

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE-TRIUMPH REGISTER OF
AMERICA

Founded: 1980



Triumph Register of America

◀ Back



Bond Equip

August 2024
<http://www.dctra.org>

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NEXT CLUB MEETING

August 13, 2024

Business meeting @ 7pm

Denny's Restaurant

3315 N Scottsdale Road; Scottsdale, AZ

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One Year placement in the newsletter **AND** a link on the www.dctra.org website:

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Cover: Photo by DCTRA member Stu Lasswell in S. Carolina.

Prez Sez–August 2024

John Heisser, President

I usually get out of town for a few weeks in July, but this year plans have changed and that won't happen until September, so I am enduring the "Solar Winter" and starting to get "Cabin Fever"! My daily routine is up early work on a project in the garage until about noon (drinking a lot of water) then spending the rest of the day inside. I've been spending some of that time watching YouTube videos about Triumphs and collectable cars, catching up on some reading about our hobby and also reading a historical novel. I usually have about 2 or 3 books I want to read on my nightstand.

YouTube Videos; there are some really good ones about the history of Triumphs, road tests etc. I saw one about the show "Chasing Classic Cars" which stopped filming in 2021 and an opinion as to why this happen to this popular show. I also have been catching up on some other automotive shows.

My reading lately has consisted of "The Bulletin" (Wedge Owners Association), "The Vintage Triumph", "Triumph 6 Pack", "Moss Motoring". Some of the articles and/or news briefs that I found interesting were about;

The Roadster Factory, I never been there, but wish I could have toured the place.

A VTR member that lost his life during a club drive! Let's all be safe out there!

Triumph TR7: The risk of innovative design.

Other articles of interest are one about John Lloyd, one about 2 teenage girls working on a MGB with their father and one titled "10 years from now who will take care of this car?" all good summer time reading.

I see that Michael Samuels sent out an email about a trip he and John Carroll planning in early September, if this drive is anything like some of the other John has planned it should be a great time! I would love to go but I will be out of town that week, maybe next time! I am planning on going to Las Vegas New Mexico for the Rio Grande Valley Regional Rendezvous September 27 thru 29. John Reynolds and I went last year when it was held in Silver City and we had a great time!

Hope you all are surviving the summer, take care and hope to see you soon!

Thx, John

EDITOR'S DESK

George M Montgomery, Editor

The cute little blue car on our cover this month is a Bond Equipe. The photo was taken by our member, Stu Lasswell, who now lives in S. Carolina. Stu took the picture at an East Coast British car show. The Bond Equipe was an English 2+2 sports car, manufactured by Bond Cars Ltd in the '60s. It was based on the Triumph Herald chassis with a fiberglass body and various Triumph parts including the Spitfire and later a 2-liter engines. They made

primarily four passenger saloons and a convertible. They are quite common in the UK but unusual here in this country.

I put out an email last week requesting articles and material for the newsletter. I am overwhelmed with the response and appreciate the information. I received a lot of stuff and welcome the stories you guys sent me. Thanks.

I'm looking forward to see cooler weather get here. Our members are beginning to plan for driving events. Granted they head for the high country where it is always cooler but that's a start.

John Carroll and Michael Samuel's trip to Alpine, AZ sounds like a fun trip. It does encompass some week day travel and some folks may have to work. But if you are one of those who are still working, with this early notice, maybe you could schedule a day off.

Roger Prior, John Nuss and Randy Koontz, I think, have been diligently working on the British Wheels on the Green for '24 planning sessions. It appears to be shaping up to be a grand event. I have always enjoyed it. Beautiful venue. Their next and last planning meeting will be October 12th. I'm sure they would enjoy having volunteers to help at both the planning and on the day of the event.

Our DCTRA business meeting for August will be on the 13th at Denny's. I hope to see you there.

George

August 2024 Membership Report:

We have another new member join the club in June, Jan Polansky. Working to find out more about Jan, especially what Triumph(s) are joining our ranks! Our DCTRA membership ranks are now at 155 memberships and 213 total members strong. We had 10 members and guests attended the July 9th meeting. 10 folks attended in-person and as we did not have a zoom component to the July mtg no streaming attendees (including myself). Thank you to Mary and Armand for the in-person attendee list. We continue to have the following items in our TR merchandise inventory: Grille Badges (\$25), License Plate frames, chrome or black, (\$15), TR Pins, 3 types, (\$10), and DCTRA Patches (\$5). As always, I have extra DCTRA business cards and window decals for those who need them. Hope you all are staying cool and working on some fun car projects to unveil in the fall!

Scott Porter
Membership
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Application form on page 28

DCTRA EVENTS

DCTRA Events August and beyond

Aug -- Friday Breakfast Drives (dates, times and locations TBA Watch the BBB)

Aug 13th – DCTRA August Meeting – Denny’s Scottsdale

Sept 5-7th – Devil’s Highway Drive (Ed. see details elsewhere in newsletter.)

Sept 19th – DCTRA September Meeting – Denny’s Scottsdale

Sept 19th -21st – Triumphest in San Diego,CA

Sept 28th – Charity Car Show @ Mesa Marketplce – sponsored by Mini Club

Oct 10th – British Wheels on the Green Planning Meeting last

All are encouraged to attend for any reason but especially those that would like to take part in the organization of the 2024 BWOG (October 2024).

