oil pressure. At this point, Mark made what must have been a most difficult decision, to not try and get ADU 1B racing again. He and his team were exhausted, and the car might need a lot more work to dry it out, even if a new plug could be made to seal. That was it, for ADU 1B; Classic Le Mans 2006 was over.



A postscript comes from the Team. No one more sorry than they that ADU 1B couldn't perform for their TSSC fans, and they came up to the campsite on Sunday evening to thank everyone. They pointed out the terrible accident that befell Adrian Newey, driving a GT40 in the same group as 1B. Newey crashed at Arnage, the notorious sharp right hander with zero run off space and massive tyre walls to protect the outfield. He just lost it there as he tried to brake and crashed right through the tyres and Armco. The front of the 40 was gone and the windscreen frame bent up - a truly massive, high-speed shunt that Newey was, I am told, lucky to escape from uninjured. The tale is that the GT40's speed is so great that 1B would have reached the same spot and would have been lapped by Newey at the moment when he had his accident. Clearly ADU 1B was not about to commit motoring suicide and had shied away from a premonition of death. Baloney? Or real? Only you can decide, but let's hope that we can see ADU 1B again in its home at Le Mans.

The events and the tragedy, fortunately only mechanical and not personal, of ADU 1B scorched our hearts for the next 24 hours of the Classic Le Mans itself, and by Sunday the Aces felt that our work was done, and we could leave. The Silverback had felt odd after the track sessions, and as we moved away from Le Mans it became clear that not all was well. More than gentle gear changes or a feathery foot caused what seemed like but was not clutch slip. Eventually, it could not progress at more than 30 mph. The LSD had given up and was slipping unlimitedly.

The Aces stopped in a small town in France and took stock. Tow? But it was more than 100 miles to the ferry port. Repair? No parts or spares. Or facilities beyond one scissor jack for wheel changes. But we all had Footman James insurance, which includes vehicle recovery! We can be at the ferry tomorrow and as I'm an RAC member, on one of their breakdown trucks and home before the next night falls. Right? Wrong!

FJ's so-called 'vehicle recovery' isn't like that. A French garagiste, in this case a young whippersnapper, so keen to see the France-Italy match that afternoon that he spoke his language 19 to the dozen, when mine is sixpence short of a shilling. He hurried us to his garage where we rang the insurance people to find out what was happening. Oh, no, sir. You get yourself home – you have companions who have cars. We will bring your car home – “within fourteen days”. As I

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struggled to understand how this tallied with the description of 'vehicle recovery' as usually understood, the promise of a hire car and accommodation if required, the garagiste had more important things to do, World Cup Finals to see. He locked the Silverback into his compound and, excuse me saying so, pissed off. I was left, in the middle of France, in the clothes I stood up in and a fleece jacket. Thank goodness for friends, especially the Spitfire Aces. Vin packed me into his car, and that night shared his tent with me. Bin, or rather his son Jake, lent me a sleeping bag. We made the ferry on time, and Vin drove me around the M25, to the main line station where I could catch a train home to Lancaster.

So we live to tour another day, even if the Silverback came home on the back of a transporter.

PS. When Silverback was eventually 'recovered' to my home, the exhaust pipe was broken, after being hauled over lumpy ferry decks and peaked transporter ramps. A glass fibre door was broken from being leant on to look inside, and as for the state of the food stores that I had been forced to leave in it, the less said the better. And it wasn't the LSD that had failed!

The Woodruff key that secures the hub to the end of the half shaft had broken up. Only the hub nut was holding the hub and wheel on, and those were not being turned because the half shaft was just spinning in the hub. In fact it was Quaife's excellent Automatic Torque Biasing LSD that had kept us going as far as it did; an ordinary differential would have just spun the loose shaft and sent no power to the connected wheel at all. And despite this abuse, when Quaife inspected the diff, they pronounced it wear-free, in need of no repairs, and charged me a nominal sum for that opinion!

QUESTIONS THAT HAUNT ME!

