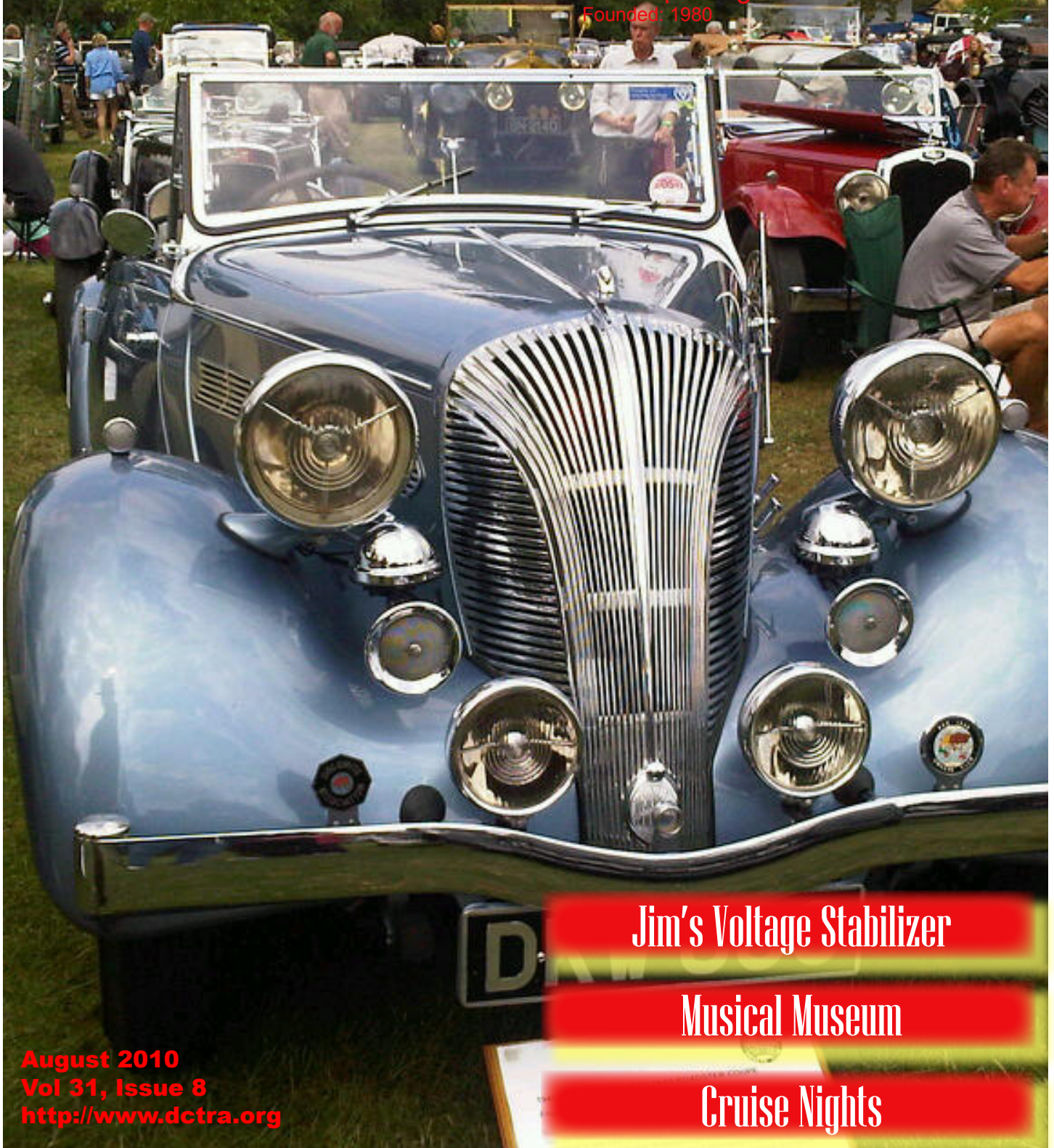




TRIUMPH TRUMPETER

The Desert Centre - Triumph Register of America
Founded: 1980



Jim's Voltage Stabilizer

Musical Museum

Cruise Nights

August 2010
Vol 31, Issue 8
<http://www.dctra.org>

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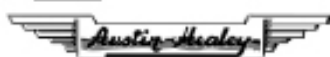


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Websites

Desert Centre-Triumph Register of America
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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.vsgccc.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



TRiumph TRumpeter

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THE ISLE OF WIGHT TRIUMPH CLUB, U.K.**

<http://www.dctra.org>

August 2010
VOL. 31 Issue 8

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On the Cover:

Triumph Dolomite -1940 1767cc

Photo: Julian Anderson

NEXT CLUB MEETING:
August 10, 2010 @ 7:00 PM
Denny's Restaurant
3315 N. Scottsdale Rd, Scottsdale
Come Early to Socialize with other Members

2010 Officers

President	Vice President & Events
Stu Lasswell 480-786-0116 debnstu2@yahoo.com	Matt Reynolds 480-968-6078 bsatr6@yahoo.com

Secretary	Treasurer
Bev Peterson 480-488-4872 bev@carefree.org	John Reynolds 480-968-6078 johntempe82@yahoo.com

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John Horton 602-843-1399 johnhorton@yahoo.com	Jim Andres 480-628-7635 jimandres@yahoo.com

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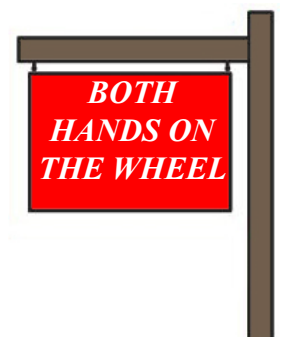
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1/4 PAGE: \$35.00	BUSINESS CARD: \$25.00

EDITORS DESK

Dave Riddle

It's been a bad month. Enjoy some random web humor. Regular programming may resume next month...



Prez Sez

Stu Lasswell

August is generally a hard month for me to write much about Triumphs, in that the weather generally precludes my getting much use out of the old beast. Activities tend to dry up, and the prospect of driving it for “pleasure” or the occasional Saturday commute must be weighed against the generally uncomfortable humid heat, not to mention the ever-present possibility of a monsoon storm! I suppose now would be a good time to tear into it to do any major mechanical work, but the idea of working on the car in this heat seems far less inviting than driving it.

This all leads to the fact that I’m doing pretty much all of my driving in my MINI Cooper. I am at least comforted that I still have a quirky British automobile to drive around in, but it’s also got all the modern amenities to go along with that. The air conditioning never fails to keep me cool, yet the temperature gauge never seems to fluctuate in spite of ambient conditions. It hasn’t failed me yet (knock on wood) in over 115,000 miles, yet has cost me nothing in repairs beyond the usual “perishable” items. It’s fun, reliable, fuel efficient, and yet still British!

Now wait, you say, it’s really just a little BMW, right? Well, BMW wanted to build it in Germany or even America, but the British Government made sure, through both mandate and incentives, that it would be built in jolly olde England. It just wouldn’t be a “real” Mini otherwise. On all accounts the new MINI has been a great success, and MINI is now making a convertible, a “wagon”, and soon a “cross-over” vehicle and two-seater “sports” car. Not bad for a niche, boutique car line!

So, what’s MINI’s success got to do with Triumph? Plenty! When BMW bought Rover some ten years ago, it immediately sold off Rover, MG, and Land Rover, intent primarily on getting Mini... but it kept the rights to the Triumph brand as well. MINI was launched through dealerships attached to their own BMW network, I suspect primarily to keep the costs (and risks)

to a minimum. But now, a decade later, MINI is a success story, and their dealership network is expanding like their car line-up. Even with a MINI-based “sports car”! I think the time is right to re-introduce Triumph.

MG is now owned by a Chinese corporation, and is planning to produce a sports car to our market sometime soon. Somehow I don’t see American sports car buyers accepting it as a “real” MG if it’s built in China, but I think they would if it were a British-built car. I think that BMW needs to build an affordable, rear wheel drive car to be sold under the Triumph banner, even if it’s really BMW-based under the skin (not a bad thing!) and built in England. BMW now has the dealership network, the British factories and workers, and I believe a world-wide market of buyers clamoring for a modern, affordable, and typically British sports car. Heck, we’ve learned to love Lucas electrics and leaky tops... think how much better a BMW-backed Triumph could be? Let’s hope they too will see the light!

Minutes of the May Meeting

Bev Peterson

President Stu Lasswell opened the meeting at 7:07 p.m. at DENNY’S RESTAURANT at 3315 N. Scottsdale Road in Scottsdale.

35 - individuals signed the roster:

Jim Andres	Jim Bauder
Bob Branton	Pete Bowen
Virgil Cole	Bill Close
George & Chris Durkin	Gene Glenn
Ron Gurnee	John Heisser
Jim Hughes	Martin Jones
Betsy Kavash	Ed May
Armand LaCasse – TR	Bob McIlravy
Stu Lasswell – TR	Jim Medlund
Deta Hampsch & Lee Loftin	Joe Minnick
Bob Mazer – TR	Kathy Nuss
Dave & Denine Muré – TR	Bev Peterson
John & Matt Reynolds – TR	Bill Pettingell
Ken Schmidt & Deborah Cooke	David Riddle
Roy Stoney	Marie Thompson

VISITORS: There were no visitors.

