

# TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF  
THE DESERT CENTRE – TRIUMPH REGISTER OF  
AMERICA

Founded: 1980



*Triumph Register of America*

◀ Back



British Wheels on the Green Best of Show!

**December 2021**

**Vol 41, Issue 12**

<http://www.dctra.org>

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## **NEXT CLUB MEETING**

December 14, 2021

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

Business @ 7:00p.m.

**Denney's Restaurant**

3315 Scottsdale Road; Tempe, AZ

## **2021 CLUB OFFICERS**

### **President**

John Heisser  
623-363-3616  
johnheisser@cox.net

### **Secretary**

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### **Treasurer**

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602-525-2602  
big.blue.truck@live.com

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### **Newsletter Editor**

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## **ADVERTISING**

**ONE YEAR** placement in the newsletter **AND** a link on the [www.dctra.org](http://www.dctra.org) website:

### **AD SIZE – COST**

**FULL PAGE....\$100**

**¼ PAGE.....\$ 35**

**½ PAGE.....\$60**

**BUSINESS CARD....\$25**

**Cover:** Chuck Kerzan Beautiful TR3

# Prez Sez – December 2021

John Heisser, President

Well, another year is coming to a close and what a year it has been! As a club we were planning Triumphest 2021 amid concerns of the Covid 19 pandemic, thankfully all went better than expected and Triumphest 2021 is in the rearview mirror. Personally I didn't accomplish as much as I would have liked too, had some unexpected challenges but as they say life is what happened when you were making other plans. I am sure I'm not the only one feeling this way, however, I am an optimist, a glass half full kind of person, so I am looking forward to 2022 with renewed enthusiasm.

During our November membership meeting all of our club's current officers were nominated for re-election, however if you would like to run for office or you have someone you would like to nominate please do so, fresh personalities and perspectives are always welcome. Also, during the meeting congratulations were given to Chuck Kerzan for his beautiful TR3 being awarded "The Best of Show" at the British Wheels on the Green car show. Chuck said he spent several days detailing the car for the show and it looked spectacular.

My TR8 transmission rebuild project is moving along, the gearbox is all reassembled with all new bearings, seals, gaskets and new upgraded overdrive oil pump gears. I also replaced 1<sup>st</sup> and 2<sup>nd</sup> gear synchronizer rings; I did order all five rings but only received 2 the rest were on back order. I would recommend to anyone taking on a project like this make sure you have good parts and service manuals, also take LOTS of pictures with your cell phone, they are extremely helpful during reassembly. The toughest part of reassembly was getting the correct end play (end float) for the main shaft and lay shaft, the tolerance is .002 to .005 of an inch. This required reducing the thickness of the bearing spacer ring for the lay shaft and making a shim for the main shaft bearing. I have a few more repairs to make, but I do see a light at the end of the tunnel and I'm hoping to have "Blondie" back on the road by the end of the year.

Happy Holidays! This is my favorite time of year I love the Holiday season! Starting with all the Halloween decorations, Thanksgiving dinner and weekend, Christmas Parties, Football Bowl Games, Christmas Day, New Year's Day and more Football! I even enjoy the music with the exception of the Alvin and the Chipmunks song. Speaking of celebrating are you planning on attending the DCTRA Christmas Party? It will be at The Toy Barn Clubhouse, 31614 N Cave Creek Rd, in Cave Creek on December 18 @4:00 PM. Thank you to Bev and Pete Peterson for planning and hosting this event as they have the past few years. Hope all of you have a wonderful Holiday Season! Thx, John

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## EDITOR'S DESK

George M Montgomery, Editor

On the seventh of November, the MG club hosted their annual British Wheels on the Green car show. It is one of the premier shows here in Arizona with a wide variety of exotic British cars and some not so exotic. One of our members, Chuck Kerzan, not just the best in his class, TR3s, but the BEST OF SHOW. Competing against some very expensive cars. That's not an easy task. I understand it involved a great deal of time and effort to get the car detailed. I didn't get the word about this let alone a photo in time for our newsletter. This month I want him to get the recognition he deserves. Way to go, Chuck. It is a beautiful car and very well maintained.

It appears Pete and Bev Peterson have organized our Christmas Party this year at the Toy Barn located in Cave Creek. Judging from previous parties they've hosted in their home, this should be another spectacular event. One you don't want to miss.

