

TRIUMPH TRUMPETER

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



Triumph Register of America

◀ Back



A racing Vitesse in a hard left corner.

September 2021

Vol 41, Issue 9

<http://www.dctra.org>

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NEXT CLUB MEETING

September 14, 2021

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

Denney's Restaurant

3315 Scottsdale Road; Tempe, AZ

2021 CLUB OFFICERS

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ADVERTISING

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

AD SIZE – COST

FULL PAGE....\$100

¼ PAGE.....\$ 35

½ PAGE.....\$60

BUSINESS CARD....\$25

Cover: John Davies, Lancaster, UK at Quiton Park, Cheshire, UK

Prez Sez – September 2021

John Heisser, President

Hopefully all of you received the email from Ron Cole about Triumphest 2021 room availability. Triumphest 2021 has a block of 100 rooms set aside at a discounted rate until September 14th about half are already reserved. So, if you haven't made your reservation now's the time!

It seems that I have to mention this every few months, but my email was hacked again! If you receive a questionable email from anyone asking for a donation or information, please verify with the sender. I contacted my provider and they suggested I change my password again, so now I have a password with close to 20 characters.

It's been a busy Month for me Triumph wise, it started with a couple of club members contacting me about another member whose health is declining and wants to sell his home. Problem is he has several Spitfires, from donor cars, to painted ready to be reassembled and a few in between. He has a few people interested in buying some of these cars, but he has a timeline he trying to meet. So last Sunday Armand LaCasse and I went up talk with him and help to start organizing this large collection of cars and parts. Although he knows where most everything is, parts are spread out in different areas and rooms in his large shop. We returned to the Valley with 2 engines several transmissions and differentials. We will probably be making a few more trips up there before the house is ready to sell.

Speaking of transmissions, during the tech session of our last club meeting Armand talked about how you should not ignore noise coming from the transmission. The transmission in my TR8 shifts fine but is rather noisy at Idle and when in the lower gears so I decided to take it out. I haven't taken it apart yet to find what the problem is but I also noticed that the engine rear main oil seal is seeping so that will be replaced as well as the clutch, etc. So now I am involved in 2 Triumph adventures, I need to stop hanging around with Armand!

Triumphest 2021 is less than 50 days away, at the last committee meeting it was decided that we are committed to moving forward with holding this event given the current situation with Covid 19. We will encourage all participants to follow state and local health safety guidelines that are in place at the time. We are looking for volunteers to give a few hours of their time to help with various events, if there is a specific event you would like to help with contact the person running that event or if you would like to help wherever needed please contact Ron Cole or me.

Also..... Do you have any new or used parts in good condition just laying around collecting dust and taking up space? Why not donate them to the Triumphest 2021 raffle? The raffle produces the largest amount of revenue at Triumphest all proceeds after expenses go into the Triumphest account that fund our next Triumphest. Contact Randy Koontz if you have items you wish to donate at randy.koontz@cox.net.

That it for this month, hope all of you are well! Thanks, John

EDITOR'S DESK

George M Montgomery, Editor

This month's cover photo is of a Triumph Vitesse (UK name) Sport 6 (US name) that belongs to John Davies of Lancaster, UK. I did an article about him and a race he attended at La Mans, France. He wrote the story and furnished the photos. Look back in our previous issues and find it. John is a close friend of DCTRA member Michael Bulfer. Michael says John is/was the inspiration for the development of his Sport 6. Wouldn't it be nice if John Davies could fly here to join us for a week's visit and attend one of our meetings?

We have a Meet Our Members profile of Mark Karmoltz. Mark joined our club last February. He owns a nice looking TR6 that has a couple of issues. (Don't they all.) I think he came the right place to find help to get it sorted out and learn to keep it in running shape. He read or was told that they should break down every year. I think if properly maintained should be minimal and able to be fixed within minutes along the side of the road. The key is properly maintained. Am I wrong? Anyone want to challenge me?

There is an ad this month for a couple of Triumphs. One, a 1979 Spitfire 1500, the other a 1962 TR3B. Both of these cars are owned by long time DCTRA member, Cliff Philpot. Some of our members may remember, Cliff, while working on a club project to restore a TR3 to sell at the 2002 Triumphfest we held in Laughlin, NV. I had just joined the club a couple of years before. I remember working on the door panels with Cliff at someone's garage one Saturday morning. There was half a dozen of us working on various parts: engine, boot lid, windshield, etc. We had a lot of tasks to do and Triumphfest was only a few weeks away. I remember after lunch, Cliff said, "Hey guys this is taking too long. Let's load it on to a trailer and take it to my house. I can finish it up there." With that everyone present, tired of this labor intensive five year project, all agreed.

I don't think we realized how much work was left to be done. Cliff, while not particularly a perfectionist, he wasn't going to let any shoddy work go by. Not and let it reflect badly on the type of work our club does. Cliff saved our tail's.

By working on the TR3 all day, every day, by himself, until Triumphfest, we had a beautiful example of one of Coventry's finest. The raffle of that car added enough to fill our club coffers. Cliff, I don't think we could ever thank you enough for your efforts. You're just one example of the attitude of our club members. My hat is off to you, sir.

It is only six weeks until Triumphfest. I have a lot of things to do to Jack to get him ready for the event. I'm getting excited. Are you? Is your treasure ready? I'll see you at the meeting at Dennys in two weeks.