Where: Duck & Decanter Restaurant - 1651 E Camelback Rd., Phoenix, AZ 85016 (just off the #51 to the west next to Copenhagen Furniture in the Biltmore Area).

Time: 0930 - please arrive early to order a 'bite to eat, a COLD drink' and get seated - prior to the meeting.

Agenda: Final Plans BWOG '24 discussion led by the Arizona MG Club Officers Steve & John.

DCTRA: Seeking volunteers to assist with the many task categories needed to make this British car event a seamless success

Oct 19th - Annual British Vintage Voyage

Dec 21st – Christmas Light Tour

Regular Occurrence Events

Second Saturday each month, October through April: Cars and Coffee 8:00 to 10:00am

The Shoppes at Casa Paloma, 7131 W. Ray Road Chandler

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, Alpio's at Troon

NEXT CLUB MEETING:

August 13, 2024, a Zoom link will be sent out.

In ancient Greece, tossing an apple to a girl was a traditional proposal of marriage. Catching it meant she accepted

Drinking water after eating reduces the acid in your mouth by 61 percent.

Peanut oil is used for cooking in submarines because it doesn't smoke unless it's heated above 450 F.



Desert Centre Triumph Register of America December DCTRA Meeting Minutes

July 9, 2024

The July meeting of DCTRA was held at Denny's Restaurant Scottsdale Rd. John Heisser, President called the meeting to order at 7:02 p.m.

Members present: John Heisser, Dave Ker, Bob Mazer, George Montgomery, Jim Dickey, Chuck Kerzan, Mary White, Armand LaCasse, Pete Peterson. Welcome to returning member Ron McRoy.

Minutes: Last month's Minutes were approved as they appeared in The Newsletter. And Thank You to John Nuss for filling in as Secretary for June 11th meeting..

Treasurer's report : Armand LaCasse reports a new member's dues as only income this month.

No Membership or Newsletter reports.

New Business: John Heisser warned about a fake email circulating from The Club. Also President of The MG Club contacted John to clear up a "Charity confusion".

Events: John reminding that the British Wheels on the Green takes place Nov 3 - volunteers needed. This Saturday is their only Planning Committee meeting. Anyone interested is welcome to attend. Dave Ker will host his annual event February 15 at his Tin Lizzy Ranch, Buckeye.

Technical: Dave Ker recounted his timely & fortunate discovery of leaks in both carburetors of his TR3.

Motion to adjourn at 7:35 p.m.

Respectfully submitted:

Mary A White, Secretary



Technical Corner

Tech things to consider with your Triumph

by Armand LaCasse

We have all experienced little “tech things” over the years with our Triumphs. Here are some that come to mind...

Are your hose clamps tight? The English wire clamps and the usual worm gear clamps generally do not loosen up. However, the hoses they hold in place shrink over time. The last time I checked my hose clamps, each one took 1/8 or more turn to snug up.

I have had a TR6 throttle stick wide open while I was test driving the car. It was exciting to have the engine try to go into self-destruct mode while changing gears! The culprit was a washer holding a spring in place over the linkage shaft. Seems the washer wore its round hole into an oblong shape that could now grasp the linkage shaft, defeat the return spring, and lock the accelerator into full-go-mode. A new washer with a truly round hole solved this exciting occurrence. What is worn and needs replacing on your throttle linkage?

Does your throttle linkage fully open each carburetor and do it with synchronization? With the engine off remove your air cleaners so you can lift both carburetor air valves and see the closed throttle plates. Kindly ask your assistant to sit in the car and slowly press the accelerator pedal down. Watch the throttle plates and ensure they both begin to open at the same time. With the pedal fully pressed to the floor, both throttle plates should be fully open with the thin edge of the throttle plate point straight out of the carburetor throat. If the throttle plates are not fully open, do the needed adjusting and you will appreciate the increased performance!

Do you know how much work your choke cable does to choke the carburetors? It has to overcome all of the accelerator linkage return springs with a grinding motion between the fast idle screw and the choke cam lever. Take the load off your choke cable by pressing the accelerator pedal down first to overcome the accelerator linkage return springs and then pull the choke cable to set the choke. You will probably notice how much easier the choke pulls while doing this.

Do you drive like the English when you stop for a red light? Is your car in neutral and your American foot kept off the clutch pedal at that red light? Keeping my foot on the clutch pedal waiting for the signal light to change wore my Spitfire half-circle crankshaft thrust washer thin enough that it fell into the oil pan. My crankshaft end float immediately increased by .200”, and began to do major engine damage. Lesson learned. Only when the opposing green light turns yellow does my American foot press the clutch pedal in to shift into first gear.

Have you ever had a brake master cylinder fail? More than once over 45 years like me? Often you can stomp on the brake pedal again to get the piston seal to hold some fluid pressure and thereby stop the car before impacting something. Reduce your driving anxiety by trying your brakes long before you need them. This gives you “stomping time” if needed, plus downshift and handbrake deceleration options.

