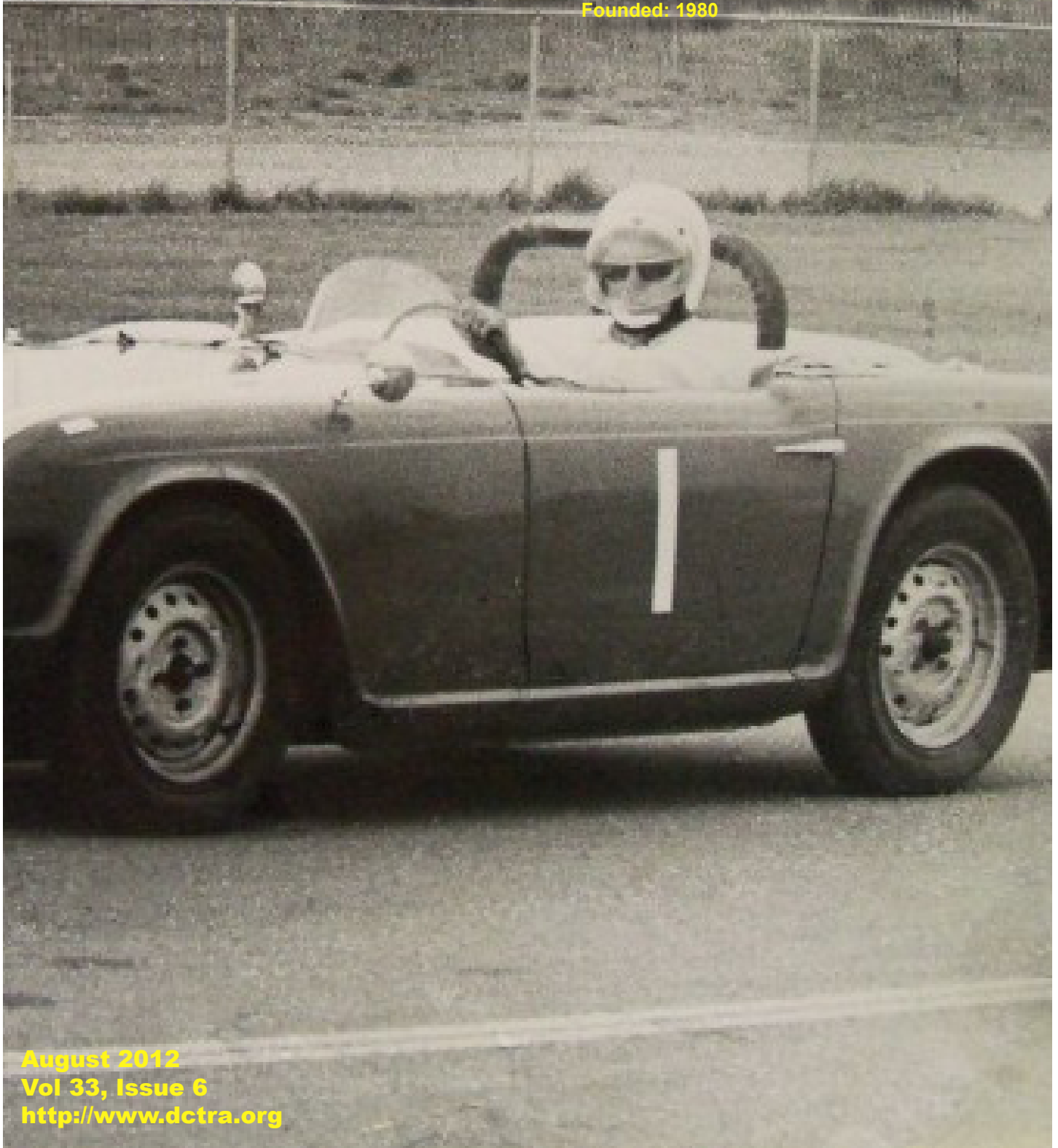




TRIUMPH TRUMPETER

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Founded: 1980



August 2012
Vol 33, Issue 6
<http://www.dctra.org>

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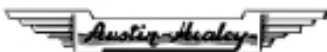


