

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE – TRIUMPH REGISTER OF
AMERICA

Founded: 1980



Triumph Register of America

◀ Back



1965 TR 5

January 2022

Vol 42, Issue 1

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NEXT CLUB MEETING

January 16, 2021 10:30am
Our Annual Election Brunch
Business meeting afterward

George and Dragon Pub

4240 North Central Ave. Phoenix

2022 CLUB OFFICERS

(Proposed slate to be affirmed at Election Brunch)

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1981kooltr8@gmail.com

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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 website:

AD SIZE – COST

FULL PAGE....\$100

1/2 PAGE.....\$60

1/4 PAGE.....\$ 35

BUSINESS CARD....\$25

Cover: 1967 Triumph TR5 for sale at Triumph Unique Cars Pinterest listed several years ago.

Prez Sez – January 2022

John Heisser, President

Sorry I have to start this column off again about bogus emails please be aware if you get an email from anyone of the club officers or other members that appears to be questionable please contact that officer or member to verify the contents is legitimacy. Recently I received several calls about an unusual, worded email the callers had received that morning. It was not from me and whoever got into my email had really done a number on it, all my files were empty. I called my provider and complete shutdown that email address. So now I have a new email address and will have to update every one of my contacts. My new email address is: 1981kooltr8@gmail.com and it should appear in future newsletters.

Because of all this going on with my email I did not hear about Joe Glover's passing. I didn't know Joe all that well until a few months ago when Armand recruited me and a few other members to help Joe clean out his shop and redistribute his collection of Spitfire project cars and partsssssss collection. Joe was a very interesting guy one that I wished I had gotten to know better, and very knowledgeable about everything Spitfire, he will be missed.

I have said this before and will probably say it again one of the many things I enjoy about this club is the wealth of knowledge available in the membership and their willingness to share their time and talents. Since I have never had a car with wire wheels I did not know that the knock off hubs have left or right threads and need to be on the proper side of the car, thanks Bill Graham for sharing that information. I saw that one of our newest members put out a general email about a starting problem. Several people responded with suggesting potential problems with possible cures, a few people offered to come over and help, a member did show up and in a few hours the car was running again. I'm sorry I can mention their names because of my email issues I can't refer back the emails that were sent. I also appreciate members who locate articles or videos of interest and pass them on to the rest of us to enjoy. I did read the one about Ralph Nader, the author of "Unsafe at any speed" I (as a teenager) like many people at the time thought he was being unfair to car manufactures. But today when you see people walk away from a high speed and/or rollover accidents with minor injuries, we can all thank him for starting the movement for safer cars. I did watch several of the videos suggested by members especially enjoyed the one about Triumphest 2021 just wish it was longer.

At the December membership meeting during the technical portion I mention an embarrassing mistake I made when putting my transmission back together. I decided to put the shift lever on and run through all the gears, usually the shift lever is installed after the transmission is back in the car. I'm sure glad I did because, because I could only shift into 1st, 3rd, 5th gears. I now had a 3 speed rather than a 5 speed. So, I had to partially disassemble the transmission flip the interlock spool 180 degrees on the gear change shaft, a simple fix just a few hours of additional work. I'm really happy I discovered my mistake on the work bench rather than the test drive. Hope to see all of soon, have a great 2022!

Thx, John

EDITOR'S DESK

George M Montgomery, Editor

I am so glad to get this year over. The year 2020 was a terrible year with the Covid 19 pandemic, the closing of various businesses, a downturn of the economy. I felt 2021 would be much better. But with the various virus strains, it seems as though this virus will be with us some time to come, in one form or another. What I'm concerned with, is the closing of businesses, restaurants that can't stay in business with inability to continue certain services, lack of customers and low paid employees that quit because they can stay home and draw as much in unemployment benefits.

Like Ron Cole, I too have been plagued for some time with dim dash lights. After reading his article about changing to LED lights, it sounds easy enough I think I could do that. I just need to find a pair of dental tweezers.

Did you have a rip snorting, bang up New Years Celebration? I used many years ago. This year I'm just as happy to stay at home and watch a movie or play a game with my wife. We got a chunk of salmon for each of us and have a quiet dinner at home. I'll have a glass of wine with the meal and maybe a Scotch or two before my 11 o'clock bedtime.

