



# TRIUMPH TRUMPETER

The Desert Centre - Triumph Register of America  
Founded: 1980



September 2012  
Vol 33, Issue 7  
<http://www.dctra.org>

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# 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>



# TRiumph TRumpeter

**OFFICIAL NEWSLETTER OF  
THE DESERT CENTER—TRIUMPH REGISTER of AMERICA**

**PROMOTING TRIUMPHS AROUND THE WORLD  
WITH OUR SISTER CLUB,  
THE ISLE OF WIGHT TRIUMPH CLUB, U.K.**

<http://www.dctra.org>

**September 2012**  
VOL. 33 Issue 7

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**On the Cover:**

**TR-6 Line Up**

## **NEXT CLUB MEETING:**

**Spetember 11, 2012 @ 7:00 PM**

**Denny's Restaurant**

**650 N. Scottsdale Rd., Tempe, AZ 85281**

**Come Early to Socialize with other Members**

## **2012 Officers**

<b>President</b>	<b>VP &amp; Events</b>
George Montgomery 480-290-1310 georgemontgomery@escapees.com	Matt Reynolds 480-968-6078 bsatr6@yahoo.com

<b>Secretary</b>	<b>Treasurer</b>
Bev Peterson 480-488-4872 bev@carefree.org	John Reynolds 480-968-6078 johntempe82@yahoo.com

## **2012 Appointees**

<b>AAHC Rep</b>	<b>Distribution</b>
John Horton 602-843-1399 johnehorton@yahoo.com	Jim Andres 480-628-7635 jimandres@yahoo.com

<b>Historian</b>	<b>Membership</b>
Armand LaCasse 602-904-1037 big.blue.truck@live.com	Trudy Crable 480-734-5871 trujoye@gmail.com

<b>Tech Advisors</b>	<b>Webmaster &amp; Newsletter</b>
Armand LaCasse 602-904-1037 big.blue.truck@live.com Roy Stoney 602-231-0706 royston469@msn.com	Dave Riddle 480-610-8234 dave@microworks.net

## **Advertising**

One Year placement in the newsletter and a link on the  
dctra.org website

FULL PAGE: \$100.00      1/2 PAGE: \$60.00  
1/4 PAGE: \$35.00      BUSINESS CARD: \$25.00

# EDITORS DESK

**Dave Riddle**



Two old re-discovered photos from an “ancient” BEAT Rally.



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[www.TriumphWedgeOwners.org](http://www.TriumphWedgeOwners.org)  
[info@TriumphWedgeOwners.org](mailto:info@TriumphWedgeOwners.org)

Formerly the TR8 Car Club of America

## Prez Sez

**George Montgomery**

Well, it's September, or will be by the time that you receive this. Triumphest is now at hand. I'm getting excited! Some of the sub-committees are now forming with judges, scorers, and a myriad of other volunteers. As someone who has attended most of committee meetings for the past year it is rewarding to watch it unfold and blossom like a flower with each petal and stem in place. When we get to the end of September and after Triumphest, we'll then know how beautiful our flower has grown.

I see a lot of posting on the DCTRA BB, besides mine of course, of people needing parts, tools, or advice on repairing or fixing their cars; and a lot of helpful suggestions and ideas. The BB is one of the most valuable tools available to the members of our Club. Sure, there are other model oriented clubs like the 6-Pack for TR6's, the Wedges for TR7s & 8's, and the Spitfire or GT6 clubs. They have a wide appeal and serve for a national appeal. If you are looking for rare or specific parts or advice on a particular model they can be very helpful. I have used advice from the 6-Pack and found parts in the past. But the fellowship and the assistance that can be provided by local members can't be matched. It's warming to have our problems solved or assisted in by fellow Club members. And... it is warming to hear of another's problem and to be close enough to go and help him as well. It's a caring, sharing thing that helps to build camaraderie and strengthens our Club. We have many members in our Club from all walks of life with many varied backgrounds. It is our love of these quirky little cars and the caring and sharing of them that keeps us cohesive as an extended family. It's well worth the cost of admission.

We'll see you at the business meeting,  
Tuesday, September 11th!

George  
DCTRA, Pres

## Minutes of the August Meeting

**Beth Horton**

DCTRA Meeting Minutes - AUGUST 14, 2012  
President George Montgomery opened the meeting at 7:00 p.m. on Tuesday, August 14, 2012 at DENNY'S RESTAURANT at 670 N. Scottsdale Road in Tempe.

45 people signed the roster:

Jim Andres  
Dennis Barnes  
Jim Bartels  
Pete Bowen  
Bill Close Jr.  
Bill Close Sr.  
Trudy Crable  
Gene Glenn  
Ron Gurnee  
Deta Hampsch & Lee Loftin  
John Heisser  
Grant Holzworth – drove a TR  
John & Beth Horton  
Jim & Sue Jane Hughes  
Betsy Kavash  
Craig Kenyon – drove a TR  
Jody Kerr  
Simon & Marie Kotsailidis  
Armand LaCasse  
Stu Lasswell – drove a TR  
Joe Minnick  
George Montgomery – drove a TR  
Dave & Denine Muré  
Linda Nicholson  
John & Kathy Nuss  
Pete & Bev Peterson  
John & Matt Reynolds  
Dave Riddle  
Ken Schmidt & Deborah Cooke  
John Scott - Visitor  
Dave Smith – drove a TR  
Neil Stacey  
Roy Stoney  
Marie Thompson  
Steve Thompson  
Kiwi Treolar

5 TRIUMPHS WERE DRIVEN TO THE MEETING!

VISITOR: John Scott from Mesa – lives near Bill Close and has a Morgan +4 and a MGTD. He is a member of the Rocky Mountain MGT club.