1. How important does a person have to be before they are considered assassinated instead of just murdered?
2. Why do you have to 'put your two cents in'... but it's only a 'penny for your thoughts'? Where's that extra penny going to?
3. Once you're in heaven, do you get stuck wearing the clothes you were buried in for eternity?
4. What disease did cured ham actually have?
5. How is it that we put man on the moon before we figured out it would be a good idea to put wheels on luggage?

Meet Our Members

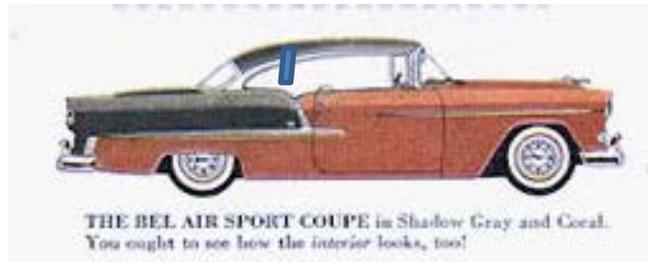
Meet Our Member – George Montgomery

How I Became Involved With Triumphs

Like most teenagers I was fascinated by hot rods. The big engines, modifications that could be made to the old Ford flathead V8's and GM straight 8's and 6's. This was during the mid-late fifties and I was 14 years of age. I would read all of the "Hot Rod" magazines that I could get my hands on. When an English teacher required a term paper showing a comparison of ideas or things, I chose to do a comparison of American and European automobiles. Asian cars were unknown then. I read several books and magazines. My conclusion was that the European autos were better constructed, lasted longer, handled better, and got higher gas mileage. They were generally smaller and more economical. An uncle started giving me his "Sports Cars Illustrated". I began to read about "Lister Jags" and "Bird Gage Maserati's". I read about racing that wasn't just a sprint in a straight line but on road courses. The cars had to corner as well as accelerate.

When 17 and had almost enough money to purchase my first car, I still wanted a big V8, especially one with the new sporty "hard top" coupe body. Being a minor and with no legal standing to purchase a car, I was at the mercy of my parents. What would they let me buy? "No V8! They're too fast and use too much gas."

So, in 1960, I bought my first car, a 1955 Chevrolet Bellaire. It wasn't a hard top but had the "ugly" B pillar post and it was a six cylinder. But it was mine! I no longer had to be chauffeured everywhere. Then I found out that this six cylinder was the Blue Flame Six, the same engine put in the first (1953-54) Corvettes. While they had dual side draft carbs, mine had a single down draft carb. But it was a BIG dual throat carb.



I found that I could out drag race any stock 6 cylinder or flat head V8 in town. I began to dream of hot rods with hopped up six cylinders or flat head V8's. Even admired the "For Ever Four" club. Drag racers devoted to the racing of old Ford Model T and A's in a highly modified state with multiport heads and overhead valve conversions available for the period. Thus as the twig was bent and the tree shaped.

A college pal had new Harold convertible. As we would drive it around the city on the freeways, I thought to myself. "What a life, to be able to drive one of these around town all day."



When I came home from college for the summer of '63 with no car, I intended to work for the summer to purchase a car to take back to school. A friend's dad had just "restored" a TR-3. I fell in love with it. I liked being able to pick up a dime off the ground by just reaching out the door. I liked how fast it would go and how I could whip it around corners. Still, being a minor at age 19, I was still

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at the whim of my parents. “No! That car is too small and dangerous. We think that you should get something bigger and safer.”

I found a beautiful 1958 Plymouth Sport Belvedere. This was the same as the high performance “Fury” model with the 318 CID engine with a 4-brl carb and dual exhaust. It just did not have the same name badging. It was a 2-door hard top, white with a gold spear down the side, tall fins, and a red and white interior.



It was a huge car that floated like a cloud, smooth and powerful, but it rolled excessively in corners. I had bought it out of spite, but it had a big V8 engine and was a 2-door hard top. I had my hot rod.