A neighbor and I are leaving about 9 am tomorrow for the Fiesta Bowl at the State Farm Stadium in Gledale. Oklahoma State is playing against Notre Dame. He is a ND fan; I am a OSU fan, should be an interesting day. I grew up in Oklahoma and sent a daughter and a wife to Oklahoma University. I would rather watch OU play but nethertheless I'm anxious to see the stadium where the Cardinals play.

We finally have a venue for our Election Brunch. We've had trouble finding a location. Many restaurants have closed for various reasons. Some temporarily because of this Covid thing. Some permantly because of this Covid thing. In any case, our Vice President, John Nuss, diligently worked on this matter, caling various restaurants for a location. He called some that we have utilized in past years. He called of many new ones. He even called some that were just a little above a fast food restaurant. Many were closed. Some were just booked up for that morning. He finally found a suitable location at the Gorge and Dragon Pub. Seems we held our Election Brunch there once before. I just can't remember much about it. I have studied the memue on their website. Sounds good. Typical pub grub if you like that sort of stuff. I do. It's one of my favorites.

That will be our meeting for the month of January. We will not be at Denny's. For those of you who cannot make the Tuesday evening meetings because you have to work late and can't make it there, here's your chance to attend. So, will I get to see you there? I guarantee you'll have fun.

George

January 2022 Membership Report:

Joining us at the December business meeting was new member Ray Gauthier from Chandler. Ray spends about 6 months in the valley each year and recently shipped his 1971 TR6 down from Oregon. Also joining in late November were new members Mark & Deahdra-Lynn Atencio from Gilbert. They recently acquired a 1966 TR4A IRS from the 2nd owner in California.

And welcome back to returning member August Lopez from Phoenix. As of this writing I'm awaiting additional information, but previously he had a 1959 TR3.

Let's all welcome these new members to the club. Adding these members to the roster brings our Membership total to 119 with 171 members.

An order has been placed with our vendor for name badges for new members from the last several months and one replacement badge. If you have joined recently, your club name badge is being produced now.

As the calendar rolls over into next year, I will be extending membership expiration dates for all current members by one year as described in last month's newsletter. Thanks again to the hard work of our Triumphet volunteers and club leaders.

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

Application form on page 20

Questions That Haunt Me

Why is it that whenever you attempt to catch something that's falling off the table you always manage to knock something else over?

In winter why do we try to keep the house as warm as it was in summer when we complained about the heat?

How come you never hear father-in-law jokes?



Minutes

Desert Centre Triumph Register of America

DCTRA Meeting Minutes

December 14, 2021

The December 14, 2021 meeting of the Desert Center Triumph Register of America was called to order by John Heisser, President, at 7:11pm – late due to ZOOM concerns.

Members: The twenty-four **members** present were Julian Anderson, Jim Bauder, Cal Busenitz (Spitfire), Ron Cole, Michael and Jackalyn Devine (ZOOM), Scott Drysdale, George and Chris Durkin, John Heisser, John Horton, Armand LaCasse (GT6), Bob Mazer, Marvin Miller, George Montgomery, John and Kathy Nuss, Pete Peterson, Dave Riddle, Dan and Tina Thiele (TR6).

Guests and new member introduced themselves:

Guests were: Allen Galloway a Spitfire owner from Indianapolis, Indiana and Mackenzie Klepper of Atlanta, Georgia. (Granddaughter of George Montgomery)

New member: Rick Gauthier, TR6 owner, dividing his time between Phoenix and Portland Oregon.

Minutes: The minutes, as they appeared in the newsletter, were approved. Moved by Armand LaCasse and seconded by Ron Cole. Motioned carried.

Treasury: Armand LaCasse reported the treasury is in good condition; all bills are paid regarding Triumphfest and there is a healthy savings for the next Triumphfest. There was a question regarding the rent due on the closed U-Haul storage bin in Flagstaff. Kathy John and Armand will follow up with Flagstaff U-Haul. Treasury's report was accepted by acclamation.

Membership: Marv Miller, Membership Chair reported 118 memberships and 169 members. He said he will be sending an order for additional name badges for new members soon and suggested any member needing replacement name badges let Marv know so their names may be added to the list.

Newsletter: George Montgomery, Newsletter Editor, requested articles - particularly tech articles for the upcoming newsletters. He has several on file, but it is running low.

John Nuss, Events Chair, reported four coming events.

Saturday December 18: Arizona Mini Owners Christmas Lights Rally
DCTRA Christmas Party.

