



# TRIUMPH TRUMPETER

The Desert Centre - Triumph Register of America  
Founded: 1980



Bill Close - Minding the sToRe

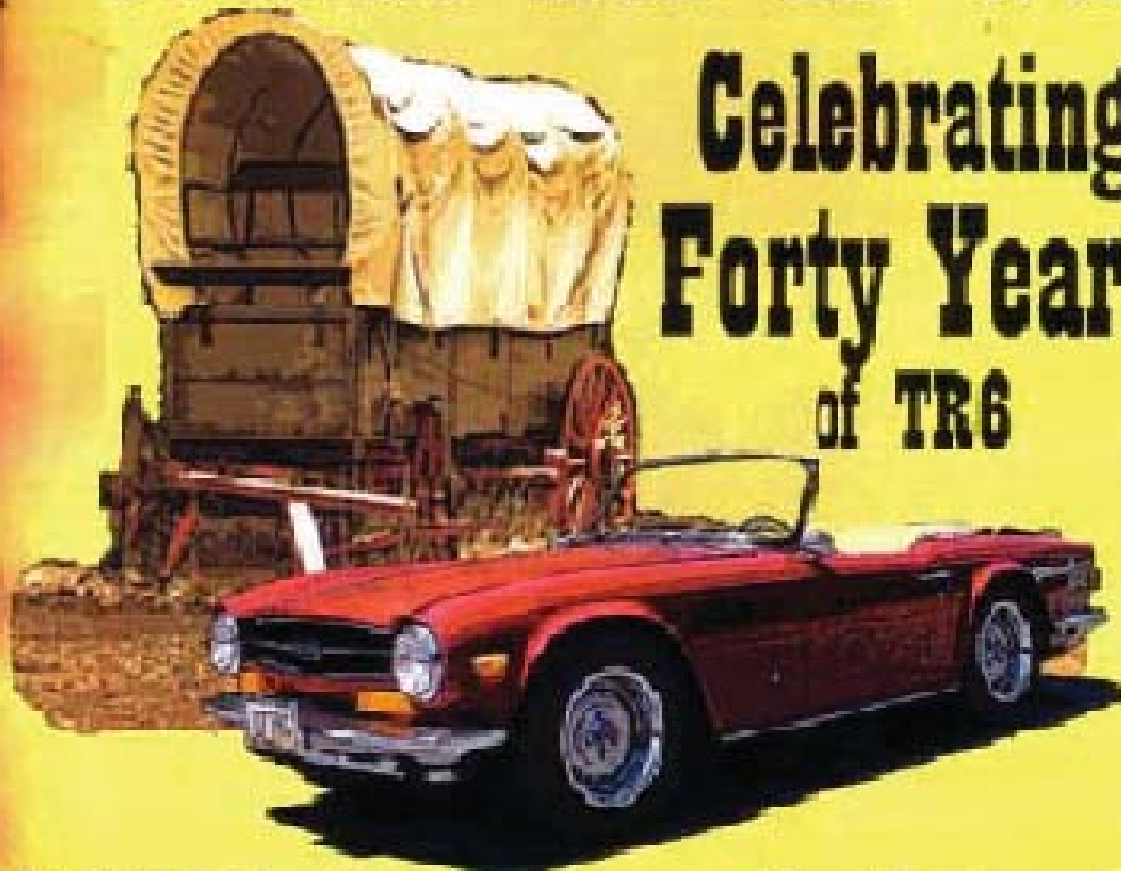
Which Gear Lube?

TR3 Wiper Motor Rebuild

Aug 2009  
Vol 30, Issue 8  
<http://www.dctra.org>

# **6s That Won the West**

**Celebrating  
Forty Years  
of TR6**



## **2009 All Triumph Drive-In**

**August 7-9, 2009**

**Eagle Crest Resort, Redmond, OR**

**Hosted by Portland Triumph Owners Association**

**CAR SHOW**

**SATURDAY, AUG 8TH**

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# GOODYEAR AUTOFEST CHARITY SHOW

## And FOOD DRIVE

Hosted by: **THE PEBBLECREEK CLASSIC CAR CLUB**



*Sunday, October 11, 2009*

AT

## THE GOODYEAR BALLPARK & RECREATIONAL CENTER

1933 So. Ballpark Way (off of Estrella Parkway)

Goodyear, AZ

### RAFFLES

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REGISTRATION 8AM - 10:30 AM SHOW HOURS 10AM - 3PM  
 PRE-REGISTRATION BY SEPT. 15, 2008 = \$20.00 (AFTER SEPT 15th = \$25.00)  
 We are asking each car to bring two canned items as a donation

FIRST 125 REGISTERED GUARANTEED A DASH PLAQUE  
 JUDGING WILL BEGIN AT 11:30AM. AWARDS WILL BE PRESENTED AT 2:30PM

### CLASSES

A) STREET ROD ROADS	PRE '50	N) MUSCLE CAR	'70 - '80
B) STREET ROD COUPE	PRE '50	O) MODIFIED CAR	PRE '50
C) T BUCKETS	ALL	P) MODIFIED CAR	'50 - '59
D) ORIGINAL CAR	PRE '50	Q) MODIFIED CAR	'60 - '69
E) ORIGINAL CAR	'50 - '59	R) MODIFIED CAR	'70 - '79
F) ORIGINAL CAR	'60 - '69	S) MODIFIED CAR	'80 - '89
G) ORIGINAL CAR	'70 - '79	T) MODIFIED CAR	'90 +
H) ORIGINAL CAR	'80 - '99	U) MODIFIED TRUCK	'50 - '59
I) ORIGINAL CAR	'00 +	V) MODIFIED TRUCK	'60 - '69
J) ORIGINAL TRUCK	PRE '50	W) MODIFIED TRUCK	'70 - '80
K) ORIGINAL TRUCK	'50 - '69	X) SPORTS CAR	ALL YEARS
L) ORIGINAL TRUCK	'70 +	Y) IMPORTS	PRE '70
M) MUSCLE CAR	'60 - '69	Z) IMPORTS	'70 +
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WE RESERVE THE RIGHT TO CHANGE TO THE APPROPRIATE CLASS

I hereby agree, as a condition of participating in the 2<sup>nd</sup> annual PebbleCreek Classics AUTOFEST event, that I am participating for my own pleasure and will be fully responsible for my car and passengers while at this event. I, therefore, release the PebbleCreek Classics Car Club (PCCCC), their assignees, officers and agents, and their successors from all liability by any act, thing or event that may occur during the holding of this event. I further agree that my car will be operated by a licensed driver and that driver will comply with all applicable provisions of the Arizona Vehicle Code and that my automobile is fully equipped in accordance with the Vehicle Codes of the licensing state. I also certify that this and the information supplied on this registration form is true and correct to the best of my knowledge.