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Triumph Sports Car Club of San Diego	http://clubs.hemmings.com/sandiegotriumph
Portland Triumph Owners Association	www.portlandtriumph.org
Tyee Triumph Club(Seattle)	www.tyee.triumph.org
British Columbia Triumph Registry	www.3.telus.net/bc_triumph_registry
All British Field Meet (Portland)	www.abfm-pdx.com
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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.vsccl.ca
Moss Motors	www.mossmotors.com
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British Motor Club of Utah	www.britishmotorclub.org
Columbia Gorge MGA Club (Classic Gorge Rally)	www.columbiagorgemgaclub.com
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August 2012
VOL. 33 Issue 6

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On the Cover:

John Horton in his first TR

NEXT CLUB MEETING:

July 10, 2012 @ 7:00 PM

Denny's Restaurant

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Come Early to Socialize with other Members

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1/2 PAGE:

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EDITORS DESK

Dave Riddle

With the Olympics just ending I have been cruising the web trying to find some TR relevant content with an Olympic theme.

Enjoy

Somehow the vintage car games were left out of this year's Olympics. I hope they will be included next time. Specifically, I would like to see:

1. Weightlifting: the engine lift
2. Swimming: the backstroke wiggle to get under a car
3. High jump when accidentally touching a hot solenoid with a wrench.
4. Speed hammering of knockoffs
5. 50km walk home to call AAA
6. Dead car push back into the driveway
7. Gymnastics: getting in and out of one of these cars
8. The crank turn
9. High torque frozen bolt removal
10. Beach volleyball -- actually not the game but all the girls piled into a TR3 and driving down the beach, as they did in those beach movies of the 50s
11. Olympic stretch trying to reach a nut that flew off and landed smack in the middle of the car?
12. Hammer throw - after trying to smash a bushing after the puller kept slipping and you kept banging away with a hammer and chisel?
13. Top race - trying to see how long it will take one man to put up and latch a TR6 top that's been left down for more than a few days. (This would be better in the Winter, if not impossible. It took 3 people to get my top up after I foolishly left it down all summer (Never again!).



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Formerly the TR8 Car Club of America

Prez Sez

George Montgomery

Triumphest is coming up next month and the time is approaching rapidly. The various committees are now meeting with their assorted volunteers and working out details needed to be done: registration desk; autocross setup and operation, funkana setup and operation, funcourse judges, etc. If you have volunteered for an activity and have not been contacted yet call George Dirkin (602-867-3896) or Marie Thompson (602-971-7807) to find out the head of that activity. It may be that they have lost your contact information or for some other reason have not been able to get in touch with you. If you have not volunteered for a position yet and are going to Triumphest, look for a call from someone requesting your interest and assistance. Believe me, we will need the help of all attending DCTRA members in order to pull this occasion off as a successful event.

I hope you have your ravishing beauty ready for the trip to Flagstaff both in appearance and mechanically. John Horton spoke last month about having a tech session some weekend before we head to Triumphest to inspect the cars of all those wanting to do a 7 point, or was it 14 points, checkup to insure that our cars at least ready to make the trip. Watch for another announcement for this date and time.

I have been polishing on Jack, my TR6, to get it ready; but have not spent as much time as I feel is needed. It is awful hot now at this time of the year and difficult to get outside to work on it. By the time that I get up at 6:00 in the morning, walk the dog, do precursory morning duties and then outside, the temperature is already up into the 90's. When I'm working outside, albeit in the shade, I don't last very long in the heat, maybe an hour or an hour and a half at most. I come in, cool down, drink water and it takes a great deal of fortitude to make myself go back out again. Even the after the evening stroll walking the dog, when the sun is down... its hot! I need a large area light for the carport so that I may work outside at

night; at least for another hour or so. I can hardly wait for cooler weather. Triumphest will be here by then though, won't it?