When I returned from Viet Nam in 1967, my father had passed away and to help my mother out I bought his car, a plain Jane '61 Chevrolet Biscayne, no chrome trim and no radio, small hub caps. At least it was transportation. She still thought of it as “their car” and when she retrieved packages from the trunk one afternoon, she found my bottle of scotch. She was taken aghast! “Dad would never have had whisky in the trunk of his car!”

I traded the car the next week for a 1963 Spitfire Mark I. I joined the local SCCA club and was finally initiated to: autocrossing! Rallying! and associating with other British marques. Thus began 40-year association with Triumphs, British cars and sports cars. This '63 Spitfire was replaced with a '64 TR4 and finally in 1978 with the carmine red '73 Spitfire 1500. Her name was Ruby. I drove her daily for almost 30 years. She has been all over this county from coast to coast and Gulf to the Canadian border.



All of these cars have been daily drivers and weekend autocross racers. This last car became a cross-country tourist when in 1989 an overdrive was added. It has been to VTR National meets in Grape Vine, TX, Albany, NY, Boulder, CO, and Savannah, GA. and to every South Central VTR Regional meet, except for 5, since their inception. It has been all over Arizona, Triumphest in Laughlin, NV and all points in between. This car and I have been members of Central Oklahoma Vintage Register for 21 years. We have been members of the Desert Center Triumph Register, Phoenix, AZ as well as Red River Triumph Register, Hill Country Triumph Club and nearly all clubs in the South Central VTR Region.

In 2008 my wife, Charisse and I decided to travel full time in our motorhome. I packed up all of Ruby's trophies, spares, etc. and drove her to Orlando, FL to give to my daughter. She spent her teen years helping to detail the car for car shows, and navigating on road rallies. I think that is a fitting progression for Ruby. Jennifer is saving the Spitfire for my grandson. He is 10 years old now.



In 2009 Charisse and I decided to settle down in Mesa, AZ. I said that if we were not going to travel in the RV any more, I wanted another Triumph. In 2010 I found Jack, a 1974 TR6, with just under 70K miles on him. I was looking for a car that was any color but white. While Jack was white, I felt that I could paint him a nice French blue, maybe BR green or even pewter gray.

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But first I had to rebuild the engine. Then I had a chance for a Toyota 5spd transmission. Well, the paint would have to wait. It doesn't look too bad. Did I tell you that it is all original and un-molested? Jack has a nice "patina" that has now become "fashionable", besides, the white has started to grow on me. It is certainly the right color for the Arizona desert.

Russo and Steele Auto Auction

To the DCTRA Members:

I wanted to reach out to you and your car club to see if anyone would be interested in volunteering with us for the 2016 Scottsdale Auction. I did have a couple people from your club last year with us. Please let me know if anyone would be interested. I work with several groups in Arizona, Nevada and in California. Here is an email I normally send out to my car clubs if anyone is interested.

I know it's really early to start sending these emails but, I wanted to let you know the dates for the upcoming Scottsdale Auction for 2016. Please mark your calendars and save the dates.

Check in dates will be January 23-27th

- 8:00 AM to 5:30 PM

Auction Dates will be January 28th- 31st

- Morning shift is 8:00 AM to 5:30pm
- Drivers shift is 10:00 AM to Midnight or Closing

Check out Dates will be February 1st-4th

- 8:00 AM to 5:30 PM

Please spread the word with everyone. We have some really cool cars being consigned. We always welcome new Car Clubs and Individuals. We can have you drive as long as your 25 and older, have a valid Licenses, and able to drive a stick. If you're under 25 we have several opportunities for you to be part of our team as well. Every position we have includes the cars. We look forward to seeing you all their

Check out our all new website as well WWW.Russoandsteele.com

P.S. I need to update everyone's phone numbers and emails please

Matthew Looney
Vehicle Operations Director
Matt.Looney@russoandsteele.com
Office 602-252-2697 Ext 319



TRIUMPH 2015 DEL MAR, CA

www.Triumphest2015.com

Join us October 8th - 11th, 2015 in beautiful Del Mar, California for the annual gathering of owners and enthusiasts of classic Triumph sports cars from across the Western United States. Located minutes from the ocean, fine dining, microbreweries, shopping, and just 20 miles north of San Diego, Del Mar offers an ideal jumping off point for all of your "top down" driving adventures.