NAME \_\_\_\_\_ PHONE \_\_\_\_\_

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ ZIP \_\_\_\_\_ STATE \_\_\_\_\_

YEAR \_\_\_\_\_ MAKE & MODEL \_\_\_\_\_ CLASS ENTRY \_\_\_\_\_

Please make checks payable to PCCCC and mail registration forms to: **Charlie Miller**

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**16278 W Cheery Lynn Road**

**Goodyear, AZ 85395**

Proceeds go to Benefit **THE SOUTHWEST CRISIS CENTER** in GOODYEAR, AZ



# TRiumph TRumpeter

**OFFICIAL NEWSLETTER OF  
THE DESERT CENTER—TRIUMPH REGISTER of AMERICA**

**PROMOTING TRIUMPHS AROUND THE WORLD  
WITH OUR SISTER CLUB,  
THE ISLE OF WIGHT TRIUMPH CLUB, U.K.**

<http://www.dctra.org>

**August 2009  
VOL. 30 Issue 8**

REGULARS	Page
Editors Desk	5
Prez Sez	6
Meeting Minutes	6 - 7
Calendar of Events	16
Cruise Nights	17
Classifieds	23
Funnies	24 - 26

FEATURES	
Gearbox Lube	8 - 9
TR3 Wipe Wiring	10 - 11
The Right Radiator Cap	11
Electical Theory of Smoke	11 - 13
Summer Car Shows	14 - 15
Ol' Bill Close	18 - 19

INFORMATION	
Officers	4
Membership Application	20
Add your profile to the Website	21



**On the Cover:** When did they start selling TR-3's at the General Store? Bill Close with a few of his sportscars (not pictured an Alfa, a Lotus and a Porsche)

**NEXT CLUB MEETING:  
August 11, 2009 @ 7:00 PM  
JB's Restaurant  
32nd Street & Indian School  
Come Early to Socialize and Network  
with other Members**

## 2009 Officers

### President

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## Advertising

One Year placement in the newsletter and a link on the [dctra.org](http://dctra.org) website

FULL PAGE: \$100.00      1/2 PAGE: \$60.00  
1/4 PAGE: \$35.00      BUSINESS CARD: \$25.00

# EDITORS DESK

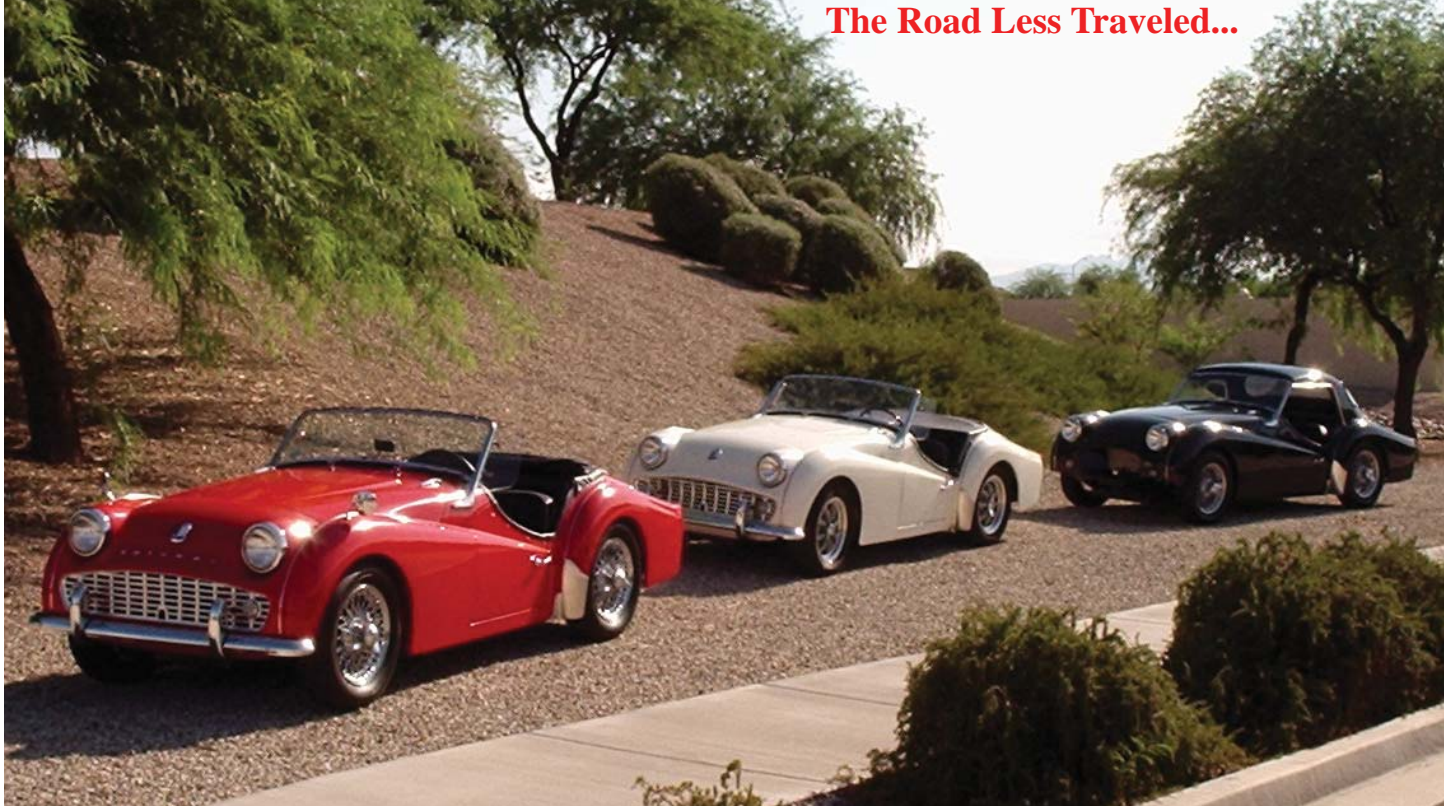
Dave Riddle

It took some cajoling but we finally convinced Bill Close to allow us to photograph his TR3's for the cover of this issue

Bill has been one of those members that is a tremendous help to quite a few members of the

club so asked a few of you to give a little write up about his assistance. to accompany the photos of his wonderful collection.

Got some good shots and it was tough picking the photo to use. Therefore, I picked out three to include in the article on pages 18 & 19. Enjoy! I know I would if I owned such fine examples of the Marque.



**The Road Less Traveled...**

## Update Your Triumph Membership

Marty has posted the updated membership list on our DCTRA.org website (see files section). It's updated through the January '08 Brunch meeting. He is still accepting digital pictures of your car(s) to include on this list. Club members voted to remove unpaid listings, so these will no longer receive club emails. If you would like your membership to be renewed, bring your payment to an event, meeting or mail a check (made out to DCTRA) to our Treasurer, John Reynolds, 806 E. Campus, Tempe, AZ 85282.

## Membership

Contact Marty Clark at 480-962-7848 for membership information. Dues are \$18.00 per year

*She Kissed the  
Hairbrush*

# The Prez Sez

Kathy Slabaugh



Hello Members! I hope everyone is surviving the heat and storms without any damages to property or vehicles. I am fortunate enough to have a garage space for my Triumph so its protected somewhat from the intense heat and the other elements. The meeting last month was sparse as far as attendance, hopefully

we will see more this month, if nothing else, just to get out of the heat.

There is a tremendous amount of talk about the "cash for clunkers". After reading about Stuart's experience in CA, I wonder if its really going to be that effective in spurring the economy or if its mostly smoke and mirrors. I see the commercials on TV, but what really does happen when the people arrive at the dealership? Is it as easy as it sounds or do they get caught up in the hype and purchase a vehicle they can't afford? With the current unemployment rate, how many people can afford to trade in a "clunker" and take on a new car payment? I believe that most owners of classic cars, whether they run or not, are not going to be trading in these types of cars, they have sentimental value and they have thoughts of "someday I'll get it restored". I feel this program will lose steam quickly when people find out that not all cars qualify and its not as easy as they make it sound but that's just my personal opinion. There is an article on the internet titled: Owners of older cars to be offered cash to trade in vehicles. It talks about the scrappage program in Britain, they haven't worked out all the details yet but in Germany, the cars only have to be nine years old. They can be traded in on either a newer used car or a new car. The program last for 12 months or 600,000 cars, whichever comes first.

In Sept. we have some special events scheduled or tentatively on the schedule that should appeal to almost everyone, so please respond back to John about the museum and McGuire's Car Care Products and Bev about the "ladies only" tech session. These events are what members asked for so let's get excited about them and let the folks who put the event together know you will be attending. They have put personal time and effort into getting the event organized so show your appreciation by attending, besides, the more the merrier!!

Kathy Slabaugh, Prez.