When we don't spend enough time with our cars, some of them get their feelings hurt. They react in different ways depending on the particular personality of the car depending on the name we have given our car and on the way that we talk to and treat it. Some cars, if ignored too often in order to spend time with our families, act as a neglected mistress causing mischief while we're on the road or at the last minute when we're trying to start for a trip. Others, even though we may have been neglectful and attended to just the necessary maintenance tasks, will just be joyful and responsive to any time that we may spend driving, cruising or other time with it. Whichever personality your pride and joy has, bring it to the next business meeting August 14th. If it does decide to act up and cause some mischief, there will be plenty of knowledge and assistance to help you to get it back home.

We'll see you at the meeting!
George

Minutes of the July Meeting

Beth Horton

President George Montgomery opened our July 10 meeting at 7 pm.

About 40 people were present, including several visitors: Cathy and Jeffrey Potter, Mike Dorimpio (Stag - visiting from Utah), Dave Smith (TR4A - new member), and Jackalyn and Michael Devine (TR3 and Spitfires).

Minutes: Minutes of the June meeting were accepted as printed.

Treasurer: No treasurer report; John Reynolds was out of town.

Membership: Trudy Crable was not present. She has posted an updated membership list to the

DCTRA website.

Newsletter: Dave Riddle has the July issue out on time. The Triumphest committee list needs to be updated.

AAHC: There are no AAHC meetings in summer. John Horton forwarded several emails from them noting current issues to the DCTRA mailing list.

Event: Few events in the summer, Matt Reynolds said, other than the upcoming Pool Party. Armand LaCasse gave us details for the party and sent around a signup sheet for who is coming and what food they plan to bring.

Old business: None

New business: Four brave souls drove Triumphs to the meeting; one described his as a "convection oven."

Technical: John Horton announced a Work Day on Sept. 15th, 8am, for anyone wanting to check over their car before Triumphest. A lift will be available, and lunch. Save the date, details to follow.

Armand is working on his TR3 restoration, has the body ready to put on the frame.

George M. has his TR6 on the road with a rebuilt engine, new Toyota 5 speed transmission, new carpet and seats. We could admire it in the parking lot after the meeting.

Jim Andres was happy to have his TR4 back from the paint shop and is involved in wiring now.

Triumphest Report: Little America Hotel is full, but overflow rooms will be available at Holiday Inn Express, Kathy Nuss told us. A very few are having problems with Paypal from our site, but this is an issue with the user or Paypal, not connected to the website.

31 have registered so far, most from California. PLEASE register soon so that plans can be made. Helpers are needed for events – see

someone on the Committee.

Linda Nicholson asked that those who signed up to bring 20 x 30" photographs of their cars to be displayed bring them by the August meeting. Photos must be mounted, to sit on an easel. Project car pictures are welcome as well as those of show queens and daily drivers.

The Digger Davitt award, sponsored by Moss Motors, will be presented at Triumphest. It is given to persons who best promote the Triumph breed and help other owners. Several told stories about Digger. Since we would like our club represented, George Montgomery asked us to consider someone to nominate and send the name/names, with a writeup of why they deserve to win, to George as soon as possible.

Betsy Kavash said she and Chris Durkin are doing well so far finding sponsors for Triumphest. They need raffle prizes and goodie bag supplies. She asked members who might know a business who would be interested in donating a prize or gift basket with their card enclosed to please contact them. Betsy said needed are "Ideas, Help, and Contributions."

Miscellaneous: Jim Hughes showed a white hood stick cover that he has for sale.

Meeting adjourned 7:40 pm.

Beth Horton, acting secretary

Alternator Trouble in Vermont

George Montgomery

The Vintage Triumph Register held their annual meeting in Albany, NY in 1989. Over ½ dozen of the cars in our Oklahoma club, the Central Oklahoma Vintage Register, had caravanned to New York for the nearly weeklong event. Many of our members had not done a frame off restoration on their cars. They were “new” enough to still be daily drivers although laboring under many miles with them. As a result of Club activities, they began to drive them on out of town trips, some going as far as the 200 miles to Dallas, TX. When the plans for a caravan trip to Albany came up panic began to creep in. “That’s way too far, my car won’t make it.” “What if I lose a major part and have to have it towed or trucked back home?” After pointing out that we would have more than a handful of highly skilled, specialized mechanics with us and we could anticipate what parts were most vulnerable, the main concern was going to be: Who could get away at that time, and had the time to spend on a two week vacation in their Triumph?