I'm disappointed there wasn't a bigger turn out for our Anthem Veterans Memorial road trip. It was an interesting ceremony and fascinating to watch the sun beam shine through the slanted holes and eventually line up and coincide timely and encircle the US seal at the same time, 11:11am.

For those of you who live outside of the Phoenix Valley and can't drive here to attend our meetings at Denny's or if you just get off work and don't have the time to get here, ... ZOOM! John Nuss sends the link for you to connect with us. I'll admit Zooming is not as much fun as attending in person and you won't get to attend the impromptu car show in the parking lot but it's better 'n nutt'n. I'd like to see each of you there. Tuesday the 14<sup>th</sup> at 7:00pm. OK?

George

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## November 2021 Membership Report:

Announced at the November meeting is returning member Joe Policastro of Flagstaff who owns a 1960 TR3 and a 1975 TR6. Welcome back Joe. This latest addition brings our membership total to 116 with 165 members.

Talk about Wow! Thanks to the many hardworking volunteers at the recent Triumphfest event and the generosity of our club leaders, all current members are receiving the next year's membership *gratis*. What this means is all members in good standing at the end of calendar year 2021 will receive one free year of membership. If your membership is set to expire 2021 it will be extended to 2022, 2022 will extend to 2023, 2023 to 2024, etc. If you are uncertain or curious about your membership expiration date let me know and I'll look it up for you.

I'm still looking for at least one more name badge replacement to place an order. If you would like a replacement name badge for \$6.00 please let me know.

Marv Miller  
Membership  
[miller2993@cox.net](mailto:miller2993@cox.net)  
(602) 380-5564

**Application form on page 20**

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## Minutes

# Desert Centre Triumph Register of America DCTRA Meeting Minutes

November 9, 2021

The November meeting of DCTRA was held @ Denny's Restaurant, Scottsdale Rd. The meeting was called to order @ 7:06 p.m. by John Heisser, President.

**Members Present:** Julian Anderson who drove his Spitfire, Jim Bauder, Mike Blachut, Cal Busenitz, Scott Drysdale, Bob Duffy, George & Chris Durkin, Ron Gurnee who drove his TR7, John Heisser, John Horton, Craig Kastoll, Chuck Kerzan, Mary White, Randy Koontz, Armand LaCasse who drove his GT6, Marv Miller, George Montgomery, John Nuss, John Reynolds who drove his TR6, Dave Riddle who drove his TR3, Roger Prior. Joining online was Deborah Cooke.

**Minutes:** Last month's minutes were approved as they appeared in The Newsletter.

**Treasurer's Report:** Armand LaCasse reporting no new memberships or expenses this month. The Triumphfest event of last month was a complete success and the club made a profit.

**Membership:** Marv Miller announced new member Joe Policastro who lives in Flagstaff and owns 2 Triumphs : TR3 & TR6. Joe has been a previous club member. We now have 166 members and 116 memberships. Marv reminded everyone to check the expiration date on their membership dues.

**Newsletter:** A round of applause for George Montgomery on the excellent Triumphfest Edition of this month's Newsletter.

**Events:** George Montgomery discussed the Veterans Day ceremony in Anthem on Nov 11 at their Memorial @ 10:00. John Nuss has organized an event for Nov 20 he's entitled "Back to Our Roots" : our club gathering to eat. Meet @ Gilbert Rd & McDowell at the Food Truck event there @ 4:30 p.m. John also reminded us that the British Vintage Voyage is this weekend. John mentioned also that we need to consider a venue/host for our Christmas Party as well as our Annual Election Brunch in January.

**Technical:** John Nuss discussed his problems w/ his taillight lamp assembly. John Heisser is having to rebuild the transmission on his TRA. Ron Gurnee proudly announced he drove his TR7 to the meeting this evening after numerous problems. And Mike Blachut told of the great experience at the racetrack event organized by Dave Riddle. Roger Prior passed around copies of an article he'd found from Road & Track Magazine from 1966 on Stromberg Carburetor Care.

**Old Business:** Ron Cole could not attend the meeting this evening but asked John Heisser to report attendance numbers for our Triumphfest event October 15-17. There were 116 cars and 178 in attendance.

**New Business:** It was decided this evening to continue on with the current Club Officers. Randy Koontz reporting that several items from the raffle at Triumphfest were not claimed. the decision made to now raffle these items at The January Election Brunch.



And congratulations to Chuck Kerzan and his '59 TR3 for taking Best of Show at British Wheels on the Green this past weekend plus 1st Place in his class.