## Minutes of the July Meeting

Bev Peterson

President Kathy Slabaugh opened the meeting at 7:00 p.m. at JB's RESTAURANT, 32nd Street & Indian School Road in Phoenix. 28 people were present:

Julian Anderson  
Jim Bauder  
Bill Close  
Kathy Nuss  
Bev Peterson  
Gene Glenn  
David Riddle  
Kathy Slabaugh  
Sally Smith  
Roy Stoney  
Stu Lasswell

Bob McIlravy  
Jim Medland  
Dave & Denine Muré  
Marlene & Virgil Cole  
George & Chris Durkin  
Matt Reynolds - TR  
John & Cheri Heisser  
Deta Hampsch & Lee Loftin  
Simon & Marie Kotsailidis  
Armand LaCasse - TR  
Joan Swallow

MINUTES: The minutes of the June 9, 2009 meeting were approved as written in the July newsletter.

TREASURER'S REPORT: Matt Reynolds reported since John was not present. We have money!

MEMBERSHIP: Marty Clark was not present to report.

NEWSLETTER: Dave Riddle reported that the newsletter is going well. Everyone commented on the great job he is doing.

AAHC REPORT: John Horton was not present. Dave Riddle commented on several emails criticizing John's reporting. As our representative, John keeps everyone in the club up to date on what's happening legislatively. We all need to be aware of legislation that can affect the automotive hobbyists and he does a great job. Political opinions are not part of his reporting and should be kept out of everyone's email comments.

EVENTS: Vice President Kathy Nuss reported on several future events that will be in the newsletter and on our website.

OLD BUSINESS: There was no old business to discuss.

#### NEW BUSINESS:

1. Kathy Nuss proposed forming a committee to locate a new venue for the monthly club meetings since the current one is frequently too small for the group attending. It was moved and approved that the committee will consist of Denine Muré and Chris Durkin who will report their findings at a future meeting.

2. Bev Peterson suggested that the monthly meetings should include an ownership update from members who have added to or subtracted from their collection of TR's.

.. Kathy Nuss reported that John Nuss sold 1½ GT6's recently. She said it was one whole car and a donor for parts.

.. Armand LaCasse reported that he has just acquired another TR which will be a surprise to many when they see it.

#### TECHNICAL:

1. Armand LaCasse described what was involved when John Horton, Pete Peterson and he worked on Pete Peterson's TR6 differential recently.

2. Stu Lasswell spoke about TR3 wiper motors and

how the wiring diagram in the manual could be wrong, depending on the year of the car.

3. Bill Close announced he is producing solid aluminum steering rack mounts for TR4, TR6 and GT6 application. He also had new information and passed out flyers for his Triumph/Toyota 5-Speed Conversion Kit.

With no other business, the meeting adjourned at 8:00 p.m.

Bev Peterson, Secretary



Hello everybody!

I just wanted to let you know that "BRITISH BOB" will be speaking at the August 11th meeting. He always has expert information on our cars, so this is a good opportunity to get advice from a skilled professional.

Along this same line, I have had NO RESPONSE from anyone about setting a date for a "Ladies Workshop Day" at Bob's. Therefore, we will decide on a definite date at the next meeting and I will have a sign-up sheet there. If you are not able to make it to the meeting – please email or call me if you want to go to this workshop. PLEASE respond! Bob is offering his time, knowledge and facilities to the club free of charge – let's not degrade his contribution with indifference!



# Gear Box Lubricant

Contributed by: George Durkin

At the last meeting I was talking to Armand and Jim Bauder about gearbox oils. I know we have an article on the website regarding engine oils and the danger to our cars of some of the modern oils. well the same danger exists for the gearbox and differential oils. The recommended lubricant is an 80/09W GL4 oil. Most of the new oils are in actual fact API GL5, which has additives that can cause problems with our gearboxes.

I have enclosed a direct quote from Pennzoil on what is the difference between GL4 and GL5 oils.

*"What happens if API GL-5 gear oil is used in an API GL-4 gear oil application?"*

*API GL-4 and API GL-5 products typically use the same extreme pressure (EP) additive system, with the API GL-5 having about twice the concentration of a API GL-4. In service, these additives become active under extreme load and temperature when the protective oil film can be squeezed away. EP additives work by forming wear-resistant compounds with the metal of the gear tooth surface. As the gears mesh, these*

*compounds shield the gear teeth from direct metal-to-metal contact that would cause wear and damage to the gears. If too little of the active additive is present, proper protection would be compromised. Too much of this additive could cause excessive chemical corrosion of the gear surface. If an API GL-5 gear oil is used in a application where API GL-4 gear oil is called for, chemical corrosion of "yellow metal" components may occur, such as bronze synchronizers, brass bushings, etc. This may lead to shifting difficulties or shortened equipment life."*

The TR boxes and diffs have yellow metal synchros and thrust washers that can be damaged by the GL5 oils.

The safest oil I know of that is a registered GL4 is Redline MTL

From WikiAnswers.com

[http://wiki.answers.com/Q/Whats\\_the\\_difference\\_between\\_gl4\\_and\\_gl5\\_gear\\_oils](http://wiki.answers.com/Q/Whats_the_difference_between_gl4_and_gl5_gear_oils)

GL-4 and GL-5 are standards set by the American Petroleum Institute for gear oils. GL-4 are intended for axles with spiral bevel and hypoid gears operating under moderate to severe conditions of speeds and loads. They are also suitable for synchronized manual transmissions when MT-1 gear oils are NOT recommended. GL-4 should be used in limited-slip differentials. The GL-4 generally indicates "Limited Slip" properties in the gear oil; sometimes abbreviated as LS.

GL-5 is indicated for high-speed/shock loads and low-speed/high-torque conditions. GL-5 also has multi-purpose or mild EP (extreme) properties too. GL-5 is often seen with the MT-1 designation too.

MT-1 indicates lubricants intended for NON-synchronized manual transmissions. MT-1 indicates the additional additives necessary to protect against thermal degradation, component wear and oil-seal deterioration which are not requirements by GL-4 or GL-5 approval.



**Triumph 2007  
DCTRA**

**"Triumphs Are Forever"**

**Forever  
Forever  
Forever**

**We still have copies of  
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Get one!  
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(or garage!)  
Contact Dave Riddle  
at 480-610-8234 or via  
email: [dave@micro-works.net](mailto:dave@micro-works.net) to arrange  
to get one at a Club  
Meeting**

GL-5 is not the latest and greatest improvement over GL-4; unlike oil classifications where higher classification numbers mean tougher standards and backward compatibility. It is important to know what type of gears you are lubricating, their applications and follow the manufacturer's recommendations! More information can be found at [www.api.org](http://www.api.org).

From Wikipedia

[http://en.wikipedia.org/wiki/Gear\\_oil](http://en.wikipedia.org/wiki/Gear_oil)

*"...API GL-4, oils for various conditions - light to heavy. They contain up to 4.0% effective anti-scuffing additives. Designed for bevel and hypoid gears which have small displacement of axes, the gearboxes of trucks, and axle units. Recommended for non-synchronized gearboxes of US trucks, tractors and buses and for main and other gears of all vehicles. These oils are basic for synchronized gearboxes, especially in Europe.*

*API GL-5, oils for severe conditions. They contain up to 6.5% effective anti-scuffing additives. The general application of oils in this class are for hypoid gears having significant displacement of axes. They are recommended as universal oils to all other units of mechanical transmission (except gearboxes). Oils in this class, which have special approval of vehicle manufacturers, can be used in synchronized manual gearboxes only. API GL-5 oils can be used in limited slip differentials if they correspond to the requirements of specification MIL-L-2105D or ZF TE-ML-05. In this case the designation of class will be another, for example API GL-5+ or API GL-5 LS..."*



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[info@TriumphWedgeOwners.org](mailto:info@TriumphWedgeOwners.org)

Formerly the TR8 Car Club of America



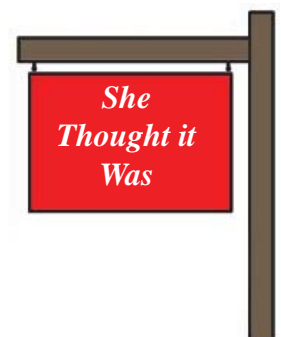
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# TR-3 Wiper Wiring

Contributed by Stu Lasswell

At last month's meeting I made mention of the fact that most wiring diagrams for the TR-3 are wrong with regard to the windshield wiper motor. It seems that changes made mid TR-3 production were not adequately addressed in Triumph literature, and thus not clarified in subsequent manuals and diagrams. When my TR-3 was refurbished, replete with a new wiring harness, my mechanic had difficulty matching the wires to the diagram, and basically made them work, leaving a wire or two unattached. It wasn't until I tried to replace my wiper motor that I thought to make it work correctly.