After the meet in Albany, everyone was preparing to return. Rather than all safely caravanning together, some wanted to mosey back as on our trip there. Some needed to return to work as soon as possible, the interstate for them. One member wanted to spend an extra week to visit a brother who lived in Buffalo, NY. I had a tax client that lived in Burlington, VT that I wanted to see. This was a business trip and a tax deduction for me, you understand. My 1973 Spitfire 1500 was all original, save for a 2 year old engine rebuild by someone, who I later found out, did not know that much about Triumphs. I had decided that the car passed a through pre-drive inspection and that all marginal and questionable components had been replaced, tightened or otherwise attended to. It had made the 1500 plus mile journey getting there without incident and would surely make the return.

I drove a quiet country road that ran alongside Lake Champlain that borders between the states of New York and Vermont. It was mid-afternoon on an August Sunday. The temperature was pleasant with a cloudy sky and threatening rain. I had the top down of course. I notice a red warning light appear on the dash. Then the engine temperature began to rise. I pulled to the side of the road, raised the hood and found the fan belt was loose; in place, but loose. At the bottom of the alternator is a bracket that swings in toward the engine and out for adjustment of the belt tension. It is hinged on the bottom with a long bolt and a 2” tube spacer to hold the proper alignment. That bolt and the tube had worked itself loose a mile back, dropped off and now the alternator just flopped idly. I was searching through my spares in the trunk when a fellow in an El Camino going the opposite direction stop to give assistance. See, Up-State New Yorkers are wonderful people. We appraised the situation and determined that little part was going to be necessary. Scrounging around in the tools in his truck box, he found an old allen wrench for a substitute. It appeared close to the right size. We shoved it in place and tightened the fan belt. It held! Not sure for how long, but it held in place when the engine was started. It started to rain hard then. He ran for his car, and over his shoulder he said: “Just keep the wrench. Good luck!” I drove with an eye on the dash watching for a tell tale warning light again for the rest of the way to Burlington. All with out incident.

As I pulled into the parking lot of my friend/client’s apartment, I looked for a parking spot. I heard a clink in the drive. Stopping to look I found the allen wrench had finally dropped. I parked, went in to greet my friends, deciding to attend to the car on Monday while they were at work. The next day I walked to a neighboring hardware store. I perused the odds and ends that were available and found some heavy plastic tubing intended for water hoses. I purchased a 1’ length of it and a bolt and nut that were the approximate size. Back at the car, still in the parking slot, I assembled the pieces and found that the car was now fixed (hopefully) at least to

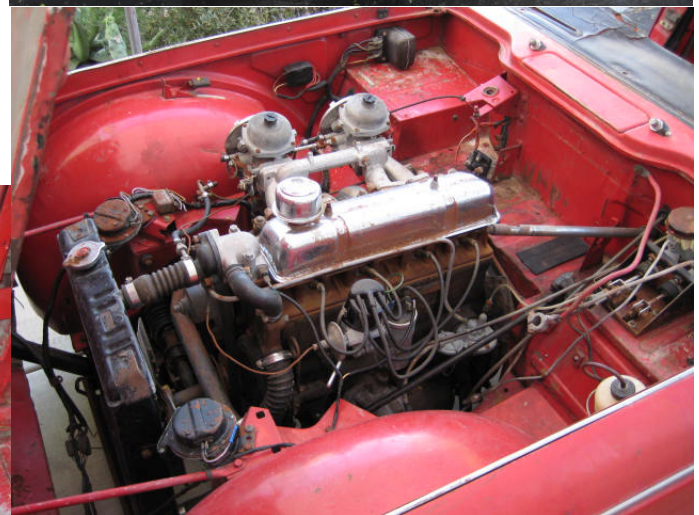
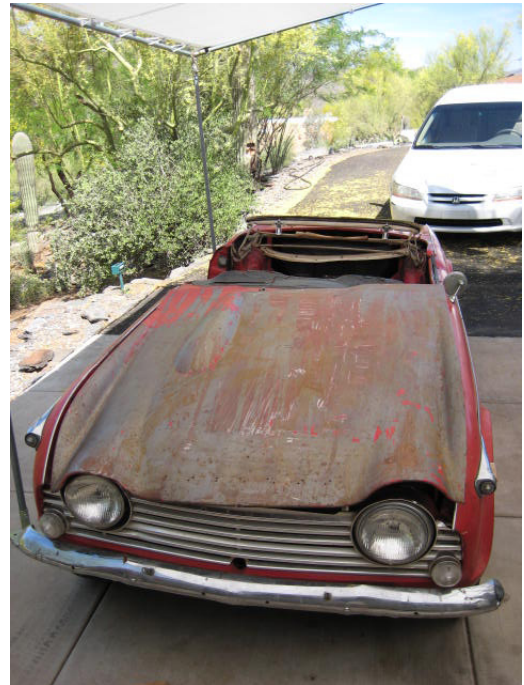
Continued on Page 14