Motion to adjourn @ 7:47 p.m.

Respectfully Submitted:

Mary A. White Secretary

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## Calendar of Events

### DCTRA & British Auto Events 2021:

**Dec 14<sup>th</sup>, 2021** -- DCTRA Business Meeting

**Dec 18<sup>th</sup>, 2021** --AZ Mini Club Christmas Light Tour (RSVP by Dec 12)

### Regular Occurrence Events      Status of All Events Are Unknown

#### Presently

~~Hunts Donuts — 3<sup>rd</sup> Thursday University and the Loop 101~~

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

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

~~Cars N Coffee — 2<sup>nd</sup> Saturday of the month, Alpie's at Troon~~

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

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## Trivia

**Q:** *Who is responsible for the blue and white paint scheme on the Shelby Cobra?*

**A:** *Dan Gerber, who raced in the SCAN series, of the early sixties.*



## DCTRA - CHRISTMAS PARTY!

**WHERE:** The Toy Barn - Lone  
Mountain North

31614 N Cave Creek Road  
Cave Creek, Arizona 85331

**WHEN: SATURDAY**

**DECEMBER 18, 2021**

**4:00 p.m.**



**WE** will provide the entrée (ham/turkey) & non-alcoholic drinks  
(water/tea/coffee)

**YOU** can bring a potluck dish and **BYOB**

We will also hold the traditional ***White Elephant*** gift exchange.

Each participant should bring one wrapped gift - approximate value \$15 +/-

## PLEASE RSVP

(tell us what you will bring for the potluck so we can coordinate dishes)

BEV's CEL: 480-828-6008 PLEASE DO NOT TEXT

EMAIL: [carefreebev@gmail.com](mailto:carefreebev@gmail.com)

Directions & a map will be emailed to those who request it



# Technical Corner

## Fortify Your 1500: Improving 1500 Spitfire and Midget Engines

By Tim Suddard

Aug 31, 2021 | [MG](#), [Triumph](#) | Posted in [Shop Work](#) , [Drivetrain](#) , [Features](#) | From the March 2013 issue |

*[Editor's Note: This article originally ran in the March 2013 issue of Classic Motorsports. Some information and prices may be different today.]*

### Story by Tim Suddard • Photography as Credited

While often lamented, Triumph's 1500cc, four-cylinder engine is still owned and loved by thousands of enthusiasts. Almost 100,000 of these engines were used in the 1973-'80 Spitfires, and nearly as many were used in MG Midgets sold from 1975 and later.

Right off the bat, this larger engine delivered more torque than its predecessor. More torque, as we know, helps produce better acceleration numbers.

But there were some problems. Detractors complained of durability and drivability issues.

These engines were known to be delicate, especially if over-revved. The three-main-bearing design did not lend itself well to hard use. Thrust washers needed to be maintained, or crank walk would destroy them as well.

The biggest problem with these engines, however, had to be the single, emissions-era Zenith Stromberg CVcarburetor. To save money and meet the ever-stricter U.S. emissions standards, American-market versions of this 1500 were fed by just one carb, not the dual SU setup found on earlier Spitfires.

While adding main bearings and redesigning thrust washers is not an easy feat, at least one of the engine's problems can be addressed without much headache: better carburetion.

Some enthusiasts opt for a Weber DGV down-draft or single side-draft 40 DCOE setup. These are both good solutions, but we went with an even easier fix on our 1973 Spitfire.



## Technical Corner (cont)

In England, Triumph Spitfire 1500s were sold with dual SU carbs. A nifty-looking, dual-inlet air cleaner wrapped in a black crackle finish was part of the package. The factory paired these preferred carburetors with a free-flowing, cast-iron exhaust manifold that emptied into twin pipes. These SU carburetors may be older technology, but they have served many owners very well through the decades. They've even won countless SCCA championships.

For about \$400, we sourced a set of these carbs, the proper intake manifold, a factory European exhaust manifold and a downpipe from Quantum Mechanics. This firm finds these parts overseas and imports them for American enthusiasts. Because these parts are designed by Triumph to fit the cars, the swap is a snap and the results are nothing short of remarkable.

### Starting Simple



The first step is buying the right parts. The key here is getting the entire setup, including the linkages. Ideally, you'd also get carburetors that aren't worn out. Remember, these parts may be nearing their 40th birthday, so go with a reputable dealer.