MINUTES: The minutes of the meeting on June 8, 2010 were approved as submitted in the July newsletter.

TREASURER: John Reynolds reviewed the Club's balances and reported the expenditures for the month. He paid the yearly \$10 fee to the Arizona Corporation Commission and a donation was made to the Zane Horton Fund.

A motion was made, seconded and passed unanimously to increase the Club's donation to the Zane Horton Fund to a total of \$500. Armand LaCasse said the Horton's sent everyone their thanks for the expressions of care and concern on the loss of their son.

MEMBERSHIP: Marty Clark was not present to report.

NEWSLETTER: Dave Riddle said more articles for the newsletter would be greatly appreciated.

AAHC: John Horton was not present to report.

TECHNICAL: Jim Bauder thanked Armand LaCasse for help fixing his overdrive transmission problems last Sunday. Also, Jim has constructed a solid-state voltage stabilizer unit for TR's and will publish pictures and instructions in a future newsletter article.

Bob Branton said he has designed and built a jig for removing the rear differential hubs on TR's with IRS. Contact him if you need to use it.

Martin Jones said he has a friend in the north-west valley area who needs help with a TR6 that's been sitting for a number of years.

EVENTS: Matt Reynolds reported on upcoming events including the "Greased Lightning" car show in Tucson on July 17th, the "Sweet Wheels" car show in Snowflake on July 24th, and the "Cruise Main" night in Mesa on July 24th.

Upcoming in August is the "Just Sell It" swap meet at the Glendale Community College on the 1st. On the 7th there will be cruise-ins at Bing's

Burger Station in Camp Verde and at Michael's in Florence. He reminded everyone that the Mini Club will hold their Breakfast Run as usual on August 15th.

Gene Glenn commented that the last Breakfast Run was fabulous and complimented Dave and Denine Muré for laying out the route and Betsy Kavash for helping set up the rally.

OLD BUSINESS: There was no old business.

NEW BUSINESS: There was no new business.

MONTHLY OWNERSHIP UPDATE: Nothing reported.

TRIUMPHEST 2012: The Committee is currently comprised of Chairman Jim Hughes, John Reynolds and Kathy Nuss. Jim Hughes announced their recommendation to choose Little America in Flagstaff as the venue and October 11-14 as the dates for the 2012 event. He reported on the quality of the guestrooms, availability of vendor rooms and a hospitality suite and described other amenities. He had some preliminary information on arrangements for the awards banquet. He said he would have a video prepared by the next meeting that could be distributed to emphasize the good weather at Little America in October and market the event to Triumph owners in California and other states.

A motion was made, seconded and passed unanimously to accept the venue and dates as recommended. Some exchange of ideas followed about the anticipated number of cars and people. Further discussion involved financial arrangements for expenses the Committee could incur.

With no other business, the meeting adjourned at 7:45 p.m.

Submitted by:
Bev Peterson, Secretary



Voltage Stabilizer

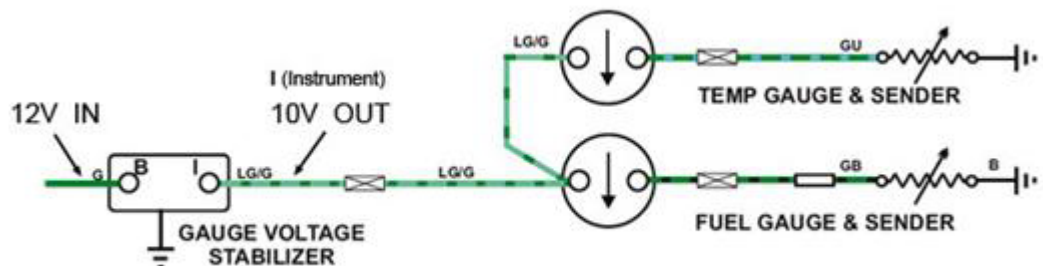
Jim Bauder



the web and it illustrates how the fuel and temperature gauges are typically wired. The circuit is the same for the various TR models, the stock gauges are designed to receive a constant supply voltage of 10 Volts and it's the job of the Voltage Stabilizer to provide it. The fuel level and coolant temperature sensors, downstream of their respective gauges, are connected through their mountings to chassis/ground. The sensors act like variable resistors; their resistance changes with fuel level or coolant temperature respectively.