You probably check your Triumph fluids regularly. Do you look for fluid discoloration? How about the fluid smell? If the fluid level is particularly low, do you determine where it went? My two running Triumphs leave distinct quarter size puddles from various seal leaks after a few weeks of garage time. Besides adding fluid so the leaks can happily continue, I also look

for sources of uncommon fluid loss. Check your fluids to determine if they wish to tell you something important.

Have a good tech thing to share? Send it to George so we can all learn from your experience.

Our Web Master



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2024 Kastner Cup / SVRA SpeedTour 2024 Sonoma & SVRA Laguna Seca

Story and photos by Dave Riddle

The start of a busy three weeks of racing...

Lyman Sherer and his Nephew Hunter Smith had arrived in Sonoma on Wednesday, April 17, the day before Lori, I and Lyman's wife Tonya flew in, so as to get everything unloaded and the Garage setup.



All the Kastner cars were either in garages adjacent to ours or in the paddock right in front of those garages. Made it convenient to be able to socialize and give/get technical assistance to our fellow Triumph Drivers.



2024 SVRA SpeedTour Sonoma (cont)

Due to both the West Coast location and some early controversy with some requirements by the Host Organizer the Car count was a bit low with only 15 cars registered.

TR8	=	1
TR7	=	1
TR4	=	3
TR3	=	4
Spitfire	=	4
TR Special	=	1 (Peyote Mk2)



So far this year I had made 5 flights before arriving in Oakland for the drive up to Sonoma. On those flights as soon as we got to altitude I would open my Laptop to view a selection of 4 Track Guides on driving Sonoma Raceway (previously known as Sears Point and Infineon Raceway) and watch them repeatedly. I'm sure the Passengers in the adjoining seats must have wondered what was wrong with me.

Here at home, I had commandeered some space in the Family Room so as to place my SIM Rig in front of the 65" TV to drive a simulation of Sonoma with the game Assetto Corsa. Even had a Triumph TR3 race car for the simulation.



2024 SVRA SpeedTour Sonoma (cont)

Watching those videos and driving virtual laps of this 2.52 mile Track with 161 feet of elevation allowed for me to be on pace from the first combined Test Session on Thursday with a first hot lap time of 2:16.765 and a best time of 2:12.089 on lap 9 which compares to a best time of 2:11.712 on lap 8 of the final Kastner Reunion Race of the weekend.



The qualifying times for TR3s in the Kastner Cup was...

Dave Riddle	2:12.879
Henry Morrison	2:15.999
Bruce Thomas	2:16.331
Rick McCurdy	2:31.826

Not too bad for a TR3 that is about 600 lbs heavier than any of the other TR3s. It's like I'm carrying two full size NFL Linebackers as passengers.



The fastest time the entire week for a Triumph powered car was Kastner Cup Winner Walter Hollowell in a TR6 with a time of 1:58.902 during the 2nd Kastner Cup qualifying.

2024 SVRA SpeedTour Sonoma (cont)

I really liked this Track. It is not a “fast” Track with long straights but if you were brave enough to crest blind hills and roll on power in off camber turns it was very rewarding. I know there was still plenty of time to be found. I estimate if I was willing to risk a spin while rolling on power sooner through the downhill off camber Turn 6 or was brave enough to stay flat through the daunting Turn 10 while headed at a wall with nearly zero run-off that I could have cut my time by at least 2 seconds. I was never brave enough to try Turn 10 without at least a lift off the throttle.

I really enjoyed the blind off camber cresting/rolling sections from Turn 2 to Turn 4. My favorite section was from Turn 7 through Turn 9. I drove away from those behind me and gained lots of ground on those in front of me there.

We took Class wins on both Saturday’s Kastner Cup and Sunday’s Reunion Race.

The Paddock was open for Visitors and Spectators so anytime someone with a kid came by we gave them a Sticker came and I encouraged the kid to hop in the car to get their photo taken. One lady was so appreciative that her grandson got to do that she sent me a photo she had taken (with her iPhone no less) of me crossing the Finish Line on Sunday. It is a remarkable photo for its composition. If we had staged the Photo it could not have been any better.

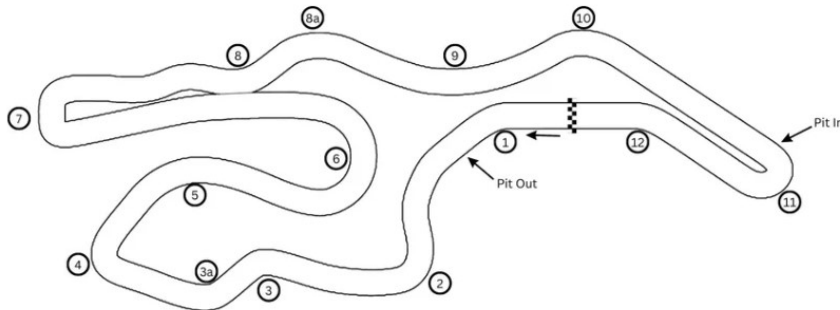


2024 SVRA SpeedTour Sonoma (cont)

We ran the Long Track so... Corners 1, 2, 3, 3A, 4, 5, 6, 7, 8, 8A, 9, 10, 11 and 12

SONOMA RACEWAY

2.52 Mile Lap



Probably the Spectators favorite place to watch the BajaTR3 was when I was pushing it through Turn 11 where I was always on three wheels. One Spectator emailed me with a link to a video he shot in Turn 11. He had zoomed in on his video so it was a bit pixelated and you can see not only the rear wheel lifted high but that the rear end then rotates mid corner for a nice clean exit. The Corner Worker at the Black Flag Station sent me a link to a video she shot in Turn 11. You can see the car on three wheels in a rotating slide through the corner for a nice clean exit.