George

Interesting Information

Tourists visiting Iceland should know that tipping at a restaurant is considered an insult!

People in nudist colonies play volleyball more than any other sport.

Albert Einstein was offered the presidency of Israel in 1952, but he declined.



Minutes

Desert Centre Triumph Register of America DCTRA Meeting Minutes

August 10, 2021

The August meeting of DCTRA was held @ Denny's Restaurant, Scottsdale Rd. The meeting was called to order @ 7:09 by John Heisser, President.

Members present: Michael Blachut, Pete Bowen, Michael Bulfer, John Heisser, John Horton, Chuck Kerzan, Mary White, Armand LaCasse, Bob Mazer, Marv Miller, John & Kathy Nuss, Pete Peterson who drove his TR6, John Reynolds, Dave Riddle, Ken Schmidt, and Deborah Cooke. Joining online were Michael & Jacqueline Divine and Carl & Patty Miller.

Minutes: The minutes for last month's meeting were approved as they appeared in The July Newsletter.

Treasurer's Report: Armand La Casse reporting income from several new memberships last month. He also paid our VTR Insurance.

Membership: Marv Miller announced 2 new members: Mike D'Olimpio who is actually a returning member and Dan Thiele. Our Club now has 114 memberships and 163 members.

Newsletter: No report as Editor, George Montgomery, mysteriously not present.

Events: John Nuss had no new club events to report as the weather has been too hot. But he said to "stay tuned" for September....hopefully cooler.

Events already scheduled for this Fall include The Colorado Conclave in Denver Sept 18-19. The Sedona Car Show @ Sedona Airport, as part of Wings & Wheels, is October 2 and The Charity Car Show benefitting The Humane Society @ Mesa Market Place is October 9. British Wheels On The Green, Peoria, is November 7.

Technical: Michael Bulfer reported on a rust remover he's been using. Michael Blachut had a generator question. Armand LaCasse related a story regarding working on his '73 GT6 transmission and an interesting, puzzling delivery from Amazon that wasn't.....???

Triumphest Report: Kathy Nuss reporting 47 registrations....49 cars. John Heisser has received the 300 Triumphest pamphlets we ordered & asking everyone to take & distribute.

New Business: Armand has a list and has posted in Newsletter the items that Joe Glover is selling. Bob Lee also contacted Armand re items he will be donating for The Triumphest Auction. Jim Bauder has given John Reynolds numerous books & magazines to give out to anyone interested. Jim also donating books for The Triumphest Raffle.

Motion to adjourn @ 7:41 p.m.

Respectfully Submitted
Mary A White Secretary

September 2021 Membership Report:

As announced at the August meeting, Mike D'Olimpio has renewed his membership with the club. In case you were not aware, Mike operates a british auto repair shop named Delta Motorsports in Phoenix. Welcome back Mike. Also announced was Dan Thiele of Mesa and his recently acquired 1973 TR6. Welcome to the club Dan, we look forward to getting to know you and your car. These two new members bring club memberships to 114 with 163 members.

The DCTRA windscreen stickers ordered recently have arrived. I will bring several to the September 14 meeting if you need one.

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

Application form on page 23

Calendar of Events

DCTRA & British Auto Events 2021:

Sept 14th, 2021 -- DCTRA Business Meeting – **In-Person Meeting Again**

Sep 14-18th, 2021—VTR National Meet, Edmond, OK

Sept 30-Oct 3rd—6-Trials, Richmond, VA

October 8th & 9th – Beeline Cruise-In Car Show, Payson, AZ

Oct 9, 2021 -- -- Mesa Marketplace Charity Car Show

Oct 14-16th, 2021 --Triumphfest 2021, Flagstaff, AZ

Nov 13-14, 2021—British Vintage Voyage – AZ Mini Club

Regular Occurrence Events **Status of All Events Are Unknown Presently**

~~Hunts Donuts—3rd Thursday University and the Loop 101~~

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

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

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

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

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

NEXT CLUB MEETING Business Meeting Starts @ 7:00 p.m.
September 14, 2021, in-person a Zoom link will be sent out also.

Meet Our Members

Story and Photos by Mark Kramoltz

My love of Triumphs.

When I was 17 and in high school in Toronto in the mid 1970's I met Drew and found out he was restoring a car. I pictured a 60's vintage Mustang or Camaro, as I was an early muscle car enthusiast. But when he took me to the small, one car garage at his house he showed me an old looking green car. A 1959 British Racing Green TR3 Drew said, and he was still several months from getting it running with Dad's help.



As time passed, I visited the garage and the look of the car started to grow on me. It was a different kind of cool. I liked the swoopiness of the lines and the overall look struck me as being sophisticated - like you should be wearing a tux when driving one. A 1950's James Bond kind of car.

Drew told me about the Lucas reliability issues, although this one, having been substantially redone, didn't suffer unduly from the typical faults. The non-synchromesh first gear - requiring a complete halt at stop signs, was strange, but who stops completely at stop signs when you're a teenager. The side curtains didn't thrill me. It rains a lot in the spring in TO, and when it did and you drove the TR3 you would probably get wet. I also realized that water in the interior wasn't good for the carpet and the never ending battle against rust. I couldn't understand how a car could be designed like that when roll up windows weren't exactly new tech or expensive to provide.