The Voltage Stabilizer itself is nominally fed 12 Volts from the battery. However, we know

Replace your TRs stock thermal voltage stabilizer with a modern solid state regulator mounted inside the old Lucas stabilizer case, as above



Stock MGB Voltage Stabilizer Circuit


If you are using the original fuel and temperature gauges on your TR 4 or later, you can possibly benefit from modern solid state electronics. Unlike modern aftermarket gauges, these old-fashioned TR gauges are thermal ("bimetallic") devices. Their indicator needle is connected to a short beam constructed of two dissimilar metals. The beam is wrapped in resistance wire, which warms-up proportionally to the amount of electrical current passing through it. The gauge needle's position is determined by flexing of the beam due to the differing thermal-expansion rates of the two metals. To work properly, the fuel level and coolant temperature gauges need to be used with an external Voltage Stabilizer.

I cut and pasted the schematic drawing below, "Stock MGB Voltage Stabilizer Circuit" off

from experience that the "voltage in" isn't so stable or predictable! A number of factors affect the supply voltage available, including: the battery's state of charge, the output of the generator or alternator at any given moment (which may be affected by engine RPM), and whether various loads in the system are "on" or "off".

Regardless of how stable or predictable the 12 Volt supply is, the Voltage Stabilizer's designed purpose is to provide a stable voltage. In practice, if the Voltage Stabilizer provides more than 10 Volts, both gauges will read high. If it provides less than 10 Volts, both gauges will read low. So it is in your best interest to have the Voltage Stabilizer's output be as accurate and steady as possible.

Of course this isn't strictly possible - because the original Voltage Stabilizer doesn't actually regulate voltage at all! Instead, it cycles power "on" and "off" to achieve an average voltage (over time) of about 10 Volts. When you take an old-fashioned Voltage Stabilizer apart, you'll find a bimetallic element with a resistance wire wrapped around it (much like an automatic-reset circuit breaker, and not entirely unlike the gauges themselves.) Heat in the resistance wire causes the bimetallic element to bend. The bimetallic element actually bends back and forth quite rapidly, and in turn it rapidly opens and closes a set of contact points. Thus, it switches between a nominal supply voltage of about 12 Volts and a disconnected state (i.e. zero volts!) Well that on and off, average wasn't good enough for me! I wanted to have an accurate, stable baseline voltage for my gauges!



We still have copies of the Triumphest 2007 Event Poster.

Don't have one hanging in your garage? Get one!

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Contact Dave Riddle at 480-610-8234 or via email: dave@micro-works.net to arrange to get one at a Club Meeting

State Voltage Regulator, # NTE1932, capable of producing a steady 10 volts out.



If your Voltage Stabilizer is old or broken, or if you just want to improve the accuracy and consistency of your fuel level and coolant temperature gauges as I did, you may want to consider converting to a modern solid-state electronic voltage regulator as described below.

On the right is the old bimetallic element that 'regulates' the output voltage of the standard Voltage Stabilizer; in the center is the new Solid-

Shopping List:

You will need a solid state voltage regulator, I found the NTE Electronics #NTE1932, to sub for the generic part number LM1032, at Radio Shack for just a few dollars. This device accepts the battery voltage and provides a stable 10.6 volts output at up to about 3 amps. Of course that is more power than we need for the two gauges, but that is about the maximum for this device.

Membership

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



Along with the ability to solder you will also need a few basic tools and parts including a soldering iron, solder, a few inches of insulated wire, heat shrink tubing, etc.

Directions:

1. Disconnect the car's battery and disconnect the two wires from the original Voltage Stabilizer and remove it from the car. (Note: the Voltage Stabilizer is mounted in different places on different cars. It is mounted on the back of the speedometer on my TR250.)

2. At the bench, open the Voltage Stabilizer by carefully prying back the tabs that clamp the metal cover to the plastic base, fine diagonal cutters work well for this operation.

3. Cut and remove the old bimetallic regulator mechanism, being careful to leave enough of the two terminals for soldering wires onto them later.

4. Prepare your new solid-state voltage regulator by cutting off the center of its three terminals. (This terminal is nominally a "ground" connection, and it would be redundant with the grounded mounting tab in our installation, as they're connected internally...)

Note: in the next steps you will be soldering to the solid-state regulator. Please take care so as to not overheat the regulator, as it is thermally sensitive! Use tweezers, a long nose pliers, or hemostats to provide a suitable heat sink during the soldering operation.

5. Using a short length of wire, jumper between the solid-state voltage regulator's VIN (12V in) terminal to the "B" terminal on the plastic base, you probably removed a Green wire from this contact, and is from the Battery. Carefully solder

both connections.