<https://www.youtube.com/watch?v=Cf87FXxTJHA>



Visors Down Motorsports Photography



If Spectators had been allowed anywhere near Turn 7 that might have been their favorite place as a Photographer that was out there came by our garage to tell me he had a photo of me on two wheels in that corner.

2024 SVRA SpeedTour Sonoma (cont)

The Garages could accommodate two of our Small cars and since we only had one car in our garage Lyman offered to allow another Car that a friend of his supports share our space. Talk about a study in contrasts. Our lowly beat-up Triumph TR3 parked alongside a \$20,000,000 Maserati Tipo 61 (Birdcage) previously raced by Carroll Shelby.



We also had a really special guest come out to visit. In 1967 when the car was being prepped to run the first Mexican 1000 the Numbers, Sponsors, Drivers, etc were painted on by a Gentleman named Warren Persell. In 2014 when Lyman was getting the car restored to run the 2017 50th Anniversary Mexican 1000 he tracked Warren down to paint the car again. Of the thousands of Race Cars that Warren has painted during his life time this little green TR3 is the only one that stood out for him. Warren was able to come out to see the car again and go for a Parade Lap as a Passenger with Lyman driving.

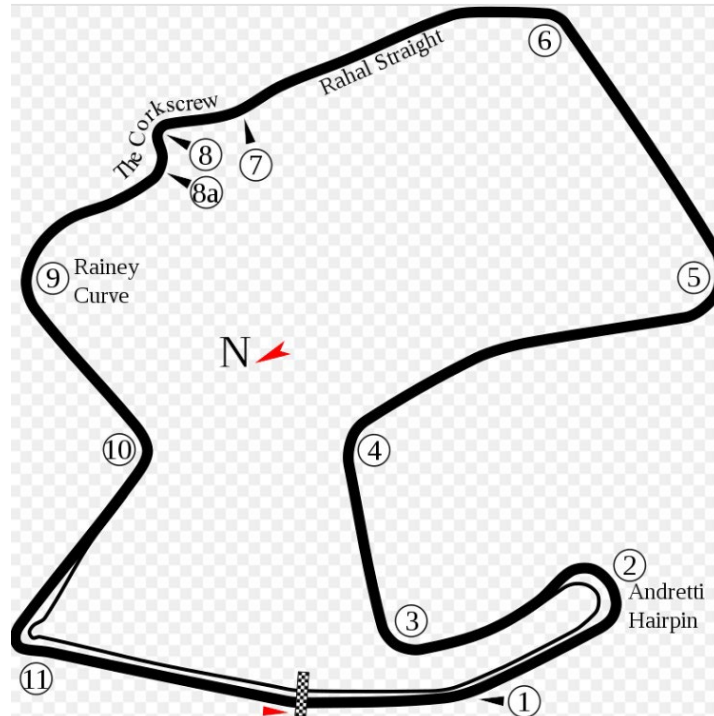
I have posted to my YouTube Channel, <https://www.youtube.com/@F500Driver>, videos of the Kastner Cup Race and the Kastner Reunion Race along with some others like a cool bit of video where we mounted a camera looking back at the right rear wheel to watch it lift.

In the week that separated the races at Sonoma and Laguna Seca Lyman headed down to Mexico of the running of the Mexican 1000 Rally. That meant Hunter had to fly back up to Oakland, Uber to Sonoma to get the Truck & Trailer to haul it to Laguna Seca and setup camp and Crew the car by himself. In addition to using his Media Credentials to take photos and video. He did great at all of it!

SVRA SpeedTour 2024 Laguna Seca (cont)

On May 1 Lori, I and Tonya flew into Monterey to meet Hunter at the Track to get signed in and finish getting our Paddock spot prepared.

Just like with Sonoma when I was flying I had a collection of 6 Laguna Seca tutorial videos that I watched and used the SIM at home to prepare. Laguna Seca was much harder on the SIM than was Sonoma but I at least understood the basics.



At Laguna Seca we again had some special guests from the history of the car. This time we hosted three of the sons of the original Driver of the car from 1967, Bob Hagin. It was fun having Andy, Tom and Matt join us. Besides being the original Driver of the Baja TR3 back in 1967 Bob had competed in the very first race at Laguna Seca back in 1957.



SVRA SpeedTour 2024 Laguna Seca (cont)

Thursday was a Test/Practice day and we got 3 Test sessions with a interesting mix of Cars that ranged from us in the slowest class of F Production up to some fast Formula cars. The weather was perfect for being on Track. Cool temps and cloudless skies. We were the first group out in the AM at 8:30am

First time up the hill towards Turn 6, which ended up being probably my favorite Corner, I started to get apprehensive about the drop of the Corkscrew. That apprehension was unfounded as the Corkscrew, despite the nearly 6 story drop it makes within 450 feet, was quite anticlimactic. That series of Turns that are the Corkscrew, 8 & 8A, while entertaining were not as dramatic as it appears on video.