[Sponsored by the Triumph Sports Car Club of San Diego](#)



OCTOBER 8th
through
OCTOBER 11th,
2015

Registration and Hotel
Information
www.Triumphest2015.com

Events:
Autocross
Funcours
Driving Tours
Awards Banquet
Funkhana
Darts Tournament
Hospitality Party

Location

HILTON DEL MAR

15575 Jimmy Durante Blvd., Del
Mar CA 92014
858-792-5200
Group Code: TSC
Discounted Room Rate:
\$139/night
Parking: \$5/day



Come ride along the Sea and Surf

Triumphest 2015 Registration Form

Please read and fill out this registration form and mail it with your check payable to TSCCSD to: TSCCSD, P.O. Box 178088, San Diego, CA 92117. If you have questions, visit our web site: www.triumphest2015.com. There you will find the Hilton Hotel registration links, schedule of events and this registration form in a PDF format, and view our the regalia offerings.

REGISTRATION

Full Name (First, Mi, Last)

Name as you want it to appear on your badge please print

Email address (all correspondence will be sent to this address)

Co-Entrant Name As it will appear on badge, Please Print

Street address

City, State, Zip, Country (if not USA)

Telephone Number (including area code)

Club Affiliations (if any)

VEHICLE INFORMATION

Car 1 Year / Model

Car 2 Year / model

Car 1 Exterior / Interior Color

Car 2 Exterior / Interior Color

Car 1 Commission Number

Car 2 Commission Number

EVENT FEES

REGISTRATION FEE (Until 8/15) @ \$95.00
REGISTRATION FEE (After 8/15) @ \$110.00
ADDITIONAL CAR @ \$25.00

AWARD BANQUET MEALS

STEAK @ \$49
STUFFED CHICKEN BREAST @ \$49
GRILLED SALMON @ \$49
VEGETARIAN @ \$49

CANCELLATION POLICY

Due to the nature of this event, certain commitments need to be made to secure venues and materials for the event. For this reason, the following cancellation policy will be used:

- There is no penalty for cancellations received on or before Aug 15, 2015. Triumphest will refund the full amount paid.
- A cancellation fee of \$50 will be applied to refunds for cancellations received between August 16, 2015 and September 28, 2015.
- A cancellation fee of \$75 refund will be issued for cancellations received between September 29th and October 7th, 2015.
- There will be no refund beginning October 8th, 2015

REGALIA POLICY

Pre-order deadline for Regalia items is August 30. All pre-order will be available for pick up at the event. Limited items may be available for purchase at the event. Orders taken at the event will be shipped to you after the event and include a set additional expense for mailing. There will be no cancellation on the order of regalia (Shirts, Hats, Badges, etc). These items may be shipped to your mailing address after the event at your expense. Best to have someone attending pick up your regalia items for you.

EVENTS

Following is a description of each of the events scheduled. Please indicate which event you expect to participate in by checking the box.

- Hospitality party:** The official kick off to this year's event begins **Friday Night** with a **Sea and Surf Party** to reconnect with old friends and make new ones.
- Autocross:** Participants compete, one car at a time, through a miniature road course marked with pylons. Fastest time wins. Cars will be classed by model (performance potential). Cars must pass safety checks; seat belts required. Helmets will be provided for those who do not have their own.
- Awards Banquet:** Let us entertain you! For this year's banquet we are planning a fun-filled evening with good food from the Executive Chef at the Hilton Del Mar. So come, join the group for a Social Hour, enjoyable dinner and evening with fellow Triumph enthusiasts.
- Funcours:** The purpose of this event is to have FUN while showing off your Triumph. All cars will be judged against a 100-point standard. Extra points will be given for your display.
- Funkhana:** A fun opportunity to test your driving skill while your partner performs feats of dexterity.
- Fun Rally:** Enjoy a 1&1/2 to 2 hour ride around beautiful San Diego County.
- Model contest:** Awards will be given for the best model in each of four categories: Diorama, Kit-built, Scratch-built and Store-bought.
- Photo contest:** The photo contest will offer awards for the best photograph in each of four categories: Spontaneous Photo-Artistic, Spontaneous Photo-Humorous, Staged Photo-Artistic, and Staged Photo-Humorous.
- Walking Rally:** Learn interesting facts as you enjoy this festive jaunt around the hotel and grounds.
- Tech Sessions:** Come and get mechanical tips and pointers or just soak up Triumph lore from our guest speakers.
- Driving Tours:** Scenic driving tours at your convenience.
- British Car Day October 11th, Reduced fee of \$20.00 for Triumphest entrants.**