But that didn't dampen my enthusiasm for the TR3 as I loved its looks, the sporty ride, and the power considering the amount of displacement. And although I was no fan of green, British Racing Green looked great on it (and any TR).

So, falling in love with the TR6 was a no brainer. It looked just as elegant as the TR3 but more modern. And with a full synchromesh transmission and roll up windows it was something my 18 year old brain coveted.

Moving to US attend school at the U of A later that same year made me give up on my British sport car dreams. There just weren't any in southern Arizona in any quantity during the 7 years I was in school there. Where they were common up in the former British colony of Canada, I could go for years without seeing a Triumph around campus in Tucson.

So, I became a German car aficionado. First VW, then BMW and Audi. This year I sold my 2 Bimmers (including my favorite car of all time) leaving me bereft of that brand. I retained my S5 and added a Q7 so Audi is still well represented.

Meet Our Members (cont.)

But that left an empty garage bay. So, I bought a 74 TR6 in Mimosa yellow to fill it. Speaking to Drew after the purchase, he said that due to my lack of mechanical competence there would be "a steep learning curve". He was not wrong about that. My attempts to get the left turn signal to cancel and the right one to stick have been unsuccessful so far.



After gas started to leak into the boot late spring the TR6 has been parked. The repair to the tank by the previous owner has apparently come undone. A new tank with all of parts that should be replaced with it have been purchased and await favorable temperatures for installation. I didn't plan to drive it during the summer anyway so it's no big deal. Hopefully I won't botch it when the time comes.

Previously I had read on some British website that you should expect a TR6 to break down every year. I bought mine anyway. TR6s (and all of the other TR numbers) are just too fun and good looking to pass up!

Our web master

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

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Parts at cost & 20% discount on labor to
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DAVE@MICROWORKS.NET

Technical Corner

Why is my Gearbox Quieter in Fourth Gear?

By Armand LaCasse

Triumphest is a great reason to repair our Triumphs. Amanda asked if we could fix the noisy white GT6 transmission before she drives the Autocross.

The gearbox, as the English called them, has many gears riding on bearing surfaces. Noises can indicate early bearing failures. Driving in fourth gear directly connects the engine to the input shaft to the main shaft to the driveshaft without using additional (possibly worn) bearings to transmit motion.

The 1973 GT6 Mk III has made gearbox noises since I acquired it in 2009. Wally Gibbs owned this car starting in the 1980s. In 1991, Wally bought a used early GT6 gearbox with a D Type overdrive and we installed it. It ran quiet then...

The gearbox has become louder over the 2267 miles since 2009. First, second, and third gears transmit motion through the lay gear. The lay gear has 50 needle bearings allowing it to rotate on the lay shaft. I suspected the lay shaft was badly worn since the gearbox was relatively quiet in fourth gear. Time for Amanda, Brandon, and I to take the gearbox out of the car (literally since it comes out via the passenger door) and look inside.

The gear oil had very fine metal suspended throughout. The magnetic drain plug was loaded with fine metal. Happily, there were no large chunks of metal such as gear teeth. Surprisingly, the lay shaft looked new and measured within tolerances. However, the lay gear needle bearing surface inside diameters were worn oversize by those 50 needle bearings running in very fine metal oil and grinding away the needle bearing surface.

The caged needle bearing between the input shaft and main shaft was also within tolerances. But the .500-inch main shaft pilot that rotates inside the caged needle bearing was worn down to .460-inch. Fourth gear connects the input shaft directly to the main shaft so this needle bearing cannot make noise in fourth gear.

Time to read about making bushings to replace the needle bearings, and machine the bushings to take up the worn-out spaces. Page 23 of Bob Schaller's [More BS about TR's - Part II](#) states:

Transmission Bearings

Gear failure in the TR Transmissions usually begins by failure of the needle bearings, letting the lay shaft move out of alignment, and the gears no longer have proper mesh and tooth-to-tooth clearance. Wear rate accelerates, and gear tooth failure soon results. Prior to WWII, gearbox bearings on the lay shaft, and at the junction of the main shaft and input shaft

Why is my Gearbox Quieter in Fourth Gear? (Cont.)

were bronze bushings. After the war, most builders went for needle bearings since they would meet the design life requirements arbitrarily established by the car maker, usually 7 years.

A comparison of the difference between a bushing and a needle bearing readily shows why the bushing will provide much longer service life. First, any shaft-bearing combination must have clearance for oiling, nonbinding under heat expansion, etc. In the case of a needle bearing, about 7 or 8 needles of the 20 or more total are in loaded contact at one time. Further, as the bearing rotates and each needle moves into the loaded area, it imparts a sharp blow to the surface of the shaft. Lay shafts are generally a case-hardened steel with the hard shell only .020-inch thick while the core is softer. Thousands of blows to the hardened surface eventually breaks the hardened shell and erosion is established, then destruction of the shaft itself.

A bushing merely slides into the loaded portion, and the load is smoothly applied to the shaft. Another point, the total surface area taking the load in the case of needles is only "line contact" multiplied by the number of needle bearings. In the bushing however, the load is gradually applied to about one-third of the total surface of the shaft.

