

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE-TRIUMPH REGISTER OF
AMERICA

Founded: 1980



Triumph Register of America

◀ Back



Rain protection

July 2024

<http://www.dctra.org>

Vol 44, Issue 7

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NEXT CLUB MEETING

July 9, 2024

Business meeting @ 7pm

Denny's Restaurant

3315 N Scottsdale Road; Scottsdale, AZ

2024 CLUB OFFICERS

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1981kooltr8@gmail.com

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

AD SIZE – COST

FULL PAGE....\$100

¼ PAGE.....\$ 35

½ PAGE.....\$60

BUSINESS CARD....\$25

Cover: Spitfire waiting at a TR meeting with potential rain.

Prez Sez–July 2024

John Heisser, President

As I set down at my computer each month to write this column I number them it's hard to believe that this is number 55. Some months I have several things to write about, other months it's a struggle to come up with something to write about. This is one of those months that I don't have a lot to write about I think it's probably due to it being summer here in Arizona and not a lot going on. In most parts of the country after a cold winter people are getting their cars out and enjoying them, clubs are planning drives and/or getting together to help a fellow club member finish their car so they can join the activities. But here it's time to stay indoors out of the heat if you do take a drive in you LBC it's early in the morning. And who feels like working on their car in 105 + degree heat, unless you have an air condition garage. However, I have been working on my garage getting it more organized and I would like to rebuild my differential / rear axle. Looks like getting up early and getting out to the garage is the best alternative for this time of year.

I'm going to Ohio in the in September for a 50th Anniversary celebration and would like to make it over to the VTR National Convention in Nashville, Indiana. I contacted some members of the Wedge Owners Association that live in northeastern Ohio I thought I might catch a ride. One did call me back and said he was going but that his wife was going as well. I asked him about his club affiliation, that if they are having a meeting while I'm there I would like to attend. He passed on my contact information to another NCTA (North Coast Triumph Association) club member Eric Lingreder. Eric called me a few days later and we had a nice chat, exchanged contact information and photos of our cars, we will probably get together when I'm there. Eric is also a member of the Northeast Ohio British Car Council. Eric, his wife Cathy and a few members from both clubs went to England last June and while there attended the MG & Triumph 100 Celebration at the Silverstone Circuit. Eric wrote and nice article about the event and it appeared in The Vintage Triumph magazine April / May 2024 issue. That's one of the benefits of owning a Triumph you have friends all around the country you just haven't met them yet. As for going to the VTR event I hope to make it over there for a day or two.

At the last membership meeting it was announced that Roger Prior our Vice President has expressed that he would like to run for President in December. This announcement was met with a round of applause. I couldn't agree more Roger has done a great job as VP and will make an even better President. George Montgomery again expressed his decision to stepdown as Newsletter Editor; he has done a very good job in that very important position. So we as a club have two very important positions to be filled, I am hopeful someone will step up. If you feel that you do not have the skills to fill these positions think again you will have the support of the people that have held these positions in the past.

It turns out that I did have somethings to write about! Take care; stay as cool and hope to see you soon! Thx, John

EDITOR'S DESK

George M Montgomery, Editor

Several years ago, I lived in Houston, Texas. The club there held their monthly meetings on Saturday mornings and rotated the event to various members homes. The Houston metro area is much larger than the Phoenix valley and made their traveling area greater than what we have to endure. They meet about mid-morning for their business discussions then break for lunch before adjourning to the driveway and (yes, they're just like us.) look at the cars that attended. One Saturday it was cloudy (typical) and threatened to rain most any time. Rain there was only for a five minute heavy sprinkle then the sun would come out. I hated to have to put my top up for just that short time when I knew I would be putting it back down when I left. I always carried a large umbrella, approximately six foot span, just if it might be needed. Before going into the house for the meeting, I spread my tonneau over the seats, fastened it under the windshield, zipped the back half and stuck the handle of the opened umbrella down between the seats to cover the unzipped portion. Our newsletter editor, arriving late, thought that was a comic but clever idea. He snapped a photo, then put it on their webpage. It stayed there for several years with a caption, "How Houstonians deal with the weather."

The technical article this month has been presented here several years ago, but I see we have a couple of members who are restoring spitfire, and several members have Spitfires that may want to upgrade their performance. Hence, enjoy guys. Or ladies.