NEW MEMBERS: Grant Holsworth is attending his first meeting. He has a 1971 TR6 daily driver and a 1975 project car.  
Dave Smith has a 1966 Spitfire now under restoration.  
Neil Stacey bought a TR6 in February this year.

MINUTES: The July 10, 2012 minutes taken by Beth Horton and published in the August newsletter were approved as written.

TREASURER: John Reynolds reported on the club's account balances.

MEMBERSHIP: Trudy Crable distributed the updated membership list and explained how she is emailing and writing past-due members to either renew their membership or be dropped off the roster if they no longer have a TR or any interest in the club. She said there have been a few negative comments but mostly the response has been good.

NEWSLETTER: Dave Riddle said the newsletter was out. John Horton identified himself in the cover photo and said it was taken in the spring of 1963 at Indianapolis Raceway Park.

AAHC: John Horton said there is nothing to report during the summer hiatus.

OWNERSHIP UPDATES: Joe Winters has a 1975 TR6 for sale.  
Kiwi Treolar has decided (again) to sell his 1974 TR6 – it's got 18,000 +/- miles with 16" Panasport wheels, a 5-speed transmission conversion and diamond pearl white paint.  
Simon Kotsailidis said Marie gave him a 2-post car lift for his garage – what a nice gift!  
Jody Kerr announced he has a new Triumph enthusiast on the way – his wife is pregnant - due March 21, 2013.

EVENTS: Matt Reynolds announced plans for an ice cream social and moonlight drive to Bartlett Lake. John Horton said he will host a Tech Day on Saturday, September 15 to prep our cars for Triumphest 2012. Meet at 8:00 a.m. and food will be provided by the club. Check for other events and get more information in the newsletter or on our website: [www.dctra.org](http://www.dctra.org)

TECHNICAL: John Reynolds described his problems with the Eaton supercharger on his TR6 and the repairs made with help from Armand LaCasse who machined a part to fit it.  
Jody Kerr talked about a problem he's having getting the water pump pulley and alternator pulley to line up correctly on his TR8. Several members had suggestions and offered to help.

OLD BUSINESS: There was no old business.

NEW BUSINESS: There was no new business.

TRIUMPHEST 2012 REPORT: Linda Nicholson thanked everyone for bringing the BIG pictures of their cars – she will make sure they get up to Flagstaff to display at Triumphest.  
Marie Thompson said we still need more volunteers to work the various events. She reported 64 registrations received to date and reminded everyone the price goes up after August 28. The lapel/hat pins will be available soon.  
Stu Lasswell reported that a site for the autocross has been confirmed at Fort Tuthill State Park. It's only 7 miles from Little America and other details are being worked out concerning equipment and porta-potties.

With no other business, the meeting adjourned at 7:50 p.m.

Submitted by:  
Bev Peterson, Secretary.

# The Funniest Car Book You'll Ever Read

**Veloce Publishing Ltd**

This Chapter was recently sent to me as am-  
arking bit and I asked if I could include it in the  
Newsletter. Enjoy...

Note there is foul language in this story

Here is a complete taster chapter, one of thirteen,  
each of which describes a hilarious episode in the  
life of Adam Slutsky a man who, with the benefit  
of hindsight, should never have become a classic  
and exotic car dealer ...

## 1: The Fat in the Cat

(Taken from the ebook "Nothing Runs! - Hilari-  
ous Misadventures in the Classic, Collectable &  
Exotic Car Biz - Veloce Publishing Ltd")

Bruce was a big guy — cement mixer big  
— with an immensity any champion Sumo wres-  
tler would give his left natto to possess. Upon  
seeing him for the first time, I felt terrible that he'd  
driven over 400 miles to check out the Pantera I  
was selling. Had I known his gargantuan propor-  
tions when we spoke on the phone the day prior,  
I would have respectfully suggested he hold out  
for a larger vehicle, something along the lines of  
a Greyhound bus or a Sherman tank. Barring an  
act of God, there was no way in hell he could get  
inside my Pantera.

As it is, Panteras — Spanish for panther;  
hybrid European/American sports cars featuring  
gorgeous Italian bodies and powerful American  
V8 engines amidships — have small, cramped  
cockpits perfectly suited for anyone with a Na-  
poleon-like build, and not so perfect for those  
even a smidge larger. But this particular Pantera,  
a 1974 GTS model, had been heavily modified  
into a serious vintage racecar and the latticework  
of steel bars comprising the NASCAR-quality  
safety cage further reduced the interior's wiggle  
room to non-existent. Now, a lean, lithe body was  
just one of the prerequisites for access. The other  
was a Master's Degree in yoga. However, stand-  
ing over the sleek fireball-red speed machine,

fatty-boomba-latty didn't seem to care.

"I've wanted a Pantera ever since I was a  
little kid," Bruce explained. "And now I've got the  
money to buy one."

"Have you ever driven one before?" I  
asked skeptically.