We started, about 1972, to revert to the bronze bushings on gearbox rebuilds. Only recently, we had the opportunity to tear down and inspect one of those early conversion boxes. The car had 75,000 miles since the rebuild. The only replacements needed this time were synchro cups, the main ball bearings, and a thrust washer. The gears, lay shaft, and the bushings were in excellent condition. Any GOOD MACHINIST can easily do this for you, and the effort is well worth the cost.

SAE 660 Bearing Bronze is the material to use for machining bronze bushings, and Amazon will deliver it to your door. First the worn inside diameter bores, and pilot shaft surfaces are machined back to a round and smooth surface. Then the bearing bronze is turned in a lathe to get .002-inch total clearance between the bushing and mating shaft. (A human hair is about .002-inch thick.) Bearing bronze machines easily making it very easy to cut the first bushing oversize so it can be called a "practice part".

The pictures show the various gearbox parts and the new machined bushings.

Look at an exploded parts diagram to get a picture of the bearings in use in your gearbox when in the different gears. Worn bearings make more noise when under a load so:

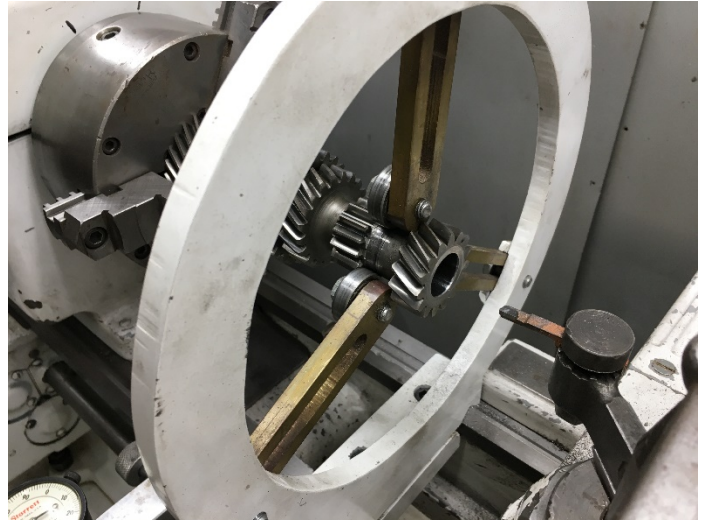


1 Main shaft bushing old Needle bearing input shaft.

Why is my Gearbox Quieter Fourth Gear? (cont.)



2 Main shaft and input shaft with bushing



3 Machining lay gear inside diameter



4 Lay gear with new bushing



5 Lay gear bushing and lay shaft

- Listen to your gearbox with the engine running, in neutral, and foot off the clutch. You are hearing the gearbox bearings running without a load. Hopefully, they are relatively quiet and very hard to hear.
- With the engine running, push in the clutch and listen. If you hear a new noise, it is probably from the clutch release bearing.

Why is my Gearbox Quieter in Fourth Gear? (Cont.)

- With the engine running, push in and hold the clutch down, then shift into fourth gear. If a bearing noise went away, it is the input shaft to main shaft bearing that was making the noise.
- When driving in any gear, you can load and unload the gearbox bearings by pushing and releasing the accelerator pedal. If you cannot hear/tell a difference, then “don’t worry – be happy”.

A final word of caution... Gearbox noises are a precursor to catastrophic gearbox failure. Do not wait too long to find the source of that noise.

The Wit of Will Rogers

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

- The quickest way to double your money is to fold it and put it back into your pocket.
- If you're riding' ahead of the herd, take a look back every now and then to make sure it's still there.
- Lettin' the cat outta the bag is a whole lot easier'n puttin' it back.
- There are two theories to arguing with a woman. Neither works.
- Good judgment comes from experience, and a lot of that comes from bad judgment.
- Never miss a good chance to shut up.
- There are three kinds of men:

The ones that learn by reading.

The few who learn by observation.

The rest of them have to pee on the electric fence and find out for themselves.

Triumphest 2021

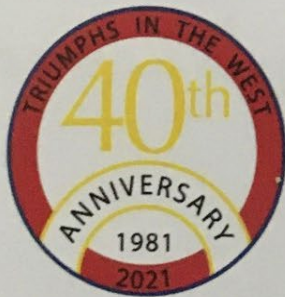


TRIUMPHEST 2021

Flagstaff Arizona

October 14-15-16-17 2021

Triumphest provides the thrill of driving our TR's to a destination just like the "old days" At the Triumphest we will enjoy 'Funcours', Autocross, Funkhana, Awards Banquet, Tech Session, and opportunity to meet with our Triumph friends, what a great time !

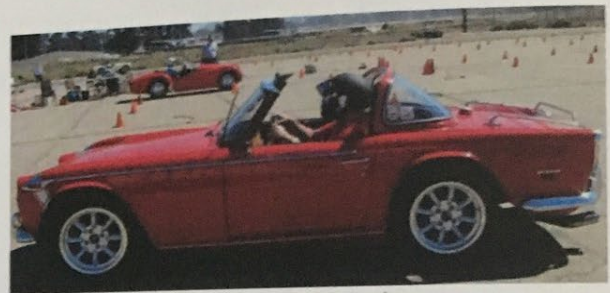


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www.triumphest.com

Triumphest 2021 Events



Funcours Car Show



Autocross

Funkhana

Tech Session

Hospitality Party

Banquet

Awards

Raffle prizes

Vendors

Rallies

Regalia

Model/Photo Contest

Walking Tours

Scenic Drives

Dinner Cruises in your TR



Triumphfest 2021 October 14 – 17, 2021

Flagstaff, Arizona

Hosted by the Desert Centre Triumph Register of America

Please print clearly

Club Affiliation

Name: _____ Email: _____

Address: _____ Phone: _____

City: _____ State/Zip: _____

Others in your party (Co-driver) Name(s) _____

What car(s) are you bringing? _____

Car 1 Model _____ Year: _____ Series: _____ Trailering? Yes/No _____

Car 2 Model _____ Year: _____ Series: _____ Trailering? Yes/No _____

Activity Registration (Registration includes two people & one car and is non-refundable) **Each Subtotal**