I'm halfway through my eleventh year as N/L editor and would appreciate a replacement. It's an easy task, I'm just getting tired. I'll help anyone who would like to try it.

I'm sorry I missed last months meeting but had a good visit with a college buddy in Texas, a high school reunion in northwest Oklahoma City and with my sister and her family in southwest Oklahoma City. However, it's good to be back home and hope to see you at our July meeting on the 9th.

George



July 2024 Membership Report:

There were no new members added to our ranks in June. Our DCTRA membership ranks continue to stand at 154 memberships and 212 total members strong. We had 22 members and guests attended the June 11th meeting; 19 in-person and 3 on Zoom (including myself). Thank you Armand for the in-person attendee list and to Roger for manning the PC camera for us on Zoom! 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. Everyone try and stay cool and keep enjoying the summer!

Scott Porter
Membership
scottpor@hotmail.com
(206) 999-9977
Application form on page 18

DCTRA EVENTS

DCTRA Events June

July 9th -- DCTRA June Meeting – Denny's Scottsdale

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

July 13th - British Wheels on the Green Planning Meeting #1

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: Overall BWOG '24 ("Plan") 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.

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

Oct 19th -- Annual British Vintage Voage

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:

July 9, 2024, a Zoom link will be sent out.



**Desert Centre Triumph Register of America
December DCTRA Meeting Minutes
June 11, 2024**

The June 24, 2024 monthly meeting of the Desert Center Triumph Register of America at Denny's Restaurant was called to order by President John Heisser at 7:02PM.

Present were officers Vice-President Roger Prior, Treasurer Armand, Treasurer. Members present: Cal Busenitz, Bill Close, Ron Cole, T. J. Creath, Jim Dickey and daughters Kari and Blair, Lou Figone, Bill Graham, John and Kathy Nuss, Deborah O'Brien and son Colin, Pete Peterson, and John Reynolds. Attending via ZOOM: Scott Porter, Jeff Van Skike, and Deborah Cooke.

Members from Prescott area visited and talked about their various Triumph projects. Bill Close is on a quest for a TR6, Lou Figone picked up a heater assembly for his MK I Spitfire that he is restoring for his grandson, and Bill Graham is currently working on a TR4A.

The minutes, as they appeared in the newsletter, were approved.

The treasurer's report was accepted. Armand reported no change in the Triumphest account and the addition of \$5.00 in the main account.

Newsletters: George Montgomery was away visiting family, so no report. However, it has been pointed out the DCTRA will need to secure a newsletter editor. George has been editing the newsletter for about ten years and is looking to retire.

Membership: Scott Porter reported two new members in the last month. That means 154 memberships and 212 individual members.

Events: Roger Prior presented some fall activities, British Wheels on the Green. As usual, the heat is slowing activities and suggested early morning get-togethers as a way to associate with club members.

Technical issues: John Nuss talked about electrical failure of the overdrive. He described blowing fuses when the overdrive is engaged. He pointed out that Kathy's Spitfire has the same set-up and no electrical issues. There is no relay associated with overdrive. Likely culprits might be chafed wires at the steering column, or a short in the lock-out switch on the transmission. One trouble shooting suggestion was to replace the steering column switch with another.

Lou Figone showed pictures of his Spitfire restoration. He said his grandson wants to drive the car for the first day of his senior year. That means an August deadline. Lou went home with a heater assembly for the Spitfire, but is looking for a dash pad for the car. He has a MKIV cover and will have to make some "adjustments" in order to have it fit his car

Bill Graham has found a source for seat springs for his TR4A. It is getting difficult to find many parts for Triumphs as the cars get older.

Old business: Triumphest planning is on hold until October. Ron Cole pointed out it is a twenty-four month process to plan for the event.

New business: Remember the search is on for a newsletter editor, as well as vice president. Roger Prior is willing to serve the club as president for the next year. That means a search is on for a vice president.

The meeting adjourned to the parking lot at 7:38PM.

Respectfully submitted,

John C. Nuss
Acting secretary

Winston Churchill loved paraprosdokians, figures of speech in which the latter part of a sentence or phrase is surprising or unexpected.

1. If I agreed with you, we'd both be wrong.
2. War does not determine who is right - only who is left.
3. Knowledge is knowing a tomato is a fruit. Wisdom is not putting it in a fruit salad.