Monday December 20: The Six Rivers Drive

Sunday January 16, 2022, The January Election Brunch, venue to be arranged.

Technical section:

Ron Cole has new instrument panel lights in his TR6. He bought the LiteZupp LED bulbs at Triumphest and with the help of Julian Anderson installed them. Julian used some surgical tweezers, and, taking out the ash tray, was able to replace three of the four gauge lights without crawling under the dash panel and standing on his head. Ron was pleased to watch and offer support. Ron says the lights are so much brighter than the previous incandescent bulbs.

John Heisser thought it best to test the TR8 transmission before installing it in the car. Good move it turned out. He had only three of five gears available. After some creative language, he was able to take the transmission apart and make the necessary adjustments. Now there are all five speeds plus reverse.

Old business: Kathy Nuss brought additional Triumphest merchandise and declared, "It is not going home." Young visitor, Mackenzie Klepper, left with Triumphest swag (key fob, dash plaque and regalia). She'll be the hit of Atlanta with probably the only Triumphest 2021 shirt in Atlanta and most likely, Georgia.

Pete Peterson offered part of his Triumph related magazines. Visitor Allen Galloway was able to claim them.

New business: John Horton made suggestion that is may be time for some mid-week overnight trips since many of the members are now retired. He also suggested that the popular Sunday morning Breakfast Drives should be re-instated. He more or less volunteered to spearhead those endeavors.

Armand brought up the matter of our Christmas charity donations. His original motion was to send \$500 each, \$1,000 total, to Andre House and St. Mary's Food Bank. Discussion followed and the motion was amended to send \$500 to three charities: Andre House, Hospice of the Valley, and St. Mary's Food Bank. The amended motion was moved by Armand, seconded by Jim Bauder and passed by voice vote with no "No" votes.

George Montgomery moved to adjourn. Motion carried; adjourned at 7:52pm to the parking lot where new member Rick Gauthier showed off his 1969 Buick Skylark. The membership moved around the parking lot to view and discuss member cars.

Motion to adjourn @ 7:47 p.m.

Submitted by:

John C. Nuss,
Secretary Replacement for one night only.
~~Standing in for~~
Mary A. White Secretary

Calendar of Events

DCTRA & British Auto Events 2022:

Jan 16th, 2022 -- DCTRA Business Meeting

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, Alpie's at Troon~~

NEXT CLUB MEETING will be the Election Brunch
January 16, 2022, in-person a Zoom link will be sent out also.

Our web master



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Technical Corner

By Ron Cole

The Case of the Dim Bulb.....a not very technical, technical story. Many of you Triumph owners will recognize the problem. It's nighttime, your lights are turned on, you can see that the bulbs for your instrument cluster, speedometer and tach are all working. The problems is that one or more of the bulbs is burning so dimly that you cannot see the instrument face well enough to determine the position of the needle. This has been my problem since I purchased my 1976 TR 6 around 12 years ago. One would think that I could get this situation rectified in that period of time. Fortunately, fellow club member and neighbor, Julian Anderson, became tired of hearing me talk about the problem and offered to drop by the house, tools in hand, and help me install the new LED bulbs that I had purchased from LiteZupp while we were at Triumphest this past October. So, one Saturday morning in November we gathered in my garage. Julian brought along some very cool tweezers (I believe that they are actually called forceps and used in surgical procedures) that are excellent at gripping small bulbs. Those tweezers are about 10 inches long and have a locking mechanism that secure the bulbs very nicely. In preparation for our bulb work, Julian had also read an article the previous evening that recommended pulling out the ashtray to gain access to the instrument cluster bulbs without putting your head into the footwell. What a simple idea that worked beautifully. If my memory is right, Julian still ended up on his head for one of those bulbs.

With the instrument cluster complete, we started in on the speedometer and the tach. About this time, our friend John Reynolds showed up riding his BMW motorcycle. Julian decided to take advantage of John's presence and invited him to take a ride in Julian's 1974 TR 6 which has been making some noises coming from the suspension. After the ride and some flashlight activity under the TR 6, we came up with some ideas that mostly involved tightening down some nuts in the short term and probably doing a little suspension work in the longer term. That was all the attention Julian's TR 6 got. Off the lift and out of the garage it went, and my dim bulb problem was again our focus. Having no top side access to the speedo and tach, we got to work with Julian upside down in the driver's side footwell. The 2 bulbs in the speedometer were replaced fairly quickly however the tach bulbs were less cooperative mainly due to their location and various obstacles in the way. Julian decided that the best approach would be to partially take the tach out of the dashboard, replace the 2 bulbs and then reinstall the tach.....beautiful, it all went smoothly. There we were 2 hours after our start and I had bright bulbs shining in all dash instruments. Fantastic! The best part is that Julian did all the work and I stood around and did important things like shinning the flashlight into the dark work area and sometimes into Julian's eyes. If you are suffering from dim bulbs, take the leap and replace those old Lucas bulbs with some LEDs from our Triumphest sponsor LiteZupp. They also make LED bulbs for exterior lights, headlamps and flashers.