The big man shook his head. "Nope. But  
I've had others sports cars, so I'm sure I can  
handle it."

"Such as?"

"I had a '95 Camaro," Bruce stated proud-  
ly. "Put close to a hundred thousand miles on it  
before I sold it."

"Z-28?"

"Uh-uh. 3.4 liter V-6," he admitted. "But it  
was a convertible."

"Stick?"

"No," he said bashfully.

"What else?"

"I had a sweet BMW for a while."

"M3?" I asked hopefully.

"Nope. 528i wagon. Needed something to  
haul the wife and kids around."

What the fuck? If I didn't know any better,  
I would have sworn one of my friends was try-  
ing to punk me. First, there was the man's size  
to consider. Side of beef proportions — and that  
was before cooking. Next, he tells me the most  
powerful vehicles he's owned and driven prior to  
considering the Pantera were a mid-90s Camaro  
— a 160 horsepower six-cylinder with an auto-  
matic tranny, no less — and a freakin' BMW sta-  
tion-wagon that, even with its larger displacement  
and horsepower specs (still under 200), was just

Continued on Page 12

# 1965 TR4A For Sale

I'm trying to help a friend sell his 1965 TR4A. The car will require a complete restoration but I think that it would be a good starting point. I have attached some photos that I took of the car. It looks pretty much rust free. There might have been some repair in the inner rocker panel below the driver's door. Doug (my friend) said it has been in his garage for the last 20 years. I know that Mike Higgins at Vehicle Performance Center had rebuilt the engine years ago. Doug has Parkinson disease and has lost his ability to talk so I have volunteered to be the contact in selling the car for him. I'm a car guy so I should be able to answer questions about the car. My contact info is:

Richard Crabb  
(602)216-9737  
richard@fastq.com

Doug wants \$6,000 or best offer. The car is in Cave Creek and I can arrange appointments to look at the car





# DCTRA Membership Application

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

## Member Info:

Name: \_\_\_\_\_

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

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

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

email: \_\_\_\_\_  
(required for newsletter notification)

## Auto Info:

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Commission #: \_\_\_\_\_

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Commission #: \_\_\_\_\_

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Commission #: \_\_\_\_\_

### Length of Membership

One Year  
\$18.00

Two Years  
\$34.00

Three Years  
\$50.00

I would like to Receive the Newsletter via:

Email  
 US Mail

Comments/Suggestions:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Calendar of Events

To add or host an event, contact Matt Reynolds, VP and Activities 480-968-6078 / bsatr6@yahoo.com

DCTRA Events August 2012

9/11-DCTRA Meeting

9/16-British Breakfast Run-32nd St. & Shea

9/16-SCCA Autocross-Firebird

9/21- WeMAR car show-Peoria

9/27-9/30 Triumphest 2012-Flagstaff

9/30- AZ Diamondbacks Seats for Soldiers Car Show-Phx

Arizona Auto Scene ([www.arizonaautoscene.com](http://www.arizonaautoscene.com)) is Arizona's newest, most complete resource for automotive related events, cruises, news and more. We also feature free classified ads. Please take a look. If you like the site, please share it with your friends.

## Update Your Triumph Membership

Trudy has posted the updated membership list on our DCTRA.org website (see files section). It's updated through the January '08 Brunch meeting. She is still accepting digital pictures of your car(s) to include on this list. Club members voted to remove unpaid listings, so these will no longer receive club emails. If you would like your membership to be renewed, bring your payment to an event, meeting or mail a check (made out to DCTRA) to our Treasurer, John Reynolds, 806 E. Campus, Tempe, AZ 85282.

**JIM MEDLAND, President**  
**JEFF GIROUX, Parts Mgr.**



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## Membership

Contact Trudy Crable at 480-734-5871 for membership information. Dues are \$18.00 per year

## Recommended Vendors

A "Vendors" menu option has been added to the website. Selecting that menu option will show you a listing of vendors (services, parts, repair, etc...) that DCTRA members have had experience with and are recommending to other members.

If you have a Vendor to recommend you will notice at the bottom of the list that a form has been provided for you to fill out. When we receive your completed form we will add your recommended vendor to the list.

Continued from Page 8

a glorified grocery-gettin' mommy mobile. And now he was in the hunt for a De Tomaso Pantera, more specifically, my fully customized, race-prepped, fire-breathing, 700-plus horsepower, asphalt eating monster? I feared this would end Abe Vigoda ugly.

But damn if he didn't appear serious. He even arrived in a Chevy Suburban with a car trailer attached, fully intending to take my brutal beast home. Still, genuinely concerned for his safety, not to mention my potential liability — people sue over everything these days; if a woman could win a million dollars from McDonald's for spilling hot coffee on herself, imagine what I would be on the hook for when a driver I considered incompetent mangled himself in a car well beyond his performance threshold — I knew I needed to try and talk Bruce down.

"Look, I certainly don't mean to be rude," I began, traipsing on eggshells, "but you might want to reconsider."

El Gigante folded his flabby arms across his quadruple-barrel chest and gave me the dirtiest of looks, as if I had snatched and ate the last chocolate chip cookie in the jar right before his eyes. "And why is that?"

"Well, this car is a really tight fit for me and I'm five-eight, a buck-seventy. You're, uh ..." I paused, trying to figure out how to say exactly what I wanted to say as delicately as possible. "Somewhat um ... larger."