In our case, Quantum Mechanics sold us a brand-new downpipe to match the European exhaust manifold. Because our carburetors didn't exhibit any throttle shaft wear, we didn't need to have them rebuilt. To truly rebuild SU carbs, you must send them to an expert; replacing those throttle shaft bushings requires specialized equipment.

Our carbs did need to be freshened, though, and we did that ourselves. We also redid the air cleaner with the original black crackle finish.

As always, once we test fitted the manifold, we sent it to Swain Tech Coatings to be coated. Every time we use this miraculous product, we're impressed with how it knocks down exhaust temperature and holds up for years, looking like new for a long, long time.

## Technical Corner (cont)

### Not-So-Complex Carbs



Freshening a carburetor is not as scary as it sounds, and companies like Quantum Mechanics supply the necessary kits. The process is mostly a function of carefully cleaning, disassembling and reassembling each carburetor while installing new gaskets. The idea is to remove all the accumulated junk, especially from critical areas like the float bowl and jets.

A shop manual is a good idea, but we have a little cheat: Just disassemble one unit at a time, and use the other as a 3-D shop manual of sorts.

Make sure to clean and lubricate your throttle linkage, too. You don't want anything to be bent or stuck, as this will affect your car's operation.

### Going Continental



## Technical Corner (cont)

After refreshing the carburetors, the next step is simply to replace the intake and exhaust manifolds with the European-spec pieces. The exhaust manifold goes on first, underneath the intake manifold. Use new gaskets and properly clean all mating surfaces. Bolting on the new carburetors is easy, and since this is a factory setup, the throttle cable will perfectly join the existing system.

The American exhaust system from the downpipe back will need to be replaced, however, as it won't mate to the European-spec downpipe. For about \$200, we had a local muffler shop fabricate a new system.

Don't let this step scare you. The Spitfire's exhaust system is epically simple, and any competent shop can build you a nice system. To avoid offsetting the soon-to-be-realized power gains, make sure the new system is not too restrictive.

## Numbers Game



Theory is great, but how much does this swap really help performance? Before the swap—and with the original single-carb unit properly tuned—our Spitfire produced 49 horsepower and 66 lb.-ft. of torque at the rear wheels, as measured on a chassis dyno.

Remember, these cars were optimistically rated at about 70 horsepower at the crank. By the time you factor in a driveline loss of 15 to 20 percent, our low horsepower reading looks pretty accurate—maybe even a bit impressive.

Our initial zero-to-60 testing was just as depressing. This measured sprint took us an alarming 14.7 seconds to complete—not very sporting for a sports car.

Perhaps our biggest issue was simply the original setup's drivability. Like so many other emissions-era carburetors, ours caused the car to surge and run lean—especially at highway speeds.

## Technical Corner (cont)

After this simple swap, our Spitfire was transformed. The leaning and surging had vanished. Measured engine output had improved nicely: We posted 65 horsepower and 78 lb.-ft. of torque during our next visit to the dyno. an improvement of nearly 25 percent. And real-world performance? Our zero-to-60 times dropped by more than 2 seconds.

If there's any drawback, it's the legal ramifications. As always, check your local emissions laws. In some states, this kind of modification is a no-no. In others, these cars are too old to require routine inspections. If you've got the okay from Johnny Law, a straightforward swap to dual SU carburetors can net you a more fun and agile driving machine.

## What's The Damage?

The cost for this setup is only about \$400 to \$500, depending on the source and condition of the parts. Budget a day to do the work, plus the cost of modifying your exhaust system, the carb-freshening kits and the paint and cleaning supplies. All in, you could easily complete this job for about \$700 if you do the work yourself.

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## Trivia

*Q: What car used the first steering wheel?*

*A: The 1900 Packard Model C, built by The Ohio Automobile Co.*

*Q: What car was the first to have a speedometer?*

*A: The 1901 Curved Dash Oldsmobile*



# Anthem Veterans Memorial Drive

Article and photo by George M Montgomery

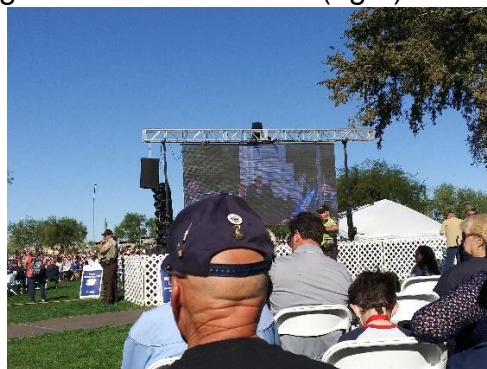
The City of Anthem, a community in northern Phoenix has a commemorative park with an interesting monument for veterans. They have a ceremony each November 11<sup>th</sup> at 11:11am. This year was their tenth anniversary of the construction and dedication of the monument.