See you all in 2022 Ron Cole

Joe Glover Remembrance

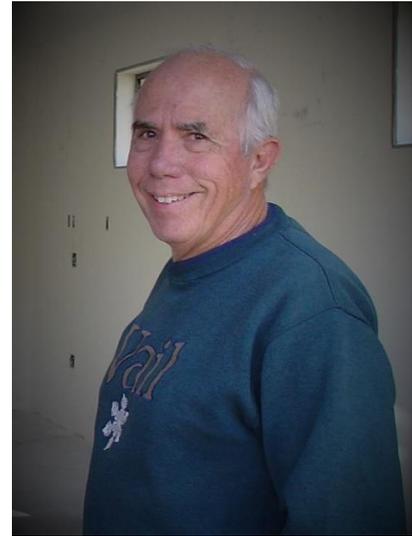
Article and photos by Armand LaCasse

Art, Photography, Wood Working, and Spitfires were Joe's recent passions. His woodworking business was all about creating bases to compliment artwork such as cast bronze art pieces. He enjoyed outdoor photography including shooting subjects such as mining ghost towns in southern Colorado. His living room was finished like a Heard Museum art gallery with display lighting and the R. Carlos Nakai flute music playing softly in the background. And the Spitfires seemed to multiply in his large back yard when no one was watching them closely.

Joe first found me because I had GT6 parts for sale. Certain GT6 parts are very good to use in a Spitfire race car. Like many friendships, first you sell someone some parts. Then you trade

Joe had a wealth of technical knowledge and would pose rather deep technical questions to me. Half the time my answer was simply I do not know. Then we would discuss the technical merits of the question and arrive at a reasonable solution. When I asked him about the material to turn to make gearbox bushings, Joe immediately answered SAE 660 Bearing Bronze.

Joe also enjoyed searching for petrified wood on the ranch property I maintained at Navajo, AZ. He found an 18-inch-long petrified log protruding from the ground at a 20-degree angle. We dug it out and found the next petrified log section in the ground behind it. We dug deeper and got that section only to reveal the next section. We eventually had a five-foot-deep pit and about twelve feet of log sections.



some parts. Then the friendship is established, and you just give your friend any parts they need.



Backyard full of Spitfires



Digging up petrified wood

Joe Glover Remembrance (cont.)

Long before DCTRA, there was the Four Cylinder Club in the 1960s and 70s. Joe and Bob Schaller were members of this long-gone group of four-cylinder foreign car owners. Hanging on a wall in Bob's shop was a four-inch diameter turned wooden club with four pistons set into the club to create a "four-cylinder-club". When I recently found a four-cylinder-club in Joe's garage, I learned Joe also made a club like Bob's. We traded stories from his early sports car experiences and my memory of Bob's stories.



Making Spitfire parts



Looking for nature to photograph

Joe raced a Spitfire in the 1970s and held the fastest time in his class at the (1979?) Clifton Hill Climb. He wanted to return to Clifton for another run up the hill. For years he amassed race car parts to build another race car. He met Kas Kastner and became friends with Kas's camshaft grinder Bill Jenks at Moon Equipment Company (Moon Eyes). I rebuilt parts for the race car until early 2020. COVID caused Clifton to cancel the planned hill climb and Joe's skin cancer got worse. Jerry Barker of Jerry Barker (Spitfire) Racing was another good friend who now has Joe's race car project.

As his health was declining, many DCTRA members made the 100-mile drive to Cottonwood to help clean out his garage and organize the various Spitfire parts. I know he appreciated the DCTRA members who took time to help him out. Special thanks go to John Heisser who took on the onerous task of selling Joe's 1977 Spitfire restoration project.

Joe Glover was 76 when he passed on December 26, 2021 after many years battling skin cancer. Rest in peace my friend.