1965 TR4A For Sale

I'm trying to help a friend sell his 1965 TR4A. The car will require a complete restoration but I think that it would be a good starting point. I have attached some photos that I took of the car. It looks pretty much rust free. There might have been some repair in the inner rocker panel below the driver's door. Doug (my friend) said it has been in his garage for the last 20 years. I know that Mike Higgins at Vehicle Performance Center had rebuilt the engine years ago. Doug has Parkinson disease and has lost his ability to talk so I have volunteered to be the contact in selling the car for him. I'm a car guy so I should be able to answer questions about the car. My contact info is:

Richard Crabb
(602)216-9737
richard@fastq.com

Doug wants \$6,000 or best offer. The car is in Cave Creek and I can arrange appointments to look at the car





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 #: _____

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☐ Two Years
\$34.00

☐ Three Years
\$50.00

I would like to Receive the Newsletter via:

☐ Email
☐ US Mail

Comments/Suggestions:

Calendar of Events

To add or host an event, contact Matt Reynolds, VP and Activities 480-968-6078 / bsatr6@yahoo.com

DCTRA Events August 2012

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Update Your Triumph Membership

Trudy has posted the updated membership list on our DCTRA.org website (see files section). It's updated through the January '08 Brunch meeting. She 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 Trudy Crable at 480-734-5871 for membership information. Dues are \$18.00 per year

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.

Tragedy Close to Home

Andy Greybeal

In the August Tales and Trails, Andy Graybeal wrote his 'Last Word' article on the fatal sports car traffic accident that was reported on the web a few weeks ago, involving a TR somewhere in Northern California. The car was 1st reported as a Spitfire, but later identified as a TR6 as, I believe you or someone in the DCTRA reported. I thought that Andy's article should be included in our newsletter. Not necessarily as an epitaph but as a 'wake up' call to all of us that drive these little cars!

Jim Bauder

pictures were not that clear.) when he got caught up in a conflict between two other motorists who were chasing down the two lane road at speeds exceeding 100 MPH. Heather Ann Howell, driving her 2001 Acura, was chasing a man on a Harley Davidson motorcycle when she struck a Lexus which caromed into the Garcia's Triumph, flipping it on its back and trapping the driver. The car then caught fire and Garcia was pronounced dead at the scene.

The Sonoma District attorney has since charged Howell with murder in connection with a vehicle collision that killed the Santa Rosa man.

While a great expression of sympathy has gone out to the family of Garcia from friends and those who perhaps only had the Triumph association in common, it's good to step back and realize that

our little hobby cars are indeed vulnerable, especially to fire in the event of a roll over. The gas cap is easily flipped open, allowing gasoline to flood the ground. What actually ignited the gas in this case may not be known, but something did and the driver had no chance of extricating himself.