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 CV carburetor. 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.

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.

Technical Corner (cont)

Starting Simple



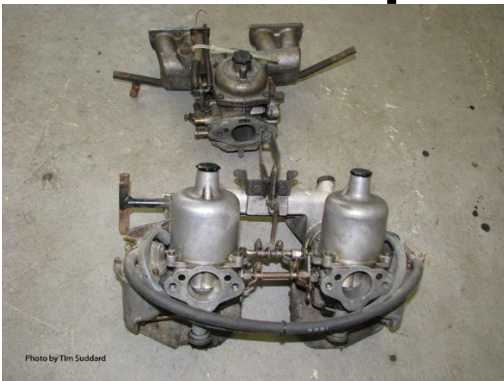
The first step is buying the right parts. The key here is getting the entire setup, including the linkages. Ideally, you'd also get carburetors that aren't worn out. Remember, these parts may be nearing their 40th birthday, so go with a reputable dealer.

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.

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.

Technical Corner (cont)

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



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 especially 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



Technical Corner (cont)

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.

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.

Our Web Master



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Horton's English Recipes

By John Horton

SPAGHETTI & MEATBALLS

1 bag Spaghetti
Salted water to boil

1 pound ground beef
1 pound italian sausage
8 ounce sharp cheese
Salt & pepper to taste
2 TBSP parsley
3 TBSP oil to fry

1 bottle spaghetti sauce
Parmesan cheese

Boil spaghetti per instructions, set aside. Mix all meatball ingredients, form into 2 to 3 inch balls, fry in oil till browned on all sides. Place spaghetti, meatballs and sauce in simmer for 15 minutes, serve with parmesan cheese sprinkles. Enjoy,

John



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 4 American Eagle 8 spoke Aluminum wheels with TR6 Center caps and new lug nuts--I had these special made and drilled to the correct bolt pattern 4x4.5—

Will require 6mm 1/4 inch spacer for proper fit. 15 X 5.5

Asking 500.00 OBO

Walter A Roman 602-501-2040



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

CLASSIFIED ADS: (cont.)