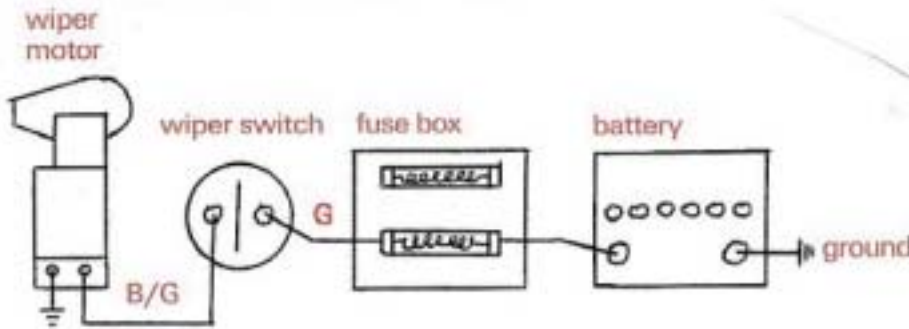
the car! Now, borrowing freely from Mark Macy's article, I'll try to make sense of this confusion, simplifying the diagram for clarity, and hopefully not boring or scaring away those who fear (rightfully!) Lucas, Prince of Darkness!

Originally, the TR-2 was equipped with a basic, 2-wire wiper motor. It was wired much like every other electrical accessory in the car, with power coming from the fuse box and passing through a switch before continuing on to the wiper motor, passing through the motor, and flowing out through a ground path back to the battery. This wiring system remained through the introduction of the TR-3. A new, 3-wire wiper motor was introduced at TS12567, which allowed the wipers to "self park" when shut off, rather than the driver "timing" his push of the control button.

Although not clarified (or even mentioned) in the manuals, this resulted in a major change. In the early cars (and wiring diagram) the wiper switch on the dash is "powered", thus when the switch is engaged, power is sent to the wiper motor. After the change-over to self parking wipers, power runs through the green wire directly from the fuse box at all times, and the

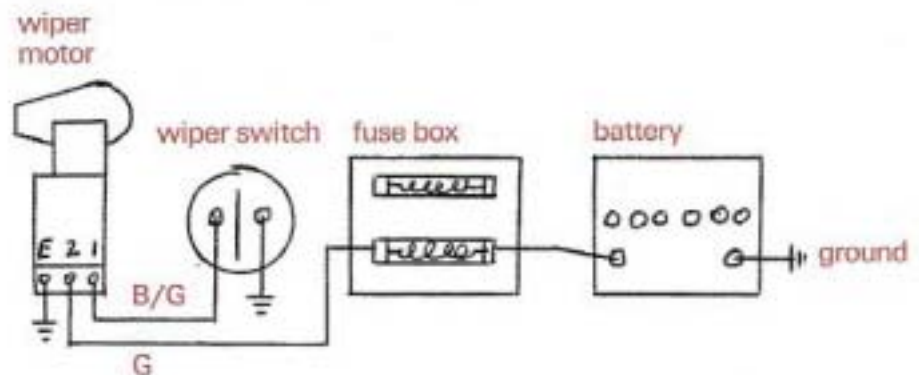
switch on the dash completes the ground side

TR2 style wiring diagram - 2 wire wiper motor



Fortunately, the day before we were to leave on our "Big Trip", I got my TRA quarterly newsletter. It so happens that someone wrote in to "Ask M2" (that's Mark Macy of Macy's Garage) for help with this specific problem. His clarification helped me resolve my problem, and now the wipers not only work, they "park" when shut off for the first time in the fifteen years I've had

TR3, 3A, 3B style wiring diagram - 3 wire wiper motor



of the loop. This allows the self-park feature to take place after the switch is disengaged. Got it? Clear as mud, right? Not only is this the opposite of the previous “path”, it is completely the opposite of the way in which any other item on the car is wired! If that wasn’t bad enough, no effort was made to rectify the confusion in the wiring diagrams in most manuals until those for the TR-4!

Perhaps most will find a wiring diagram comparison helpful in illustrating the differences mentioned above. Because typical wiring diagrams seemed to be designed to scare the bejeesus out of any sane person, we’ll use the highly simplified versions Mark Macy provided in his article.

In the illustrations above, G is Green, and BG is Black with Green stripe. If your side screen TR wipers don’t work as they should, or aren’t wired as they should be, I hope this article might be of use to you. This might also be an impetus to join the Triumph Register of America (the national TR2,3,&4 club) so such information can be yours firsthand!

## Get the right Radiator Cap

Contributed by Stu Lasswell

Before setting out on our big, 5,000 mile adventure this summer I naturally went through the cooling system. I had the radiator flushed, and the dreaded TR-3 seepage at the header tank extension sealed. Drove around town, and found it to be staying reasonably cool with my usual mixture of water, coolant, and Water-Wetter. Just before leaving, however, I found a 7 pound radiator cap and went ahead and replaced the stock 4 pound cap.

Throughout most of the trip I found that I had to periodically top up the radiator, and once in heavy traffic I got really worried by how hot we were running until we finally got back under way. You also saw how the old car “marked it’s spot” upon our return! Well, now I know why.

Most of our older British cars have filler necks that require the long (deep) spring loaded seal, approximately an inch long below the cap top. That’s what the old 4 pounder was. The 7 pound cap had the more common 3/4 inch reach, hence during our entire voyage the cooling system was unpressurized! Whereas I had hoped to take advantage of the higher pressure to improve cooling, I had instead greatly reduced it... fortunately I was traveling in cooler country, and for the most part staying out of traffic.

So, be forewarned! Make sure that your replacement parts not only fit, but fit correctly!

## Electrical Theory of Smoke

Contributed: Ghost of Joseph Lucas

Positive ground depends upon proper circuit functioning, the transmission of negative ions by retention of the visible spectral manifestation known as “smoke”. Smoke is the thing that makes electrical circuits work; we know this to be true because every time one lets the smoke out of the electrical system, it stops working. This can be verified repeatedly through empirical testing.

When, for example, the smoke escapes from an electrical component (i.e., say, a Lucas voltage regulator), it will be observed that the component stops working. The function of the wire harness is to carry the smoke from one device to another; when the wire harness “springs a leak”, and lets all the smoke out of the system, nothing works afterwards. Starter motors were frowned upon in British Automobiles for some time, largely because they consume large quantities of smoke, requiring very large wires.

It has been noted that Lucas components are pos-



sibly more prone to electrical leakage than Bosch or generic Japanese electrics. Experts point out that this is because Lucas is British and all things British leak. British engines leak oil, shock absorbers, hydraulic forks and disk brakes leak fluid, British tires leak air and the British defense establishment leaks secrets...so, naturally, British electronics leak smoke.

### **The Theory Explained through Discussion.**

When wires smoke, how come the smoke is not the same color as the wire?

This is not completely true. When the smoke is in the wire, it is under pressure (called voltage). The pressure difference causes the color to change from the normal color we are used to. Not unlike the blood in our veins and arteries changing color due to the oxygen content. When the smoke escapes the wire and is exposed to air, the pressure is released, and the color reverts back to what we commonly recognize as smoke. The wire then changes to the color of the smoke that escaped.