Tentative Schedule

Thursday, October 8th, 2015

12:00 pm – 7:00 pm Registration/Information
2:00 pm Self-Guided Driving Tour
2:00 pm Walking Rally Open
2:00 pm Car Wash Open
2:00 pm Uffda Contest Open
5:00 pm Arranged, Tours of local attractions

Friday, October 9th, 2015

8:00 am – 5:00 pm Registration/Information
8:00 am – 3:00 pm Autocross
10:00 am – 2:00 pm Funkhana
All Day Car Wash
All Day Scenic Driving Tour
All Day Walking Rallye
4:00 pm – 5:00 pm Tech Session
6:00 pm Hospitality Party – No Host Bar

Saturday, October 10th, 2015

8:00 am – 10:00 am Registration/Information
7:30 am – 8:00 am Funcours Judges Meeting
8:00 am – 12:00 pm Funcours
Due 11:00 am Walking Rally
Due 11:00 am Photo/Model Contest
Due 11:00 am Uffda Contest
12:00 pm Driving Rallye
4:30 pm – 5:30 pm President's Meeting
6:00 pm – 7:00 pm Cocktails
7:00 pm Awards Banquet
8:00 pm Awards Presentation

Sunday, October 11th, 2015

9:00 AM-3:00 PM San Diego British Car Day at North Embarcadero Marina Park

Terms and Conditions: Proof of car insurance is required to participate in moving events. Tech and safety inspections are required in order to participate in the Autocross. Any vehicle may be disqualified at the Technical Inspector's discretion for safety reasons. I am aware of the hazards inherent with motor vehicles and specifically release and do indemnify the organizers, supporting sponsors, Triumph Sports Car Club of San Diego (TSCCSD), from any and all liability from personal injury or property damage incurred by me or my guests while participating in this convention. I understand that TSCCSD reserves the right to revoke my registration and retain my registration fee should I engage in reckless, dangerous, and/or unsafe behavior. I have read, understand and agree to the cancellation policy and to the terms and conditions above

Signature

Date

Please print this page, fill out, sign and mail it with your check to: TSCCSD, P.O. Box 178088, San Diego, CA 92117

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CLASSIFIED ADS:

FOR SALE:

1974 TR6 Runs, drives & stops. Currently registered. Needs TLC.
\$5500.00
Pete Peterson 602-615-3640

FOR SALE:

1966 Dodge D100 PU Short bed, step side, slant six, 4 speed.
Needs carburetor work, but does run and drive. Currently registered.
\$2500.00
Pete Peterson 602-615-3640

FOR SALE:

I have a spitfire racing head - don't know how much has been skimmed off of it but it's ready to go completely rebuilt. Also a Weber 40 carb and a Vitesse gas tank. I want \$50 each on these.
Thanks. John Lindly
lindly1907@gmail.com

FOR SALE:

I have a set of 4 Panasport wheels 15 x 6,
114.3x4 lug pattern very good condition and
Bridgestone Portenza tires 195 R60 15 with less
than 500 miles on them for sale. \$600. These
came off a Datsun 2000 Roadster but I believe
the pattern will fit TR3, TR4 and TR6s.
John Lindly
lindly1907@gmail.com



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CLASSIFIED ADS: continued

FOR SALE:

TRIUMPH TR6 J TYPE TRANSMISSION - \$2100 (north phoenix) Includes:
J Type Overdrive Conversion Kit
LUK Clutch and Pressure Plate
Gunst Throw Out Bearing
Aluminum Fly Wheel (needs machining)
Column Switch and Escution
Speedo Angle Drive
Trans is rebuilt with 0 miles
Syncros and Bearings and Gaskets
Counter Shaft and First and Third Gears Case #CC1240 30

(TRANSMISSION ONLY, SELLS FROM QUANTUM MECHANICS FOR \$2375.00)
PLEASE CALL 602-569-4889 ASK FOR PATRICK

FOR SALE:

1965 TRIUMPH TR4. Red with white top & red interior. Body and paint in very good condition. Engine and mechanicals are solid and in very good condition. Original 2138 c.c. engine with two SU side-draft carbs & 4 speed trans. Engine recently serviced, tuned and new timing chain. New top and tires. Wire wheels recently refinished, wood dash recently refinished. Has chrome luggage rack. Runs and drives great. All original except for seats. Interior is a little faded and worn. I've owned car for 16 yrs. In AZ until 2012. Odometer shows 32,040, I believe it has turned over once. A great car to drive and enjoy or easy to turn into a show car or vintage racer. I have over \$20,000 invested not including my labor. I have a complete history since purchase available upon request. I have decided to sell and it is one of the best TR4s available anywhere near this price. Asking \$15,250.



Car is in San Diego, CA Michael Sparkman, owner 602-750-5207. (former DCTRA member)

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CLASSIFIED ADS: continued

FOR SALE:

Well, the time has come to part with our 1987 Jaguar XJ6. This is the last year of the Series III cars, with the "real" Jaguar 4.2 motor. You may remember seeing it, but not often as we don't drive it very often. I bought it for Debbie for Christmas back in Nov. of 2007 from local Jaguar Club member Geoff Clark. It had 111,000 miles on it. In the eight years since the purchase we have raised that mileage to 115,000... As I said, we don't drive it much.

We paid Geoff \$5,500 for the car in 2007, a price we felt was fair for such a clean, rust free car. When we bought it the transmission slipped a bit (a lot) in the first to second shift, which we hoped could be fixed with a flush or adjustment. No, we ended up having the Borg Warner transmission rebuilt for \$1400. Now it shifts and drives just fine. It's just that Debbie prefers her Ford truck, and I find it rather boring to drive compared to my Mini or Triumph!

I still think that it's a great looking car, but it's an extra car for us and it's not getting the use or attention it deserves. I recognize that they haven't appreciated to any great extent, but there aren't that many out there in better shape than this one. I expect to take a loss... I'm thinking \$5,000 is quite reasonable. If you or someone you know it interested, contact me for more info, pictures, or whatever.