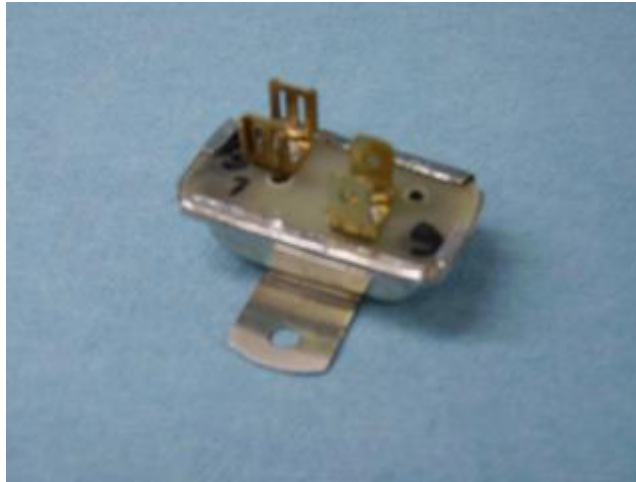
6. Using a short length of wire, jumper between the solid-state voltage regulator's VOUT (10V out) terminal to the "I" terminal on the plastic base, you probably removed a Light Green wire from this terminal, this goes to the gauges. Carefully solder both connections.

8. Gently fold the edges of the metal cover back over the plastic base with pliers.

9. To function properly, the solid-state regulator must be electrically well-grounded to the rest of the vehicle. Accomplish this by (first) connecting it to the voltage regulator's metal cover with a machine screw and nut. (I used a counter-sunk 4-40 flat head machine screw on mine)

Note: the voltage stabilizer housing itself must in turn be grounded to the car by its mounting. If the fasteners are corroded or dirty, they should be cleaned at this time.

10. After installing the modified voltage stabilizer, reconnect the battery and with the key on, test the output off the voltage stabilizer with a voltmeter, it should be a steady 10 Volts!



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Musical Instrument Museum

John Nuss

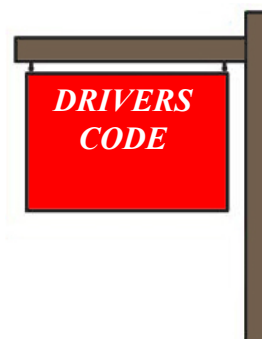
We were few but persistent. Along with members of the Metropolitan Club, we, Dave, Denine, Betsy, Marie, Kathy and I, representing DCTRA, LVTA, AMO, MG Roadrunners and DKW Club of North America, went to the Musical Instrument Museum in Scottsdale. Rachel, the know-it-all GPS, took us to the wrong corner but we persevered to Tatum and Mayo Drive and met the rest of the museum goers. We enjoyed a good dinner-the food was tasty, the service attentive, though a little pricey to me, and good company-John Hill of the Metro Club owns a DKW (!) parts car and Nancy Gnepper told stories of the Metro experience. I think she still has Nellie's Austin FX3 taxi.

We toured the museum for the next several hours. The admission fee provides a small radio receiver and headset that allows one to hear the instruments that are on display. One can see the instruments "in the flesh," watch them being played and hear the sound. Some of the video is clear, contemporary DVD quality and some is grainy, scratchy black and white "archival." The sound is available in close proximity to the flat screen TV, but there are times when walking to the next display you'll hear the sound from the previous display but see the new music performance. Still, it is neat to see and hear the instruments. Being a "classical" musician, after listening to the bagpipes, fiddles, drums, and various flutes, when I came to the European music (Bach, Mozart) I thought, "Now this is music." And yet the sound of the palm frond trumpets and Pan Pipes from Bolivia were mesmerizing to me.

Some of the folks left after two hours or so, others... I looked at my watch noticed it was two o'clock and the next time I looked it was the other side of four o'clock. Where did the time go?! We persevered, Kathy, Marie, Betsy and I had to rest in the museum café over coffee and tea. We were back on the road home shortly after five

o'clock.