I hope this helps you understand.

I would only question the last sentence of that description. It has been my experience that the wire turns a color directly opposite of the smoke.

Not always true, I think it must depend on the composition of the smoke in question.

I should have made it a little clearer; the color the wire becomes, is directly proportional to the escape velocity of the smoke. Higher velocities generate higher heat. This heat tends to burn the wire and affect the coloring. The statement was meant to be a generalization, indicating the fact that the color of the wire does in fact change. Sorry for the miscommunication.

I was speaking of electrical smoke which is generally white. The spent smoke casing generally assumes a color somewhat near black after the smoke leaves.

I can't stand it anymore! If, as you say, light bulbs suck up darkness and convert it to smoke which is transmitted (via wire) to a power source for recycling...why do car batteries go dead when lights are left on? Do car batteries (and flashlight batteries for that matter) have a limited amount of storage capability? Is it like a hard drive that gets so full that you have to double-space and then lose all data?

Now you're getting it.....

I thought you guys were smarter than this. Of course the battery stores the smoke. In fact it can store so much smoke that if you open the top and light a match, the resulting explosion can do serious damage. I'm sure you are aware that usually where there's smoke there's fire. If you connect the battery to a charger, the smoke is then returned to the wire (Remember, a light bulb won't work unless it is connected to a wire system) for the utility companies to use. Your hard drive analogy is a very good example.

Our hardware guys might be onto something in their quest for superior wiring. I have noticed the unique method of series/parallel wiring the power strips on our systems seems to prevent the smoke from getting out of the wires. A "Smoke Loop" of sorts. In the case of the "smoked" workstation recently, you should notice that this was a conventional single power strip installation.

Since color is perceived by the cone shaped receptors in our eyes, and cones require more light than their rod shaped counterparts. Is the sky blue at night?

At night the process including contraction of the pupil is visual purple by which the eye adapts to conditions of increased illumination when facing 300 candle power redeflecting devices.

Since there is a spectrum of light that we as humans cannot see, I support the theory that everything is going up in smoke, we just can't see it. This may explain why the neighbors dog barks

for no apparant reason.

I think your basic understanding of smoke systems is remarkable. However I find a flaw with your theory. The battery is a reusable storage device for smoke. therefore, one would assume that some sort of one way valve (we can call it a diode) should be needed to prevent pressure flooding back into the system while at rest. Unlike the A/C system, the smoke system is collecting darkness at the headlights and converting it to smoke. This causes the system to fill up. The battery can contain much higher pressures and volumes than the wires. If this pressure exceeds the capacity of the wire, it will cause a rupture as you described. The rupture can be controlled by a sacraficial device known as a fuse. But this still doesn't eliminate the problem. Perhaps a two way valve (zener diode) is used to allow a small amount of pressure to return to the system, and partially equalize. I find this theory unlikely though, due to the increase in the force required to start the pump (which is now under pressure) working again...

The smoke continues circulating through the system, due to the pressure differential in the battery (smoke pressure/vacuum reservoir). When the reservoir becomes depleted, the pressure simply equalizes everywhere in the system (similar to an A/C system when it's turned off) and stuff just wont work. Notice the relations: Work ( $W$ ) = Force ( $F$ ) x Distance ( $D$ ); Force ( $F$ ) = total difference in pressure ( $Dp$ ) x Area ( $A$ ). Therefore, the work done in a pressure system is:  $Dp \times A \times D$ . If the pressure differential ( $Dp$ ) is reduced to zero then  $W = 0 \times A \times D = 0$ .

The smoke only escapes the wires when a path is created between the pressure differential areas (@ either the reservoir or the pump) that has too little restriction. When this happens, the smoke travels through the wires so fast that the friction between the smoke and the outer walls of the wiring heats the wires until they rupture. The smoke continues to escape until its pressure is equalized with the atmosphere, or until the conduit that provides the path between pressure areas is severed. When this happens, the sudden

drop in pressure allows the wires to "collapse" slightly and, being soo hot, as the edges of the ruptures and severed ends touch, the material becomes fused, sealing the system and retaining the remaining smoke.

Don't forget, when the system is at rest, all the valves, (switches and relays) are closed, keeping the pressure areas separated. When restarting the pump, as long as everything is OK, the smoke pressure is equal on both sides of the pump and there is no net force on the pump when it begins operating again. Also, within the pump there are pressure/volume actuated one-way valves with restrictors built in, arranged in such a way that they keep excess smoke volume recirculating through an integral smoke loop, which maintains the pressure within manageable limits.

The excess smoke, created by the light/smoke converters (headlights and other darkness absorbing devices), is changed back to darkness and dissipated in small unit concentrations so its dark effect is not locally observed. The smoke pump impeller (stator), converts smoke into magnetic flux which does work on the engine. Some of the excess work energy is dissipated through the cooling system and exhaust in the form of heat, while the remaining work energy is converted back to smoke and distributed evenly in small concentrations as you drive. This maintains the total quantity of smoke in the system at an average that does not change over time.



# Summer Car Shows

GREETINGS TO ALL  
ARIZONA AUTO HOBBYIST  
FROM YOUR FRIENDS AT  
HOT ROD PLANET PROMOTIONS

I know, I know - it's still summer and the last thing you want to think about are Car Shows in this heat !!! In fact, the heat is taking it's toll on several cruise-in's around the Valley. But hang in there, as the cool months are just around the corner.

In the meantime, there are a couple of "indoor" Car Shows - yes, I said indoor Car Shows, that might interest you. Plus, our own fund raiser event for the Commemorative Air Force Museum, is a mere 2 1/2 months away - and we really need all the support we can get in spreading the word about this show.

Listed below are a few events that we are helping promote, and feel free to pass this email along to other Arizona enthusiasts.

More information on all of the events listed below is available at: [www.hotrodplanet.com](http://www.hotrodplanet.com)

---

BEAUDRY RV SECOND SATURDAY  
INDOOR CAR SHOW  
AUGUST 8TH - AND - SEPTEMBER 12TH  
10:00AM - 2:00PM

No Registration Fees - Live Music - Food/Drinks

Fan Favorite Prizes:

1st - \$125.00  
2nd - \$75.00  
3rd - \$50.00

Show flyer posted at: [www.hotrodplanet.com](http://www.hotrodplanet.com)

Anything goes - Classics, Rods, Tuners, Traditional, Race !

SANDERSON FORD PRESENTS  
HOT SUMMER NIGHTS  
INDOOR / OUTDOOR CLASSIC CAR SHOW  
AUGUST 15TH

Brought to you by [DesertCruisers.com](http://DesertCruisers.com) and  
the Arizona Auto Hobbyist Council

<http://www.desertcruisers.com/events/2723.pdf>

OR

<http://www.desertcruisers.com/index.php?stateid=AZ&cityid=Phoenix&linktype=Events&id=2723&statskip=1>

Free to enter - Free to see

---

BUCKETS, BLOWERS & BOMBERS  
OCTOBER 17TH  
9:00AM - 3:00PM  
Limited to 225 vehicles

On behalf of the Commemorative Air Force Museum Home of the B17 bomber - "Sentimental Journey" and the B25 bomber - "Maid in the Shade"

See the planes - See the cars - all at one event.

This show is open to all makes and models of vehicles, with special emphasis on T-buckets, blown cars and trucks, and traditional rods (rat rods).

The CAF is a non-profit museum, and houses some really, really interesting aircraft from all eras. The B25 will be on site for a special "charity drive" photo op. See flyer for details. The B17 will be on tour at Edwards Air Force Base, but don't let that stop you, as there are many, many other incredible aircraft to see!

Early rumors are that we may be blessed with a P-51 Mustang at this event - but stay tuned as details become available.