I have heard of this monument and the unusual ceremony they have there each year and thought it might make an interesting road trip and lunch drive for our cars. A group of interested members (John and Kathy Nuss and I) met at a McDonald's on I-17 and had a spirited drive on a twisty, hilly ride north to Anthem. 😊

The nationally recognized monument consists of five granite monoliths that recognize each branch of the U.S. Armed Forces, Army, Navy, Marines, Air Force, and Coast Guard. Each monolith is of reducing heights; the tallest is seventeen feet. Each monolith has an elliptical opening that aligns with the next at a descending angle from high to low. The monoliths and the openings are positioned and cut as to show a spot of light on a mosaic of The Great Seal of the United States on the brick floor of the plaza in front of the monoliths. The sun's rays line up precisely to form a beam exactly on the crest at 11:11am.



In years past the attendance was small enough that everyone could stand around the terracata floor to see the monoliths of granite and branch of service emblem. And to watch as the appointed hour caused the light shining through the slabs line up to shine exactly on the us seal. The attendance has grown through the years so that this year LED screens were erected around the plaza. The screen showed the monoliths and the speaker's podium (middle) and the seal as the sun light shined on the seal (right).



After the ceremony we all (three of us) gathered at a Tai restaurant for lunch, then another "spirited" drive back home.

# Another Complimentary Additional Year of Membership!

By Armand LaCasse, Treasurer

Triumphfest 2021 created a \$4000+ surplus thanks to all of the members who made this event such a success. We want to thank our members for their efforts and share our club's success.

On Tuesday, November 9, 2021, after our regular membership meeting, the DCTRA Executive Leadership Team decided to provide another complimentary year of membership. We did this last year due to COVID greatly affecting our ability to meet and hold Triumph-related events. President John Heisser, Vice President John Nuss, Secretary Mary White, and Treasurer Armand LaCasse agreed we can easily afford to do this again thanks to Triumphfest.

## **The details are:**

- **DCTRA will not collect any membership renewal dues in 2022.**
- **Every member as of December 31, 2021 will have one year of membership added to their membership expiration date.**

If your membership would have expired in 2022, now it will expire in 2023. 2023 membership expirations move to 2024. And 2024 membership expirations move to 2025.

**How much will this cost?** Our typical membership dues income average is \$1800 per year. A one-year membership renewal extension is estimated to be a loss of \$1600 in membership renewal income in 2022 since some members do not renew. We expect some new members will join during the 2022 year and the usual membership renewal periods would apply.

Please ask one of the officers if you have any questions.

Armand

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# DCTRA Charitable Giving History

By Armand LaCasse, Treasurer

As we consider our 2021 Charitable Giving, I thought some financial information, and our past giving history would be helpful so we can make an informed decision.

Triumphest 2021 created a \$4000+ surplus thanks to all of the members who made this event such a success. We decided not to collect membership renewal dues in 2021 and 2022. This is estimated to be a loss of \$1600 in membership renewal income each year.

Regarding our account balances, we will maintain our usual Triumphest account balance and move the excess funds to our main account once all Triumphest transactions are completed. Our main account at the beginning of October 2021 was \$1035 less than October 2020. 2020 was \$825 less than 2019. And 2019 was \$625 less than 2018. Basically, we spend more money than we take in during a typical year mostly as a result of our Charitable Giving.

A conservative charitable giving amount this year would be \$1000. This would give us five plus years of financial reserves. Please consider the financial future of DCTRA as we decide upon our Charitable Giving this year.