The museum offers concerts - at least weekly, it seems from reading the schedule





DCTRA Membership Application

Please print and return completed form to:
John Reynolds, Treasurer
806 E. Campus
Tempe, AZ 85282

Member Info:

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Address: _____

City: _____ State: _____ ZIP: _____

Phone: _____ Phone: _____

email: _____
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- Your 'significant other' is afraid to drive your car.
- You are afraid to drive your car.
- You spend more on tires than on food.
- You spend more on car insurance than on house payments.
- You see a picture of your car taped to the bulletin board at your local police station.
- You have to go to the track to buy gas.
- Your mechanic names the new wing of his shop after you.
- You're tempted to wear your fire suit just to drive to the office.
- You get pulled over for doing 155 in a 35 but the cops will let you go if "they can look under the hood."
- You are not allowed to run in the Silver State Challenge.
- You get an anonymous phone call asking if you are interested in being in the Cannonball Run.
- Your face looks like you are riding a NASA centrifuge when you drive the car.
- You need parachute braking.
- Your 'Significant other' won't even ride in the car.
- There is no possible way to "sneak out" of your neighborhood at 6 am.
- Your pets scramble for their hiding spots as soon as the garage door is opened
- Fuel is delivered to your home in 55 gallon drums.
- You wear earplugs in your car.
- You find out that side mirrors don't hold up at speeds exceeding 145 mph.
- Your exhaust pipes are larger in diameter than your driveline.
- Your fuel pump flows enough to water a golf course.
- Your engine idles at 2800 rpm.
- You measure the fuel you use in "gallons per mile".

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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

GT6 Engine

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

1980 Triumph TR8

Partially restored, British racing green. Asking \$6,500. The car is in Streamwood, IL and the contact info in Richaubert@gmail.com or 630-254-8489

Interior:

- *Beige custom interior
- *New door panels (not yet installed)
- *New, installed carpeting
- *Air conditioning and heater rebuilt but not tested
- *Center console completely rebuilt (not yet installed)
- *Oversized seats installed (original seats available and partially restored).

Body:

- *New convertible top (some sun damage to rear plastic window).
- *Body in good condition – straight, with no damage or rust
- *Paint has scratches due to shipping up from Ari-

zona
Engine:

* Rebuilt crabs.

*Car runs – but the 5th gear of the trans mission is

noisy

*Engine compartment has not been worked on (dirty).

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

1979 Spitfire For Sale Dave Mure 602-292-9350



Calendar of Events

For more information or to sign up for an event, visit the DC TRA web site events page (www.dctra.org). Also, check the link to "Arizona Car Shows" on the 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 Matt Reynolds, VP and Activities 480-968-6078 / bsatr6@yahoo.com

August 2010

- 7th- Cruise in for Hope Kids- Glendale
- 10th- DCTRA monthly meeting
- 21st- Seats for Soldiers Car Show- Phoenix
- 28th- DCTRA event- White Mountains Beat the Heat Ride. (See Matt for details)
- 28th- Thunder over the Coconino aircraft and car show – Valle airport
- 29th- Pink Ribbon classic car show- Tucson

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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.

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.

Local 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



Triumph Sports Car Club of San Diego
Presents:

Triumphest 2010: A British Invasion

October 7-10, 2010
Del Mar, California

ALL THE EVENTS YOU LOVE
(AND MAYBE A COUPLE OF NEW ONES!)

Autocross
Hospitality Party
Funcours
Banquet

Funkhana

Scenic Drive
Fun Rallye
Awards Presentations

Our host hotel will be the lovely Del Mar Hilton located in Del Mar, California 15 miles north of San Diego. This location is next to the famous Del Mar Racetrack and near to many of San Diego's best attractions including beaches, wineries, shopping, and restaurants.



For more information contact:

E-mail: Triumphest2010@gmail.com

FOR REGISTRATION www.triumphest.com

<http://clubs.hemmings.com/sandiegotriumph>

Triumphest 2010 Registration Form

Entrant		Street Address		City/State		Zip	
Co-entrant		Street Address		City/State		Zip	
Phone w/Area Code		E-mail				Club Affiliation	
Triumph Model #1		Year	License #	Triumph Model #2		Year	License #

Regalia: Order must be received by 9/1/10.