Since the CAF is entirely a volunteer organization, they really need our support in order to keep

this rich and important history alive, for future generations. Please consider joining us for this event - your support will be gratefully received.

More information and registration flyer are available at [www.hotrodplanet.com](http://www.hotrodplanet.com)

---

CRUISIN' ON MAIN STREET IN MESA  
NEXT CRUISE - AUGUST 22  
Held the 4th Saturday of every month  
5:00PM - 9:00PM

The summer months are taking their toll on all Cruises and Cruise-ins, but hang with us till the winter months arrive - and then LOOK OUT - as these monthly cruises will be the place to be !!!

---

For more information, go to [www.hotrodplanet.com](http://www.hotrodplanet.com) or call Lance at 480-229-5691



The Caledonian Society of Arizona Presents  
**The 46th Annual Arizona Scottish Highland Games & Gathering**  
**SCOTCH TASTING! BEER & WINE!**

**FEBRUARY 27 & 28, 2010**  
**Gates open at 9am**

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Phoenix, AZ 85012 - (602) 495-0739

**For GENERAL information**  
**602.431.0095**  
**[www.arizonascots.com](http://www.arizonascots.com)**

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**MARK YOUR CALENDAR!**

# Calendar of Events

For more information or to sign up for an event, visit the DC TRA web site events page ([www.dctra.org](http://www.dctra.org)). Also, check the link to "Arizona Car Shows" on the [dctra.org](http://dctra.org) website. Some events are listed without dates as they are not known at this time but are shown in their "historical" time frames.

To add or host an event, contact Kathy Nuss, VP and Activities 480-983-3945 / [jknuss@juno.com](mailto:jknuss@juno.com)

## August 2009

- 1-2 - Prescott Antique Auto Show
- 8 - NASA Track Event @ Firebird West
- 11 - DCTRA Monthly Meeting
- 15 - Alpine Blast from the Past
- 14-16 Southwest Karters @ Sandia
- 16 - Breakfast Run - Organized by John &

Kathy Nuss of the London Taxi Assoc. Meet at 32nd St & Shea Blvd in Phoenix for a short drive to eat. Meet at 7:00 am, leaving at 7:30.

## September 2009

- 8 - DCTRA Monthly Meeting
- 11-13 Flagstaff Route 66 Days Car Show
- 12 - Humane Society Charity Car Show at

Mesa Marketplace

- 12 - NASA Track Event @ PIR
- 20 - Breakfast Run to Mel Martin's Museum
- 26-27 SCCA @ PIR
- 27 - Southwest Karters @ Firebird West
- 30-Oct 4 - Triumphest / VTR National in San

Luis Obispo, CA

## October 2009

30-Oct 4 - Triumphest / VTR National in San Luis Obispo, CA

- 3 - NASA Track Event @ PIR
- 10 - Sierra Vista Cars in the Park
- 11 - Goodyear Autofest Charity Show
- 13 - DCTRA Monthly Meeting
- 17 - Tucson Classics Car Show
- 18 - Tempe Car & Bike Show
- ?? - Breakfast Run
- 24-25 - Historic Sports Racing @ PIR
- 24-25 - Vintage Voyage
- 25 - Peroia Fire It Up Car Show

## November 2009

- 1 - Southwest Karters @ Firebird East
- 7-8 - SCCA @ PIR
- 7-8 - Tucson Highland Games
- 10 - DCTRA Monthly Meeting
- ?? - Breakfast Run
- 14 - Tucson Cops & Rodders Car Show
- 28 - NASA Track Event @ PIR
- 29 - Southwest Karters @ Firebird Main

## December 2009

- 5-6 SCCA @ PIR w/ Vintage class
- 8 - DCTRA Monthly Meeting
- 12 - Southwest Karters @ Firebird Main
- 19 - Christmas Lights Tour
- ?? - DCTRA Christmas Party

## January 2010

- ?? - DCTRA Election Brunch
- ?? - Breakfast Run

## February 2010

- 9 - DCTRA Monthly Meeting
- ?? - Breakfast Run
- ?? - Wickenburg Goldrush Days
- 27-28 - Phoenix Highland Games

## March 2010

- 7 - Wheels of Britain
- 9 - DCTRA Monthly Meeting
- ?? - Breakfast Run

## April 2010

- ?? - Prescott Unique Little Car Meet
- ?? - Copperstate 1000
- 13 - DCTRA Monthly Meeting
- ?? - Breakfast Run
- 17-18 - BEAT Rally

## May 2010

- 11 - DCTRA Monthly Meeting
- 13 - Prescott Highland Games
- ?? - Breakfast Run

## June 2010

- ?? - ???

## August 2010

- ?? - ???

# Cruise Nights

from the Safeway Property management - food - Every Saturday night from 5pm-???

## Fridays:

**Chandler** - East Valley Cruise-In at Fulton Ranch Towne Center - S.W. corner of Arizona Ave. & Ocotillo Rd. - 6-9pm - Info: Stephanie 623.582.9599

**Glendale** - KOOL Radio Car Show 3rd Friday of Month at Sanderson Ford Lincoln Mercury (6400 N. 51st Ave) - 4pm-7pm - live music and great KOOL prizes - Info: Nick 602-488-8163

**Mesa** - Cruise Downtown Mesa 2nd Friday of Month (West Main Street from Country Club Drive to Center Street) hosted by Downtown Mesa Merchants Group - Come down, join the fun and show off your car!! It's FREE!! - Info: Sharon 480-890-2613 or Anita 480-924-7887

**Mesa** - Mesa First Car Show at Mesa First Assembly (1303 S Lindsay Rd) - Meets 1st Friday of every month beginning Jan. 2nd from 6-9pm - Live music, BBQ, soft drinks, huge parking area, great lighting - All vehicles welcome - Info: Greg 480-678-2209

**Peoria** - Friday Night Lights Car Show/Cruise In - 91st Ave just of Northern behind Auto Zone (8350 N. 91 Ave.) - 300 parking spaces - 100 to 200 cars attend weekly - 5:30pm - ? - open to all cars, trucks, food, music, trophy for best car - Info: Bryn 480-229-2918

**Phoenix** - West Side Cruisin' - 35th Ave. & Northern - Info: 602-246-3906

**Phoenix** - Rod and Custom Cruise (SW corner of 59th Ave. and Beardsley), prizes, raffles, music, and clean fun - Info: 623 362-8282

**Surprise** - Fry's Marketplace parking lot (13982 W. Waddell Rd.) - 5-9pm - all makes and years - Corner of W. Waddell Rd. and Litchfield Rd., behind the Sonic Drive-In - Sonic, Fry's and Subway for food and beverages - Info: Larry 623-476-8098

## Saturdays:

**Chandler** - Chandler Christian Church (1825 S. Alma School Rd.) - 1st Saturday of every month - Coffee and Donuts - Cars, Trucks and Motorcycles welcome - 9am-11am - Info: Tom Donahue (480) 510-3145

**Glendale** - Safeway - 83rd Ave. just off the 101 (west) 1/2 mile north of Union Hills - hundreds of parking spaces, plenty of light, permission



**Laveen** - Wienerschnitzel (5220 W. Baseline Rd.) from 5p-9p - Info: Shane 602-605-8101 or 949-433-1251

**Mesa** - Cruisin' on Main Street presented by Hot Rod Planet and Concerned Mesa Cruisers (Country Club to Mesa Dr.) - 6-10pm - Info: Lance 480-229-5691 - Mesa To be held the 4th Saturday of every month

**Mesa** - Power & Hampton on Saturday Evenings near Superstition Springs by K Mart

**Peoria** - Safeway Shopping Center - 20713 N. 83rd Ave. (83rd Ave. and Lake Pleasant Road) - 5-9pm - Everyone Welcome - Info: Gary 623-203-5752