As at Sonoma I was up to speed fairly quickly. Friday consisted of a final practice session, again at 8:30am, Clocked a time of 2:03.512. This was followed by our first Qualifying right after lunch. The 2nd Qualifying session was 8:30am on Saturday and was covered in quite heavy fog. I was glad I had gotten to grip with the Track the day before without the lowered visibility.

Racers always (or at least should) know where they can escape should the Track have a blockage. All the corners, other than the Corkscrew, were mostly easy to see where you could go to either the inside or outside should someone spin etc.. so I decided I needed to give the "Zanardi" line through the Corkscrew a try. Not with the intention to use it like Alex Zanardi did in 1996 to make "The Pass" when he took the lead from Brian Herta on the last lap of the Indy Car Race but rather with the idea of testing on my own terms what taking an outside line would be like should someone have spun or otherwise blocking the inside of the Corner.

SVRA SpeedTour 2024 Laguna Seca (cont)

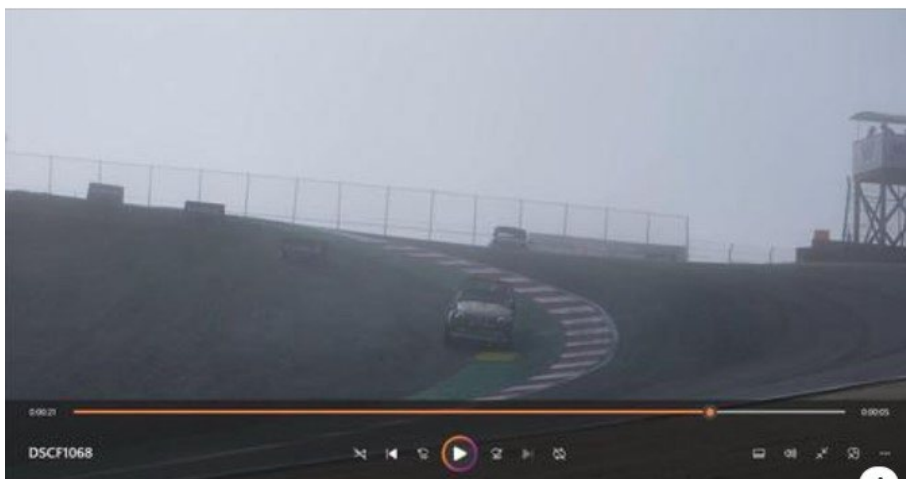


As I approached it on the lap I intended to give it a try I had to tell myself on the run up the hill through Turn 7 to “suck it up”. Sighted my Reference Point and turned in to 8 then immediately straightened the wheel to go “over the cliff” through 8A rather than around it. My left side tires were even to the outside of the curbing like Zanardi. The car barely seemed to notice. Probably where it still being mostly in Baja trim came into play with its ride height.



Amazingly Hunter, with his Media Credentials was at the foot of the Corkscrew with his camera set to video rather than still as I came through the turn.

SVRA SpeedTour 2024 Laguna Seca (cont)



Qualifying in the afternoon saw me safely in front with a time of 2:02.609 over the next placed car in Class, a 1960 Alfa Romeo Sebring Spider with a time of 2:08.613, so I knew that the race on Saturday should be uneventful as far as racing in Class was concerned.

The weather on Saturday was turning foul with some light rain beginning in the middle of our 2nd Qualifying Session. Knowing that I was probably safe with my time from the 1st session and that Track conditions were not going to improve I came in early.

By the time of the Race at 11:10 am the sky had begun to really open up. I had of course qualified 1st in Class but that was not going to matter now as the other Drivers in F Production (1956 Alfa Romeo Sebring Spider, 1959 MGA Twin Cam, 1971 MG Midget) elected to not come out to play in the rain. I gridded up 14th Overall and girded myself to keep the car on the road. Being a desert dweller, we rarely get to run in the rain and most of the Drivers in our Race Group were from NorCal or other places where racing in the wet are quite common occurrences. Last time I had “raced” in the wet was probably two decades ago in 2002. This was going to be interesting.



On the Start I got a good jump on the V8 powered 1950 Cunningham Cadillac Series 61 car known as “La Monstre” and left him behind by Turn 1. As we approached the Andretti Hairpin I traded places with a 1962 G Production Spitfire 4 that had qualified with a time of

SVRA SpeedTour 2024 Laguna Seca (cont)

2:00.735. Entering Turn 3 that little battle was over and I was now alongside a 1967 Alfa Romeo GTV running in B Sedan which had qualified with a time of 1:58.064. We tussled a bit through Turn 4 down to Turn 5 and that battle came to an end exiting my favorite corner, Turn 6. The GTV later repassed me and finished the race in P2 Overall behind a 1990 Mazda Miata.