The big man didn't say a word, just looked at me, then at the car, then back at me.

I continued my attempt to dissuade. "I'm not saying you shouldn't buy a Pantera — just not this Pantera. I think you'd get a lot more pleasure out of a vehicle you can comfortably fit into. Find a nice road car. You'll be much, much happier." Once again, his look seemed to indicate he thought my words were shit on a stick. He shook his head vehemently. "You don't get it. I don't just want to own a Pantera," he whined. "I want to

race a Pantera. That's why I came here from El Paso in the first place."

Jesus, this was getting better by the minute. I immediately tried to picture what the guy would look like wearing a helmet and a Nomex race suit. Visions of the Michelin Man, or one of those immense, colorful balloon characters from the Macy's Thanksgiving Day Parade came to mind.

"Have you ever raced a car before?" I asked, already knowing the answer.

"No, but I'm going to race school to get my SCCA license next month."

"Wouldn't you rather wait and see if you even like it before plopping down a ton of money on a racecar?" Seemed like a logical question to pose.

Bruce just laughed. "Oh, I'm gonna love it. I've been dieting and working out for months in preparation."

The heck with buying the Pantera, I wanted to say. You need to get your fat ass over to your gym or your trainer or your dietician and demand your money back! Whatever fitness program or dietary regimen they had placed him on clearly wasn't doing a damn bit of good. But I had no reason to be rude to the disillusioned behemoth. Instead, I decided to spark up a discussion about the many problems, pitfalls and expenses associated with vintage racing, in general, and especially his decision to race a temperamental and occasionally problematic sports car like the De Tomaso Pantera.

But Bruce cut me off before I got started. Overly candid about his recent financial success, he claimed he was committed to checking off every item on his 'Bucket List' within the next five years and racing cars, specifically those he had lusted after when he was a kid, was right up there with climbing Mount Everest and doing the horizontal mambo with Angelina Jolie. Consider-

# Classified

Classified ad's are free to DCTRA Members

## TRIUMPH / TOYOTA

### TRANSMISSION ADAPTORS

Put a Toyota 5 Speed into your TR-3 or TR-4, Transmission adaptor uses stock Triumph hydraulic clutch set up. Adaptor Kit, with instruction, and pictures. Bill Close (602-524-5351)  
<http://www.eaglegatellc.com>

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Please ask for Pat when calling.

### TR6 complete engine/parts for sale

Variety of used TR6 parts and complete 1970 engine on stand for sale. Also an aftermarket TR6 Hardtop. Will sell all for \$1250. Please forward to all who may be interested.  
Contact Rick 520-780-1948  
[rschuarizona@yahoo.com](mailto:rschuarizona@yahoo.com)

### GT6 Engine

1968 GT-6 engine complete bought from wrecking yard in Flagstaff \$250.00 Scottsdale 602-377-8559

**Original 1976 TR6** for sale with very good condition factory Topaz (orange-yellow) paint and only 70,983 original miles since new. Interior and soft top are also in good condition. Has circa 1976 dealer installed luggage rack and racing stripes. The frame is rusted under passenger side and the rear-end clunks under acceleration (U-joints? Differential?). Car has not been driven or started since 2008. \$4000, as is. Call John at 602-762-1320 or email [jlindly@cox.net](mailto:jlindly@cox.net) for more information or for photos.

### 1974 Triumph Spitfire 1500

20K original miles, new top, never driven in the winter. Good condition, some rust, been sitting for awhile and Not currently road ready - \$2500 or best offer. I bought this car when it was 6 months old and shipped it here from Ohio.  
Rick Humiston  
3708 E. Briarwood Terrace  
Phoenix, Az. 85048  
480-759-6840



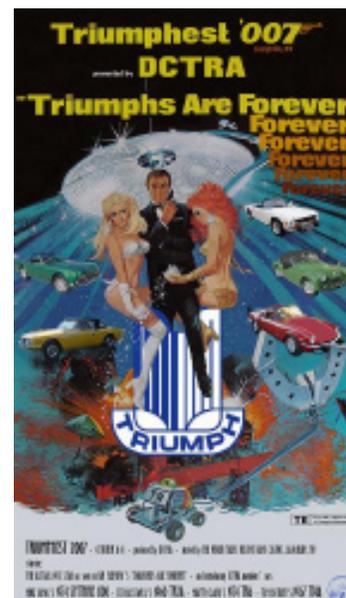
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*We still have copies of the Triumphest 2007 Event Poster. Don't have one hanging in your garage? Get one! Free to a good home (or garage!) Contact Dave Riddle at 480-610-8234 or via email: [dave@microworks.net](mailto:dave@microworks.net) to arrange to get one at a Club Meeting*

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ing he was in the vicinity of 400 pounds and not the handsomest chap in the yard I thought he should supplant that pair of impossible conquests and strive for something a bit more attainable, like winning the world-famous Fourth of July hot dog eating contest at Nathan's on Coney Island, or perhaps settle for boinking Roseanne Barr. But since I had no desire to be the crusher of dreams, I kept those thoughts to myself.