Armand LaCasse

Six Rivers Inaugural Drive 12/20/2021-TR6RX Tour

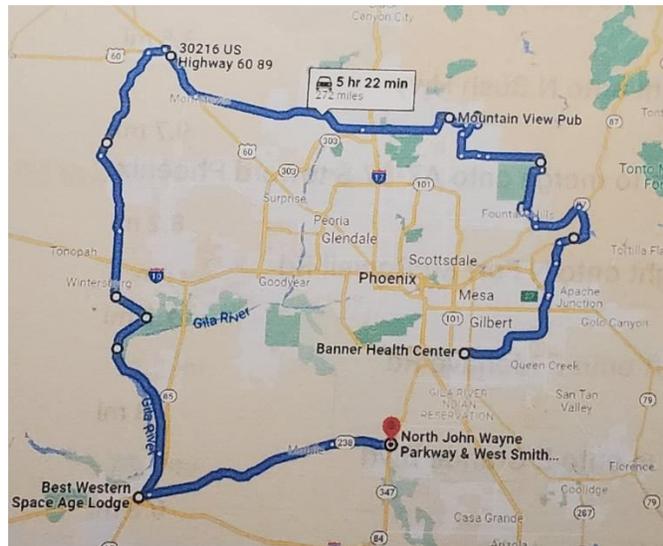
Story and photos by Scott Carroll

Banner Health Parking Lot -S Alma School Rd & SR 202-0830 Departure:

And so, it began. The original idea was born out of a coffee morning discussion between two DCTRA members, who's recent car engine repair meant a "bedding in of his engine" and to avoid a risky 3hr+ drive to the mountains around Phoenix. The thought was how about a drive around Phoenix? While remaining within a AAA distance of being towed, should anything untoward happen, and preferably without too much anxiety.

So, get the maps out and start planning a route. From that premise was born the Six River Crossing (TR6RX). And as the beauty of the Desert revealed itself, six major rivers surrounding the Valley of the Sun was conceived. Six Rivers I hear you say... Yes indeed. despite the desert floor this 287mile tour would take a counterclockwise circle drive around central Phoenix.

The basic plan was to head East and drive through the Utery Pass across the Salt River, onto the Beeline Hwy 87 and the Verde River, head West to Wickenburg across both New River and Agua Fria River. Gas up and cross Hassayampa River before heading South to Gila Bend and crossing over Gila River. We discovered that we crossed the Gila River twice, so technically a 7RX, but it doesn't fit with our cars, so Six it is.



The initial meet at Banner was encouraging with a good selection of cars arriving and discussing the route as we handed out waypoint directions. What we really needed was a breakfast burrito food truck, but it's a Medical Center parking lot, so there is that to consider.

Six Rivers Inaugural Drive (cont)



British collection prior to wheels rolling departure.

Heading East on 202 we turned off at Brown Rd and on through Ellsworth Rd, to the Utery Pass and Bush Hwy. [**Cross Salt River**] Taking in a first pit stop at Pebble Beach, yes, it is called Pebble Beach recreation area, we passed a beautiful Porsche leaving the area, only to find him swing around and come back in to chat with us. Always nice to see a VW owner jealous of the British Classics. 😊 (Apologies to any Porsche folks out there). Onward to the Beeline Hwy and N Fort McDowell Road [**Crossing Verde River**]



After a lively morning run through Fort McDowell Regional Park and some stunning golf courses, winding our way pass Troon North, Whisper Rock, Legend Trial and Mirabel, we arrived 30 minutes ahead of time at Mountain View Pub & Grill. Now some would say our average speed was a tad aggressive, some would say, oh boy that was fun, but either way, as we pulled into the parking lot, we had to brake sharply to make the turn.

Only 5 minutes after us disembarking our vehicles, we heard a loud screeching of tires to turn around and see one of the approaching vehicles, side swipe the small entrance medium curb. Oh bummer. This clearly wasn't on our agenda. After moving the handicapped vehicle under its own steam, we had a few unofficial insurance inspectors now pouring over the car, to assess the damage.

Six Rivers Inaugural Drive (cont)



Yes friends, our fearless DCTRA Treasurer had a severely damaged the left side lower arm on his now poorly GT6. Many comments were shared amongst the growing crowds about a course of action, including, "let's have a beer and discuss the next plan"

In the end after much debate about which table we would choose on the picturesque patio, Armand decided to have his sickly adopted child carried away on a flatbed stretcher, while we ate lunch. We're a really a caring bunch, honestly. 😊. We had attracted a few more DCTRA folks to this lovely location, despite the GT6 carnage.