About the only real safety factor these cars have is the responsiveness of the steering. Sadly, even that was not a help to

Garcia as he was the secondary victim. We all drive our cars with an extra portion of alertness, knowing that following too closely will not be compensated for by ABS brakes, that there is no designed crush zone in either end of the cars (excluding the TR7 and TR8), no air bags, no side impact reinforcement. I'm not saying that driving

Continued on Page 14



Aug 2012 Last Word

What started out as an obscure traffic accident report has caught the attention of mainstream news and understandably, the Triumph community as a tragedy close to everyone of us.

Jesse Garcia was out for a drive in his TR6 (it appears, although also reported as a Spitfire. The

Classified

Classified ad's are free to DCTRA Members

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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

My TR3A project parts: is just about finished and there are many parts left over. Here are several that are ready for a new home:

- 1 used TR3 windshield (clear) \$50.00
- 1 New TR3 windshield (clear) Roadster Factory \$154 + about \$100 postage & shipping \$200.00
- 1 rear seat (leather)(Moss), black with white piping \$349.95 ready to install \$300.00
- 1 hard top shell with drip rails/w rear window that came with the top \$ 350.00
- 1 Heater reconditioned \$350.00
- 1 set of seats (core only) \$100.00
- 1 set of side curtain frames \$75.00

There are several fenders and doors in good to fair condition priced accordingly.
Pick up only or call and maybe something can be worked out. Jim Hughes 480 924.3565

Original 1976 TR6 for sale with very good condition factory Topaz (orange-yellow) paint and only 70,983 original miles since new. Interior and soft top are also in good condition. Has circa 1976 dealer installed luggage rack and racing stripes. The frame is rusted under passenger side and the rear-end clunks under acceleration (U-joints? Differential?). Car has not been driven or started since 2008. \$4000, as is. Call John at 602-762-1320 or email jlindly@cox.net for more information or for photos.

1974 Triumph Spitfire 1500

20K original miles, new top, never driven in the winter. Good condition, some rust, been sitting for awhile and Not currently road ready - \$2500 or best offer. I bought this car when it was 6 months old and shipped it here from Ohio.

Rick Humiston
3708 E. Briarwood Terrace
Phoenix, Az. 85048
480-759-6840



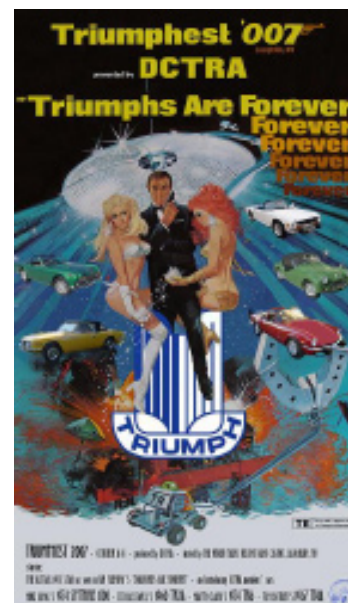
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We still have copies of the Triumph 2007 Event Poster. Don't have one hanging in your garage? Get one! Free to a good home (or garage!) Contact Dave Riddle at 480-610-8234 or via email: dave@microworks.net to arrange to get one at a Club Meeting

get me back to Oklahoma. I spent the rest of the week touring Vermont while my friends worked. Then an occasional trip was made in the evening. The following week was spent driving to Ontario, Canada, Buffalo, NY then back home, all without incident again. I finally replaced the make shift components a year and a half later when I finally found the correct replacement parts.

I had begun an interest, thereafter, in long distance tours with old Triumphs. After assessing its condition, gathering assorted spares and insuring that the car is in its reasonably best condition, I strike out on a cross country adventure to sight see. The destination is not the most important part of the tour, but the trip getting there. It's the test of the car and matching your wits and using reason to fix it. Because these cars are built with fairly modern sophistication for high speed travel, yet simple enough for a minimally mechanical mind like mine to work on, with a little ingenuity, many problems may be remedied with a field fix of bailing wire, duct tape or paper clips. At least sufficiently to return home without a tow.

What a Challenge!



a contemporary roadster like a Miata would make you impervious, but given the car you drive, a car that is at least 31 years behind the times, safety-wise. Any other conclusion is being in denial. Poor Jesse was like an innocent victim of a drive by shooting—just bad luck. At age 59 he had a lot of driving left on his clock.