When Bruce was done explaining his reasons for purchasing the Pantera, he ceased talking and began trying to squeeze himself between the car's spaghetti tube-sized side impact bars. Adding insult to injury was the fact that he was wearing movement-restricting denim blue jeans instead of a far-more-maneuverable race suit. It took all my resolve to keep from laughing at the spectacle. I'm sure you've heard the expression: "A monkey fucking a football." Well, Bruce's attempt to get in that car was like a primate orgy in a sporting goods store. If only I had a hidden video camera, I'd have won the grand prize on America's Funniest Home Videos for sure.

Five minutes later Bruce was covered in a lather of sweat and all he had to show for his efforts was a brick chimney-sized leg in the car's interior.

"It's a little tougher than I thought," he blurted, almost completely out of breath. "Then again, anything worth doing ain't easy." While I certainly agreed with the gist of Bruce's statement, that logic shouldn't apply to the simple act of getting into an automobile, racecar or otherwise. If someone were to bet me right then and there that he'd find a way inside I'd have bet all the tea in China against it.

To my astonishment, after another 10 minutes of hardcore effort Bruce had actually made considerable progress. Half of his body was now wedged between the bars and his legs were in the right general area, on the floor in front of the driver's seat. Of course, he still had to maneuver his prodigious stomach through the narrow opening and damn if I wasn't curious how that was

going to happen without a Jaws of Life, but there was certainly no quit in him. By now, the rear of Bruce's jeans bore a dark sweat stain, a planetary circle that resembled the spot on Jupiter — with his enormous rear end being the remainder of the planet — and his face looked like he had been sitting in a steam room. For a week!

Still, Bruce managed a joyful smile. "Almost there," he declared.

Impressed with his determination, I honestly wanted to help him. But the idea of pushing against his thick back and chunky buttocks in the hopes of cramming him into the cockpit of a car I genuinely loved — even though I was trying to sell it — was about as alien a concept as I could fathom. As it was, I could hear the car's custom suspension protesting the man's largess, squeaking and groaning as he struggled to get behind the wheel. I felt complicit in a dirty act, as if I were the proud owner of a prize-winning Chihuahua, looking on while some stranger tried to forcibly mate it with an ugly pot-bellied pig.

Suddenly, there was an audible POP! and Bruce was through the bars and fully ensconced in the Pantera's interior, bent over at an odd angle that I didn't think human beings — or any upright-walking life form, for that matter — could achieve. After another moment of anguished wriggling (images of a fat turtle stuck on its back came to mind) during which time his face became so red you'd swear he was trying to pass an avocado pit — or maybe the entire avocado — he finally managed to force his elephantine backside down into the narrow, carbon fiber Recaro race seat.

"I did it!" he exclaimed triumphantly. "I did it!"

I walked over beside the car, fully expecting to see the look of a kid in a candy store. Instead, I saw genuine distress. Actually more like abject horror. Bruce's once crimson visage had morphed into a sickly greenish pallor — a hue I'd only seen twice before; a bowl of pea

soup at Denny's and month-old guacamole in a frat house refrigerator. Sweat was now cascading down Bruce's forehead in such a torrent that it appeared as if he were standing beneath a waterfall.

Gripping the steering wheel so tightly his knuckles had turned white, Bruce started to whimper, a diminutive sobbing that soon became a huffing noise, rapidly building in both volume and intensity. Then, the hyperventilating began, the rise and fall of his chest mimicking an oversized bellows in the hands of a meth addict.

"Are you okay?" I asked, genuinely concerned, fearing he was about to have a heart attack. And while I would never shy away from being the Good Samaritan, performing CPR under those conditions would have been nigh impossible.

Jesus, what if the guy codes out in my car? I thought. It would take a goddamn hacksaw to get him out — and for the record, I'm talking about a hacksaw on him, not my Pantera. Respect for the dead aside, after all the time and money I'd invested in that car, no friggin' way was I going to allow it to be cracked open like a can of Starkist.

"Talk to me," I implored. "What's wrong?"

"I have claustrophobia," Bruce said, voice quivering.

"Just relax. Everything's gonna be alright."

"That's easy for you to say," he fired back, his voice a caustic mixture of anger and terror. "You're out there and I'm stuck in here."

A wave of panic overtook him and he began clawing at the bars, desperately trying to extricate himself from the automotive solitary confinement cell. But not only wasn't he making one centimeter of progress getting clear of the cockpit, he wasn't even getting his obese rump out of the seat.

That's when an idea came to me, a bizarre proposition to be sure but one that had merit. I walked over to one of my warehouse's shelving units, returned with a can of silicone spray.

"Take off your shirt," I said.

Bruce immediately stopped fighting with the safety cage and looked at me as if I had a penis growing out of my forehead. I'd like to think it was the even-keeled tone of my voice that snapped him from the frantic tizzy but I'm reasonably certain it was the strangeness of my statement that did it.

"Huh?"

"Your shirt. Take it off. I've got an idea."

"WHAT THE FUCK are you talking about?" I showed him the can of lube. "We're gonna grease you up and slide you out."

"You're crazy."

"And you're stuck," I replied. "Of course, you're gonna have to take off your pants, too, and considering I don't think you can do it the normal way ..." I took out my Emerson CQC6 tactical pocketknife and flicked open the blade. "Your call."

Standing there with a can of spray lube in one hand and a wicked knife in the other, it suddenly occurred to me that, even with his claustrophobia, being stuck inside the Pantera might not have looked like such a bad place to be. Granted, he was clearly still terrified, seemingly on the verge of a mental meltdown, but his expression was somehow different now — nearly that same look that Marsellus Wallace (Ving Rhames' character in Pulp Fiction) exhibited when he was imprisoned by rapist rednecks in the basement of their pawnshop.