Here is our charitable end-of-the-year giving history for the past ten years:

2020 - \$500 total to:

- St. Mary's Food Bank

2019 - \$2,000 total - \$400 each to:

- Andre House
- Hospice of the Valley
- St. Vincent DePaul
- Sojourner Center
- U.S. Vets - Phoenix

2018 - \$1,600 total - \$400 each to:

- Andre House
- Hospice of the Valley
- St. Vincent DePaul
- Sojourner Center

2017 - \$750 total - \$250 each to:

- Andre House
- Hospice of the Valley
- St. Vincent DePaul

# DCTRA Charitable Giving History (cont)

2016 – \$1,500 total - \$500 each to:

- Andre House
- Hospice of the Valley
- St. Vincent DePaul

2015 - No charitable giving

2014 - \$600 total - \$300 each to:

- Fresh Start Women's Foundation
- HALO Animal Rescue

2013 - \$600 total - \$200 each to:

- American Red Cross
- United Food Bank
- St. Vincent DePaul

2012 - \$1,200 total - \$300 each to:

- Angel Foundation Hacienda Healthcare
- Hospice of the Valley
- St. Mary's Food Bank
- Salvation Army

2011 - \$600 total - \$200 each to:

- Hospice of the Valley
- St. Mary's Food Bank
- United Food Bank

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## Our web master



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

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DAVE@MICROWORKS.NET

# 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

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

David Faulkner - 480-656-4366  
[rottendave@cox.net](mailto:rottendave@cox.net)

12-19

.....  
**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](mailto:jack@ppitx.com)

8-2019

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## 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](mailto: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](mailto:boshaw@live.com)  
Cell: 760-977-6612

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### 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](mailto:jack@ppitx.com)

8-2019

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## CLASSIFIED ADS: (cont.)

### FOR SALE: Spitfire, GT6, & TR Drivetrain Parts

Cleaning and organizing the garage means it is time to sell the following parts located in Scottsdale, AZ. Call Armand at (602) 525-2602 for more details:

- 1296 Engine – Spitfire MK 3 - # FC 20771 E
- 1296 Engine – Spitfire MK 4 - # FK 2222 HE
- 1296 Engine – Spitfire MK 4 - # FK 3085 HE
- 4.11 Differentials – Spitfire MK 1-3 – Small Flange
- 3.89 Differentials – Spitfire MK 4 / 1500 & GT6 – Large Flange
- 3.27 Differential – GT6 & Spitfire MK 4 / 1500 – Large Flange
- 3-Rail Gearboxes - Spitfire MK 1-3 – Small Flange
- 3-Rail Gearboxes - Spitfire MK 4 – Large Flange
- Single Rail Gearboxes- Spitfire 1500 – Large Flange
- TR3B Gearbox – All Synchro – # TS 1338
- TR4A Gearbox – All Synchro – # CT 57916
- TR6 Gearboxes
- TR6 Engine - # CC26635 HE

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8 Ton Hydraulic Press for sale - \$40  
Call Armand at (602) 525-2602.

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### FOR SALE:



Really good-body, Rebuilt engine only 6,000 miles, 5-speed Toyota Trans,

Mike at: [mblachut@yahoo.com](mailto:mblachut@yahoo.com)

Aluminum Radiator, Rack & Pinion Steering, 12v Alternator, car re-wired with "Advance Electric" Wiring kit, Pertronix Electronic Ignition, Electric Radiator Fan, Electric Fuel Pump, Mona-Lita Steering Wheel, Head rebuilt by R & R Mach.

Shop-Phoenix, Brand new Clutch, High-Tech water pump, Newly upholstered seats, New Pirelli 8.50 steel-belt-radial tires, Alloy Wheels, New High Torque Starting motor, side-curtains, more.

\$25,000.00 or offer



## CLASSIFIED ADS: (cont.)

### FOR SALE: Spitfire and TR3B

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



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

Prospective buyers may contact Jan at 623-810-5511

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**Editor's note:** If we place an ad in this newsletter for you, please notify me when you sell or otherwise dispose of the item. We don't want people to call you months after the item is gone. Thank you.