Six Rivers Inaugural Drive (cont)



Lunch Crowd debating the outcome of "The LaCasse GT6 Incident".
This will now become DCTRA folklore to hear the tale of a GT6 taking on a curb during the inaugural Six River Crossing of 21. Lunch was delicious by the way.



As you can see above, a stunning British collection of, let's face it RED TR6 units, and in the Emergency Socially Distanced Covid Isolation Bay, the LaCasse Incident vehicle sits on its own, waiting forlornly and patiently for its ride home.

Six Rivers Inaugural Drive (cont)

Departure from the Crisis incident pub lunch was around 13:00hrs, and we onto Carefree Hwy, and West along AZ-74. [Crossing New River & Agua Fria River]. A quick trip along US-60W and time to gas up in Wickenburg, where sadly the one gas station we chose didn't have a functional loo, or WC for clarity. A quick Recon by the military division, discovered a secure location behind a dumpster. Relieved, we pressed on. Taking the traffic circle at Wickenburg Way. [**Crossing Hassayampa River**], and heading South.



You will notice we I had a guest Elfie join me and enjoyed the ride.

The trip along Vulture Mine Rd was a fun trip through the Ghost Town and Vulture Cemetery. Who would have thought? We didn't stop to witness any ghoulish presence and continuing toward Old Hwy 80 towards Arlington. Time was pressing us now and we lost a French Blue TR6 at the intersection of I-10 and crossing over the Gillespie Dam Bridge [**Crossing Gila River**] to Pima St and the Space Age Restaurant. After a quick pit stop and ice cream, we headed Northeast along W Maricopa Road Rt 238 to Maricopa when the 3 X RED TR6 and E-Type Jaguar headed home.

All in all, a 305-mile round trip for the journey and such a memorable fun trip. We are likely to repeat this TR6RX trip again in 2022, this time clockwise perhaps.

Photos Courtesy of John Carroll. Credit to Craig Kenyon for the 6RX conception.

John H Carroll, Triumph 74 TR6

Horton's Recipes

Here is the meat ball recipe I used for the club dinner. Enjoy.
MAIN DISH. SPANISH MEAT BALLS

MEAT BALLS:

1 LB CHUCK GROUND
1 LB JIMMY DEAN REGULAR SAUSAGE
2 EGGS BEATEN
4 TBSP DRIED BREADCRUMBS
1 TBSP PAPRIKA
1 TBSP TBSP FRANKS HOT SAUCE
½ TBSP EACH SALT AND PEPPER
2 TBSP OLIVE OIL
1 BOTTLE OF EARLY CALIFORNIA OLIVES STUFFED

TOMATO SAUCE:

1 MEDIUM ONION CHOPPED FINE
2 TBSP OLIVE OIL
4 GARLIC CLOVES CHOPPED FINE
4 CANS DICED TOMATOES 14 OUNCE EACH
1 TBSP FENNEL SEEDS
1 1/2 TBSP OREGANO
1 TBSP FRANKS HOT SAUCE
1 ½ TBSP MEXICAN CHILI POWDER MILD.
3 BAY LEAVES
1 TBSP CAYENNE PEPPER
4 TBSP PARSLEY CHOPPED FINE
½ TBSP SALT AND PEPPER

MIX ALL INGREDIENTS AND FORM MEATBALLS, (I MEASURED ONE OUNCE EACH), PRESS OLIVE INTO MEATBALL, AND HAND ROLL TO SEAL. FRY OVER MEDIUM HEAT TILL BROWNEED, SET ASIDE

SAUCE, CHOP ONION AND GARLIC FINELY, HEAT OLIVE OIL, SAUTE ONION TILL TRANSLUCENT AND GARLIC, COOK FOR ONE MINUTE MORE, ADD REST OF SAUCE INGREDIENTS, SIMMER IN CROCK POT FOR ONE HOUR, ADD MEATBALLS SIMMER FOR TWO HOURS ON HIGH. ENJOY AS TAPAS OR MAKES ABOUT 45.

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

.....

For sale: or Trade

I have a pair of TR6 black seats (high back) in good condition, which I would like to trade for a pair or TR4A or TR250 low back seats. Black and in good condition would be perfect, but I'm willing to rebuild/recover low back seats if I can find them.