A minute went by with no response. My initial feelings of sympathy had now completely eroded away, replaced by a growing impatience.

Continued on Page 18

# Local Cruise Nights

from the Safeway Property management - food - Every Saturday night from 5pm-???

## Fridays:

**Chandler** - East Valley Cruise-In at Fulton Ranch Towne Center - S.W. corner of Arizona Ave. & Ocotillo Rd. - 6-9pm - Info: Stephanie 623.582.9599

**Glendale** - KOOL Radio Car Show 3rd Friday of Month at Sanderson Ford Lincoln Mercury (6400 N. 51st Ave) - 4pm-7pm - live music and great KOOL prizes - Info: Nick 602-488-8163

**Mesa** - Cruise Downtown Mesa 2nd Friday of Month (West Main Street from Country Club Drive to Center Street) hosted by Downtown Mesa Merchants Group - Come down, join the fun and show off your car!! It's FREE!! - Info: Sharon 480-890-2613 or Anita 480-924-7887

**Mesa** - Mesa First Car Show at Mesa First Assembly (1303 S Lindsay Rd) - Meets 1st Friday of every month beginning Jan. 2nd from 6-9pm - Live music, BBQ, soft drinks, huge parking area, great lighting - All vehicles welcome - Info: Greg 480-678-2209

**Peoria** - Friday Night Lights Car Show/Cruise In - 91st Ave just of Northern behind Auto Zone (8350 N. 91 Ave.) - 300 parking spaces - 100 to 200 cars attend weekly - 5:30pm -? - open to all cars, trucks, food, music, trophy for best car - Info: Bryn 480-229-2918

**Phoenix** - West Side Cruisin' - 35th Ave. & Northern - Info: 602-246-3906

**Phoenix** - Rod and Custom Cruise (SW corner of 59th Ave. and Beardsley), prizes, raffles, music, and clean fun - Info: 623 362-8282

**Surprise** - Fry's Marketplace parking lot (13982 W. Waddell Rd.) - 5-9pm - all makes and years - Corner of W. Waddell Rd. and Litchfield Rd., behind the Sonic Drive-In - Sonic, Fry's and Subway for food and beverages - Info: Larry 623-476-8098

## Saturdays:

**Chandler** - Chandler Christian Church (1825 S. Alma School Rd.) - 1st Saturday of every month - Coffee and Donuts - Cars, Trucks and Motorcycles welcome - 9am-11am - Info: Tom Donahue (480) 510-3145

**Glendale** - Safeway - 83rd Ave. just off the 101 (west) 1/2 mile north of Union Hills - hundreds of parking spaces, plenty of light, permission



**Laveen** - Wienerschnitzel (5220 W. Baseline Rd.) from 5p-9p - Info: Shane 602-605-8101 or 949-433-1251

**Mesa** - Cruisin' on Main Street presented by Hot Rod Planet and Concerned Mesa Cruisers (Country Club to Mesa Dr.) - 6-10pm - Info: Lance 480-229-5691 - Mesa To be held the 4th Saturday of every month

**Mesa** - Power & Hampton on Saturday Evenings near Superstition Springs by K Mart

**Peoria** - Safeway Shopping Center - 20713 N. 83rd Ave. (83rd Ave. and Lake Pleasant Road) - 5-9pm - Everyone Welcome - Info: Gary 623-203-5752

**Phoenix** - Cruise-In at SO-CAL-AZ (3427 E. McDowell Rd.) - Second Saturday of month - 7-9am - coffee, donuts, car talk and a Small Swap - Drive your classic car or truck to qualify for swap space - No Trailers or Truck loads - Info: Don 602-275-7990

**Scottsdale** - McDonald's, Scottsdale Pavilions Shopping Center, 4pm-10pm, 9140 E. Indian Bend Rd. (Pima & Indian Bend Road)

## Sundays:

**Chandler** - Every Sunday morning at 7am at Starbucks in downtown Chandler ((1 San Marcos Place) just west of Arizona Ave, south of Chandler Blvd.) We're kinda hard to miss, just look for the Hot rods! Can I hear an AMEN? - Info: Craig Pike 480-220-6687

**Fountain Hills** - Fountain Hills Automobile Club Cruise-In at KFC & A&W RESTAURANT (16805 E. Shea Blvd.) (Target Center) - 1:00 PM - Open to all Antique, Classic & Special Interest Vehicles (No Shows during the summer)

**Phoenix** - Hotrod Jokers Cruise-In and Car Show - Ramjets Speed Shop (13701 N. Cave Creek Rd.) - 1-4pm - free hot dogs and beverages - Info: Ron 602-574-4059

**Scottsdale** - Old Guys Hot Rods Hotrod Show at Handlebar J's (7116 E. Becker Lane) - 1st Sunday of Month - car show on the street in front Handle Bar J's patio, Live music - all years and makes welcome - Info: Mike 602-291-8374

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Continued on Page 15

I tapped the face of my watch and breathed an exasperated sigh, letting Bruce know time was of the essence.

“What’s it gonna be?” I asked, shark attack serious.