Registration, postmarked by 9/16/2021 \$110.00 \$

Late registration postmarked by 10/1/2021 (No regalia orders after 9/16/2021) \$130.00 \$

Additional cars (as noted in car info above) \$30.00 \$

Welcome Mixer (Friday night) No charge for two people. Additional people \$20.00 each \$20.00 \$

Awards Banquet (Saturday evening – per person) _____

Pistacio Encrusted Chicken \$46 _____ Prime Rib \$55 _____ Grilled Market Vegetables \$40 _____ \$

Autocross: _____ Scenic Drive: _____ Driving Rally: _____ Walking Rally: _____ Photo Contest: _____

Model Contest: _____ Funkhana: _____ Funcoours: _____ Craft Contest: _____ Tech session: _____

Regalia (Please indicate quantity) **Each Subtotal**

	S	M	L	XL	Each	XXL	Each	Subtotal
Men's sandstone polo shirt (embroidered)					\$20.00		\$23.00	\$
Women's sandstone polo shirt (embroidered)					\$20.00		\$23.00	\$
Men's light blue polo shirt (embroidered)					\$20.00		\$23.00	\$
Women's light blue polo shirt (embroidered)					\$20.00		\$23.00	\$
Men's light blue denim, long sleeve (embroidered)					\$25.00		\$28.00	\$
Women's light blue denim, long sleeve (embroidered)					\$25.00		\$28.00	\$
Sandstone T-shirt, short sleeve (screened)					\$10.00		\$13.00	\$
Light blue T-shirt, short sleeve (screened)					\$10.00		\$13.00	\$
Ball Cap	Qty				\$20.00			\$
Lapel Pin (1 inch)	Qty				\$5.00			\$
Embroidered patch	Qty				\$6.00			\$
Additional dash plaque	Qty				\$2.00			\$

Check/Money Order payable to: DCTRA **Grand Total \$**

Send Registration to: DCTRA Triumphfest, 2325 S Gold Ore Court, Apache Junction, AZ 85119

Questions? Call Ron's cell (623)229-3997 email: ronlewiscole@gmail.com

Registrar: Kathy's cell (480)815-1407 email: tfest2021@gmail.com

Triumphfest website: <http://www.triumphfest.com>

Hotel Accommodations: Little America, 2515 E Butler Ave. Flagstaff, AZ 86004 Reservations: call 1-800-940-8528 to

make your room reservation. Mention "Triumphfest 2021" to receive negotiated room rates.

Release: All members of your party 18 or older must sign this release form before your registration can be accepted.

I/We, the undersigned, release, waive discharge and covenant not to sue collectively and separately, the Desert Centre Triumph Register of America, its officers, event organizers and sponsors of Triumphfest 2021, holding them free from all liability for any and all loss or damage and any claim due to injury to persons or property resulting from my/our participation in Triumphfest 2021. Proof of car insurance and a valid driver's license required to participate in all moving events and the Funcoours. I hereby assume full responsibility for, but not limited to, risk of bodily harm, death, or property damage during the Triumphfest 2021 event.

Signature(s): _____ Date: _____

2021 Beeline Cruise-In CAR SHOW

Brought to you by the **Rim Country Classic Auto Club**

Friday, October 8th & Saturday, October 9th

Friday, October 8th Pre-Registration, Cruise, Burger Burn at Rumsey Park, 400 N. McLane Rd., Payson, AZ

Saturday, October 9th Car Show at Green Valley Park, 1000 W. Country Club Dr., Payson, AZ

Masks may still be required at the time of show - come prepared.



VEHICLE REGISTRATION FORM

Registration of 1996

or OLDER Vehicles + (New this Year) Rat Rods.

Early registration \$35. After September 25th. \$40.

We prefer checks through the mail. Your entry includes: Entry, One FREE T-Shirt, Cruise & Dash Plaque (for first 250 entries).

This is a rain or shine event.

Send this completed entry with check payable to:

RCCAC ADMINISTRATION, P.O. Box 2883, Payson, AZ 86047

Your entry will be confirmed within 3 weeks of receipt.

BURGER BURN at Rumsey Park is \$8.00 per person.

Burger Burn tickets are only available thru this registration form.

Registration form and money need to be received in the mail by Oct. 6th for tickets!