**Phoenix** - Cruise-In at SO-CAL-AZ (3427 E. McDowell Rd.) - Second Saturday of month - 7-9am - coffee, donuts, car talk and a Small Swap - Drive your classic car or truck to qualify for swap space - No Trailers or Truck loads - Info: Don 602-275-7990

**Scottsdale** - McDonald's, Scottsdale Pavilions Shopping Center, 4pm-10pm, 9140 E. Indian Bend Rd. (Pima & Indian Bend Road)

## Sundays:

**Chandler** - Every Sunday morning at 7am at Starbucks in downtown Chandler ((1 San Marcos Place) just west of Arizona Ave, south of Chandler Blvd.) We're kinda hard to miss, just look for the Hot rods! Can I hear an AMEN? - Info: Craig Pike 480-220-6687

**Fountain Hills** - Fountain Hills Automobile Club Cruise-In at KFC & A&W RESTAURANT (16805 E. Shea Blvd.) (Target Center) - 1:00 PM - Open to all Antique, Classic & Special Interest Vehicles (No Shows during the summer)

**Phoenix** - Hotrod Jokers Cruise-In and Car Show - Ramjets Speed Shop (13701 N. Cave Creek Rd.) - 1-4pm - free hot dogs and beverages - Info: Ron 602-574-4059

**Scottsdale** - Old Guys Hot Rods Hotrod Show at Handlebar J's (7116 E. Becker Lane) - 1st Sunday of Month - car show on the street in front Handle Bar J's patio, Live music - all years and makes welcome - Info: Mike 602-291-8374

# Ol' Bill's Cars



Dave Riddle asked that I write a response to a few questions that he had. I was born and raised in Chattanooga, Tennessee. One of our neighbors was Harold Coker who owned Coker Tire. Robert K. Smith (DCTRA member in Hawaii) was raised about a mile away and was also probably influ-

enced by Mr. Coker and the old cars in the area

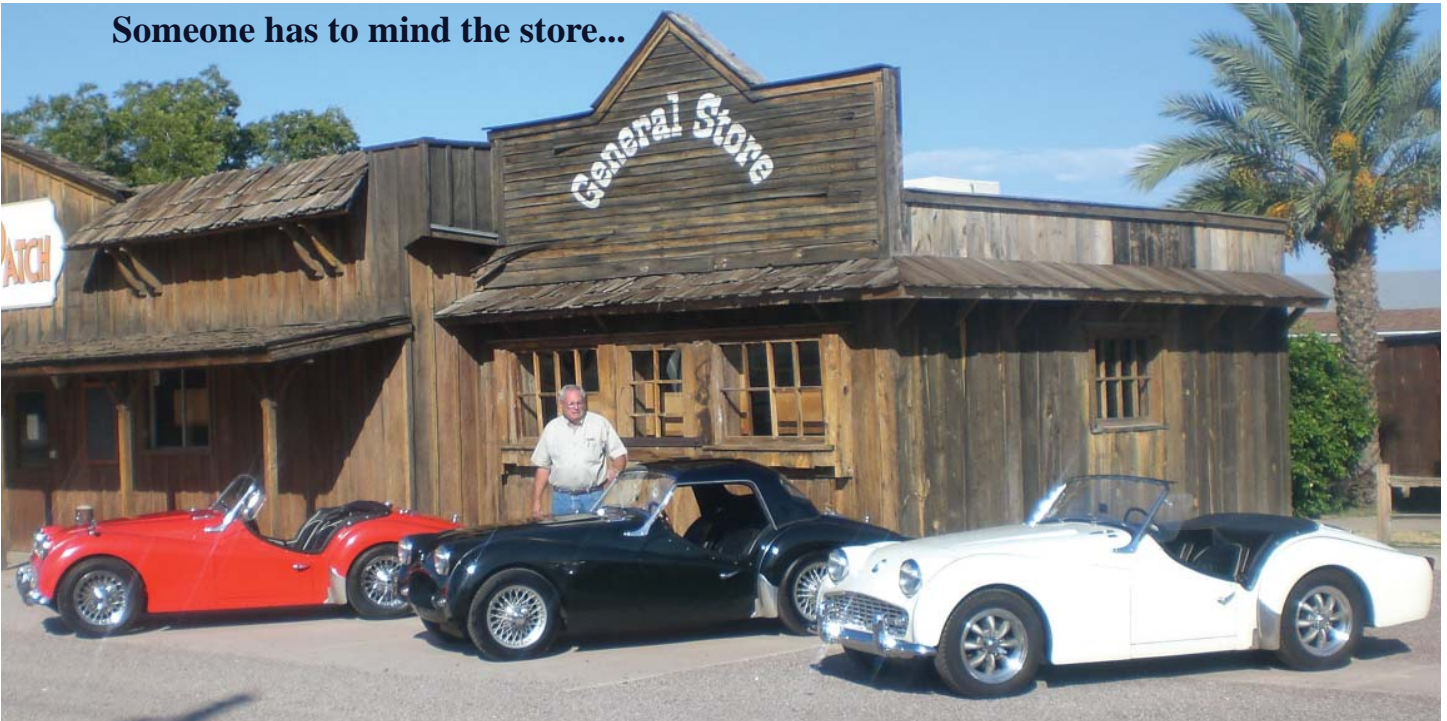
Mr. Coker restored old cars in his basement evenings and weekends and as a teenager I would go over there, watch, help some and ask questions. He was helpful, gave me sound advice and encouraged my interest in old cars. His influence may be the reason that I enjoy work-

ing, rebuilding and restoring neat old cars. My parents did their best to discourage my interest in cars. I worked after school and weekends to earn money to buy cars. I bought my first car at 14 with the help of my next door neighbor who was 16, I had the money and he had a license. He knew how bad I wanted a car and I received my first lesson on partnerships. The car was a 1927 Willys-Knight, it ran but the body was junk, so we stripped off the body, painted it with a brush and built a speedster. Every car that I could afford to buy was distressed merchandise, needing everything to be rebuilt or redone, mainly 55 Chevys and old Fords.

I joined the Air Force in 1966, left home to see the World. While stationed in Idaho I married my wife Sandy (she liked cars and was cute) and we were then sent to Germany for 2 years. While stationed in Germany our son Bill was born and I discovered sports cars, mainly 356 Porsches.

After being honorably discharged from the military in 1970 we moved back to Chattanooga. I became a banker and went into the real estate business. I started collecting old sports cars and had several race cars and was involved with the local SCCA club.

**Someone has to mind the store...**



**The sign says it all...**



In 1978 we decided to move to Mesa, Az. and start a business, Unique Motorcars, building the first A.C.Cobra replicas. In 1980 we sold the business to some people who moved the company to Alabama and who are still making the Cobra replicas. In 1984 we moved back to Chattanooga and I had an idea to build a Ferrari GTO replica utilizing a Datsun 240Z chassis. I started building the cars and then our daughter Jayme became seriously ill. I sold the business, and we were just about broke. So, we moved back to Mesa and I went and got a real job with Keith Riggs Plumbing managing their fleet of trucks. I worked for the Riggs family for 20 years. That real job made it possible for us to get back on our feet. We bought old rental property and made it possible to get back into sports car racing.

In 1988 I met a local Alfa Romeo mechanic, Bruce Begley, Arizona Twin Cam, and with his help building motors and racing transmissions, we raced Alfa GTVs in vintage racing. Our cars were very competitive but most of the races were in California and the travel was expensive. I decided to race with SCCA locally. I built a Mazda RX-3 and then built several RX-7s. I have a 944 Porsche race car currently that my son raced. My old racing buddy, Roy Stoney of Coventry Motors tried for 20 years to get me

to buy and race a Triumph. I am sorry Roy that I waited so long. Dave Riddle and Stu Lasswell finally convinced me to buy a white TR-3A that I still own (editor: to which he has added the red and black/green TR3s). I was really surprised at the performance, but it needed a fifth gear and better steering. I decided to build a 5 speed transmission conversion by building my own bell housing and using as many Triumph parts as possible. My transmission conversion has been in my car for 3 years now without a problem. I also built a rack and pinion steering conversion for TR-3s that makes the car feel like it has power steering.