\* \* \* \* \*

A short while later, a very fat man wearing nothing but sneakers and ripped, sweat- and silicone-stained BVDs was standing before me, bitching ignominiously about the large patches of hair that had been friction-burned off his arms, legs, stomach and back. After allowing him to rant for 30 seconds or so, I had had enough.

“Tell me, what was the alternative?”

When he didn’t answer immediately, I strongly suggested he stop complaining and let it go. To my amazement, he did.

Without any clothes to lend him for his return trip to El Paso — unless he’d consider wearing one of my car covers; I would have happily sold him one at cost as a courtesy — I used duct tape to secure his jeans back into place. Sure, he looked like an absolute fashion reject, but the impromptu fix was more than adequate to allow him some measure of respectability should he need to get out of his car to refuel or use the service station’s rest room.

It goes without saying that Bruce elected not to purchase the Pantera and, if his near ceaseless cursing of racecars and roll cages was any indication, I’m willing to bet he cancelled his forthcoming racing school. Something tells me his ‘Bucket List’ also got one achievement shorter. Two months after the Pantera incident, Bruce called to inquire about another vehicle I was selling — a 1964 289 FIA Cobra, a continuation car signed by Carroll Shelby with a legitimate CSX # and a well-documented vintage racing history. Unable to control myself, I started laughing; a simple chuckle at first, soon transforming into an

unbridled cackle. When I finally got my giddiness under constraints, Bruce was no longer on the line.

Go figure.

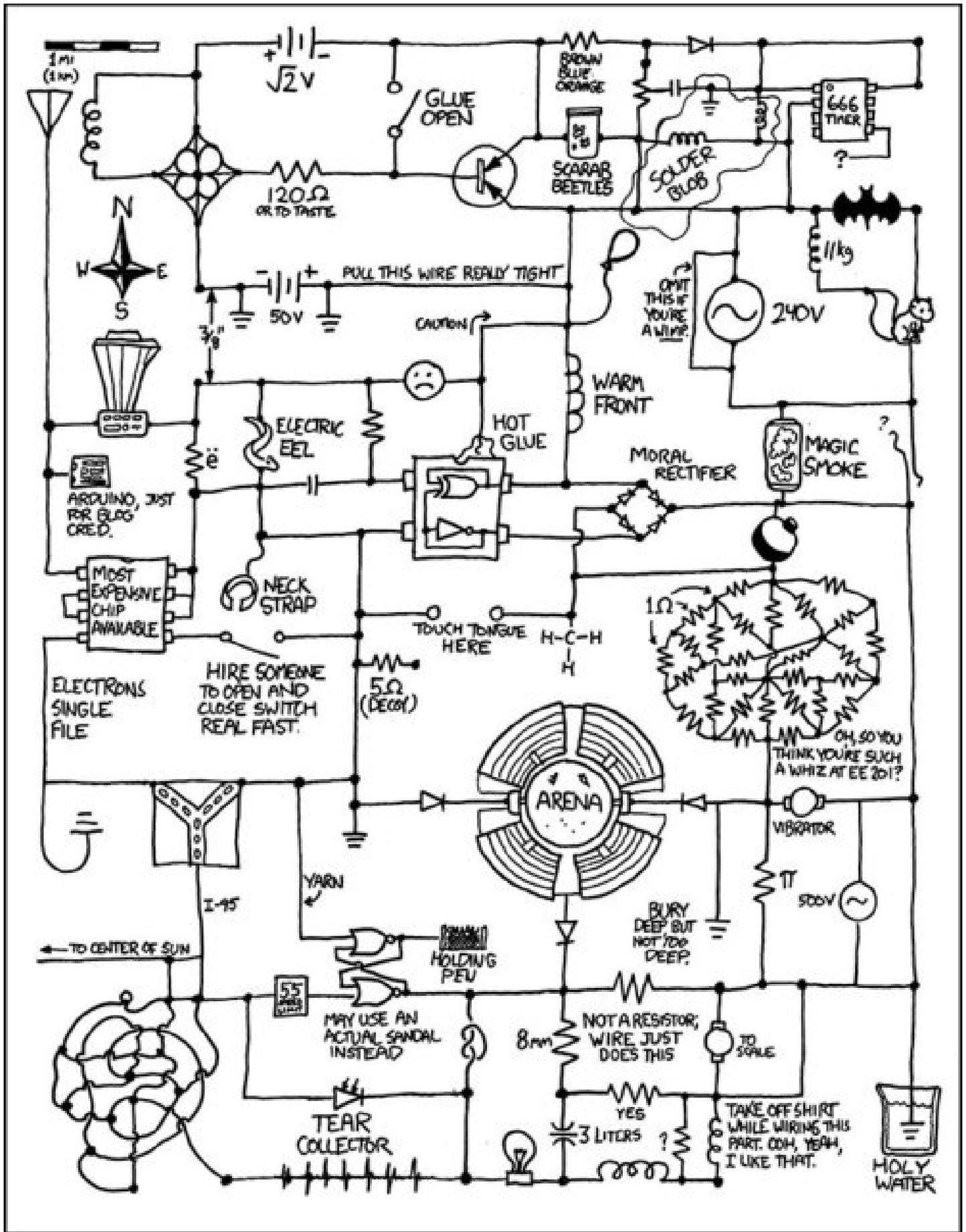
I never heard from him again.

However, a few months later, two news stories got my attention.