Car Show Registration Information: Ken Tozi 928-970-1700

Rat Rod note: Under Vehicle: Model of car, write in Rat Rod

EVENT	FEE EACH	QTY.	TOTAL
Car Show Entry	\$35.00	1	\$35.00
Includes 1 FREE T-Shirt	also		
Friday Burger Burn	\$8. ea.		
<small>NO day of event tickets</small>			
Extra T-Shirt order			
SM M L XL	\$17. ea.		
(ADD \$3 for larger sizes)			
2X 3X 4X	\$20. ea.		
TOTAL			
T-Shirts at the show will be \$20.00 ea. + \$3. for the larger sizes			
Parking preference: (See rules below)			
Grass Area			(no early departures allowed)
Blacktop			(can leave early if needed)

First Name _____ Last Name _____

Address _____

City _____ State _____ Zip _____

Land Line Phone _____ Cell Phone _____

Email/s _____

Club Affiliation _____

Vehicle: Make _____ Year _____ Model _____ Color _____

Parking - RULES OF THE CAR SHOW: Please read the fine print below for more information.

LEAVING THE SHOW: If you elect to park on the grass, leaving the show before the conclusion of awards is PROHIBITED.

You will only leave when the show is over and trophies have been awarded. Follow de-parking helpers directions.

If you elect to leave at your own discretion you must park on pavement initially. See above **Parking preference** in box.

Signature _____ Date _____

Your signature verifies acceptance of the disclaimer below.

In consideration of the acceptance of the right to participate, entrants, participants and spectators, by execution of this entry form release and discharge Town of Payson, Green Valley Park, Rumsey Park and/or Rim Country Classic Auto Club, and any of their officers, directors and representatives and/or anyone else connected with the management from any and all known damages, injuries, losses, judgments, and/or claims from any cause whatsoever that may be suffered by any entrant to his person or property. Further, each entrant expressly agrees to indemnify all the foregoing entities, firms, person and bodies of and from any and all liability occurred or resulting from conduct of entrants of any participant assisting or cooperation with entrant and under the direction of control of entrant. Photos taken of entries at the "Beeline Cruise-In Car Show" become property of Rim Country Classic Auto Club and may be used for advertising and promotional purposes. No breaking traction, POPUPS or TENTS are NOT ALLOWED. LEAVING THE SHOW: If you elect to park on the grass, you will only leave when the show is over and trophies have been awarded. If you elect to leave at your own discretion you must park on pavement. Your signature above verifies acceptance of this disclaimer.

CHARITY CAR SHOW

Arizona
Humane
Society



In aid of the Arizona Humane Society

SATURDAY, October 9th 2021

MESA MARKETPLACE

On Baseline, west of Signal Butte Road.

9:00am till 1:00pm

All types of cars, trucks, motorcycles etc. are welcome.

Pre-Registration Entry Fee \$5.00 per vehicle.

Postmarked or delivered before Sept.25th 2021

After Sept.25th entry fee for registrations increases to \$10.00

We have been told that this entry fee seems too low !

**If you agree please plan on 'seeding' your jar with the balance of what
you think is reasonable !**

Five awards will be given & all pre-registered entrants are guaranteed a dash plaque. They will be available to Day-of-Show entrants while the supply lasts.

The winners will be decided by who collects the most 'votes' (cash donations) in their 'ballot box' (collection jar).

**It is acceptable, and encouraged, that you solicit 'votes' ahead of the show
from friends, relations and neighbors etc.**

REMEMBER 100% of the proceeds will be given to charity.

Questions? Call 480-985-2531 or e-mail to azminiowners@gmail.com

-----cut here-----

ARIZONA MINI OWNERS CHARITY CAR SHOW

PLEASE PRINT CLEARLY.

Owners name..... Make & Model of vehicle.....

Address.....City.....

Phone #..... e mail address.....

I agree to hold the Arizona Mini Owners & Mesa Marketplace harmless while traveling to,
during and from the show.

Signature.....Date.....

Make checks payable to Arizona Mini Owners and mail to
7146 E.Arcadia Circle
Mesa, AZ 85208

CLASSIFIED ADS:

FOR SALE:

Retired auto body man looking to find a buyer for a decent 73 tr6.anybody can contact me for more info Number 3 car, runs super high-performance additions added, lots of extra parts including new top, pressure plate and clutch, door panels, service manuals, roll bar, leather seat covers and pads, and more. Call or text for more info. Pics are available. Asking \$8,700 obo cash

Mike Lesniak
1701 S Yellow Brick Rd
Chino Valley AZ 86323
928-710-4259



2/20

For sale: Clutch Master Cylinder – new
For '63-'80 Spitfire \$30

David Faulkner - 480-656-4366
rottendave@cox.net

12-19

CLASSIFIED ADS: (cont.)

FOR SALE:

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



Please contact me either on email at:

john.carroll@wbhsi.net

or text at [480 622 8502](tel:4806228502)

John Carroll.

03.2019

For Sale:

Upper and Lower hinges for left door of TR3A/B. These hinges are unused and are applicable to TR3A commission numbers TS60001 and *higher and the TR3B. The Moss Motors* part numbers are: 803-470 and 803-490 The Moss Motors website cites them as in "low supply" and is asking \$59.99/each. Asking \$50 for the pair.



Bo Shaw

Email: boshaw@live.com

Cell: 760-977-6612

FOR SALE:

1975 Triumph TR-6 (Java) Commission No. CF398454, Complete frame off restoration ~74,000 miles, but only 1000 since restored, Original Java green with black interior Many upgrades, too many to list here. Webbers and Overdrive. Leather seats Car is in the Dallas/Fort Worth area Asking: ~~\$29,500.00~~ Reduced to \$25,000

Contact me for other questions:

Jack Morris

(C) 817.401.2549

jack@ppitx.com

8-2019

CLASSIFIED ADS: (cont.)