Next up was a 1965 Austin Cooper S. Followed her up the hill to the Corkscrew then down the hill toward probably the most difficult Turn 9. A Corner known as the Rainey Curve. Named after multi-time MotoGP Champion Wayne Rainey. This sloping downhill corner you want to approach pretty wide but not too wide and then roll into the apex of the corner but not too far inside and allow the car to then drift back out but not too far back out. I made the pass, it felt pretty sketchy, on the inside of that Corner and locked it in as we came to Turn 10. Passed 4 Cars on Lap 1 in the rain.



The rest of that race was pretty uneventful other than having to stay to the inside of the Corkscrew as a VW Golf I had been chasing had spun to the outside of Turn 8. Ended up taking the Checker in P5. Overall, I consider the Gold Medallion for the uncontested Class Win to really be an attaboy for keeping the car on the Track, in one piece with a run from 14th to 5th

Sunday just consisted of a Race in the morning with the skies having returned to cool and clear with a few white puffy clouds.

I'm glad that they kept the Start Positions from qualifying and not from our finish positions. Rain is known as the great equalizer and the conditions for this race were not going to equalize anything. No need to spend the first two laps driving in my mirrors to let faster traffic by. Sadly the other cars in my class had packed up due to the rain and left so I didn't have them to play with either.

As it was, on the last few laps of the race I lost all the gears other than 4th so that made some of the corners a bit of a pucker. Approaching the White Flag Lap I had noticed a 1994

SVRA SpeedTour 2024 Laguna Seca (cont)

Toyota World Sports Racer coming up fast so on the run down the front straight, pass the Starters Stand and down toward Andretti I kept checking my mirrors to keep track of his closing speed to try and judge the corner. Only having 4th and wanting to try to maintain momentum through the corner I had been taking it quite wide and making a bit of a diamond of the corner rather than a tighter arc. In the video of the prior two laps you can see my hands having to make quick counter steer corrections. This time my counter steer was not enough, and the car spun on turn in.

Once again Hunter was Johnny on the spot being in the perfect place and once more shooting video to catch all the action. Unfortunately, my wife was standing behind him on the other side of the fence and she saw it too as the car came around and as it contacted the curbing caused the car to tip up on two wheels



Couldn't get the car out of 4th or into neutral but unbelievably was able to bump start the car on just the Starter Motor while stuck in 4th gear. Just motored around to complete that lap then most of another lap to get back to Pit-in. Returning to the Pits was the most fraught bit as I was hoping none of the cars in front of me came to a stop or slowed down enough to cause the car to stall.

This was the last Road Race for the BajaTR3 as it will begin a 2year journey back to Baja Config to prepare to run the 60th Anniversary Race in 2027. Here's to hoping it repeats it's finish from the 50th Anniversary Race in 2017 and not its failure to finish as it did in 1967. It will once again get to play in the dirt.



British Wheels on the Green '24 Planning Session

Report by R.A. Prior, Jr.

From the BWOOG Planning Meeting held on Saturday morning July 13th at 0930, location was the Duck & Decanter Restaurant, Scottsdale, AZ.

Meeting was led by John Pekala and Steve Strublic of the AZ MG Club

Meeting was attended by John Nuss and Roger Prior for DCTRA

Time/duration of meeting: ~0900 -1130.

The key take-a-ways:

- 'Focus on Simplicity'
- Event date – Sunday November 3rd, same location as last year
- Max 125 cars
- 3 food vendors (same as last year)
- St. Vincent de Paul will be the charity
- Maybe new DJ (due to a scheduling conflict)
- Tee shirt sales in advance only
- Judging system will change (to reduce # of volunteers needed to be Judges)
- Field Layout – Friday
- 'Sign-Up Genius' will be used again for volunteer details and sign up
- Young people activities this year - to reach out to the youngsters
- Randy K. will coordinate the Valve Cover Racing – need volunteers
- Next and last Planning Meeting on October 12th. Details will be sent out
- Saturday Reception and local hotel details being worked out

Most of the changes are an attempt to reduce the time taken on planning this event.

This will be the 7th year of BWOOG and some adjustments have been made to reduce planning time of the volunteers needed to organize the many details required to remain the premier annual British car event in the Phoenix area. Over the past six years a total of \$19,700 has been raised and donated to various area charities.

Stay tuned for further information.

Roger

Proposed Devil's Highway Tour

Michael Samuels

John Carroll and I are planning a Triumph trip to drive the Devil's Highway. We will leave the morning of Thursday, September 5, returning to Phoenix on the afternoon of Saturday, September 7. The trip is scheduled for September, despite our hot weather in Phoenix, because the climate in Alpine is dramatically cooler due to the elevation of over 8000 feet. Doing the drive in September should get us temperatures in the low 70s during the day and 50s at night.

The trip will leave from the East Valley, heading to Payson on the Beeline, then up past Show Low and on to Alpine. We will stay there on Thursday and Friday evenings. On Friday, we will make a loop heading east into New Mexico, south parallel to the AZ-NM border, then back into Arizona at Morenci. We will head north on the Devil's Highway back to Alpine. This last part of the drive is about 85 miles of switchbacks through the mountains, and should be quite entertaining in our Triumphs. We will stay Friday night in Alpine, then return to Phoenix on Saturday.

We will schedule group dinners on Thursday and Friday evenings. We may need to picnic for lunch on Friday during our loop.