If you don't want to trade please contact me if you are willing to sell.

Thanks,

Ray Gauthier
Sent from iPhone
503-260-4137

1-22

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

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

FOR SALE: Spitfire

Former member Cliff Philpot has two Triumphs for sale. A 1974 Spitfire 1500 and 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

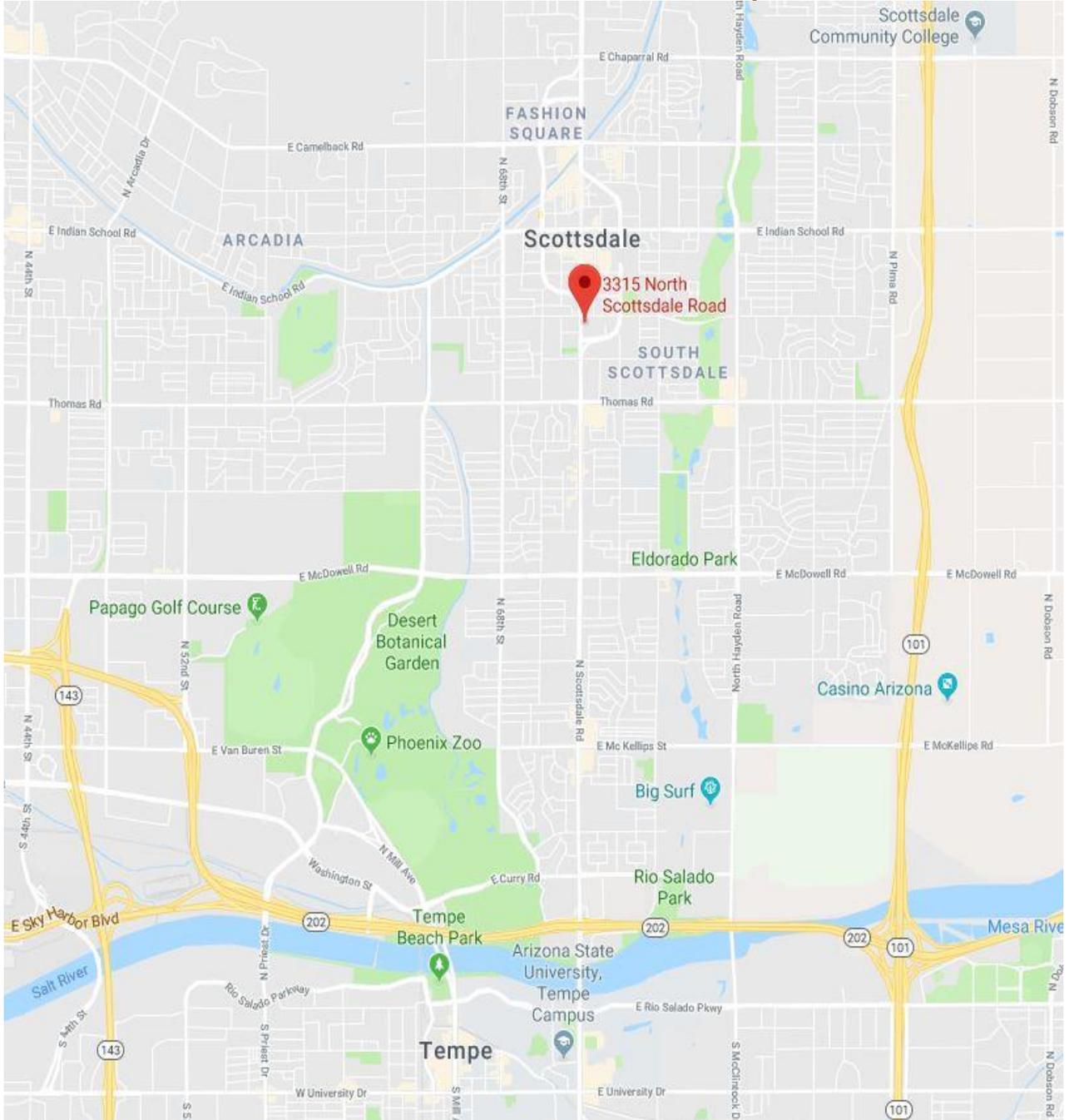
9-21

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 #
_____	_____	_____
_____	_____	_____
_____	_____	_____

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