FOR SALE:

1975 TR6

It is an overdrive car that is complete but not running. It is solid with very signs of any rust, but it needs a full rebuild. It currently does not have a title, but I am preparing to go through the process of obtaining a bonded title and then possibly listing it on Bring-a-Trailer.



The body is in great shape although it has been repainted and the hood paint is very faded. There is a dent in the left front fender (wing) that should be easy to repair but otherwise it is very straight and solid. The interior all needs to be replaced. The instruments all look good. The floor on the driver's side has some significant surface rust because there were house carpets used as floor mats that retained any moisture but I think the floor is solid so there does not seem to be any welding repair issues. I would let a DCTRA member have it for my cost plus the shipping which currently is \$4,650. Let me know if anyone is interested or has any questions. Call or text anytime.

Tony Chapman
4051 E Desert Crest Dr
Paradise Valley AZ 85253
(602) 531-6439

9/21

FOR SALE:

1975 Triumph TR-6 (Java) Commission No. CF398454, Complete frame off restoration
~74,000 miles, but only 1000 since restored, Original Java green with black interior
Many upgrades, too many to list here. Webbers and Overdrive. Leather seats
Car is in the Dallas/Fort Worth area Asking: ~~\$29,500.00~~ Reduced to \$25,000

Contact me for other questions:

Jack Morris
(C) 817.401.2549
jack@ppitx.com

8-2019

CLASSIFIED ADS: (cont.)

FOR SALE: Spitfires

Long time Spitfire racing and technical expert Joe Glover is selling some great Spitfire project cars. The vehicles for sale below all have clean titles and are located in Cottonwood. You need to see these vehicles to appreciate many of the vehicle details not listed below.

Joe is at (928) 300-6499. You can also call Armand at (602) 525-2602 for some information.

1977 Carmine Red Spitfire – complete and in need of assembly.

Body and paint work is finished and gorgeous. The bumpers had the overrider holes welded closed before being chromed. New upholstery kit and seat foam.

1500 engine includes machining work, balanced nitrided crankshaft, polished balanced shot peened rods, new pistons, two 1 ¼ SU carbs, 4 into 1 header, and an additional core motor. Two gearboxes. Rebuilt 3.89 rear axle.

The frame, steel wheels, and suspension components are powder coated. Factory steel hardtop. New KYB shocks and so much more.

\$5,500 gets you a fast Spitfire in need of assembly.

1965 early Spitfire Mk 2 restoration project includes a factory hardtop. This is a rolling vehicle suitable for restoration or just becoming a driving vehicle.

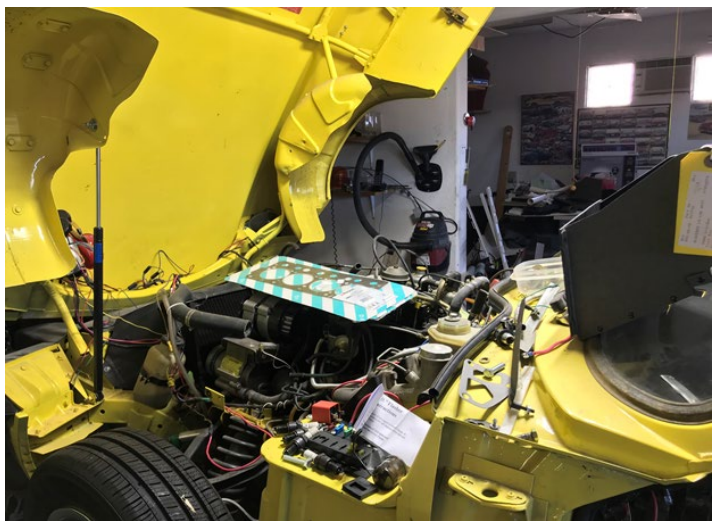
Plus, a 1966 Spitfire Mk 2 'organ donor' that potentially could also be restored.

\$2,000 total for both vehicles

9/21

FOR SALE:

Former member Cliff Philpot has two Triumphs for sale. A 1974 Spitfire 1500 abd a 1962 TR3B.



CLASSIFIED ADS: (cont.)



Cliff is in his 90s and wants to sell both cars. Make him an offer.

Prospective buyers may contact Jan at 623-810-5511

Are you Blonde?

A blond cop pulls over a blond and asks for her driver's license. The blond starts looking through her car then asks, "Uhh, what are they again?"