The first was about a celebrity stalker in Tinseltown, a person whom the tabloids described as “a very obese, very unattractive man absolutely obsessed with Angelina Jolie.” Yet despite the man’s largess, he proved to be fleet of foot and eluded authorities, so no arrest was made.

The second was a sketchy report from a Sherpa in a Mount Everest base camp, who described seeing “the fattest yeti imaginable.” But because the Sherpa had just descended from the mountain’s summit and was suffering from hypoxia, no one took his bizarre cryptozoological sighting seriously. Interestingly enough, that same week, an acclaimed Himalayan guide service reported having to deny a summit attempt for one of its hopeful climbers due to safety concerns, something about the immense size of the climber and the strength of the ladders bridging the crevasses in the Khumbu icefall. The news story also carried a photo of a massively rotund climber wearing a polar white Bogner expedition snowsuit. Small, grainy and black & white, the photo made the huge person look like a weather balloon. And even though the individual’s face was concealed behind a sub-zero face shield and tinted ski goggles, it left me wondering ... Bruce?

“Nothing Runs!” Is published September 1st as a great value ebook available from amazon kindle, iBookstore, Waterstones, kobo and nook. Please feel free to pass this chapter to friends and colleagues, or to publish it in your blog, newsletter, magazine, ezine, newspaper or on your website.



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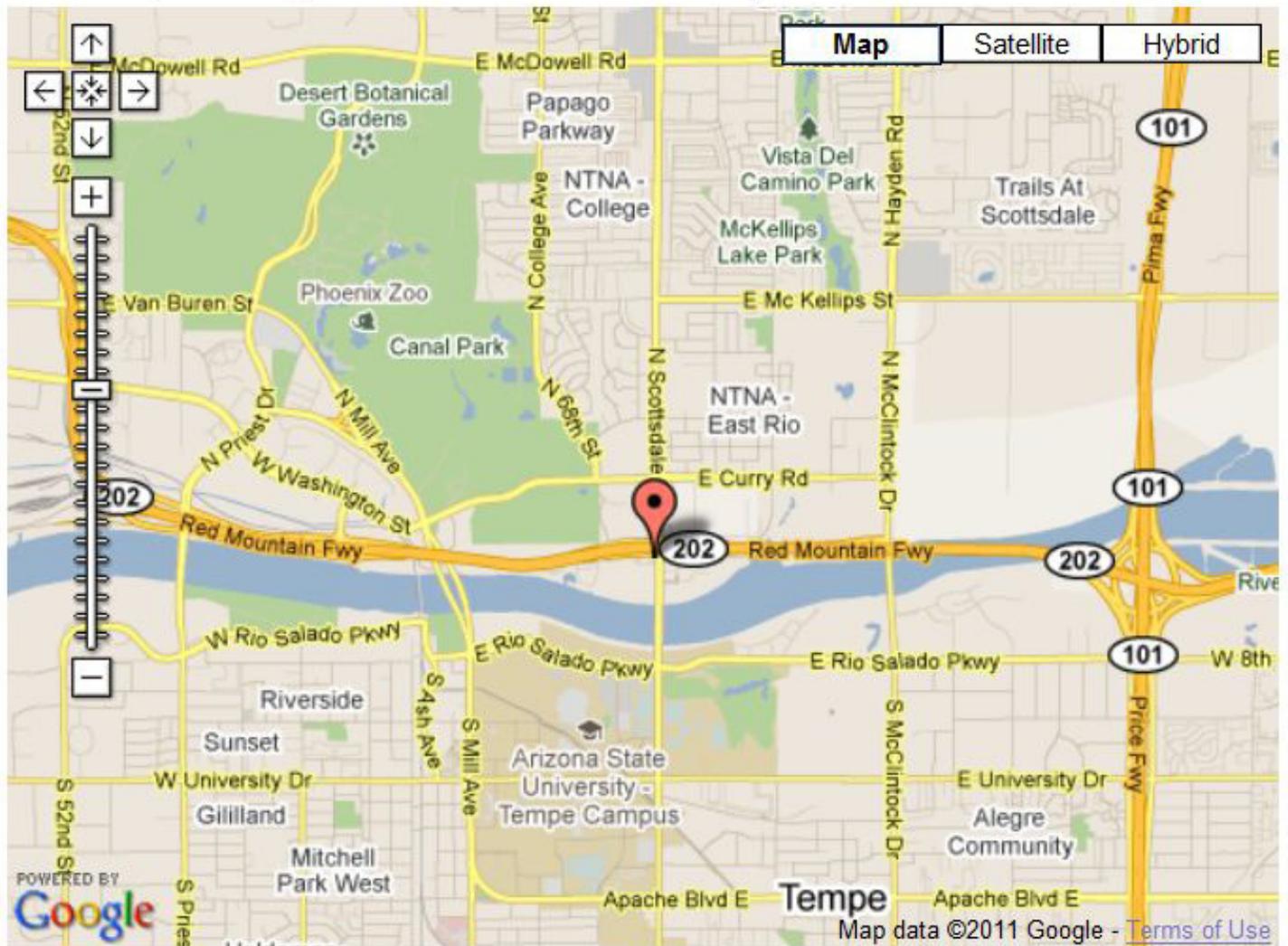
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Note that regular Meeting locations are on the second Tuesday of the Month:



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