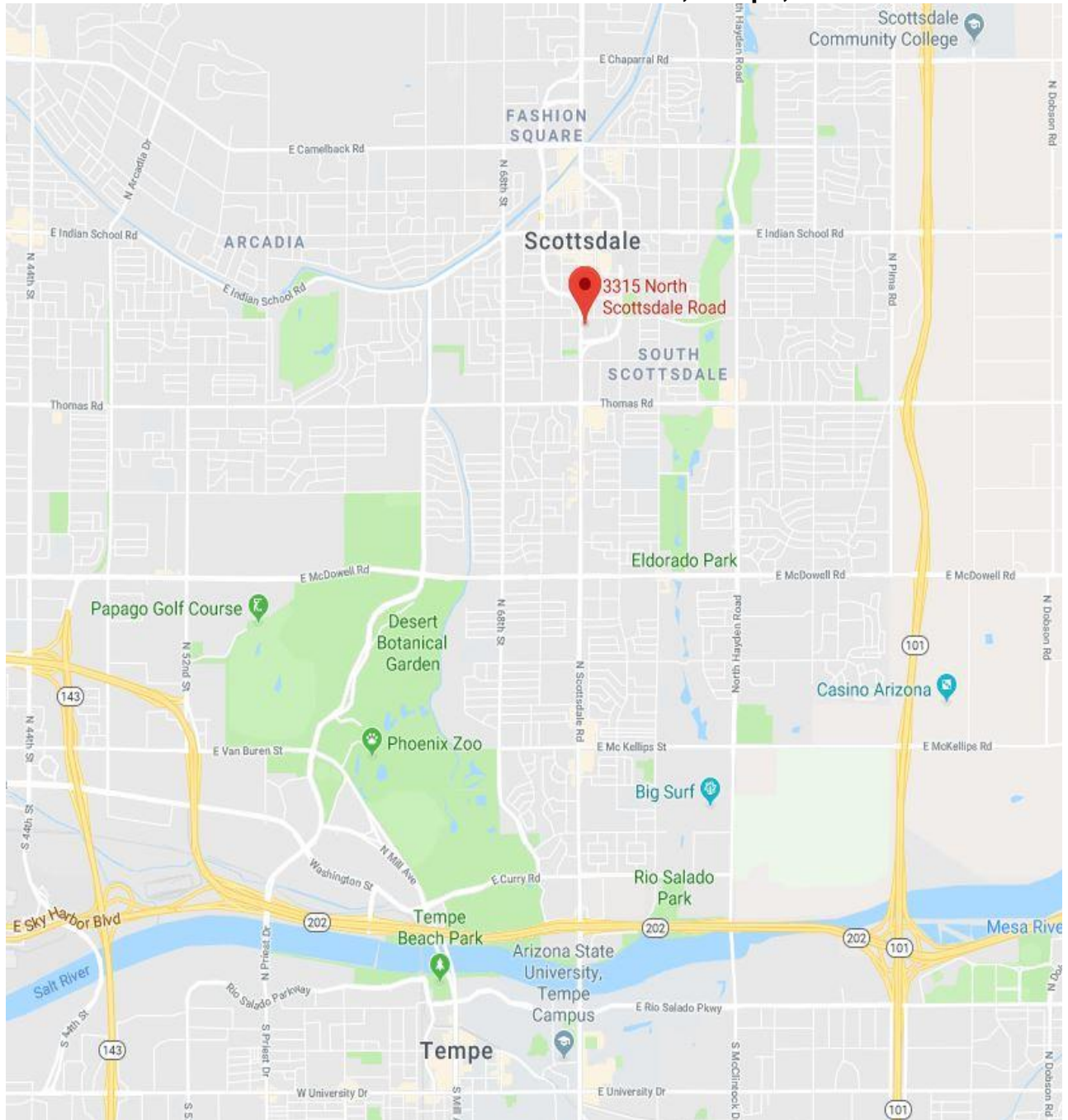


# DCTRA Club Meeting Location:

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 \_\_\_\_\_

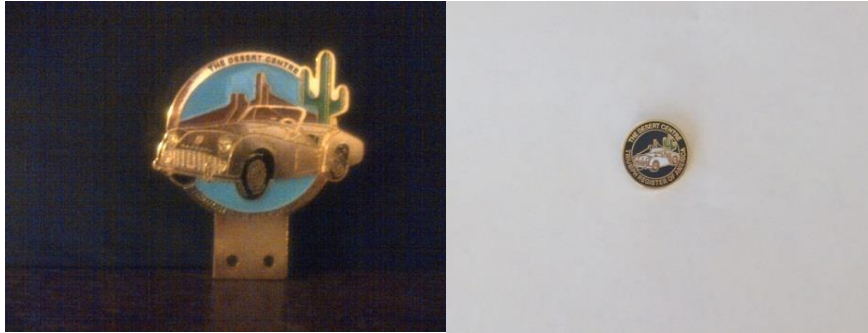
How are you paying your dues: CHECK \_\_\_\_\_ CASH \_\_\_\_\_ PAYPAL \_\_\_\_\_ (add \$2.00 process fee)

### 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:

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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.texas triumphregister.org">www.texas triumphregister.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>