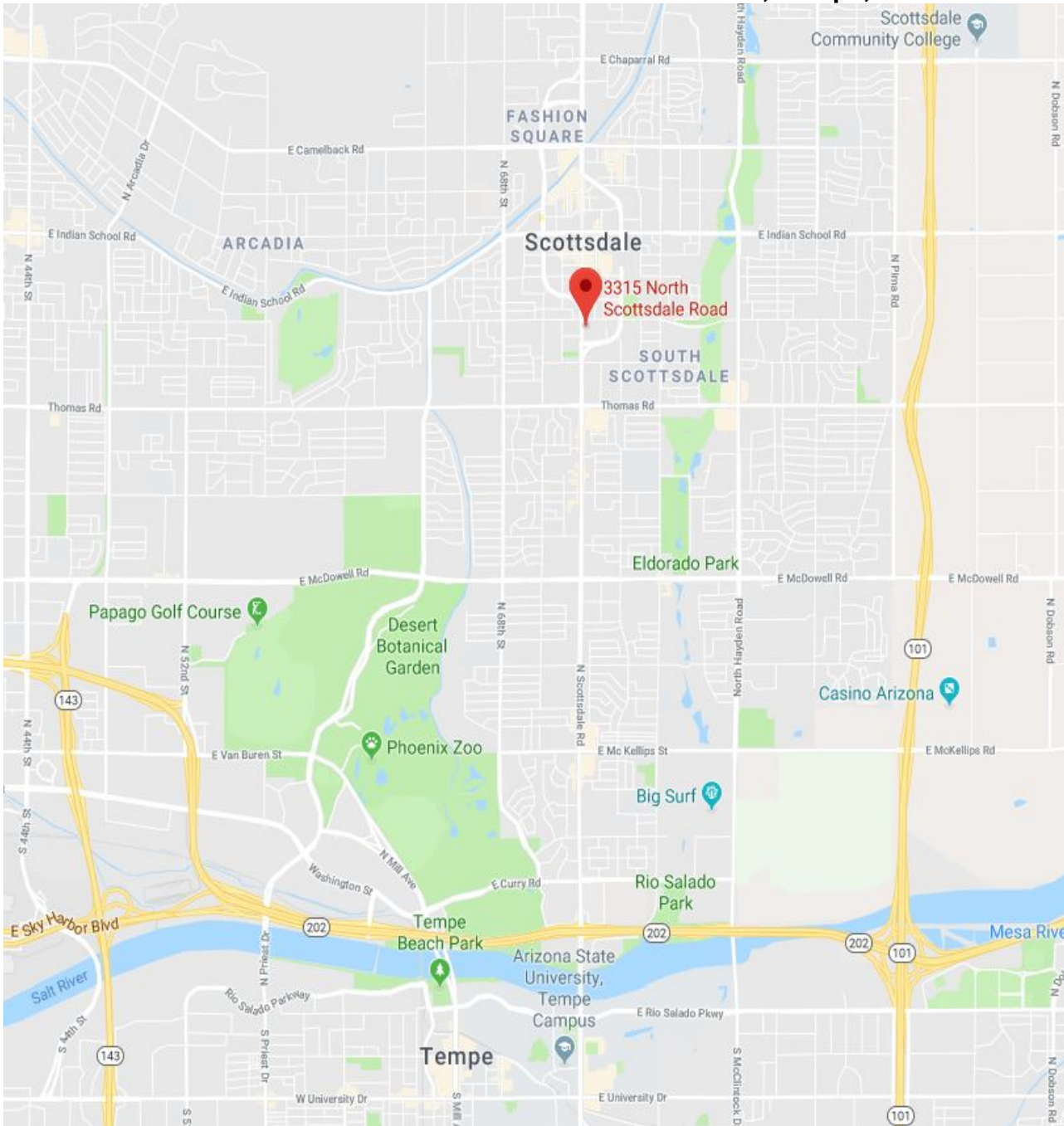
The blond cop replies, "Ugh. It's the thing in your purse with your picture on it." "Oh yeah," says the blond who reaches in her purse, pulls out a compact mirror, and hands it over. The blond cop opens it, takes a look inside, hands it back, and says, "I'm sorry ma'am. If I knew you were a cop, I wouldn't have pulled you over."

DCTRA Club Meeting Location:

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

At: **Denney's Restaurant**

3315 Scottsdale Road; Tempe, AZ





DCTRA MEMBERSHIP APPLICATION

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

DCTRA

Marvin Miller, Membership Chairperson
18811 N. Ginger Dr. Sun City West, AZ 85375
Phone: 602-380-5564 Email: miller2993@cox.net

☐

NEW MEMBER:

☐

RENEWING MEMBER:

MEMBER INFO (please print):

Name(s): _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

Home

Cell

Email Address: _____

Classic Vehicles Owned:

Year _____ Model _____ Commission # _____

Year _____ Model _____ Commission # _____

Year _____ Model _____ Commission # _____

Each household membership includes one name badge. Additional name badges are available at the cost of \$6.00 each.

Name wanted on badge(s): _____

Do you want added to the Membership Contact list YES _____ NO _____

How are you paying your dues: CHECK _____ CASH _____ PAYPAL _____ (add \$2.00 process fee)

PLEASE NOTE:

If a new member is joining between January 1 and September 30- One-year dues are \$20.00, two-year dues are \$37.00 and three-year dues are \$55.00. If a new member is joining between October 1 and December 31- One-year dues are \$25.00, two-year dues are \$42.00, and three-year dues are \$60.00. This allows everyone's dues to become payable on January 1 of the appropriate year.

Regalia

We also have Grill badges (\$25.00 each), Lapel pins (\$5.00 each) and License plate frames (15.00 each) available for purchase.



Grille badge (3 inch diameter)



Lapel pin (3/4 inch diameter)



Licenses plate frame

Membership fee	_____
Name tags @ \$6.00 each	_____
Grille badges @ \$25.00 each	_____
Lapel pins @ \$5.00 each	_____
License plate frame @ \$15 each	_____
Total enclosed	_____

Additional Space for more information:

Websites

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

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