Denim shirt: long sleeve with small embroidered logo above left chest pocket Male: S ___ M ___ L ___ XL ___ XXL ___ # @ \$37 each = \$ _____ Female: S ___ M ___ L ___ XL ___ XXL ___ # @ \$37 each = \$ _____	
Polo shirt: short sleeve with small embroidered logo on left chest Male: S ___ M ___ L ___ XL ___ XXL ___ Sun ___ Navy ___ # @ \$37 each = \$ _____ Female: S ___ M ___ L ___ XL ___ XXL ___ Sun ___ Navy ___ # @ \$37 each = \$ _____	
T-shirt: short sleeve with small silk-screened logo on front Male: S ___ M ___ L ___ XL ___ XXL ___ Honey ___ Blue ___ # @ \$17 each = \$ _____ Female: S ___ M ___ L ___ XL ___ XXL ___ Honey ___ Blue ___ # @ \$17 each = \$ _____	
T-shirt: long sleeve with small silk-screened logo on front Male: S ___ M ___ L ___ XL ___ XXL ___ Grey ___ Blue ___ # @ \$19 each = \$ _____ Female: S ___ M ___ L ___ XL ___ XXL ___ Honey ___ # @ \$19 each = \$ _____	
Sweat shirt: long sleeve with small silk-screened logo on front Male: S ___ M ___ L ___ XL ___ XXL ___ Grey ___ Blue ___ # @ \$28 each = \$ _____ Female: S ___ M ___ L ___ XL ___ XXL ___ Grey ___ Blue ___ # @ \$28 each = \$ _____	
Hat pin _____ # @ \$5 each = \$ _____ Grille Badge _____ # @ \$25 each = \$ _____ Extra dash plaque (one included with regist.) _____ # @ \$5 each = \$ _____	
Total Regalia Costs (Enter value in next column, also) = \$ _____	

Registration:

Fees (includes co-entrant and one car) One car before 9/10/10 \$75 = \$ _____ One car 9/10/10 - 9/30/10 \$90 = \$ _____ One car after 9/30/10 \$100 = \$ _____ Extra person (s) _____ @ \$30 ea. = \$ _____ Extra car _____ @ \$30 ea. = \$ _____ Total Fees \$ _____	
Awards Banquet Roasted Strip Loin _____ @ \$55 ea. = \$ _____ Herb Roasted Chicken _____ @ \$55 ea. = \$ _____ Salmon Pistachio Crust _____ @ \$55 ea. = \$ _____ Total Banquet \$ _____	
Total Regalia = \$ _____	
Total Enclosed (Sum of Fees, Banquet & Regalia) = \$ _____	

I/We plan to participate in:	# of people	# of people	# of people
Autocross	_____	Funkhana	_____
Scenic Driving Tour	_____	Walking Rallye	_____
Photo/Model Contest	_____	Hospitality Party	_____
		Funcours	_____
		Driving Rallye	_____
		Darts Tournament	_____

We, the undersigned, release, waive, discharge, and covenant not to sue the Triumph Sports Car Club of San Diego, the officers of said club, and the sponsors of Triumphest 2010, holding them free from all liability for any and all loss or damage and any claim on account of injury to persons or property resulting from my/our participation in Triumphest 2010, including travel to and from the event.

I/We hereby assume full responsibility for, but not limited to: risk of bodily harm, death or property damage during the course of Triumphest 2010.

Signed _____ Signed _____

Please return this completed registration form, signed waiver and your check, made payable to TSCCSD, to:

TSCCSD
P.O. Box 178088
San Diego, California 92177

Questions? Call David Stauffacher (760) 787-0643 or email: Triumphest2010@gmail.com