My wife Sandy has tolerated and supported (most of the time) my addiction to cars for 42 years and I love her for it. Being involved with cars has given us the opportunity to travel to different parts of the country and make lots of friends along the way. I hope they have cars in heaven.



Dave Riddle giving Bill's racing RX-3 a shakedown at Firebird Main



## ***DCTRA Membership Application***

Please print and return completed form to:

John Reynolds, Treasurer

806 E. Campus

Tempe, AZ 85282

### ***Member Info:***

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

Phone: \_\_\_\_\_ Phone: \_\_\_\_\_

email: \_\_\_\_\_

(required for newsletter notification)

### ***Auto Info:***

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Commission #: \_\_\_\_\_

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Commission #: \_\_\_\_\_

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Commission #: \_\_\_\_\_

Length of Membership

☐ One Year  
\$18.00

☐ Two Years  
\$34.00

☐ Three Years  
\$50.00

I would like to Receive the Newsletter via:

☐ Email

☐ US Mail

Comments/Suggestions:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Post Your TR Story to the Club's Website

All members that Register with the website (<http://www.dctra.org>) can post a profile and history of themselves and their car(s) along with a photo. Visit the site and on the membership page you can find a detailed step-by-step process (including pictures!) of how to do it.

**[http://www.dctra.org/files/How\\_to\\_post.pdf](http://www.dctra.org/files/How_to_post.pdf)**

Our Webmaster would be happy to post your info for you if the following seems too complicated. Just email him ([dave@microworks.net](mailto:dave@microworks.net)) with the text you want and a picture if you have one.

Or...

You can follow the instructions below or go to [http://www.dctra.org/files/How\\_to\\_post.pdf](http://www.dctra.org/files/How_to_post.pdf) to open/download a PDF document that takes you through the process step-by-step with illustrations.

1. Login

2. Select "Write" from the menu at the top (your account must be upgraded from the initial level when the account was created - if you do not see the "Write" option send an email to Dave to have your account upgraded)

3. Fill in the Title box. For example enter your name: John Q. Public

4. In the Post box fill in a little bit about yourself, your car and how the two of you got together.

5. DO NOT CHECK the "Notify everyone (regardless of subscription).

Now to upload your picture(s) to accompany your post...

6. Select the "Browse" button on the right hand side of the field called "File" See below for some advice on photos.

7. This opens the normal Choose File dialog box. Find the file you want to upload. Click on it and then select the "Open" button. If you want give the file a Title and a description.

8. Press the "Upload" button.

9. Leave the settings "Show Thumbnail" and "Link File" just like they are.

10. Now backup in the box where you typed your "Post" place the cursor where you want the picture to be located.

11. Press the button "Send to editor"

12. Over on the right hand side in the Categories menu place a check in the "Members Cars" box.

13. If you want people to be able to comment about your post leave the Comments and Ping boxes checked. Otherwise uncheck them.

14. Press the "Publish" button

Now you can "View site" and see your post in the "Members Cars" category!

---

A Note about posting and uploading your picture in your Member Posting. PLEASE PLEASE PLEASE pay attention to the size of the picture you want to upload. Resize the image so that it is no more than 600 pixels wide. If you do not know how to do that feel free to email the picture to [dave@microworks.net](mailto:dave@microworks.net) and he will resize the image and email it back to you.

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## Classified

### TRIUMPH / TOYOTA TRANSMISSION ADAP-TORS

Put a Toyota 5 Speed into your TR-3 or TR-4, Transmission adaptor uses stock Triumph hydraulic clutch set up. Adaptor Kit, with instruction, pictures \$500.00, Bill Close (602-524-5351)  
<http://www.eaglegatellc.com>

### Mechanic/Painter

Mechanical, paint & body for over 30 years. We would like to see if anyone needs any work done. I've owned a TR6 since 1975 and has redone just about every part of it. Works on all types of vehicles. Very reasonable.

Patrick O'Connell 602-569-0656

### TR6 complete engine/parts for sale

Variety of used TR6 parts and complete 1970 engine on stand for sale. Also an aftermarket TR6 Hardtop. Will sell all for \$1250. Please forward to all who may be interested.

Contact Rick 520-780-1948  
[rschuarizona@yahoo.com](mailto:rschuarizona@yahoo.com)

### GT6 Engine

1968 GT-6 engine complete bought from wrecking yard in Flagstaff \$250.00 Scottsdale 602-377-8559

Note: Classified ad's are always free to DCTRA Members

## Recommended Vendors

A "Vendors" menu option has been added to the website. Selecting that menu option will show you a listing of vendors (services, parts, repair, etc...) that DCTRA members have had experience with and are recommending to other members.

If you have a Vendor to recommend you will notice at the bottom of the list that a form has been provided for you to fill out. When we receive your completed form we will add your recommended vendor to the list.

**JIM MEDLAND, President**  
**JEFF GIROUX, Parts Mgr.**



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## Funnies...



Is the color scheme of (former DCTRA member) Sean Mee's TR3 the inspiration for the costume design of the DC Comics Super Hero named Triumph? Wait! Maybe Sean is really Triumph's alter ego!? Or maybe Sean's TR is really a transformer! Have the two ever been seen together? Hmmmm....

Triumph's super powers certainly could like they were influenced by Lucas, Prince of Darkness.

"... Triumph can bend the electromagnetic energy around him for offensive purposes. For instance, he can store energy in his hands and send it through metallic wiring as a powerful electric current. He can project powerful electric blasts from his eyes capable of melting thick plastic or rubber objects, or even shred tough steel alloys like confetti..."

[http://en.wikipedia.org/wiki/Triumph\\_\(comics\)](http://en.wikipedia.org/wiki/Triumph_(comics))

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E.MAIL [bobbranton@hotmail.com](mailto:bobbranton@hotmail.com)

## Prince of Darkness jokes...

💣 The Lucas Electric motto: "Get home before dark."

💣 Lucas denies having invented darkness. But they still claim "sudden, unexpected darkness."

💣 Lucas--inventor of the first intermittent wiper.

💣 Lucas--inventor of the self-dimming head-lamp.

💣 The three-position Lucas switch--DIM, FLICKER and OFF. The other three switch settings--SMOKE, SMOLDER and IGNITE.

💣 The original anti-theft devices--Lucas Electric products.

💣 "I've had a Lucas pacemaker for years and have never experienced any prob...

💣 If Lucas made guns, wars would not start either.

💣 Did you hear about the Lucas powered torpedo? It sank.

💣 It's not true that Lucas, in 1947, tried to get Parliament to repeal Ohm's Law. They withdrew their efforts when they met too much resistance.

💣 Did you hear the one about the guy that peeked into a Land Rover and asked the owner "How can you tell one switch from another at night, since they all look the same?" "He replied, it doesn't matter which one you use, nothing happens!"

💣 Back in the '70s Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which didn't suck.

💣 Quality Assurance phoned and advised the Engineering guy that they had trouble with his design shorting out. So he made the wires longer.

💣 Why do the English drink warm beer? Lucas makes the refrigerators.

💣 Alexander Graham Bell invented the Telephone. Thomas Edison invented the Light Bulb. Joseph Lucas invented the Short Circuit.

💣 Recommended procedure before taking on a repair of Lucas equipment: check the position of the stars, kill a chicken and walk three times sun-wise around your car chanting: "Oh mighty Prince of Darkness protect your unworthy servant."

💣 Lucas systems actually uses AC current; it just has a random frequency.



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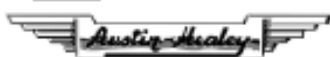


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