There's much to recommend a roll bar. I got one when my boys told me about an acquaintance, tooling down the street with a couple of buddies, lost control, hit a curb and flipped a roll bar equipped TR4. The guys in front got a bit of road rash, but the guy in back, under the roll bar, escaped unhurt. Go figure. I can't imagine how anyone could squeeze into that space.

You may have heard about Southern California Triumph club newsletter editor, Steve Hedke recently. While participating in Hagerty's "Great Race" last month, was run over by a woman in a mini-van. Both cars overturned with great damage. Steve and his family were in a 30 Model A fenderless hot rod and the mini-van climbed the left rear wheel. What caused Indy cars to be redesigned this year happened on the open road at 30 MPH. In this case, the mini-van driver had a record of three tickets for following too closely, prior to this incident. Cuts and bruises were all that happened to the Hedke family, fortunately. They were all wearing seat belts—not so good for the car.

We are driving old cars and we are a careful lot. But there are too many people on the road with no appreciation for the laws of man and physics. Isolated from the wind and noise, they treat the driving experience like a video game, are distracted by gadgets, both in hand and on the dashboard, by others in the car and by their emotions as in these cases. Our best defense is focus and 360 degree awareness. Oh, and fasten your seat belts!

British Car Humour

Q: Know why the British don't make computers?

A: They couldn't figure out how to make them leak oil!

Q: What do you call an MG with dual exhaust?

A: A Wheelbarrow!

Q: How do you double the value of a Triumph?

A: Fill it up with gas!

Q: What's the difference between a classic Jag owner and a classic Triumph owner?

A: The Jag owner washes his hands AFTER he's been for a pee, and the Triumph owner...

Q: What are the two questions you hear most from the passenger in your MGBGT?

A: 1. Is it HOT in here?

2. Do you smell gas?

Q: When does a man open the door of the car for his wife?

A. When he has a new car.

B. When he has a new wife.

Webster's definition of Corvette: A Spitfire on steroids.

Little Billy and his Dad were down at the autocross watching the Spitfires zipping through the cones.

Little Billy looks up to his Dad and says, "Dad, when I grow up, I want to be a Spitfire driver."

His Dad looks down at him and says, "You can't do both, son."

For those of you who have never had the pleasure of owning a British car, but want to know what it's like: Next big rainstorm, wait till dark, roll down all windows, leave off lights & heater & wipers and go for a drive. Stop at every intersection and throw out a twenty dollar bill. It's not exactly the same, but it's real close.

I pulled into a garage with my newly purchased

1500 Spitty and politely asked "Have you got a windscreen wiper blade for my Spit?"

The cheeky git replied "sounds like a good deal to me mate."

An GT6 pulled alongside a Rolls-Royce at a traffic light.

"Do you have a car phone?" its driver asked the man in the Rolls.

"Of course I do," was the haughty reply.

"Do you have a fax machine?"

The Rolls driver sighed. "I have that too."

"Do you have a double bed in the back?" the GT6 driver wanted to know. Ashen-faced, the Rolls driver sped off.

That afternoon, he had a mechanic install a double bed in his car.

A week later, the Rolls driver passed the same GT6, parked on the side of the road with its back windows fogged up and steam pouring out. The arrogant driver pulled over, got out of the Rolls and banged on the GT6's rear window. "I want you to know that I've had a double bed installed," bragged the Rolls driver.

The GT6 driver rolled his window down and frowned at the Rolls driver. "You got me out of the shower to tell me that?"

My husband phoned me the other day and proceeded to tell me he had purchased a new car for me. Well I was not thrilled I wanted the new 4 door SUV. What kind is it I asked..... a Triumph Spitfire a BRITISH car.... I've always wanted one he exclaimed! Well I knew nothing of these British cars. I love Coronation Street does that help? No?

Well, family told me to be grateful, he only bought it because he's going through a MID LIFE CRISIS. "They either buy sports cars or trade the wife in for a slimmer newer model." He got BOTH. We've had the car now 4 days and I'm slimmer already...I've had to push it home everytime we go out!