So far, I have 4 confirmed participants, which includes 3 in Triumphs and one with a support SUV. Spouses are certainly invited (my wife is coming). It would be great if some DCTRA members would join us.

Please let me know if anyone is interested ASAP. I need to work on blocking a group of rooms in Alpine and arranging dinners, so I need to know a rough number of participants.

If you want to call me for any reason, my cell is 305-213-8550.

Best regards,

Michael Samuels
'63 TR4

CHARITY CAR SHOW

In aid of Animal Shelters in Arizona.

**SATURDAY, SEPT.28TH 2024 MESA
MARKETPLACE**

On Baseline, west of Signal Butte Road.

8:00am till 1:00pm

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

Pre-Registration Entry Fee \$5.00 per vehicle.

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

If you agree please plan on 'seeding' your jar (see below) with the balance of what you think is reasonable !

After Sept. 20th entry fee for Drive up registrations will be \$10.00
registration will CLOSE @ 10:30am

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) which will provided .

MUST BE PRESENT TO RECEIVE AWARD.

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.....

CLASSIFIED ADS:

Do you have a Triumph or some Triumph parts to sell? This is the place for your ad. Are you looking for some unusual Triumph parts? You can place a want ad here. The DCTRA shares this newsletter with many other Triumph Clubs so your ad will have lots of exposure.

George M Montgomery editor: georgemonty32@gmail.com.

For sale:

I have a Triumph Windblocker for sale. It's a Moss item. It's in new condition.

I'm asking \$75 for it.

Rick Hartmann

Cell 708-724-5238

ltzatr6@gmail.com



5-23

Free:

John Truttman has a collection of shop manuals and competition manuals for various cars. He only want them to go to someone who wants to use them.

John Truttman: 480-695-2591,

truttmanj@gmail.com

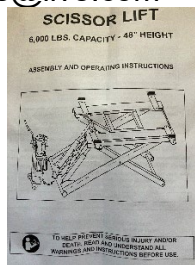


4-23

For sale:

I have the scissors lift that was a raffle prize from Triumphest 2007. One of the rams has developed a leak. Time to send it on. \$500 takes it.

John Nuss 602-989-0363 jknuss@live.com



8-24

CLASSIFIED ADS: (cont.)

FOR SALE:

1958 TR3A – project car, clear AZ title, \$1,400, needs a lot of work.
Pete Peterson (602) 615-3640

1954 TR2 (Long Door) – project car, all correct sheet metal, clear AZ title, \$2,500
Pete Peterson (602) 615-3540

1961 TR3A – project / parts car, no title \$500.
Pete Peterson (602) 615-3540

5-23

FOR SALE: After-market fiberglass hardtop for a TR3. WYSIWYG \$20 or best offer.
PETE PETERSON 602-615-3640 carefreebev@gmail.com



10-23

Wanted:

Triumph tr7 5 speed driveshaft
Triumph tr7 5 speed brake drums, one or a pair.
David Faulkner home # 480-656-4366
rottendave@cox.net

6-24

CLASSIFIED ADS: (cont.)

Wanted: Hey everyone, I am looking for a left door latch assembly for the MKII I'm building....



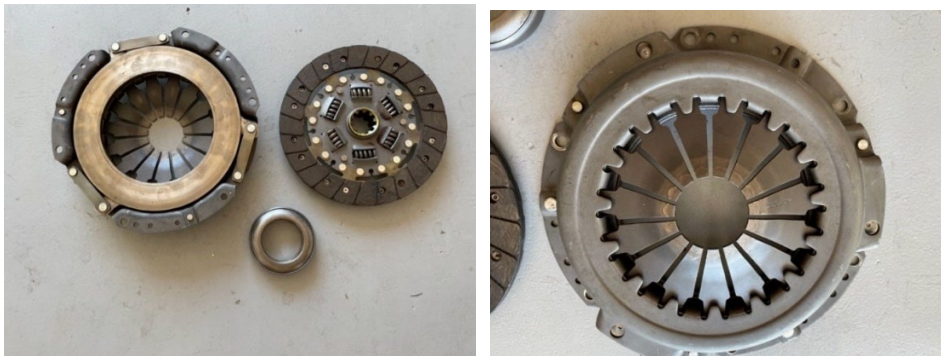
Lou Figone
408-966-4175

6-24

FOR SALE: Clutch Kit

Clutch kit from Moss comprised entirely of highest quality clutch components for the TR4A, TR250 and TR6, this kit will provide you with both performance and reliability **with a heavier clamping force of 535dn**. It is complete kit , including the Borg & Beck pressure plate, AP uprated clutch disc , , long-life release bearing, asking \$150 OBO call 480-838-9767 and leave a message.