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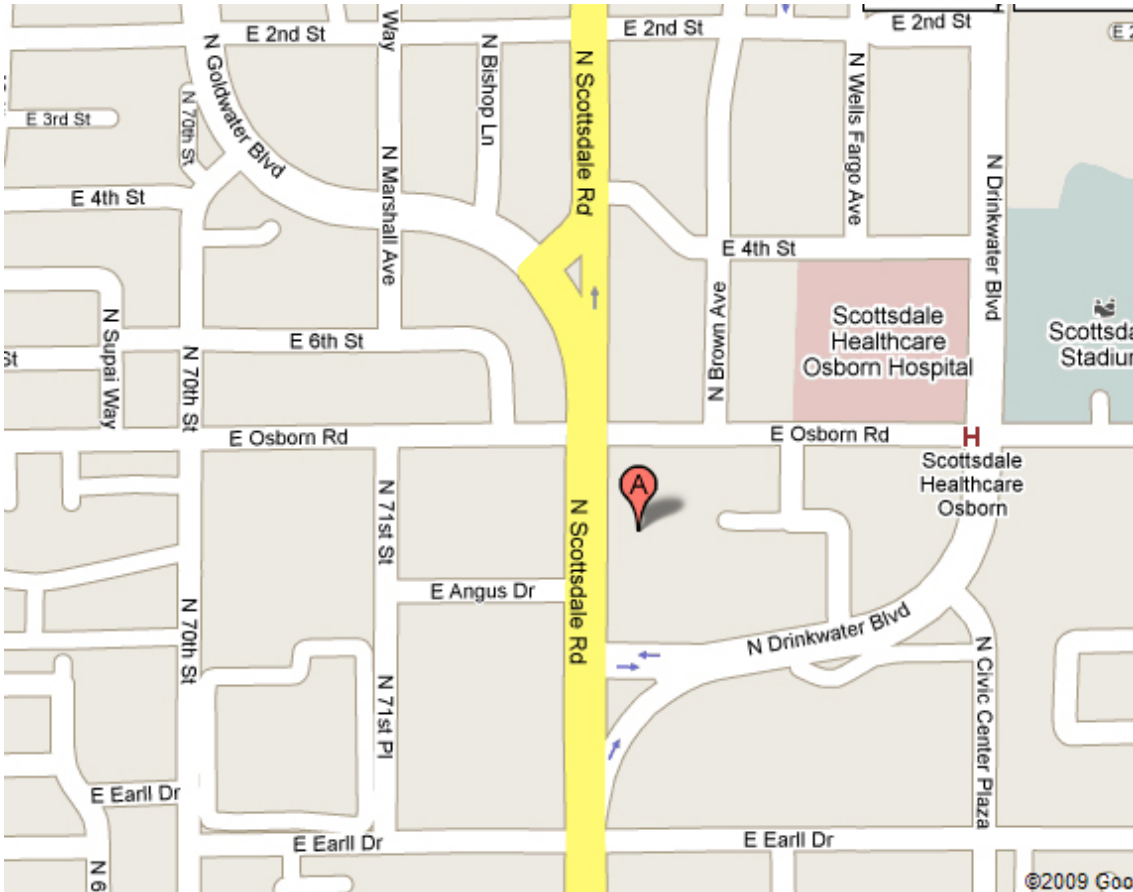
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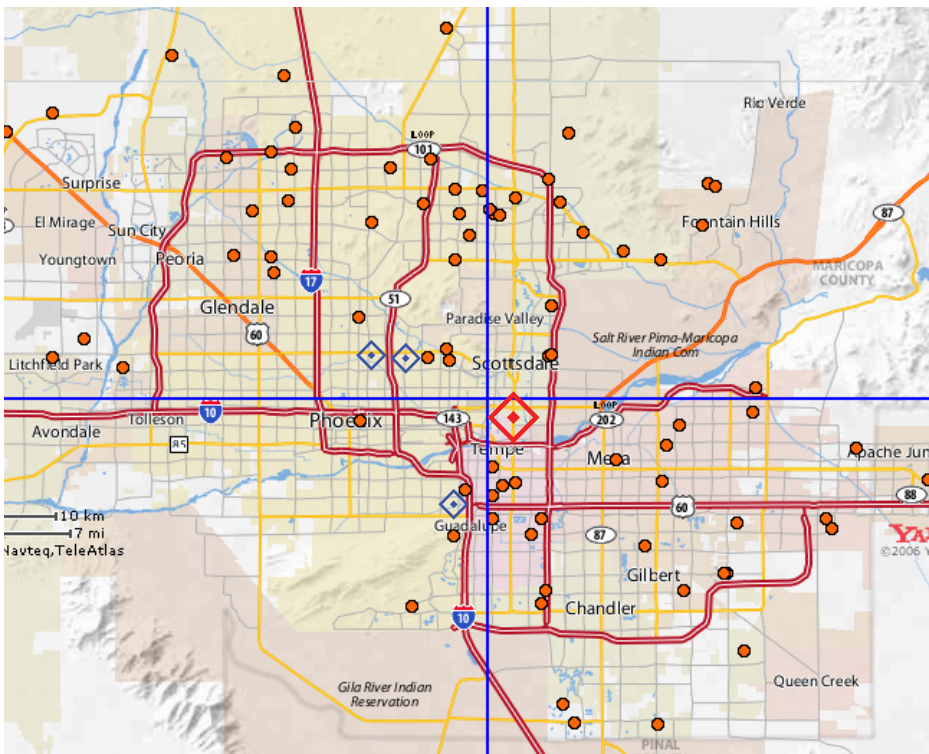
Regular DCTRA Meeting Location!



DENNY'S RESTAURANT, 3315 N. Scottsdale Rd, Scottsdale

As was reported in the Prez Sez column at the beginning of the September 2009 issue the Committee formed to find a new location drew a circle around the Valley to find the Center.

This was already available on the Club's Website under the "Members Only" section where there is a static map with crosshairs bisecting the valley and a link to an interactive copy of that map showing the Valley with the address locations of all the Members.



Here is a copy of the map with a Red diamond target showing the new location. You can also see that I added three Blue target diamonds indicating the location of the last three meeting locations. The Orange dots on the map indicate the addresses of DCTRA Members (current at the time the map was created).

DCTRA NEWSLETTER
743 N. 22nd Place
Mesa, AZ, U.S.A. 85213