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

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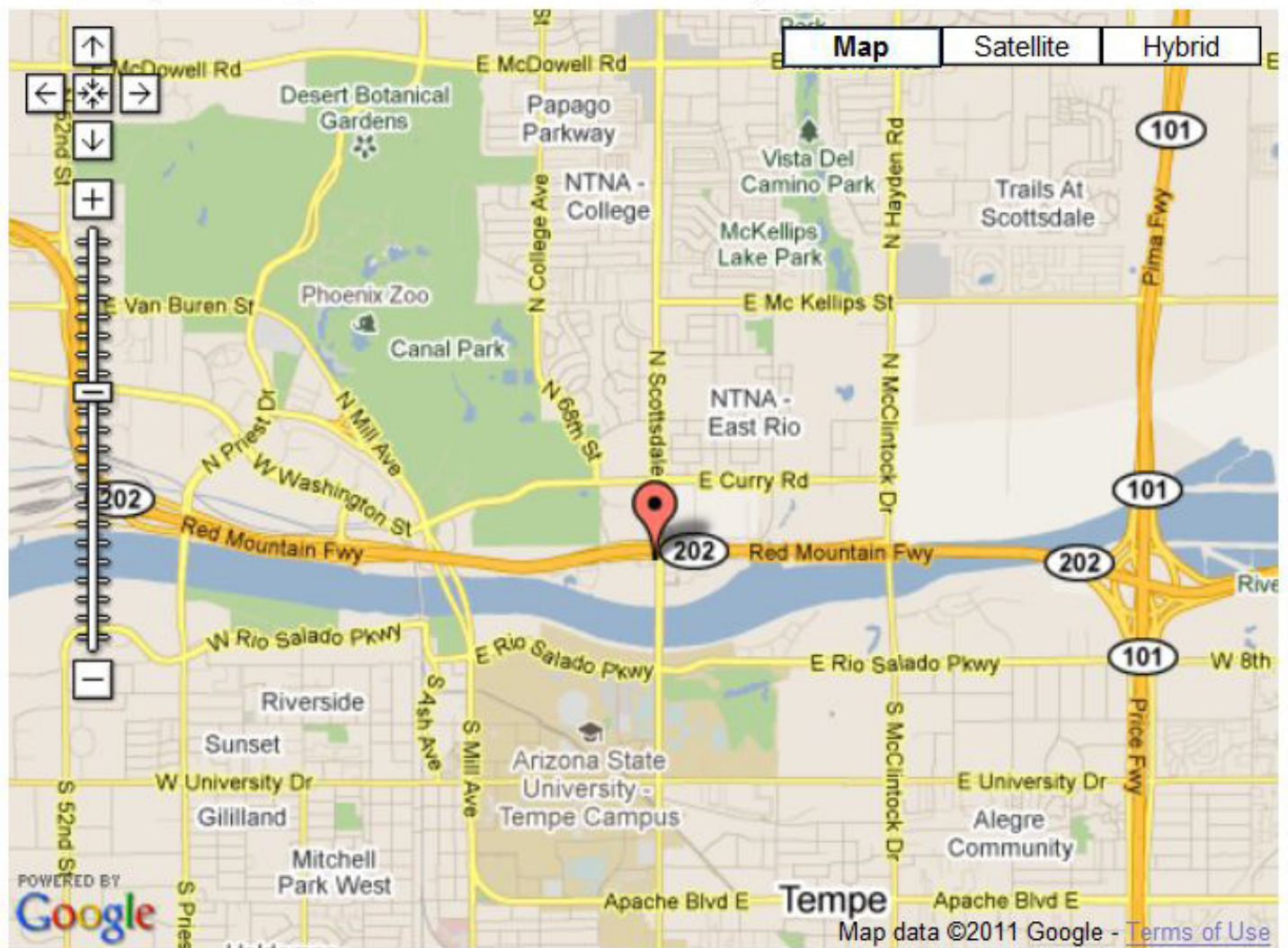
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E.MAIL bobbranton@hotmail.com

Note that regular Meeting locations are on the second Tuesday of the Month:



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Tempe, AZ 85281

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