Stu Lasswell
(480)577-2685
debnstu2@yahoo.com

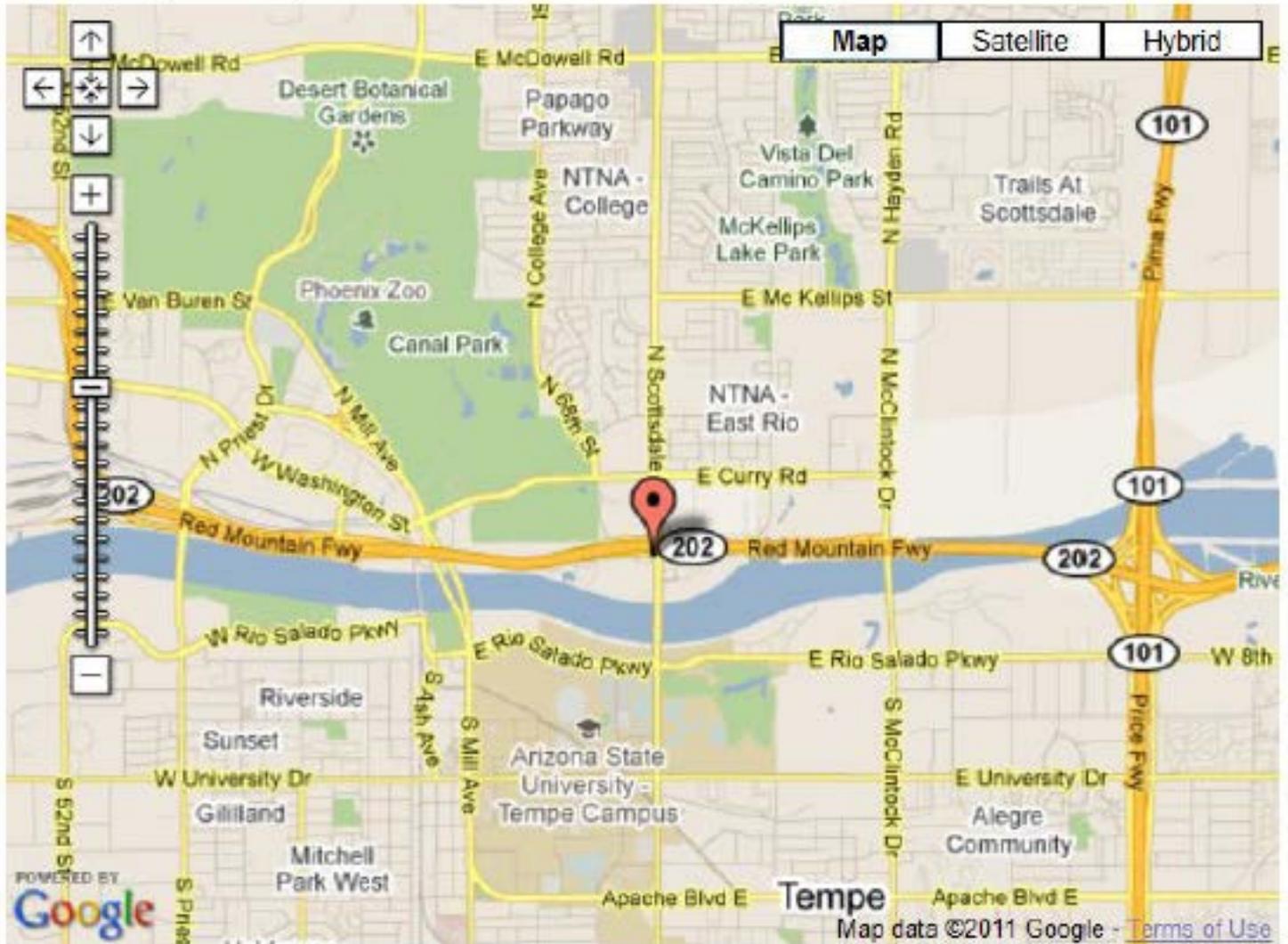
FOR FREE:

I have a stock wheel and tire (not the correct size) from a 1974 TR6 that is FREE to anyone who wants it.

John Truttman
480-695-2591
truttmanj@gmail.com

DCTRA Club Meeting Location:

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



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



DCTRA MEMBERSHIP APPLICATION

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

DCTRA
Dave Freet, Membership Chairperson
599 South Terrace Road Chandler, AZ 85226
Phone: 480-706-4943 MSG Email: fxstsz99@cox.net

NEW MEMBER:

RENEWING MEMBER:

MEMBER INFO (please print):

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

Address: _____

City: _____ **State:** _____ **Zip:** _____

Phone: _____
Home Cell

Email Address: _____

Classic Vehicles Owned:

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): _____

PLEASE NOTE:

If you are joining DCTRA for the first time (not renewing your existing membership), dues are \$18.00 if joining between January 1 and September 30 if after September 30 the cost is \$23.00 which takes you December 31 of following year (15 months) , so that everyone's dues become payable on January 1st each year. If you want to take advantage of the multiple-year discount, add \$34 or \$50 to your first year's tiered fees.

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Regalia

We have grill badges for \$25.00 each and lapel pins for \$5.00 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