Craig Kastoll ckastoll@cox.net



5-24

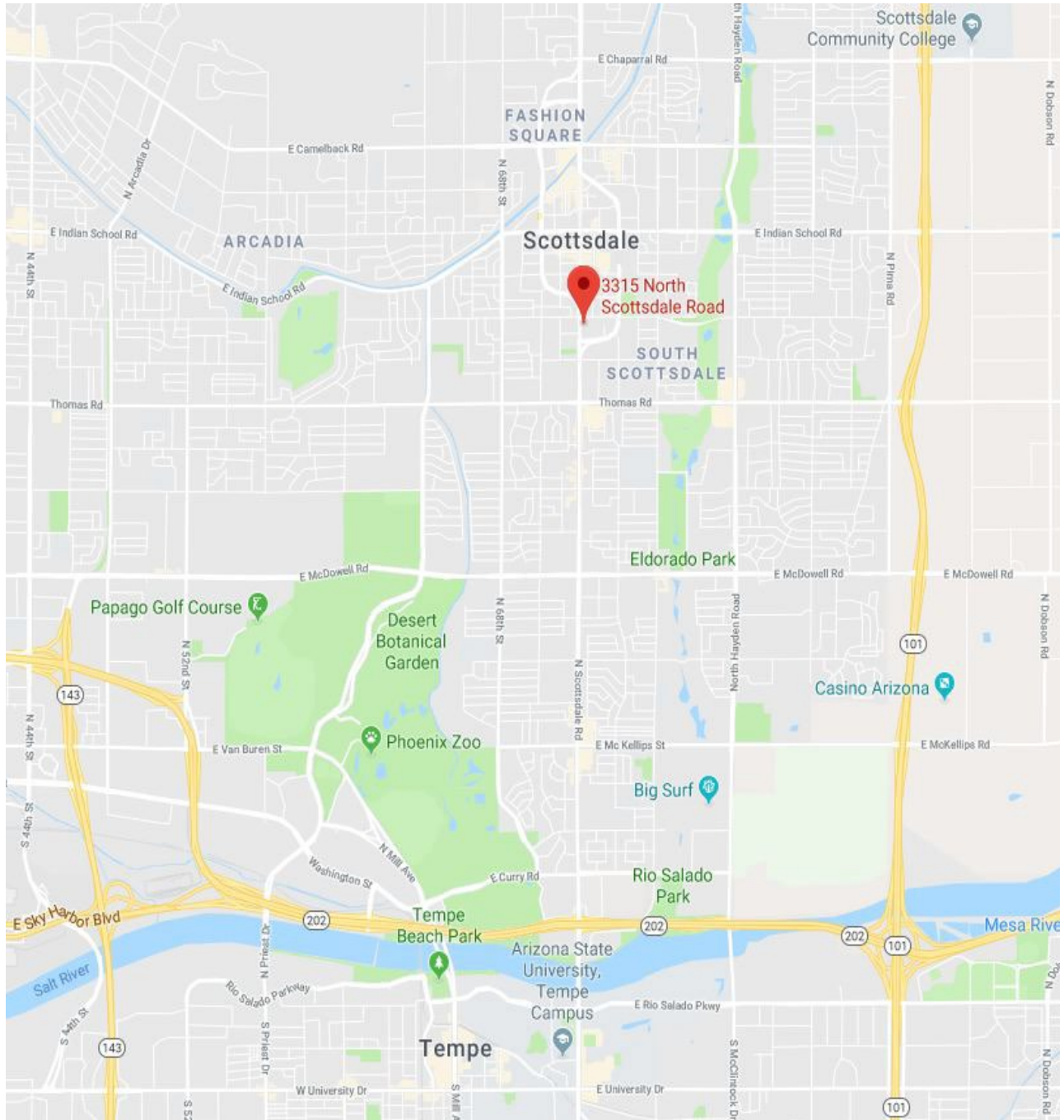
FOR SALE: 1960 TR3

It's been covered for many years. Needs restoration. I was always intending to restore but got into sailing and never got back to it. Now I am 88 years old and Parkinson disease keeps me from getting to restore it now. Car is metallic red.
Clyde Bauer 8527 E Vernon; Scottsdale, AZ. 480-949-9003 / 602-510-6413 (cell)

5-24

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
Scott Porter, Membership Chairperson
PO Box 12100; Scottsdale, AZ 85267
206-999-9977 scottpor@hotmail.com

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:

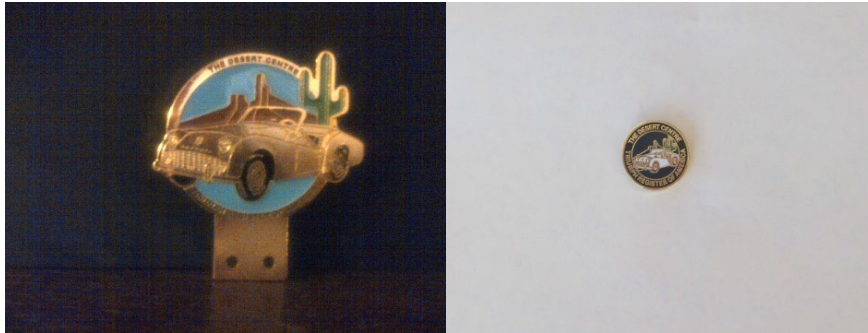
If a new member is joining between January 1 and September 30- One-year dues are \$20.00, two-year dues are \$37.00 and three-year dues are \$55.00. If a new member is joining between

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.texastriumphregister.org
Delta Motorsports	www.deltamotorsports.com
C.A.R.S of Phoenix	www.englishbawbsclassics.com