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

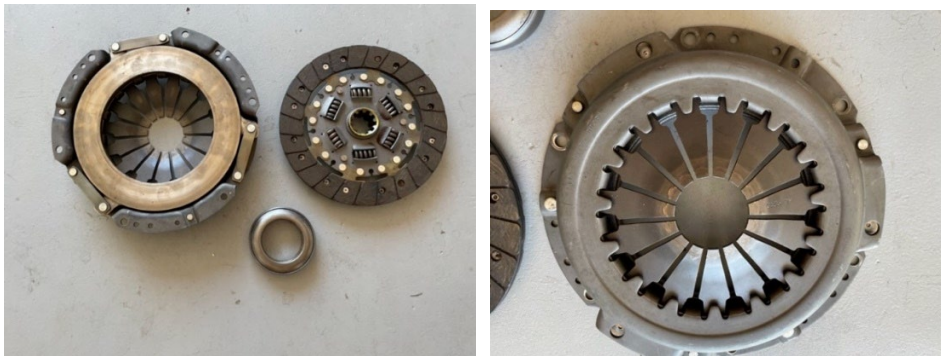


Lou Figone
408-966-4175

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

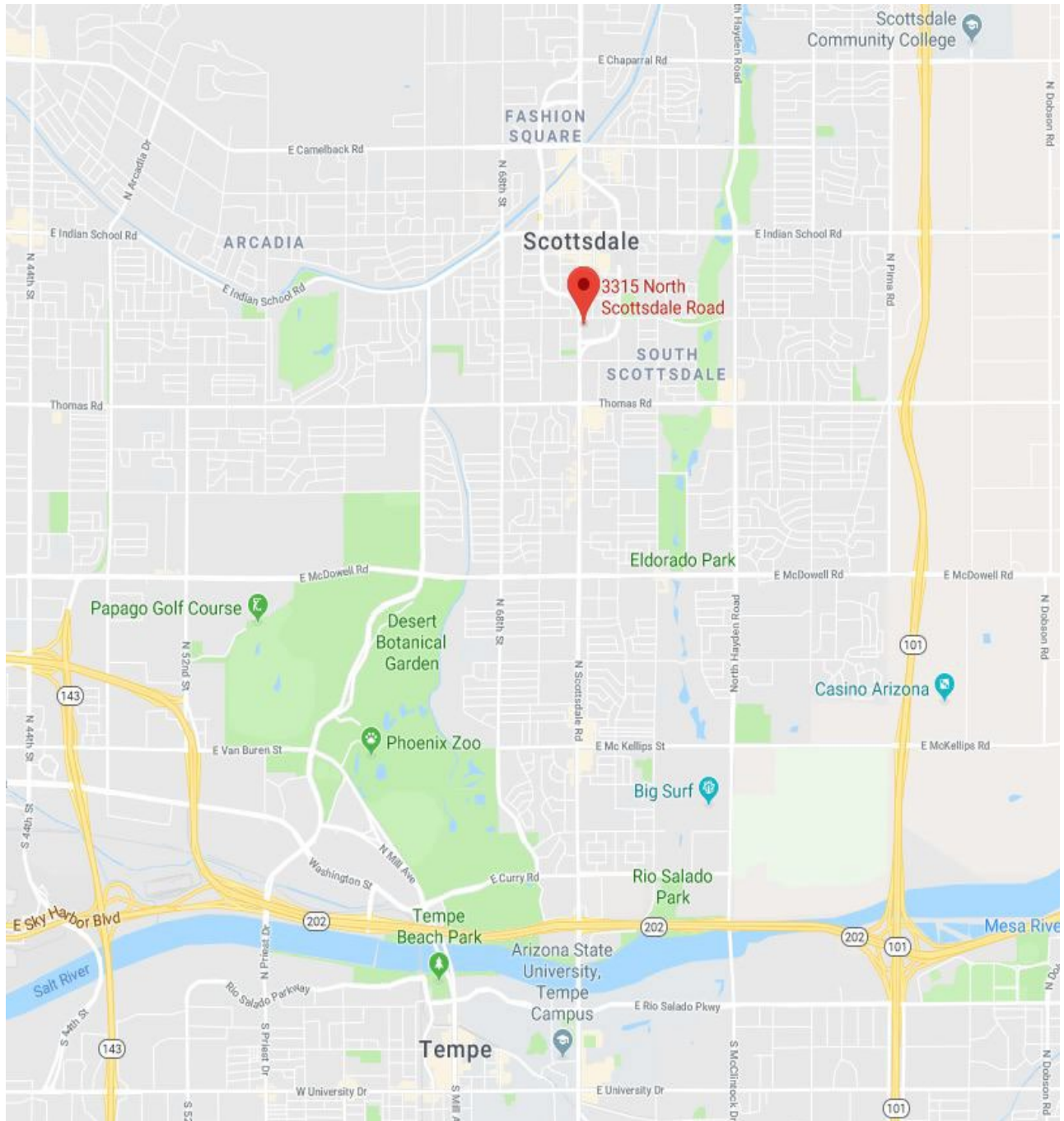


FOR SALE: 1960 TR3

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)

DCTRA Club Meeting Location:

Note: Regular business meets are held on the second Tuesday of each month at:
Denney's Restaurant
3315 North 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:

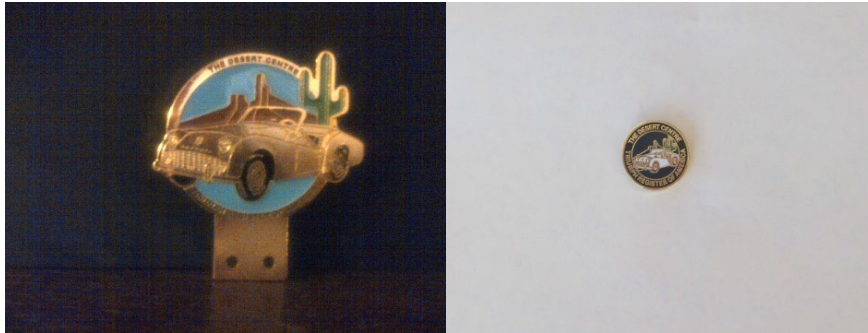
If a new member is joining between January 1 and September 30- One-year dues are \$20.00, two-year dues are \$37.00 and three-year dues are \$55.00. If a new member is joining between

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



Grille badge (3 inch diameter) Lapel pin (3/4 inch diameter) Licenses plate frame

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

Additional Space for more information:

Websites

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

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